



Department for Transport

Reported road casualties in Great Britain: 2017 annual report

There were 1,793 reported road deaths in 2017, similar to the level seen since 2012. There were 39% fewer fatalities in 2017 compared with 2007.

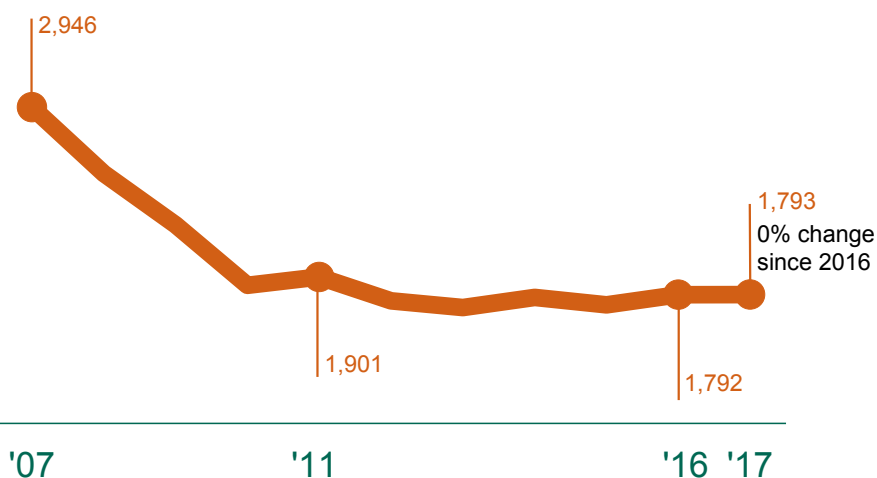
About this release

This release gives an overview and commentary of reported road casualties in 2017. This is the first release of the headline accident and casualty figures for 2017, which were postponed from 28 June 2018 due to unavailability of data from the Metropolitan Police Service and Transport for London. This publication provides the number of personal injury road traffic accidents in Great Britain that were reported by the police in 2017 using the STATS19 reporting system. It also includes the number of people killed or injured in these accidents and which road user group they were in.

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Chart 1: Fatalities in reported road accidents: GB, 2007-2017



- There were 24,831 **serious injuries** in road traffic accidents reported to the police in 2017. However, comparison of this figure with earlier years should be interpreted with caution due to changes in systems for severity reporting by some police forces. The report contains further information and a proposed methodology to account for this discontinuity.
- There was a total of 170,993 **casualties of all severities** in reported road traffic accidents in 2017. This is 6% lower than in 2016 and is the lowest level on record.
- **Motor traffic levels** increased by 1.1% between 2016 and 2017.

Introduction

This publication provides the number of personal-injury road traffic accidents in Great Britain that were reported by the police in 2017 using the STATS19 reporting system. It also includes the number of people killed or injured in these accidents and which road user group they were in.

The figures make up part of a long running series going back to 1926. The current set of definitions and detail of information goes back to 1979, providing a long period for comparison.

The information used to create these statistics are collected by police forces, either through officers attending the scene of accidents or from members of the public reporting the accident in police stations after the incident.

There is **no obligation for people to report all personal-injury accidents to the police** (although there is an obligation under certain conditions, as outlined in the Road Traffic Act). These figures, therefore, **do not represent the full range of all accidents or casualties** in Great Britain. Please see the section on [strengths and weaknesses of the data](#) for further details.

All accidents that were reported by the police and that occurred on a public highway involving at least one motor vehicle, horse rider or pedal cyclist, and where at least one person was injured are included. Accidents that happened on private land (including private drives) or car parks are not included in the statistics. Damage only accidents that do not result in personal injury are also excluded from these statistics.

Further Information

Information about the data collected, notes, definitions and guidance is available here: <https://www.gov.uk/government/publications/road-accidents-and-safety-statistics-guidance>.

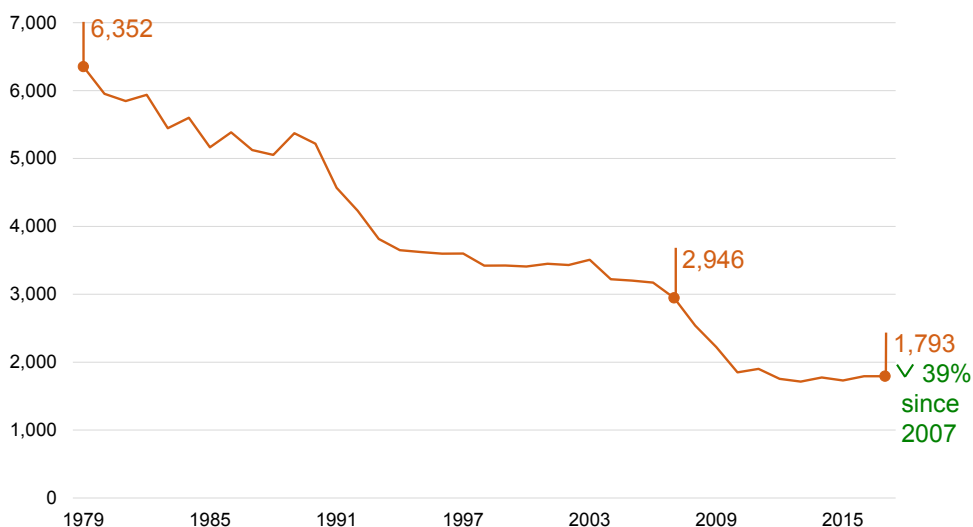
The raw data used to create the statistics (except for a few sensitive and personal variables) are available for download here: <https://data.gov.uk/dataset/cb7ae6f0-4be6-4935-9277-47e5ce24a11f/road-safety-data>.

Headline statistics

Fatalities

A total of 1,793 people were killed in reported road traffic accidents in Great Britain in 2017, similar to the level seen since 2012. However, there were 39% fewer fatalities in 2017 compared with 2007.

Chart 2: Fatalities in reported road accidents: GB, 1979-2017



The trend in the number of fatalities has been broadly flat since 2010. Previously, and particularly between 2006 and 2010, the general trend was for fatalities to fall. Since that point, most of the year on year changes are either explained by one-off causes (for instance, the snow in 2010) or natural variation. The evidence points towards Britain being in a period when the fatality numbers are stable and most of the changes relate to random variation. The number of fatalities in 2017 was constant compared to 1,792 fatalities in 2016 and with no change compared to the 2010-14 average (1,799).

Serious injuries

In 2017, there were 24,831 seriously injured casualties in reported road traffic accidents. This figure is **as reported to the police** and is **not comparable to earlier years** due to changes in severity reporting. From 2016 onwards, figures on the severity of injury have been affected by a large number of police forces changing their reporting

Definition

Casualty: A person killed or injured in a reported accident on a public road. Casualties are sub-divided into killed, seriously injured and slightly injured.

A full list of the definitions used in this release can be found here: <https://www.gov.uk/government/publications/road-accidents-and-safety-statistics-guidance>.

2010-2014 average

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

Changes in systems for severity reporting

Please see the [changes in reporting systems](#) section within the Strength and Weaknesses chapter for more information on the changes in systems for severity reporting.

The Office for National Statistics have completed work to quantify the effect of the introduction of these systems on the number of slight and serious injuries. This analysis is available here: <https://www.gov.uk/government/statistics/reported-road-casualties-great-britain-annual-report-2017>.

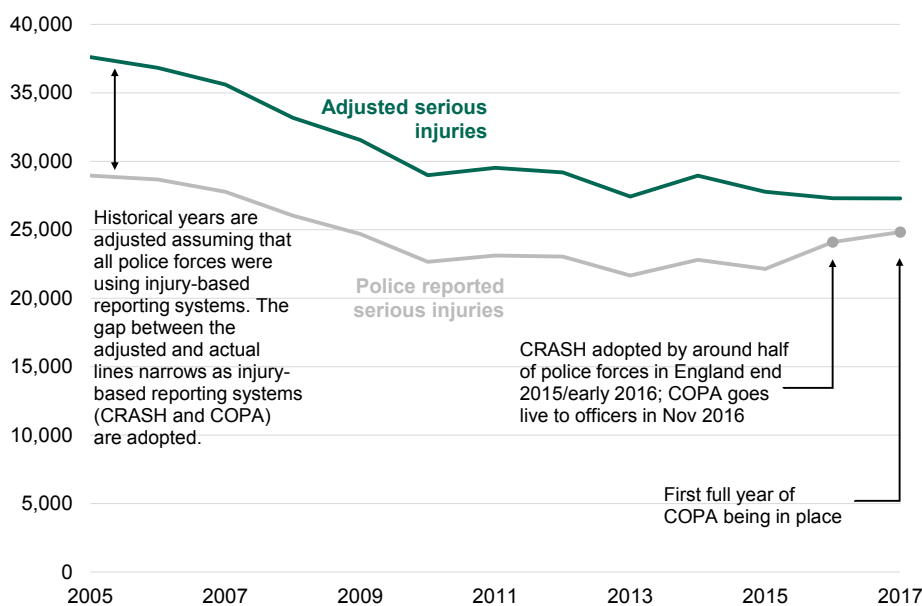
The tables which accompany this statistical release are based on the numbers of serious and slight injuries **as reported by the police**, not accounting for the change in reporting systems.

systems. It is likely that the recording of injury severity is more accurate for forces using these new reporting systems. This has had a large impact on the number of serious injuries recorded in 2016 (24,101) and 2017 (24,831) compared with 2015 (22,144). Some of these serious injuries may previously have been classified as slight injuries which means that the 2016 and 2017 serious injury figures are not comparable to previous years. Please see the strength and weaknesses section for more information.

The Office for National Statistics (ONS) Methodology Advisory Service have completed analysis to quantify the effect of the introduction of new injury based reporting systems (CRASH and COPA) on the number of slight and serious injuries reported to the police. This is described in detail in the ONS methodology paper which is published alongside this release here: <https://www.gov.uk/government/statistics/reported-road-casualties-great-britain-annual-report-2017>.

Assuming that all police forces were using injury-based severity reporting systems, the analysis estimates that there were 27,288 serious injuries and 29,081 KSIs in 2017.

Chart 3: Serious injuries in reported road accidents (estimated and actual): GB, 2005-2017



Changes in systems for severity reporting

Please see the [changes in reporting systems](#) section within the Strength and Weaknesses chapter for more information on the changes in systems for severity reporting.

The Office for National Statistics have completed work to quantify the effect of the introduction of these systems on the number of slight and serious injuries. This analysis is available here: <https://www.gov.uk/government/statistics/reported-road-casualties-great-britain-annual-report-2017>.

The tables which accompany this statistical release are based on the numbers of serious and slight injuries **as reported by the police**, not accounting for the change in reporting systems.

Chart 3 shows that when accounting for changes in reporting, the estimated number of serious injuries in both 2016 and 2017 is similar to other years, since 2010, allowing for natural variation in the number of reported road accidents. The Department would like to invite users views on the use of this methodology to adjust for the change in systems and estimate the level of slight and serious injuries as if all police forces were using injury-based severity reporting systems. Subject to this feedback, the Department will aim to make wider use of it to produce further breakdowns and historical tables. More detailed questions to users are included in the ONS report. [Email: roadacc.stats@dft.gov.uk]

Slight injuries

In 2017, there were 144,369 slightly injured casualties in reported road traffic accidents. As explained in the previous section, this figure is **as reported to the police** and is not comparable to earlier years due to changes in severity reporting.

Analysis completed by the Office for National Statistics has resulted in an estimate of 141,912 slightly injured casualties, assuming that all police forces were using an injury-based severity reporting system.

Chart 4: Slight injuries in reported road accidents (estimated and actual): GB, 2005-2017

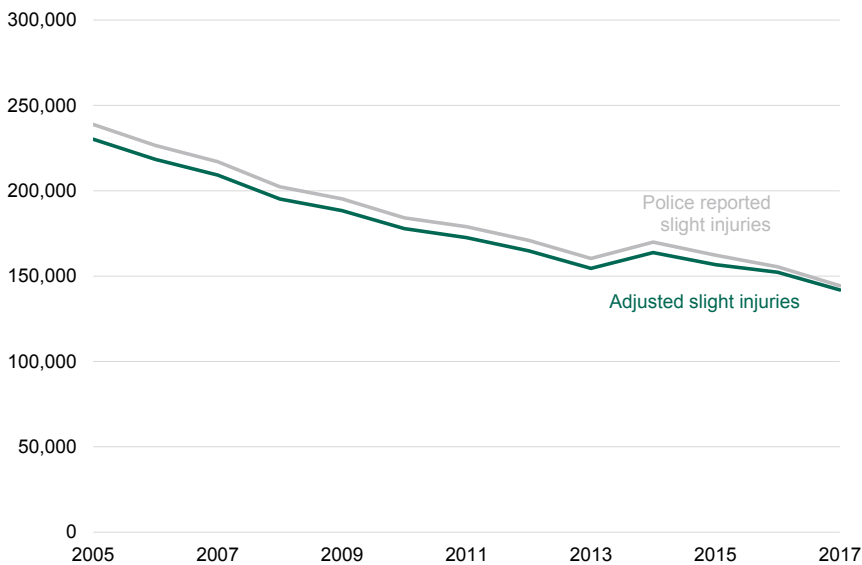


Chart 4 shows that when accounting for changes in reporting the number of slight injuries in 2016 and 2017, this has continued the decreasing trend observed since 2014 and the longer term downward trend.

