

agilysis



LOCKDOWN 1.0
CASUALTY ANALYSIS

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Reported road casualties in Great Britain: provisional estimates year ending June 2020

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 2020. 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 2020 represents the 12 months beginning on the 1st July 2019 and ending on the 30th June 2020.

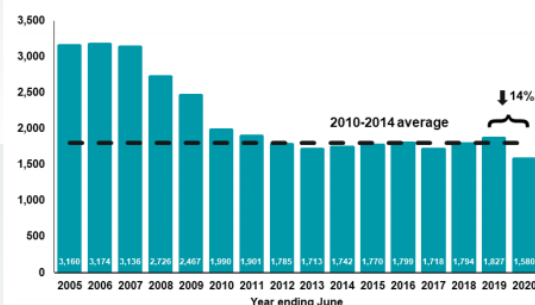
A full list of the definitions used in this release can be found [here](#).

In this publication

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The recent trends in reported road casualties have been impacted by the national restrictions implemented from March 2020 onwards following the coronavirus (COVID-19) pandemic. More information can be found on page 2.

Chart 1: Road deaths, GB, rolling years ending June, 2005-2020



- There were an estimated 1,580 road deaths in the year ending June 2020 which includes three months of the national lockdown. This is a decrease of 14% compared to the previous year. This change is statistically significant at the 95% confidence level.
- There were 131,220 casualties of all severities in the year ending June 2020, down by 16% from the previous year. This change is statistically significant.
- The overall casualty rate per vehicle mile decreased by 2% over the same period. The reduction in casualties is broadly in line with the reduction in traffic which decreased by 14% over this period.