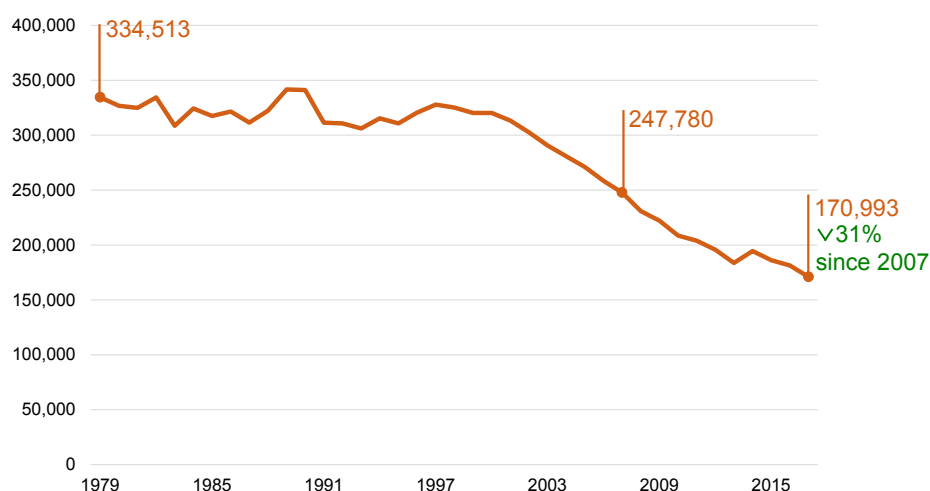
Total casualties

There was a total of 170,993 casualties of all severities in reported road traffic accidents in 2017. This is 6% lower than in 2016 and is the lowest level on record. However, this figure should be interpreted with caution for two reasons:

- It has long been known that non-fatal (and particularly slight) casualties are underreported to the police and therefore this figure is likely to be an underestimate of the total.
- The introduction of online self-reporting by the Metropolitan Police Service in 2017, is likely to have led to an increase in the number of non-fatal (and particularly slight) casualties reported in London and therefore impact the total for Great Britain.

Comparisons to trends in other data sources seem to suggest that there has been a reduction in casualties between 2016 and 2017. Please see [strength and weaknesses](#) section for further information page 22.

Chart 5: Casualties in reported road accidents: GB, 1979-2017



The long term trend in the number of casualties in reported road accidents has been broadly flat from 1979 to 1998, allowing for natural variation in the number of casualties. Since 1998 there has been a downward trend in the number of casualties.

Summary of trends

The summary table below shows the number of reported road casualties in Great Britain in 2017 compared with previous years.

	2017	Percentage change from:		
		2016	2007	2010-2014 average
Killed	1,793	→ 0%	↓ 39%	→ 0%
Seriously injured (reported)¹	24,831	↑ 3%	↓ 11%	↑ 10%
Seriously injured (adjusted)²	27,288	→ 0%	↓ 23%	↓ 5%
KSI (reported)^{1,3}	26,624	↑ 3%	↓ 13%	↑ 9%
KSI (adjusted)^{2,3}	29,081	→ 0%	↓ 25%	↓ 5%
Slightly injured (reported)¹	144,369	↓ 7%	↓ 33%	↓ 16%
Slightly injured (adjusted)²	141,912	↓ 7%	↓ 32%	↓ 15%
All casualties	170,993	↓ 6%	↓ 31%	↓ 13%

1. As reported to the police.

2. Adjusted estimates from the Office for National Statistics Methodology Advisory Service analysis accounting for change in severity reporting.

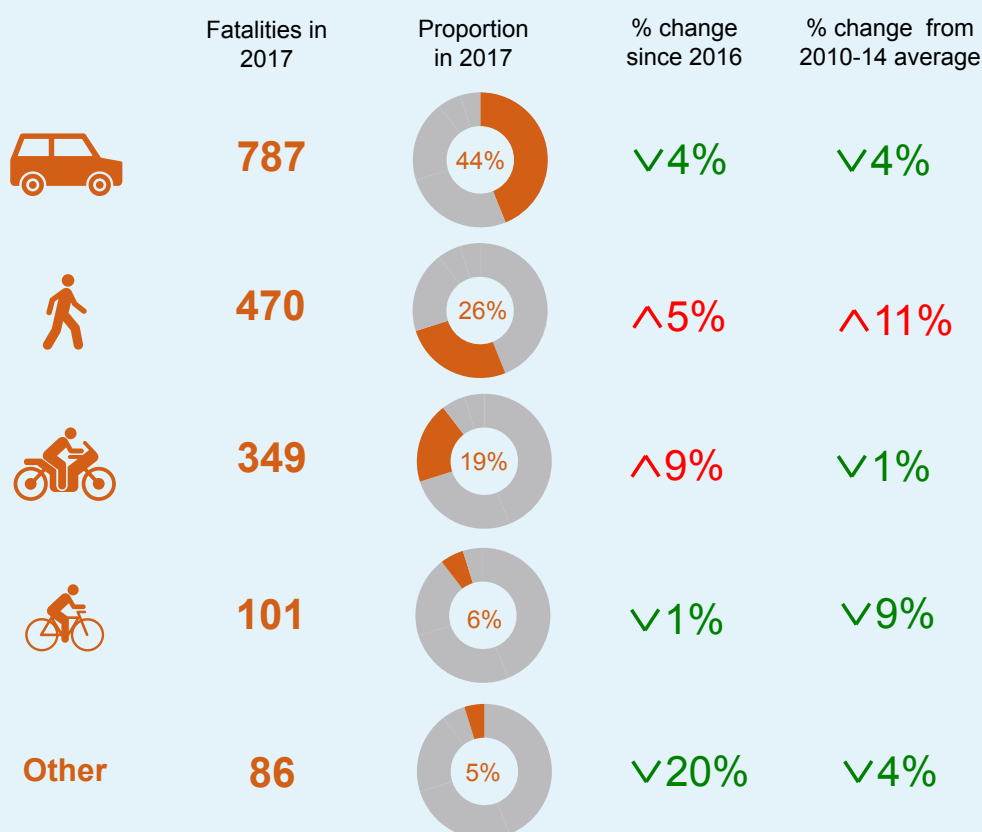
3. KSI - Killed or Seriously injured.

Casualties by road user type

There are two key ways of looking at casualty numbers. The first is in terms of **absolute counts**. On this basis, **car occupants** come out as the road user group with the greatest number of casualties and fatalities each year (59% of total casualties and 44% of total fatalities in 2017). However, this is unsurprising as cars account for around 80% of the traffic on British roads.

Fatalities by road user type

In 2017, **car occupants** accounted for 44% of road deaths, pedestrians 26%, motorcyclists 19% and pedal cyclists 6%.



The second approach is to look at **casualty rates** in terms of the number of casualties per mile travelled. In these terms, road users are split into two clearly distinctive groups. The first, with much higher casualty rates, are typically referred to as **vulnerable road users** (usually defined as pedestrians, pedal cyclists and motorcyclists). All of these groups have much higher casualty rates per mile travelled in comparison with the other road user groups, as shown in **Chart 6**.

Chart 6: Casualty rate per billion passenger miles by road user type: GB, 2017

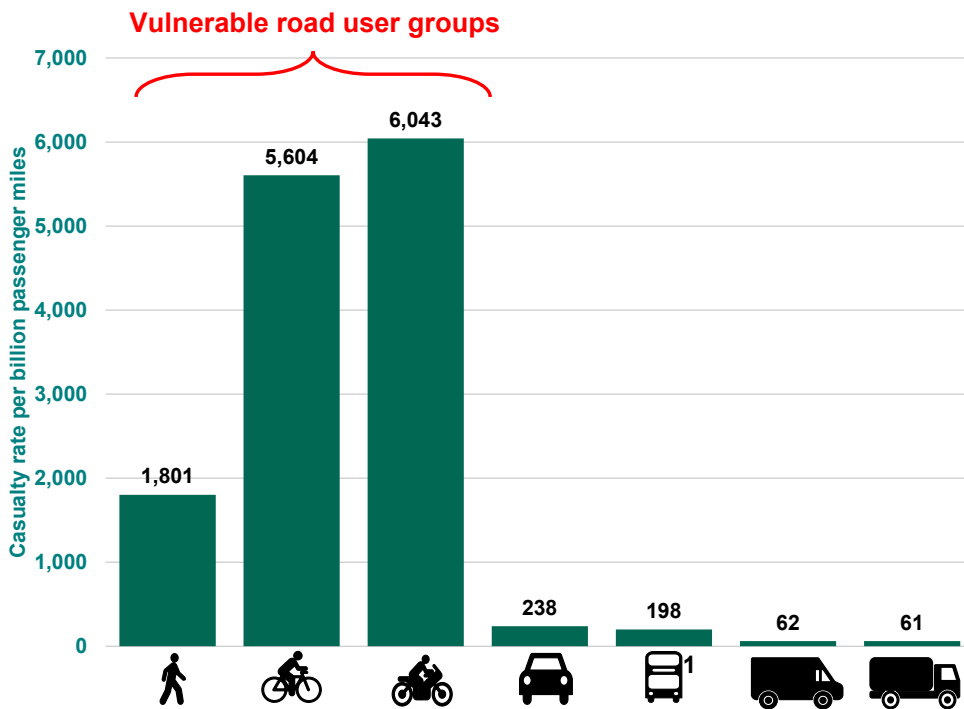
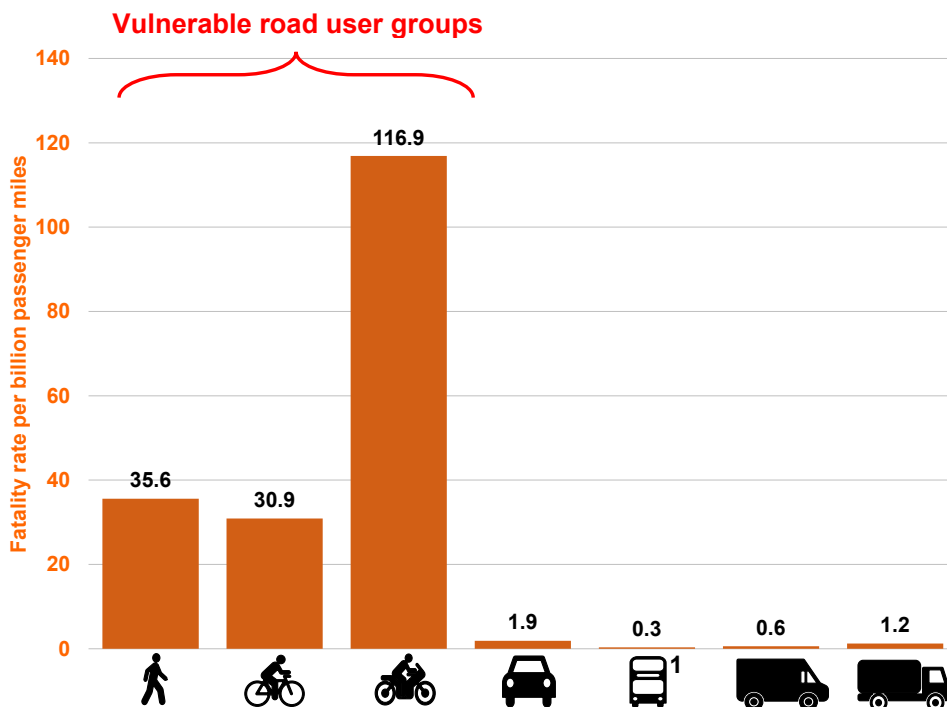


Chart 7: Fatality rate per billion passenger miles by road user type: GB, 2017



Useful links

Figures for billion passenger miles by mode of travel are derived from the following sources:

National Travel Survey, 2017: <https://www.gov.uk/government/statistics/national-travel-survey-2017>

Annual bus statistics: year ending March 2017: <https://www.gov.uk/government/statistics/annual-bus-statistics-year-ending-march-2017>

Road traffic estimates in Great Britain: 2017: <https://www.gov.uk/government/statistics/road-traffic-estimates-in-great-britain-2017>

1. Bus passenger miles based on 2016 mileage figure as no 2017 figure available at the time of publication

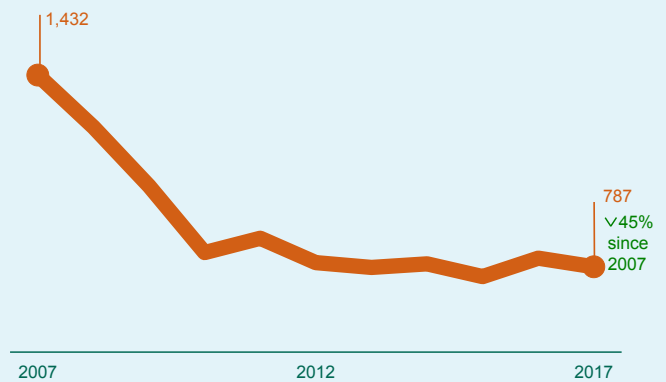
The pattern for **pedal cycles** is an interesting one: the overall casualty rate of around 5,600 casualties per billion miles cycled is close to the motorcycling casualty rate, whereas the fatality rate of 30.9 per billion miles cycled is much closer to the pedestrian rate.

Car occupants

Car occupants continue to account for the **largest proportion of casualties** of all severities. A total of **787 car occupants** were killed in 2017, down 4% (or 29 fatalities) from 816 in 2016. Overall car occupant casualties decreased by 8% to 100,082 in 2017 compared to 2016, and was the **lowest on record**.

44% of road deaths were car occupants

Car occupant fatalities: 2007 - 2017

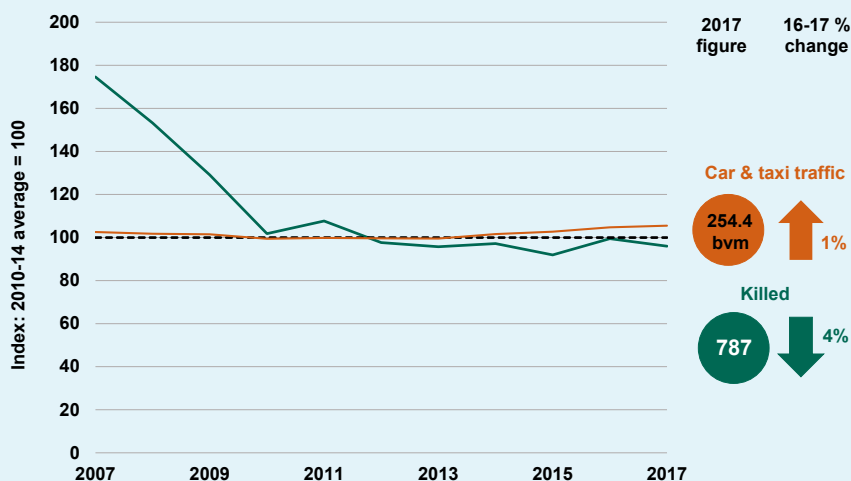


Metric	% change since 2016	% change from 2010-14 average
787 fatalities	↓ 4%	↓ 4%
100,082 total casualties	↓ 8%	↓ 17%
254.4 billion vehicle miles (motor vehicle traffic)	↑ 1%	↑ 5%

100,082 car occupant casualties of which:



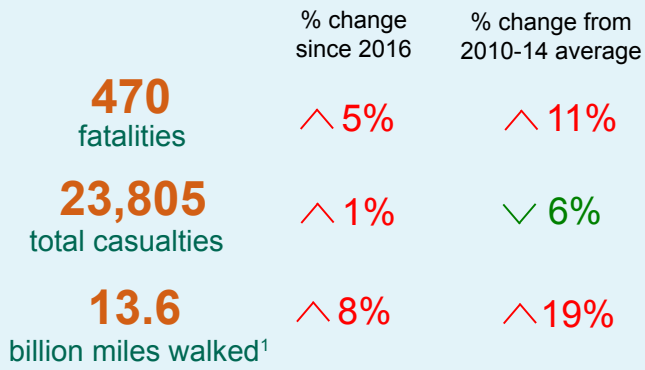
Chart 8: Number of killed car occupants compared with car and taxi traffic (billion vehicle miles), GB: 2007 - 2017



Car and taxi traffic in Great Britain increased by 1% from 2016 to 2017, and is currently 5% above the 2010-14 average. Although increases in car and taxi traffic can lead to an increase in accidents, other factors can have a stronger influence on road safety.

Pedestrians

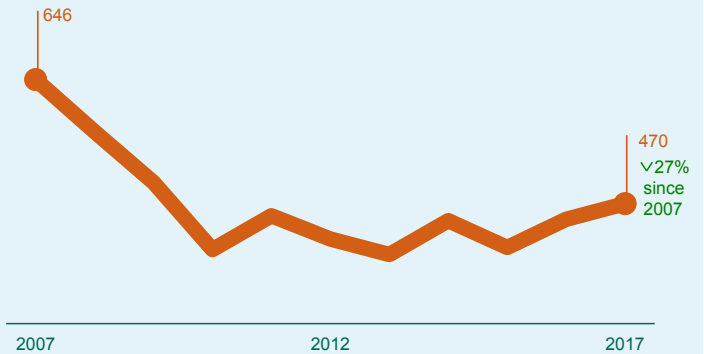
Pedestrian fatalities increased from 448 in 2016 to 470 in 2017. Between 2010 and 2016 the number of fatalities has remained broadly constant. It is too early to say whether the increase in 2017 data is a sign of an increase from this trend or is a result of **natural variation**. Overall pedestrian casualties increased by 1% between 2016 and 2017.



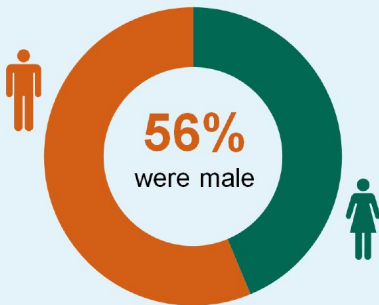
1. Estimated using survey data - see chart 4 below


26% of road deaths were pedestrians

Pedestrian fatalities: 2007 - 2017



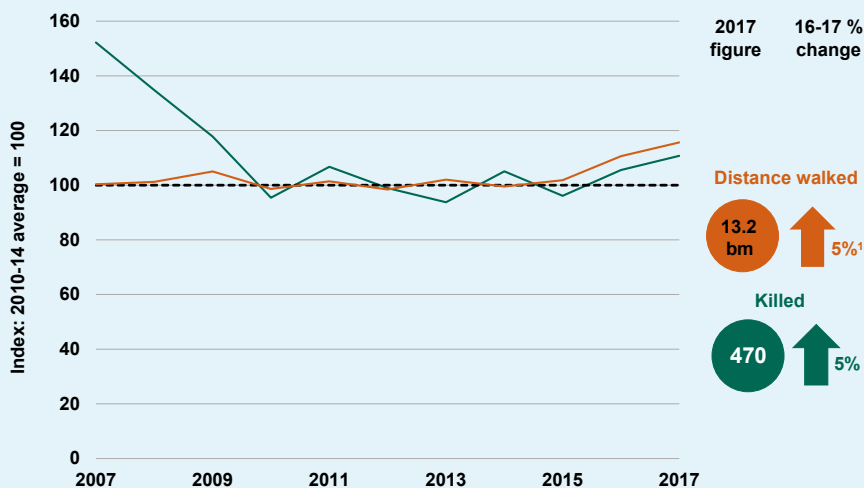
23,805 pedestrian casualties of which:



 **36%** occurred between 3pm and 7pm

 **25%** were aged 0-15

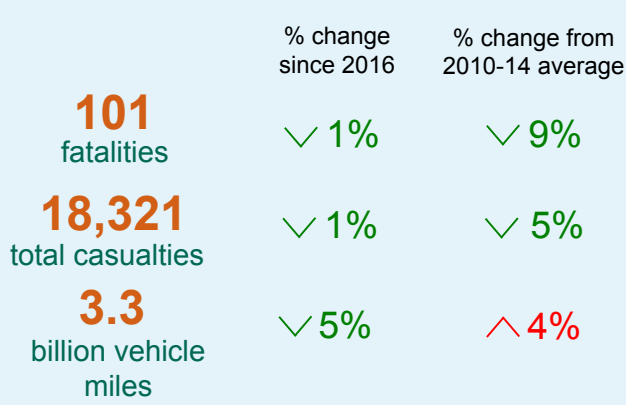
Chart 9: Number of killed pedestrians compared with the distance walked (billion miles), GB: 2007 - 2017



1. Distance walked in Great Britain in 2017 estimated by using 2017 National Travel Survey average distance travelled in England multiplied by 2017 Great Britain population.

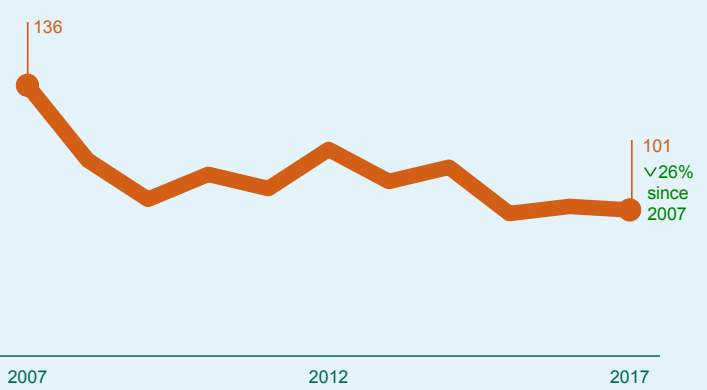
Pedal cyclists

Although the number of **pedal cyclists** killed on the roads in 2017 was slightly lower than in 2016, the 101 fatalities is very similar to the level seen since 2008. Any changes since that point are most likely to be as a result of **natural variation** and cannot be attributed to underlying causes. Overall pedal cyclist casualties decreased by 1% between 2016 and 2017. There was also an estimated 5% decrease in cycling traffic¹ in 2017 in comparison with 2016.

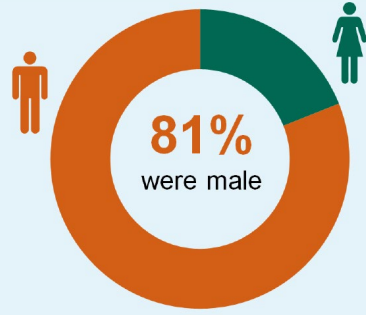


6% of road deaths were pedal cyclists

Pedal cyclist fatalities: 2007 - 2017



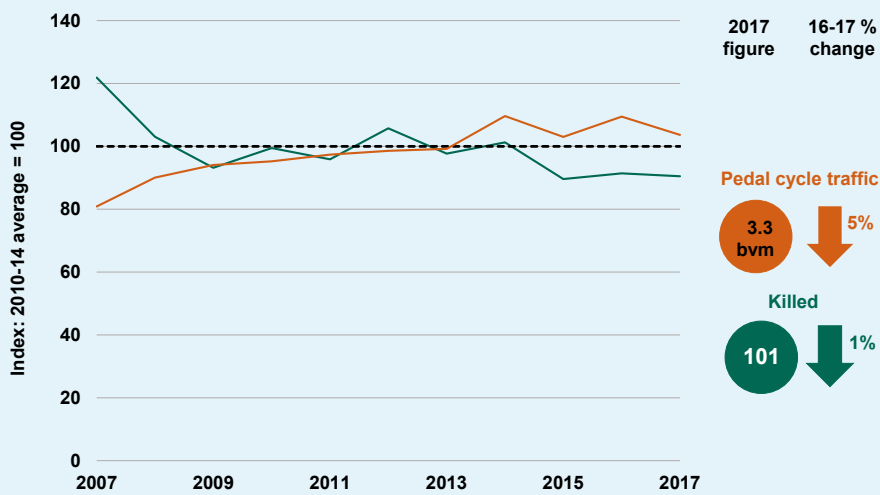
18,321 pedal cyclist casualties of which:



44% occurred on a weekday at 7-9am or 3-7pm

41% occurred in London and the South East

Chart 10: Number of killed pedal cyclists compared with pedal cycle traffic (billion vehicle miles), GB: 2007 - 2017



1. Note that the National Travel Survey estimates suggest average distance travelled per person in England has increased in 2017 compared to 2016.

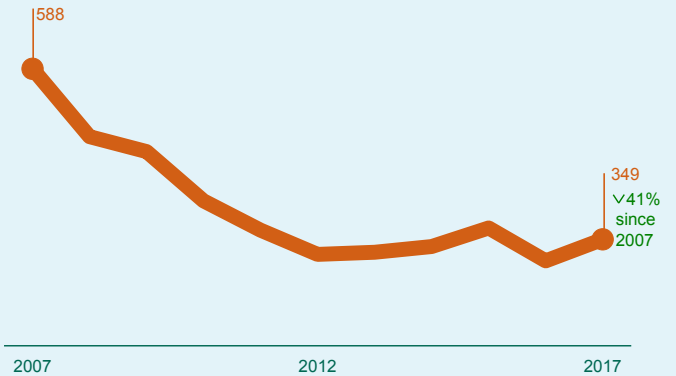
Motorcyclists

Motorcyclists fatalities increased the most of road user groups in 2017 compared with 2016. In total, 349 motorcyclists were killed during 2017, up 9 per cent from 319 in 2016. However, motorcyclist fatalities have fluctuated between 319 and 365 over 2011 to 2017 with no clear trend. Overall motorcyclist casualties decreased by 7% between 2016 and 2017. **Motorcycle traffic** remained constant at 2.8 billion vehicle miles in 2017.