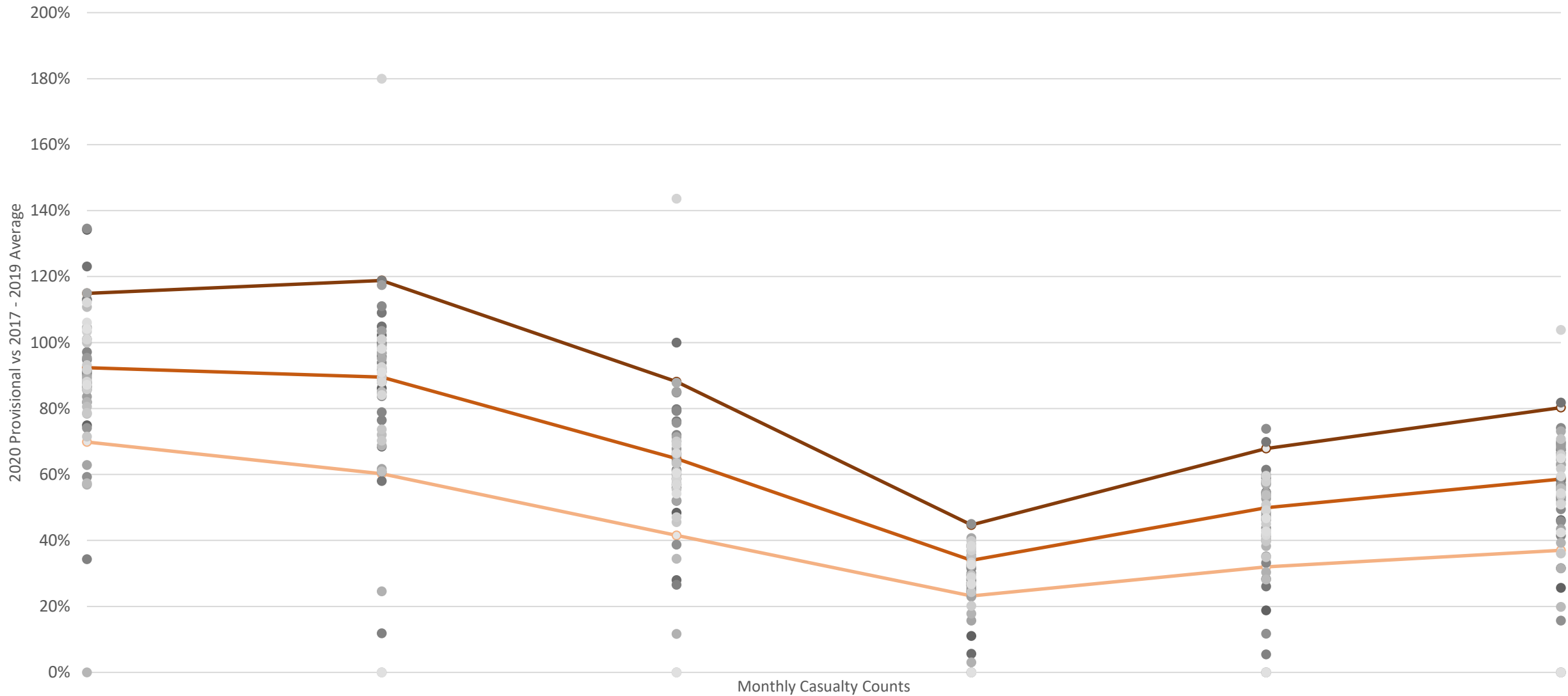
Follow @DfTStats

- Provisional estimates released on 29th January 2021
- Levels of reporting vary considerably so the DfT apply an estimation methodology to fill the gaps
- <https://www.gov.uk/government/statistics/reported-road-casualties-in-great-britain-provisional-estimates-year-ending-june-2020>
- Includes traffic data with results shown on a rolling 12-month basis (-14%)
- Huge amount of uncertainty in the data
- Individual record data was processed into *MAST Provisional* at the end of February

REVIEWING DFT 'PROVISIONAL' 2020 DATA



Provisional Road Casualties by Police Force Area Jan - Jun 2020 vs 2017 - 2019 Average



- Police forces with entire months missing:
 - Gwent Police (April -)
 - Northamptonshire Police (Jan -)
 - South Wales Police (May -)
 - Wiltshire Police (Feb -)
- Police forces with considerable under-reporting (>1 standard deviation below mean)
 - Avon & Somerset (April -)
 - North Wales Police (Jan -)

These forces were then removed from the following analysis of March – June 2020 compared to the three-year averages for the same months between 2017 and 2019

Sample 2020 = All Casualties 25,560 | KSI Casualties 5,299

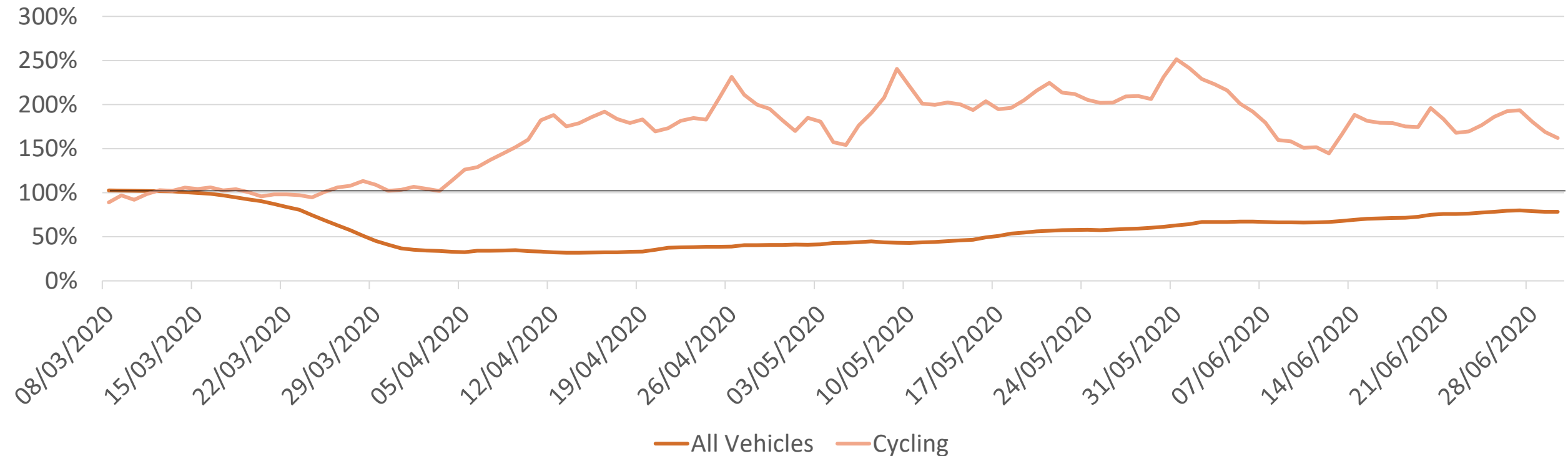
WHAT CHANGED DURING LOCKDOWN 1.0?