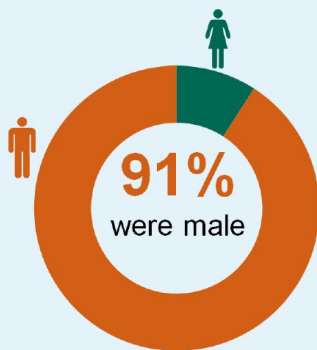
	% change since 2016	% change from 2010-14 average
349 fatalities	^ 9%	✓ 1%
18,042 total casualties	✓ 7%	✓ 7%
2.8 billion vehicle miles (motor vehicle traffic)	✓ 2%	✓ 1%

19% of road deaths were motorcyclists

Motorcyclist fatalities: 2007 - 2017



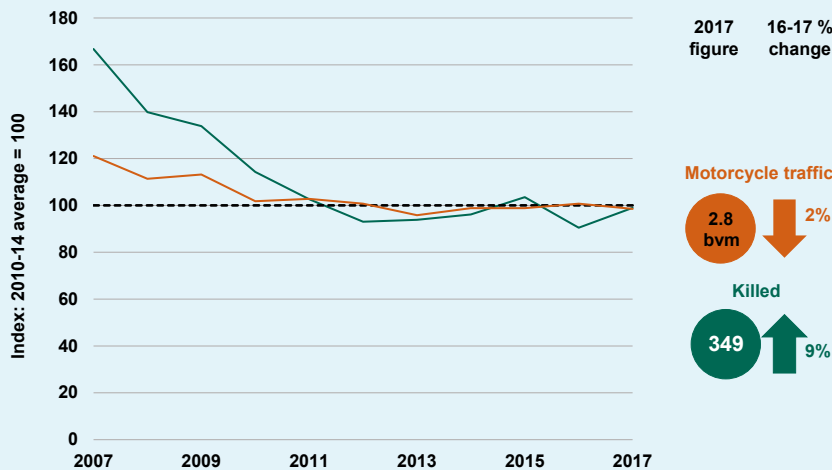
18,042 motorcyclist casualties of which:



30% were aged 17-24

47% occurred in London and the South East

Chart 11: Number of killed motorcycle users compared with motorcycle traffic (billion vehicle miles), GB: 2007 - 2017



Children (aged 15 or under)

There were 48 **child** deaths in 2017, down from 69 deaths in 2016. Overall child casualties decreased by 2% between 2016 and 2017. However, child fatalities have fluctuated between 48 and 69 over 2010 to 2017 with no clear trend.

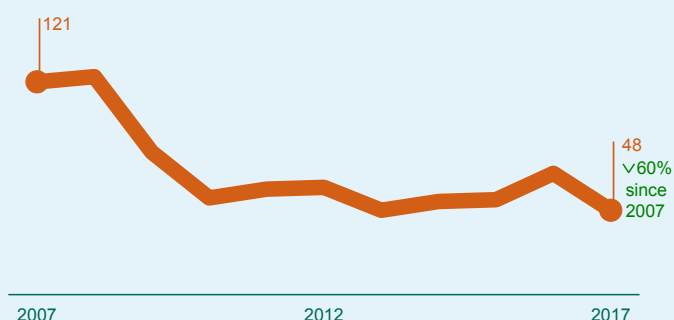
As has been the case historically, child fatalities are mainly **pedestrian** (22 fatalities in 2017) and **car occupant** (20 fatalities). This is because these are the forms of transport most commonly used by children.

Overall child casualties of all severities decreased by 2% to 15,721 which is the lowest year on record. The number of child **casualties of all severities** in 2017 was 11% lower than the 2010-14 average.

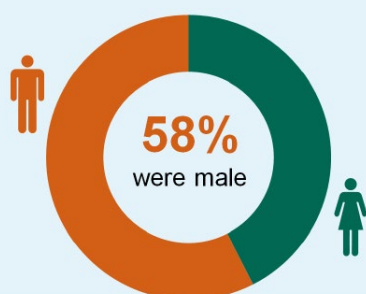
	% change since 2016	% change from 2010-14 average
48 fatalities	✓ 30%	✓ 13%
15,721 total casualties	✓ 2%	✓ 11%
12m population	∧ 1%	∧ 4%


3% of road deaths were children


Child fatalities: 2007 - 2017




15,721 child casualties of which:



 **37%** were pedestrians

 **23%** occurred between 3pm and 5pm on a weekday

 **14%** occurred between 7am and 9am on a weekday

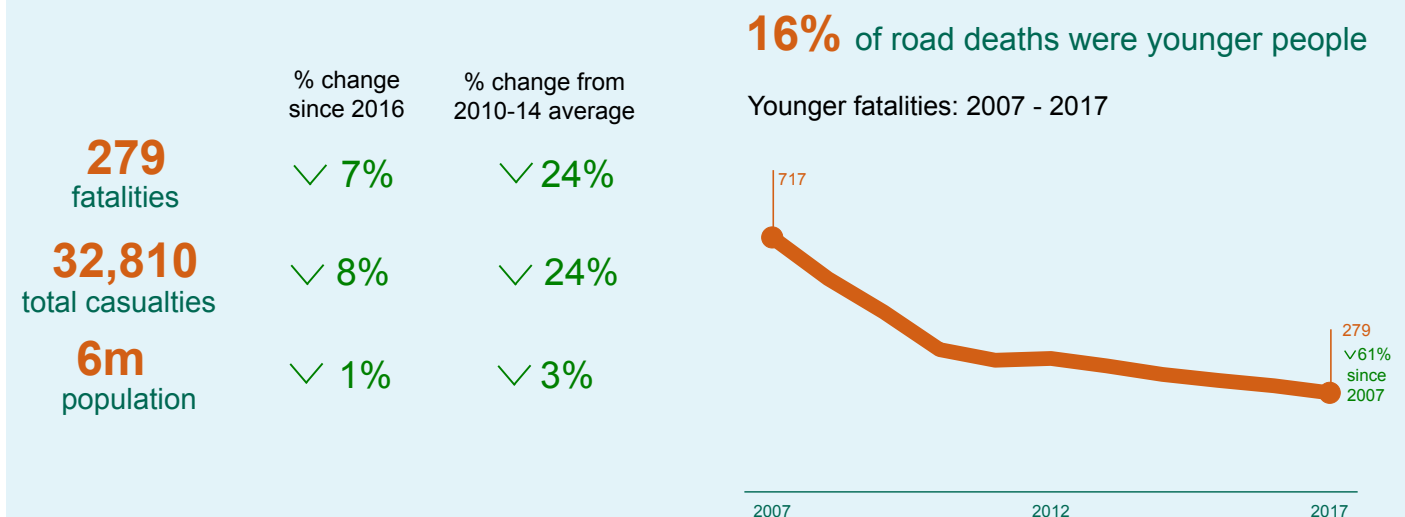
Younger casualties (aged 17 to 24)

The number of fatalities aged 17 and 24 in reported road traffic accidents has decreased from 299 in 2016 to 279 in 2017. This follows a general year-on-year downward trend.

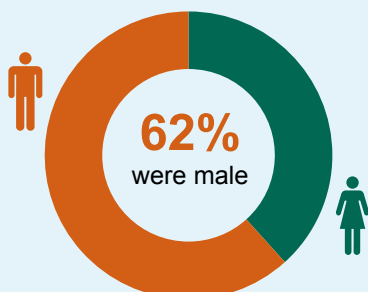
This decrease was driven by less young fatalities as car occupants in 2017 (179 fatalities in 2016 and 166 fatalities in 2017), as motorcyclists (61 fatalities in 2016 and 53 fatalities in 2017) and pedestrians (42 fatalities in 2016 and 35 fatalities in 2017).

The population in this age group has decreased by 3% compared with the 2010-14 average. This declining population group may partly explain the downwards trend in fatalities seen for this age group.

There were 32,810 younger casualties of all severities, down 8% from 2016.



32,810 younger casualties of which:



39% were car drivers

23% were car passengers

10% were pedestrians

Older casualties (aged 60 and over)

The number of fatalities aged 60 and over in reported road traffic accidents has increased from 533 in 2016 to 559 in 2017.

This increase was driven by more older fatalities as pedestrians in 2017 (186 fatalities in 2016 and 216 in 2017) and motorcyclists (36 in 2016 and 47 in 2017).

The population in this age group has increased by 8% compared with the 2010-2014 average and by 18% compared with 2007. This relatively rapidly growing population may partly explain the slight upturn in fatalities seen for this age group in the last few years.

There were 22,375 older casualties of all severities, decreasing by 4% from 2016.

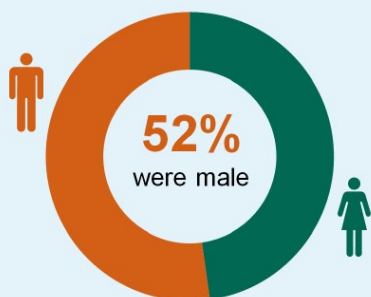
	% change since 2016	% change from 2010-14 average
559 fatalities	^ 5%	^ 13%
22,375 total casualties	✓ 4%	✓ 5%
15m population	^ 2%	^ 8%

31% of road deaths were older people

Older fatalities: 2007 - 2017



22,375 older casualties of which:



44% were car drivers

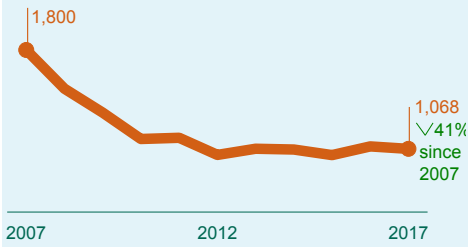
17% were car passengers

18% were pedestrians

Casualties by road type

Of the 1,793 road deaths in 2017, the majority (60%) occurred on rural roads (1,068). A total of 626 deaths occurred on urban roads and 99 on motorways.

Rural fatalities: 2007 - 2017



Urban fatalities: 2007 - 2017



Motorway fatalities: 2007 - 2017



Rural roads

Metric	Value	% change since 2016
Fatalities	1,068	↓ 2%
Total casualties	55,876	↓ 11%
Billion vehicle miles (motor vehicle traffic)	145	↑ 3%

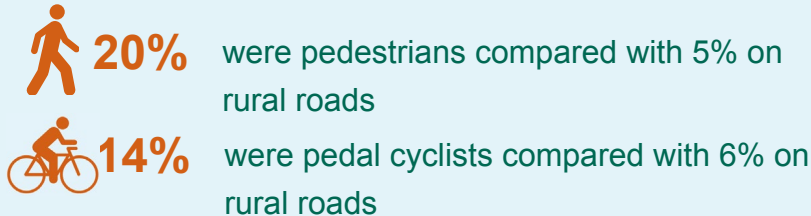
Urban roads

Metric	Value	% change since 2016
Fatalities	626	↑ 2%
Total casualties	107,347	↓ 2%
Billion vehicle miles (motor vehicle traffic)	117	↓ 1%

Motorways

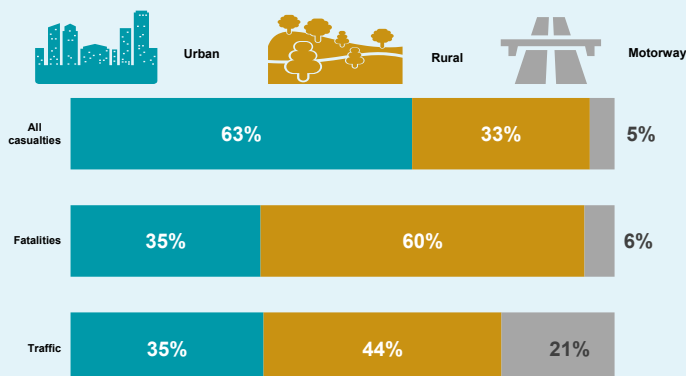
Metric	Value	% change since 2016
Fatalities	99	↑ 6%
Total casualties	7,759	↓ 11%
Billion vehicle miles (motor vehicle traffic)	69	↑ 1%

107,347 casualties on urban roads of which:



Although motorways carry around 21% of traffic, they only account for 6% of fatalities.

Chart 12: Casualties by severity and road type, GB: 2017



Definitions

Urban / rural roads: Urban roads are those within an area of population of 10,000 or more. Tables produced for years prior to 2017 are based on the 2001 Communities and Local Government definition of Urban Settlements. Tables produced for 2017 are based on the 2011 census data that uses a revised 2001 Communities and Local Government classification. Roads outside these areas will be classified as Rural.

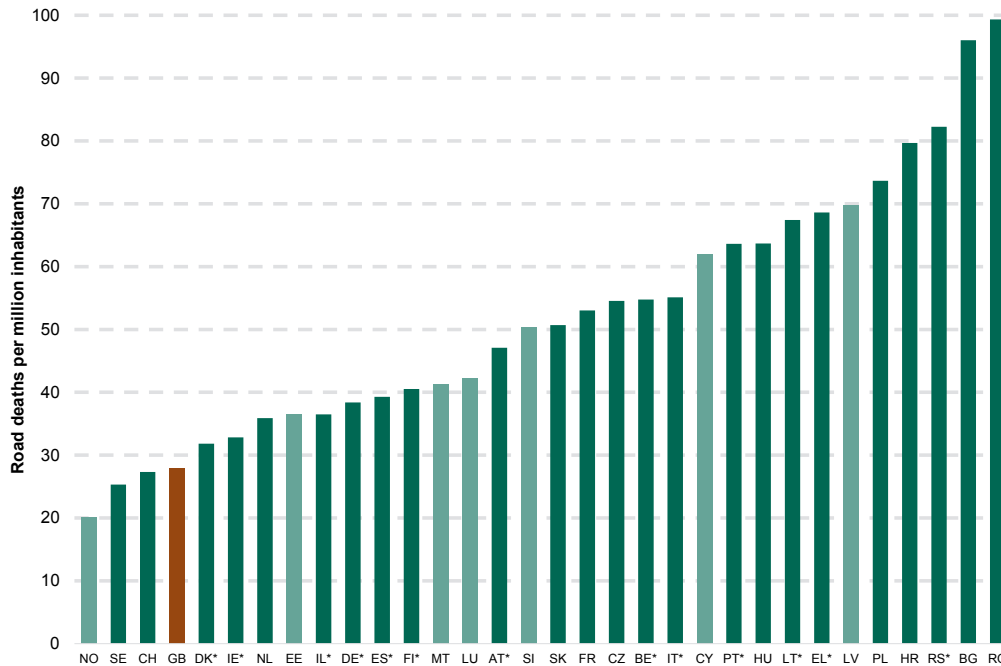
International comparisons

The European Transport Safety Council's Performance Index (PIN) programme enables comparisons of road safety progress between **European countries** to be made. The latest PIN report was published by the European Transport Safety Council in June (see here: <https://etsc.eu/12th-annual-road-safety-performance-index-pin-report/>).

Overall, the **total number of road deaths** in the 28 members of the European Union during 2017 was around 25,260, compared with around 25,660 in 2016 (a 2% decrease). This has followed a 2% decrease in road deaths in 2016.

Of the 32 countries covered, 21 had a decrease in the number of fatalities between 2016 and 2017, and 11 had an increase.

Chart 13: Number of road deaths per million inhabitants in 2017, PIN Programme countries



*Countries with provisional fatality figures.

Countries highlighted in light green bars have fewer than 150 deaths per year and therefore the fatality rate can vary significantly between years.

The international comparisons can be found in the RAS52 table series here <https://www.gov.uk/government/statistical-data-sets/ras52-international-comparisons>.

Country	Code
Austria	AT
Belgium	BE
Bulgaria	BG
Croatia	HR
Cyprus	CY
The Czech Republic	CZ
Denmark	DK
Estonia	EE
Finland	FI
France	FR
Germany	DE
Greece	EL
Hungary	HU
Ireland	IE

Country	Code
Italy	IT
Latvia	LV
Lithuania	LT
Luxembourg	LU
Malta	MT
The Netherlands	NL
Poland	PL
Portugal	PT
Romania	RO
Slovakia	SK
Slovenia	SI
Spain	ES
Sweden	SE
Great Britain	GB

Country	Code
Israel	IL
Norway	NO
Serbia	RS
Switzerland	CH

Factors that affect road casualty numbers

There is **no single underlying factor that drives road casualties**. Instead, there are a number of influences. These include:

- The distance people travel (which is partly affected by economic externalities)
- The mix of transport modes used
- Behaviour of drivers, riders and pedestrians
- The mix of groups of people using the road (e.g. changes in the number of newly qualified or older drivers)
- External effects such as the weather, which can influence behaviour (for instance, encouraging / discouraging travel, or closing roads) or change in the risk on roads (by making the road surface more slippery)

It is very hard to isolate many of these factors between years. In particular, police-reported road casualty data only gives a limited amount of information about behaviour changes and it is very rare to be able to identify such changes between individual years.

A considerable amount of research has been carried out looking at the relationship between **economic activity** and **road casualties**. The Organisation for Economic Co-operation and Development (OECD) produced a comprehensive report on this topic in 2015¹. The simplest message from the research is that accidents and casualties increase as economic development increases in a country. The main reason for this increase is that as the economy grows, so do traffic volumes. Greater traffic volumes then result in more incidents. This continues until a critical threshold in economic development is reached. At that point, better training, vehicle standards, enforcement and engineering all start to dominate to counteract the effect from traffic increases. As a result, the number of incidents and resulting casualties start to decrease, even if traffic volumes continue to grow.

In times of economic stagnation or recession three key mechanisms come into play:

- Lower traffic growth rates (or even decreases in traffic volumes – as happened in Britain in the 2008-09 recession)
- Disproportionate reductions in the exposure of high-risk groups (for instance, younger drivers)
- Reductions in more risky behaviour (for instance, people might drive more slowly to save fuel, or drink and drive less)

¹ www.ifl-oecd.org/why-does-road-safety-improve-when-economic-times-are-hard

Chart 14 shows the rolling five year average for the year on year change in gross domestic product (GDP) for the UK along with traffic volumes and the number of road deaths for Great Britain.

Although **GDP** and **traffic** are not perfectly aligned, since the mid-1970s there is a clear relationship in that they move broadly in the same direction. For example, GDP grew strongly between 1993 and 2007. During this period, traffic also grew each year (albeit, not as strongly). The downturn and recession around 2007 to 2012 resulted in very low levels of GDP growth (with economic contraction for some of the years). Traffic growth halted entirely during this period and actually decreased for most of the period.

The relationship with **road deaths** is far more complex. In general, road deaths have fallen in most years since the 1970s. However, the periods of greatest decreases have coincided with weaker GDP growth. This is particularly marked in the period 2007 to 2010 when road deaths dropped by between 7 and 17 per cent every year. By 2011, however, road deaths increased, and most subsequent decreases were of a much small magnitude than earlier.

Whilst not certain, all of this indicates that while Britain is in a period of stronger growth (in comparison with the recent recession) there is unlikely to be as large falls in casualties as there were earlier on without further significant interventions.

Further Information

ONS GDP data

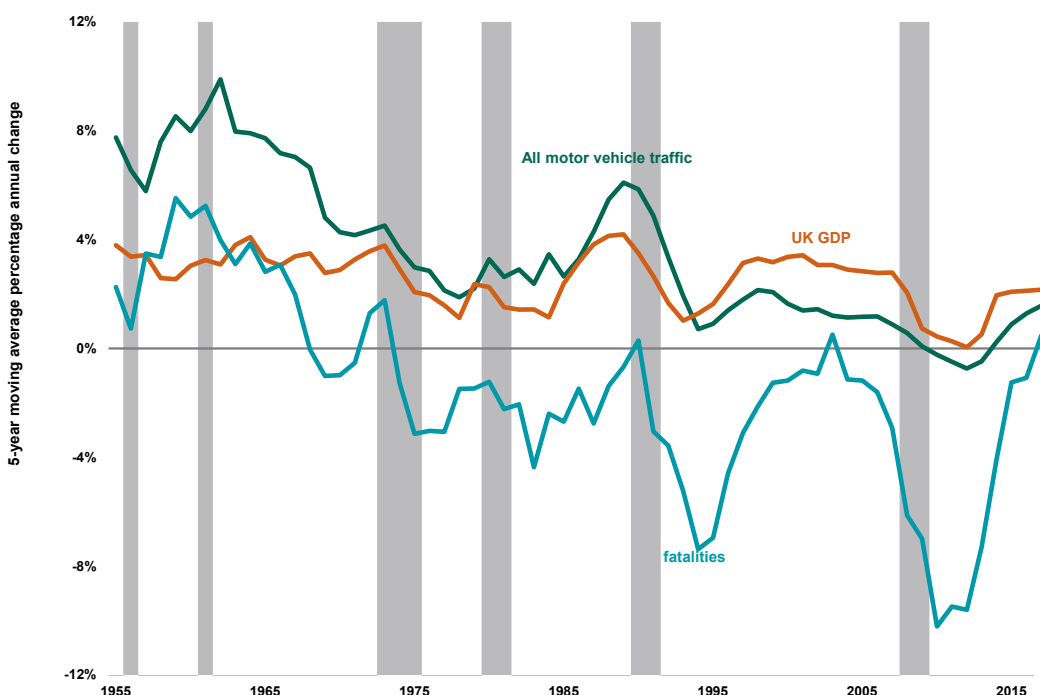
<https://www.ons.gov.uk/economy/grossdomesticproductgdp>

Road traffic data

<https://www.gov.uk/government/collections/road-traffic-statistics>

Chart 14: Five year rolling average of growth in traffic, GDP and road deaths, GB, 1955 - 2017

The chart shows periods of recession shaded grey.



An article which examined a number of factors which influence road casualty numbers was published with the 2015 Reported road casualties in Great Britain (RRCGB) annual report. It covers topics such as:

- **Population changes**, and particularly focussing on how the number of people in younger and older age groups have changed over time. In particular, it highlights that the population of Britain has grown by 15 per cent since 1986 whereas fatalities have fallen by 68 per cent in that time.
- The population of **older people (aged 70 and older)** has increased relatively rapidly over recent years. This carries implications for higher levels of casualties in this age group in the future. Further information in the older car driver factsheet for 2016: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/706517/older-car-drivers-factsheet.pdf.
- The number of people taking **driving tests** has changed over time. After four years of rising numbers of younger people taking the test, there has been a decrease in the latest year. <https://www.gov.uk/government/collections/driving-tests-and-instructors-statistics#2017-to-2018>
- **Fuel prices and the economy** which impact on traffic volumes and therefore casualties.

Weather also influences the number of road casualties. This has been reported on in an article in the 2014 annual report. A table giving weather-adjusted casualty numbers has been previously published (RAS300080) however this has not been updated for this year since the adjustments are impacted by the severity reporting changes mentioned previously.

Further information

The article **Factors affecting reported road casualties** from the 2015 annual report can be found here: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/556406/rrcgb2015-02.pdf

Weather and accidents

An article modelling the impact of weather on road casualty statistics can be found here: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/463049/rrcgb2014-03.pdf.

Other topics

Value of the prevention of accidents

An estimate of unreported injuries has been included in the 'value of prevention of accidents', which can be found here: <https://www.gov.uk/government/statistical-data-sets/ras60-average-value-of-preventing-road-accidents>. We estimate that the **total value of prevention of unreported injury accidents at around £19bn a year**, the value of damage-only accidents at around £5bn a year and the total value of prevention of reported injury accidents at around £12bn a year. This gives a total estimate for **all reported and unreported accidents of around £35bn per year**.

Drink-drive estimates

STATS19 data include information on breath test results at the scene of the road accident, Tables on this data are updated for 2017 in the series RAS51 tables <https://www.gov.uk/government/statistical-data-sets/ras51-reported-drinking-and-driving>.

However, most recent estimates of drink-drive accidents and casualties are for 2016 and were published in August 2018: <https://www.gov.uk/government/statistics/reported-road-casualties-in-great-britain-final-estimates-involving-illegal-alcohol-levels-2016>.

Seatbelt use

Table RAS41001 (<https://www.gov.uk/government/statistical-data-sets/ras41-reported-casualties-rates>) shows information on the proportion of car occupant fatalities not wearing a seatbelt. This data is provided by most police forces. In the last 4 years, the proportion of car occupants killed who were not wearing a seatbelt has remained consistently above 20%.

Underreporting of casualties and accidents and other sources of information

Comparisons of road accident reports with death registrations show that very few, if any, road accident fatalities are not reported by 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.

Each of these other sources provide a means to assess the coherence of the police reported data in terms of absolute numbers of casualties but also trends in casualties.

There are a number of alternative sources to consider:

- The **National Travel Survey** (<https://www.gov.uk/government/collections/national-travel-survey-statistics>): this includes questions asked since 2007 on whether respondents resident in England (both adults and children) have been involved in road accidents on public roads (including pavements and cycle lanes on public roads) in Great Britain; whether they sustained injuries, what type, and whether the police attended or they reported later. This provides a self-reported estimate, accepting a range of potential definitional differences of injuries and questions of recall bias.
- **Hospital Episodes Statistics** (<https://digital.nhs.uk/data-and-information/data-tools-and-services/data-services/hospital-episode-statistics>): this administrative data comes from hospital systems which records for people who were admitted whether they were recorded as involved in a road traffic accident and provides a diagnosis code that can then be matched to the seriousness of the injury.
- **Compensation recovery unit data** (<https://www.gov.uk/government/collections/cru>): this administrative data comes from the DWP Compensation recovery unit who work with insurance companies, solicitors and Department for Work and Pensions (DWP) customers, to recover social security benefits paid as a result of an accident, injury or disease, if a compensation payment has been made (the Compensation Recovery Scheme) and costs incurred by NHS hospitals and Ambulance Trusts for treatment from injuries from road traffic accidents and personal injury claims (Recovery of NHS Charges)
- **Motor Insurance Claims statistics** (<https://www.abi.org.uk/data-and-resources/industry-data/free-industry-data-downloads/>): the Association of British Insurers collects data from insurers on the type and number of claims made.
- **Road Traffic statistics** (<https://www.gov.uk/government/statistics/road-traffic-estimates-in-great-britain-2017>): this is DfT data collected from around 8,000 roadside 12-hour manual

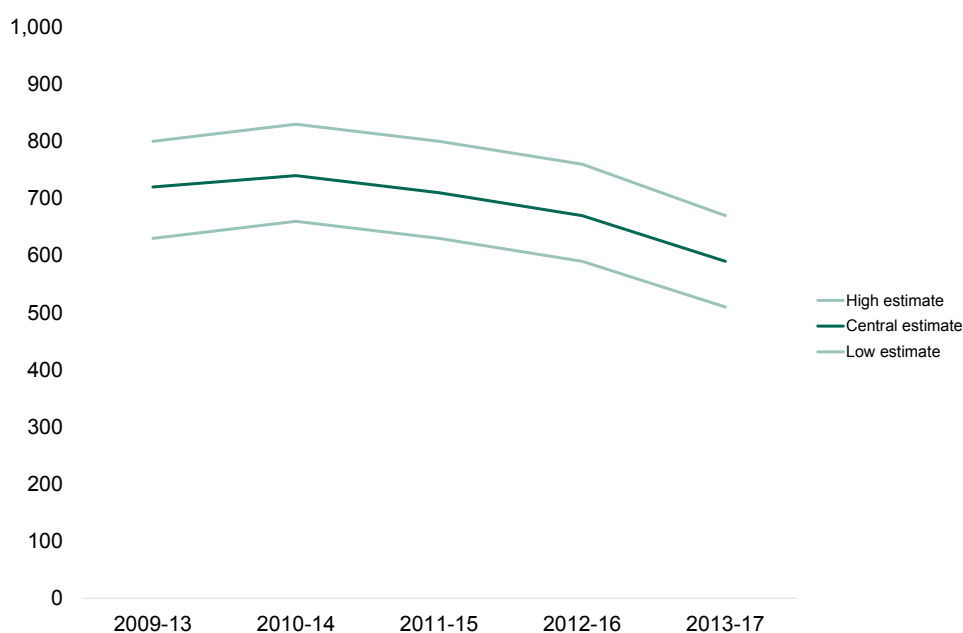
counts, continuous data from around 300 automatic traffic counters, and data on road lengths. This provides estimates of vehicle miles travelled.

National Travel Survey

Table NTS0623 (https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/729475/nts0623.ods) shows results of questions to survey respondents on whether they have been involved in a personal injury accident in the last 3 years (and last 12 months). Table NTS0624 (https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/729477/nts0624.ods) shows for the most recent personal injury accident in the last 3 years, the type of injury and whether it was reported to the police.

The chart below, based on published table RAS54004 (https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/665317/ras54004.ods), shows annual estimates of non-fatal road casualties from the NTS, with approximate confidence limits, for 5 year averages from 2009 to 2017. This shows that since 2010-2014, the estimated number of injury accidents has been decreasing. The absolute number of injury collisions estimated from this source was around 590,000 in 2013-2017.

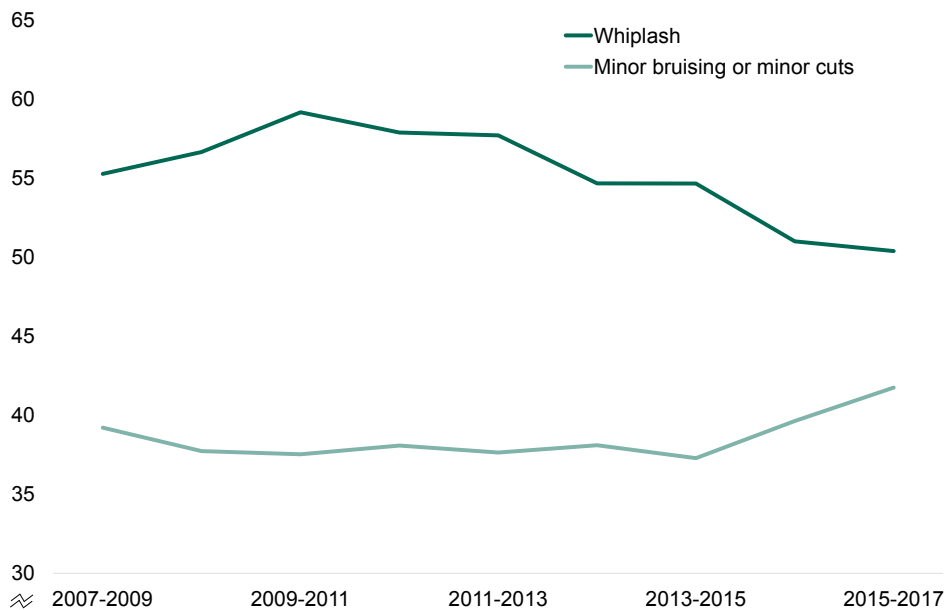
Chart 15: Estimates of the annual non-fatal road casualties using National Travel Survey data: Great Britain



Of people reporting a personal road accident injury in the three years before their NTS interview, the most common injury reported has been whiplash. For the average of three years of data from 2015 to 2017, 50% of respondents having a road injury accident reported a whiplash injury. Note this relates to injuries received in the most recent road accident the respondent reported in the three years before their interview, and respondents can record more than one factor for this accident. In 2009-2011, this proportion was 59% and in recent years there has been a decreasing trend in the proportion of respondents reporting whiplash injuries.

However, this is offset by increases in those reporting 'minor bruising or minor cuts' which were reported by 42% of all respondents reporting a road accident in the data for 2015-2017.

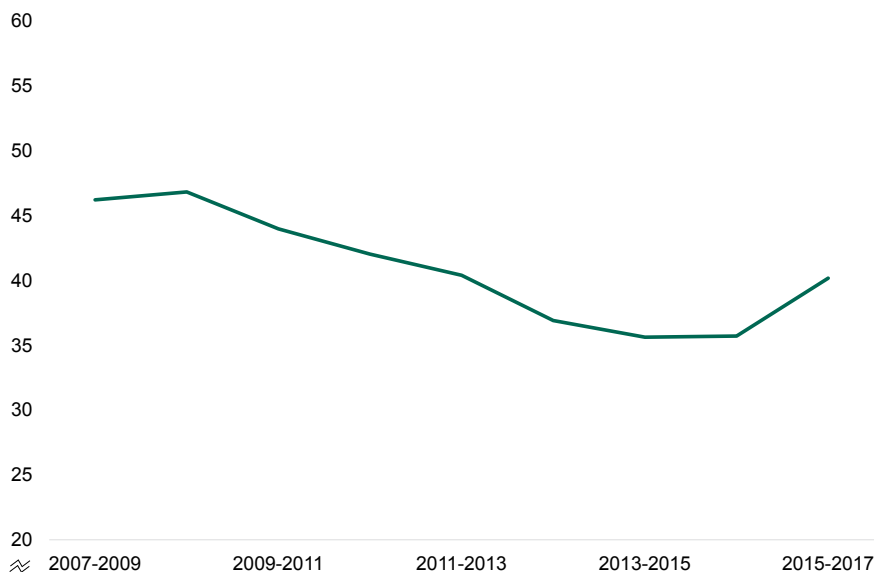
Chart 16: Of respondents reporting whiplash or "minor bruising or minor cuts" in personal injury road accidents: NTS, England, 3-year averages



The proportion of respondents that reported more serious injuries such as fractures, severe shock or internal injuries has been around 36% for most 3-year data periods since 2007. However, NTS self-reported serious injuries did increase from 33% to 41% between 2013-2015 and 2015-2017. This may link to the proportion who report attending hospital in the latest period.

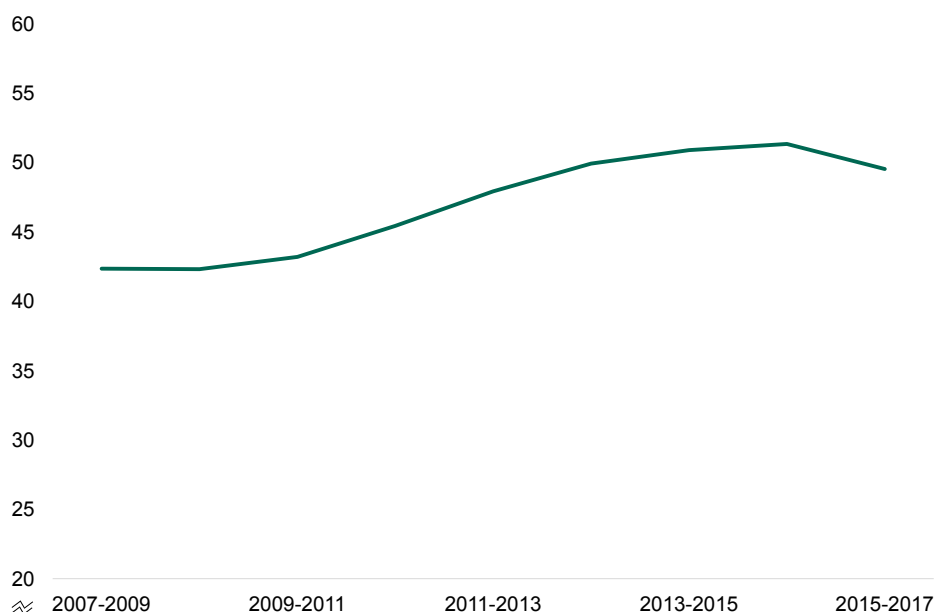
Over time the proportion of road accident injuries where the respondent reported attending hospital (either A&E or as an inpatient) has generally been decreasing over time from 47% in 2008-2010 to 36% in 2014-2016. It was slightly higher in the three years from 2015-2017 at 40%.

Chart 17: Proportion of respondents reporting medical attention in personal injury accidents as A&E or as a hospital inpatient: NTS, England, 3 year averages



Lastly, the respondent indicates whether the police attended at the scene, or whether they later informed the police. The average of data for 2015-2017 shows that 50% of most recently self-reported road accident injuries occurring in the three years before the NTS interview were not reported to the police. This rate has generally been increasing, from 42% in 2007-2009.

Chart 18: Proportion of respondents not reporting road accident injuries to the police: NTS, England, 3 year averages



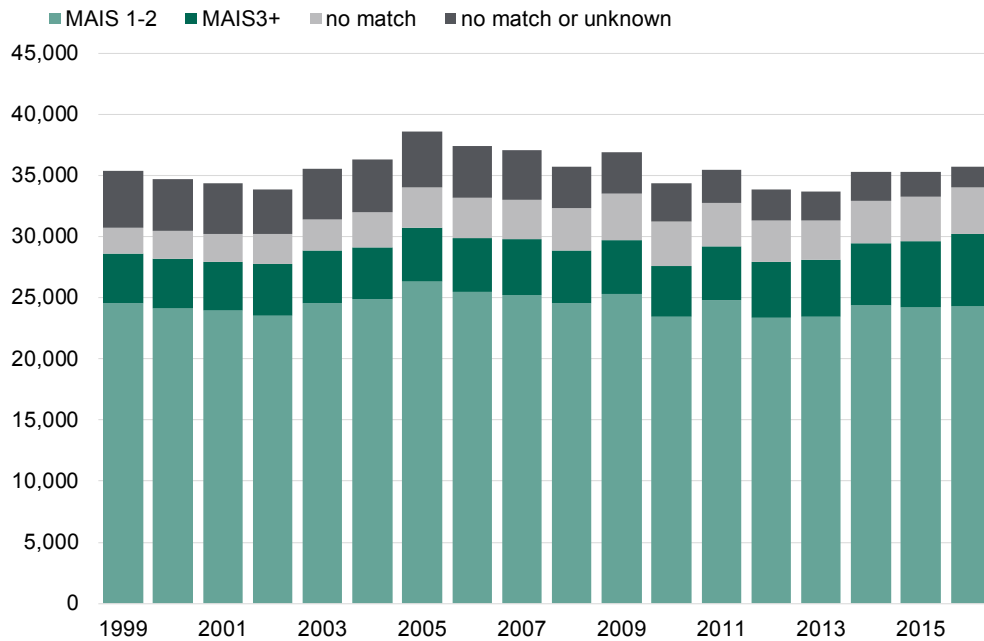
What is not clear from this self-reported data is how many of these would not have qualified as injuries had the police attended the scene of the road accident. So we should treat these road accidents as a maximum number of the possible range of road accidents involving personal injury. Overall, the NTS supports the downwards trend in the overall number of injuries.

Hospital Episodes Statistics

Analysis of the Hospital Episode Statistics from NHS Digital allows us to report on the number of admitted patient care admissions where the admission is recorded as being related to a road traffic accident. This source also records diagnosis codes which we can match to determine whether these admissions have a clinically defined serious injury. This definition is based on the maximum score on the abbreviated injury scale: an injury is considered clinically serious with a score of three or higher (MAIS3+).

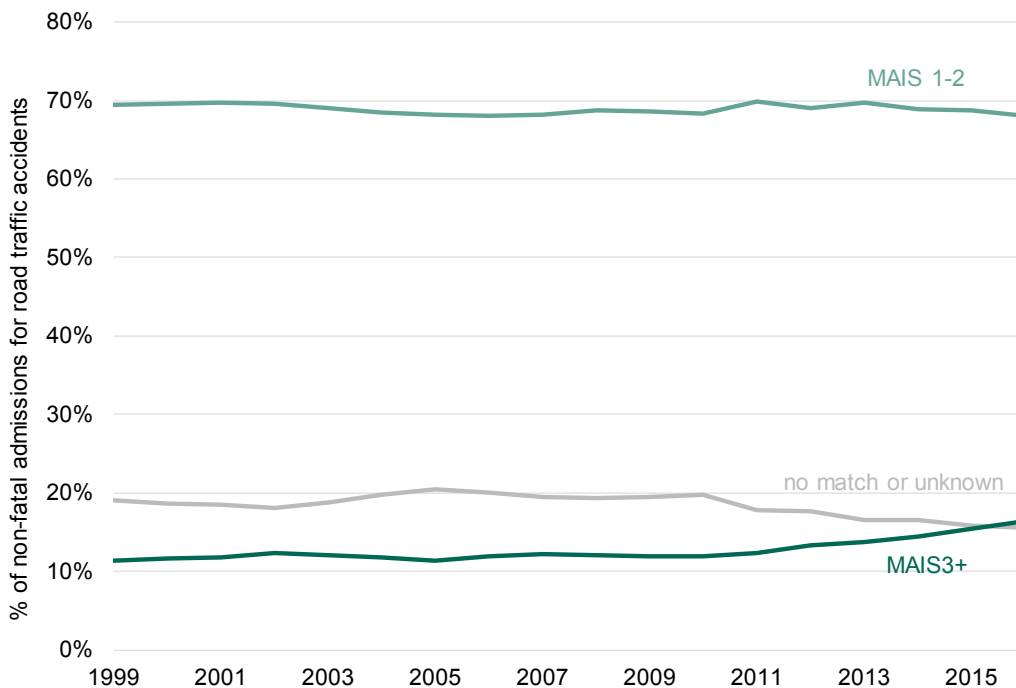
Chart 19 shows the time series of the number of admissions for road traffic accidents broken down by MAIS score. This shows that the total number of admissions for road traffic accidents has fluctuated around 35,000 non-fatal admissions to hospital for road traffic accidents.

Chart 19: Estimated number of admissions for road traffic accidents by MAIS score, England, 1999-2016



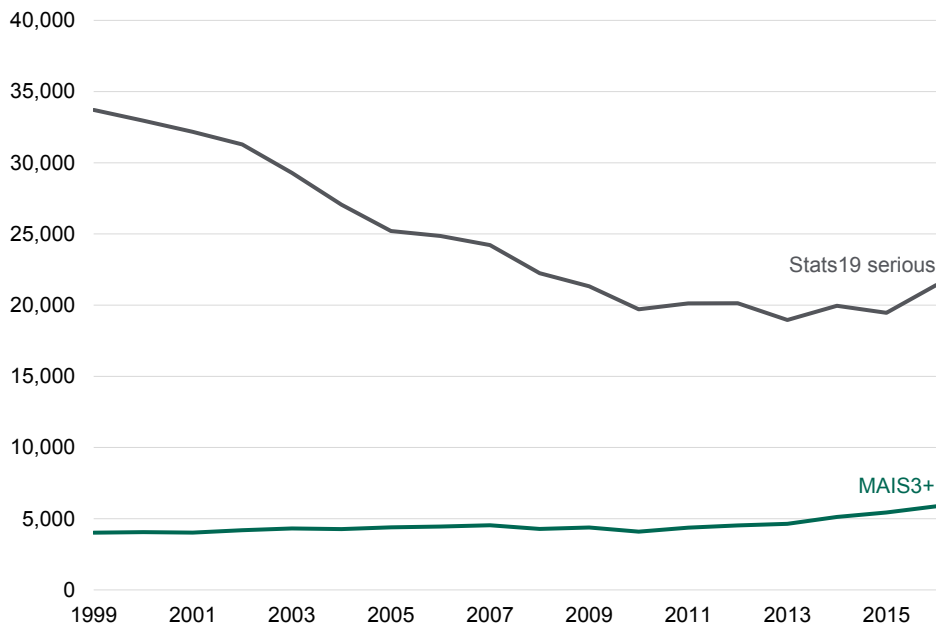
Out of all admissions for road traffic accidents, the proportion with a MAIS score of 1 or 2 (less serious injuries) has remained stable over this period at around 70%. The proportion with a MAIS score of 3 or more was stable from 1999 to 2010 at around 11% but from 2011 increased every year to reach 16% in 2016. Conversely, the proportion of admissions with an unknown MAIS score or where the MAIS score could not be matched has decreased in the same period. It is likely that changes in recording have resulted in more records to be matched to MAIS3+, rather than a genuine increase in clinically serious injuries. Further analysis is needed to understand this change.

Chart 20: Proportion of admissions for road traffic accidents by MAIS score, England, 1999-2016



On the most serious end of the scale, trends in MAIS3+ admissions can be compared to Stats19 serious injuries. The stability of MAIS3+ estimates described above does not appear to be consistent with the trend observed in serious injuries as reported by the police over the same period. The number of serious injuries reported to the police has steadily decreased from 1999 to 2010, and has been relatively stable from 2010 to 2015.

Chart 21: Comparison of serious casualties reported by police and estimated number of MAIS3+ casualties, England, 1999-2016



Note that the estimated number of MAIS3+ casualties has always been lower than the number of serious injuries reported in police data. This is likely to be due to MAIS3+ capturing more severe injuries than the definition of serious injury in police reported data. By definition MAIS3+ includes very severe injuries such as traumatic brain injuries whereas the definition of a serious injury in police data can include more moderate injuries such as severe cuts which do not require admission to hospital.

There are a wider set of contextual data to consider here as well:

- Overall Accident and Emergency (<https://digital.nhs.uk/data-and-information/publications/statistical/hospital-accident--emergency-activity/2017-18>) attendances have been rising steadily over time by 2% between 2016/17 and 2017/18. There is no breakdown for A&E attendances by type, so we do not know what proportion of these are road traffic related. The

What is MAIS3+?

The Abbreviated Injury Scale (AIS) severity score is an ordinal scale of 1 to 6 (1 indicating a minor injury and 6 being maximal). Each patient's diagnosis code is matched to an AIS score using a lookup. A casualty that sustains an injury with a score of 3 or higher on the AIS is classified as clinically seriously injured (MAIS3+).

Update to HES analysis

The 2015 annual report included an article discussing the first estimates for the total number of people admitted to hospital in England, Great Britain and the United Kingdom with a clinically defined serious injury following a road traffic accident, with Hospital Episodes Statistics (HES) data for the years 1999 to 2011. This analysis has been extended to include data from 2012 to 2016.

Estimates for England have been extrapolated to Great Britain using Stats19 data. Actual MAIS3+ figures for Northern Ireland are added to calculate the estimate for the United Kingdom.

The updated MAIS3+ figures for 1999 to 2016 can be found in table RAS55050 https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/555730/ras55050 ods published alongside this release.

More detail about the source of the data and the abbreviated injury scale can be found in the original article at: www.gov.uk/government/statistics/reported-road-casualties-great-britain-annual-report-2015

above analysis of MAIS3+ admissions does not include A&E data.

- Waiting times in Accident and Emergency have been increasing in recent years (https://files.digital.nhs.uk/D3/CCB4FE/AE1718_%20Annual%20Summary.pdf).

It is not possible to assess the extent that these factors may influence the type and seriousness of casualty which is then admitted. Therefore it is difficult to draw conclusions about what the Hospital Episode Statistics are able to tell us about trends in road traffic casualties overall and in terms of serious casualties. In order to improve on the use of this source, we plan to conduct a new linking exercise between Stats19 and HES data, and learn more about how cases are recorded in hospitals as part of the Stats19 review.

Stats19 review

Road accident data is collected from the police with the Stats19 collection. As with any collection system, it needs to be periodically reviewed to keep up with changes in technology, to make improvements to completeness and accuracy, and to reduce the reporting burden.

Stats19 was last reviewed in 2008, and over the coming year the collection will be reviewed. This process is overseen by the Standing Committee on Road Accident Statistics (SCRAS) (<https://www.gov.uk/government/publications/committees-and-user-groups-on-transport-statistics/the-transport-statistics-user-group>). The outline for the review agreed by SCRAS includes:

- Recommending modifications to Stats19 variables with a view to improving quality/value of the data to users and to reducing reporting burdens on the police
- Identifying areas where the Stats19 specification can be streamlined and modernised in order to reduce burdens, including improving validation at source and therefore overall increase the quality of data collected and speed up the ability to report/produce findings
- Considering the scope and opportunities for better use of technology, data sharing and matching to modernise road casualty data. This is both with a view to reducing the amount of data needing to manually rather than automatically input by the police, but also to enrich the data available to generate insight to improve road safety interventions
- Developing a roadmap for any longer term data changes needed to improve the evidence base for road safety interventions

Compensation recovery unit data

The Compensation Recovery Unit (CRU) works with insurance companies, solicitors and Department for Work and Pensions (DWP) customers, to recover:

- amounts of social security benefits paid as a result of an accident, injury or disease, if a compensation payment has been made (the Compensation Recovery Scheme)
- costs incurred by NHS hospitals and Ambulance Trusts for treatment from injuries from road traffic accidents and personal injury claims (Recovery of NHS Charges)

By far the largest number of cases they deal with are motor related. The table below shows a significant reduction in cases in 2017/18 compared to the previous four years. This might suggest

either a reduction in injury accidents in the latest year, and/or a change in the insurance/claims market.

Table 1: Number of cases registered to Compensation recovery unit

Year	Motor	Total
2010/11	790,999	987,381
2011/12	828,489	1,041,150
2012/13	818,334	1,048,309
2013/14	772,843	1,016,801
2014/15	761,878	998,359
2015/16	770,791	981,324
2016/17	780,324	978,816
2017/18	650,019	853,615

Motor Insurance Claims Statistics

The Association of British Insurers (<https://www.abi.org.uk/news/news-articles/2018/03/average-motor-insurance-claim-at-a-record-level-says-the-abi/>) collects aggregate data from all its members on the number and type of claims, and therefore has data on the number of motor insurance claims. Although the underlying data is not currently freely available, ABI reports have stated:

‘The number of [motor] personal injury claims in 2017 fell slightly on 2016, with 320,000 claims settled. However, claim volumes remain significantly higher than should be expected given the continued fall in road traffic casualties. Despite the reduction in road casualties, whiplash-style claims reported to the Compensation Recovery Unit have been rising.

Whiplash type claims have remained high in recent years, with over 671,000 people making a whiplash type claim in 2016/2017 (source also compensation recovery unit).’

This suggests, similarly to the NTS, that a very significant proportion of the road injuries which are not picked up via the police reported data are likely to be whiplash. This also, again similarly to the NTS, indicates a reduction in the number of road injury collisions in 2017 compared to 2016.

Road Traffic Statistics

Road traffic statistics for 2017 show that there was a 1.3% increase in miles travelled on Britain’s roads. Other things being equal, this would suggest we should expect a slight increase in the number of injury accidents in 2017 compared to 2016. However, there are a wide range of other factors which influence road casualties.

Source for CRU data

Transparency data on the performance of the Compensation Recovery Unit is published by DWP at: <https://www.gov.uk/government/publications/compensation-recovery-unit-performance-data/compensation-recovery-unit-performance-data>

Conclusions on coherence

Overall, this range of sources does not provide exact estimates of either the absolute number of casualties, nor does it provide a definitive assessment of the trends.

However, it does give a clear indication that the police reported road casualty data is only a subset of all road casualties.

In terms of trends, most of the sources would seem to indicate that there has been a reduction in injury accidents in 2017 compared to 2016.

The Stats19 review will aim to improve the estimate of both the overall size of under-reporting and any further steps we can take to improve this, and what further work can be done to provide a better assessment of the coherence in trends from these different sources.

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. Furthermore, police data on road accidents, 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.

Changes in reporting systems used by police forces

Approximately half of English police forces adopted the CRASH (Collision Recording and Sharing) system for recording reported road traffic collisions at the end of 2015 or the first part of 2016, although Surrey has been using the system since November 2012. In addition, the Metropolitan Police Service (MPS) switched to a new reporting system called COPA (Case Overview Preparation Application), which went live to police officers from November 2016.

The remaining forces use a wide variety of systems to report accidents, in which police officers use their own judgement and guidance to determine directly the severity of a casualty ('slight' or 'serious').

In contrast CRASH and COPA are injury-based severity reporting systems where the officer records the most severe injury for the casualty (Table 2 shows the link between injury and severity as used in the CRASH system). The injuries are then automatically converted to a severity level from 'slight' to 'serious'.

Eliminating the uncertainty in determining severity that arises from the officer having to make their own judgement means that the new severity level data observed from these systems using injury based methods are expected to be more accurate than the data from other systems.

Definitions

CRASH: Collision Recording and Sharing system. This is a centralised system used by some police forces to record road traffic collisions.

COPA: Case Overview Preparation Application. This is a system used by the Metropolitan Police Service to record road traffic collisions.

Table 2: Classification of injury severity using the CRASH reporting system

Injury in CRASH	Detailed severity	Severity classification
Deceased	Killed	Killed
Broken neck or back	Very Serious	Serious
Severe head injury, unconscious	Very Serious	Serious
Severe chest injury, any difficulty breathing	Very Serious	Serious
Internal injuries	Very Serious	Serious
Multiple severe injuries, unconscious	Very Serious	Serious
Loss of arm or leg (or part)	Moderately Serious	Serious
Fractured pelvis or upper leg	Moderately Serious	Serious
Other chest injury (not bruising)	Moderately Serious	Serious
Deep penetrating wound	Moderately Serious	Serious
Multiple severe injuries, conscious	Moderately Serious	Serious
Fractured lower leg / ankle / foot	Less Serious	Serious
Fractured arm / collarbone / hand	Less Serious	Serious
Deep cuts / lacerations	Less Serious	Serious
Other head injury	Less Serious	Serious
Whiplash or neck pain	Slight	Slight
Shallow cuts / lacerations / abrasions	Slight	Slight
Sprains and strains	Slight	Slight
Bruising	Slight	Slight
Shock	Slight	Slight

Table 3: Adoption dates for CRASH or COPA by police force

Police Force	System Used	Adoption Date
Bedfordshire	CRASH	April 2016
Cambridgeshire	CRASH	May 2016
City of London	CRASH	November 2015
Cumbria	CRASH	January 2016
Devon and Cornwall	CRASH	December 2015
Durham	CRASH	March 2016
Essex	CRASH	November 2015
Gloucestershire	CRASH	November 2015
Hertfordshire	CRASH	April 2016
Humberside	CRASH	January 2016
Kent	CRASH	January 2016
Metropolitan Police Service	COPA	Live to police officers in November 2016
Norfolk	CRASH	February 2016
Northumbria	CRASH	April 2016
South Yorkshire	CRASH	January to February 2013, then January 2016 onwards
Staffordshire	CRASH	May 2015
Suffolk	CRASH	February 2016
Surrey	CRASH	November 2012
Warwickshire	CRASH	November 2015
West Mercia	CRASH	December 2015
West Midlands	CRASH	November 2015

Note that adoption dates are indicative as there can be phased introduction of new systems during transitions

Table 3 shows the police forces which use or have used either CRASH or COPA and the dates from which these systems have been used. Following the introduction of CRASH and COPA, the number of casualties recorded as serious has increased in Great Britain. **Table 4** provides aggregated information on the number of casualties by severity observed year on year for forces which were using CRASH or COPA in 2017 compared to those which continued to use other systems.

Table 4: Comparison of reported casualties by severity for forces using CRASH or COPA and forces not using CRASH or COPA, 2015-2017

Casualty severity	Reporting system used in 2017	2015	2016	2017	% change (2015-2016)	% change (2016-2017)
Fatalities	COPA	135	114	129	-16%	13%
	CRASH	656	673	727	3%	8%
	Other than COPA/CRASH	939	1,005	937	7%	-7%
Serious injuries	COPA	1,916	2,338	3,688	22%	58%
	CRASH	7,953	9,526	9,516	20%	0%
	Other than COPA/CRASH	12,275	12,237	11,627	0%	-5%
KSI	COPA	2,051	2,452	3,817	20%	56%
	CRASH	8,609	10,199	10,243	18%	0%
	Other than COPA/CRASH	13,214	13,242	12,564	0%	-5%
Slight injuries	COPA	27,796	27,450	28,348	-1%	3%
	CRASH	60,102	57,901	52,697	-4%	-9%
	Other than COPA/CRASH	74,417	70,140	63,324	-6%	-10%
All casualties	COPA	29,847	29,902	32,165	0%	8%
	CRASH	68,711	68,100	62,940	-1%	-8%
	Other than COPA/CRASH	87,631	83,382	75,888	-5%	-9%
Fatalities	Any reporting system except COPA	1,595	1,678	1,664	5%	-1%
Serious injuries		20,228	21,763	21,143	8%	-3%
KSI		21,823	23,441	22,807	7%	-3%
Slight injuries		134,519	128,041	116,021	-5%	-9%
All casualties		156,342	151,482	138,828	-3%	-8%

This shows that there has been a large increase in the number of serious injuries reported by the police after the introduction of COPA in November 2016. This has resulted in an increase in 2016 (+22%) and a larger increase in 2017 (+58%), the first full year where COPA was in place.

Similarly, there has been a large increase in the number of serious injuries reported by the police in forces using CRASH in 2016 (+20%); as around half of police forces in England adopted this system at the end of 2015/ early 2016. However the number of serious injuries in CRASH forces in 2017 has remained stable when compared to 2016.

By comparison, forces not using injury-based severity reporting systems have not seen an increase in serious injuries during this period (0% change between 2015 and 2016 and -5% between 2016 and 2017).

The number of forces using CRASH in 2017 compared to 2016 has been stable. However further differences in reporting could be observed despite this because some of these forces used CRASH for only part of 2016. When looking at all forces except the Metropolitan Police Service (using COPA), the number of serious injuries has decreased by 3% in 2017 compared to 2016.

The Office for National Statistics (ONS) Methodology Advisory Service have completed analysis to quantify the effect of the introduction of injury reporting systems (CRASH and COPA) on the number of slight and serious injuries reported to the police. This is described in detail in the ONS methodology paper which is published alongside this release (<https://www.gov.uk/government/statistics/reported-road-casualties-great-britain-annual-report-2017>). The Department would like to invite users views on the use of this methodology to adjust for the change in systems and estimate the level of slight and serious injuries as if all police forces were using injury-based severity reporting systems. Subject to this feedback, the Department will aim to make wider use of it to produce further breakdowns and historical tables. [Email: roadacc.stats@dft.gov.uk]

Online self-reporting

Online self-reporting is part of a wider project for digital public contact led by Home Office to allow people involved in road traffic accidents to report the collision to the police online should they choose to do so rather than having to physically report it at a police station.

The principle of online reporting is to make it easier for members of the public to report accidents and it is therefore expected that the introduction of online reporting will lead to an increase in the total number of accidents and casualties reported as it will be easier for the public to perform this duty with more reporting options available. This is particularly likely to impact number for slight injuries, which might not been reported otherwise. Serious injuries, on the other hand, are expected to be less impacted by this change since the police are more likely to physically attend the scene of serious accidents (83% of serious accidents compared to 71% of slight accidents in 2017).

The only force that has introduced online reporting of collisions through this project in 2017 is the

Metropolitan Police Service (MPS). In 2017, the MPS has seen an increase of 3% for slight injuries, while the number of slight injuries for all other forces has decreased by 9%. This effect adds to the injury based severity reporting change following the introduction of COPA. The total number of casualties reported by the MPS has increased by 8% in 2017 while it has decreased by 8% in all other forces.

Transport for London have commissioned analysis to quantify the effect of the introduction of both COPA and online self-reporting on their casualty numbers. Initial estimates can be found in their 2017 end of year factsheet at: <https://tfl.gov.uk/corporate/publications-and-reports/road-safety> under factsheets.

Note that because the MPS represents a large proportion of casualties in Great Britain (19% in 2017), this is likely to impact the national figures.

Online reporting tools delivered through the digital public contact project will be made available to more police forces in the future and as a result the Department anticipates that this will impact the total number of accidents and casualties reported as the system is adopted. Some forces have already planned to take in on, with Thames Valley Police and Hampshire adopting the system in 2018.

The introduction of online reporting has also impacted the quality of data received by the Department. It is believed that the introduction of online reporting has introduced a different definition for unknown values (for example, unknown to the public as opposed to unknown by the police) that has not been subsequently populated by the police. As a result, the number of unknown values on some variables like left hand drive vehicle, special conditions at site and carriageway hazards, has increased compared to previous years. Comparisons with earlier years for these variables should therefore be made with caution. This is indicated as a footnote in published tables where relevant.

The Department is actively engaged with the project team to improve the geographic locational of the collision and to add additional validation to improve the quality of online self-reported data.

Publication delays

In order to produce the intended publication of 2017 main results for June, DfT set a cut-off date for 2017 data of 30 April 2018 with its data suppliers. It became apparent at that time that Transport for London (TfL) was not able to meet the deadline due to changes in the way the Metropolitan Police Service (MPS) provided it with data. As a result, DfT announced that the main results publication would be delayed until 27 September 2018 in order to allow TfL time to validate the data. The Department received the data for London as planned to meet this revised publication date.

Following the finalisation of 2017 data, DfT and TfL are working to revert to the original timetable for the supply of 2018 data so that main results for 2018 can be published in June 2019.

Provisional estimates for the first quarter of 2018 were due to be published in August 2018. Data availability issues described above meant that these were not published and both Q1 and Q2 2018 provisional estimates will now be released in November 2018.

Data supply from forces

The Department is aware that a small number (less than 80) of non-fatal (mostly slight) accidents from Transport for London were not included in the 2017 data. This, along with any changes following validation, is why totals might not completely align with publications from TfL.

There has been a marked increase in casualties and accidents reported by Greater Manchester Police (GMP) in 2017 compared with the previous year. Transport for Greater Manchester (TfGM) have stated that improvements to the recording of accident reports by GMP have been made at the end of 2016 and early 2017 for incidents (those not attended by police officers). The improvements were corrective action by GMP implementing a more rigid process for the recording of slight injury collisions submitted by the public by redesigning forms for the public that mirror the required STATS19 data. TfGM have stated these changes are partly responsible for a sharp upwards trend by month in reported slight injury road accidents in Greater Manchester. Therefore, it must be noted that improvements and changes in reporting processes by GMP will mean that comparisons must be made with caution.

There has been an increase in the proportion of accidents with a contributory factor recorded in Staffordshire. Staffordshire police have suggested this might be due to improvements in training and a reminder of procedures.

Detailed tables

The annual report also includes detailed tables based on data reported by the police. Areas covered are listed below, with relevant table numbers in brackets:

- Accidents ([RAS10](#))
- Drivers and vehicles involved ([RAS20](#))
- Casualties ([RAS30](#))
- Combined accidents, casualties, vehicles ([RAS40](#))
- Area comparisons ([RAS30038-RAS30058](#), [RAS10014-RAS10015](#), [RAS41002-RAS41004](#))
- International comparisons ([RAS52](#))
- Former Strategic Framework for Road Safety outcome indicators ([RAS41](#))

- Contributory factors ([RAS50](#))
- Reported drink-driving ([RAS51](#))
- Survey data on road accidents ([RAS54](#))
- Hospital admissions as a result of road accidents ([RAS55](#))
- Accident and casualty costs ([RAS60](#))

A full list of tables in the road safety series and an index with 2017 RRCGB web tables can be found https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/648083/reported-road-casualties-gb-index-of-tables.xlsm.

Background information

Tables providing more details of accidents and casualties are available at: <https://www.gov.uk/government/collections/road-accidents-and-safety-statistics>.

Provisional quarterly reported road casualty statistics are published throughout the year. Provisional estimates for the first quarter of 2018 were due to be published in August 2018. Data availability issues meant that these were not published and both Q1 and Q2 2018 provisional estimates will now be released in November 2018. Quarterly statistical releases can be found at: www.gov.uk/government/organisations/department-for-transport/series/road-accidents-and-safety-statistics.

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: 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.

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.

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.

The raw data used to create the statistics (except for a few sensitive and personal variables) are available for download here <https://data.gov.uk/dataset/cb7ae6f0-4be6-4935-9277-47e5ce24a11f/road-safety-data>.

Feedback

We welcome further feedback on any aspects of the Department's road safety statistics including content, timing, and format. We also welcome feedback on the proposed ONS methodology in adjusting the levels of slight and serious injuries for the change in reporting systems, via email to roadacc.stats@dfi.gsi.gov.uk