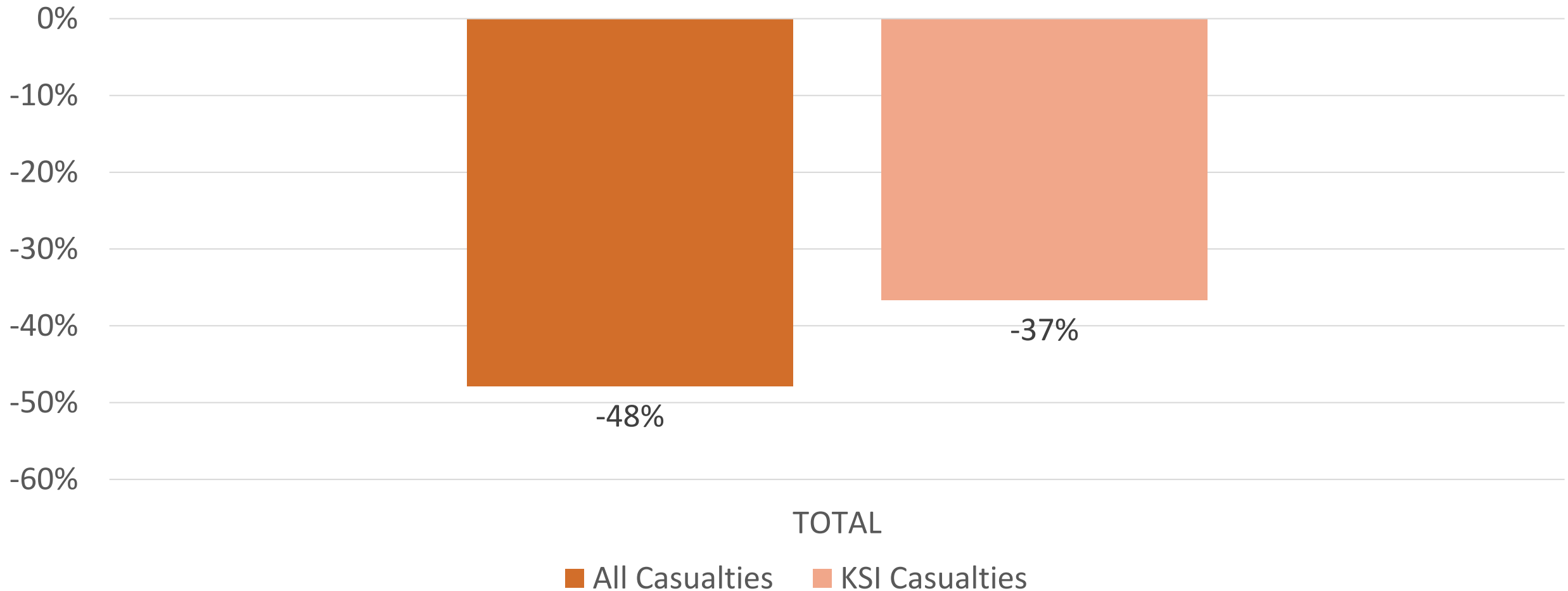
- Traffic changed
 - All motor vehicles -39% March to June inclusive
 - Cycling +68%

<https://www.gov.uk/government/statistics/transport-use-during-the-coronavirus-covid-19-pandemic>

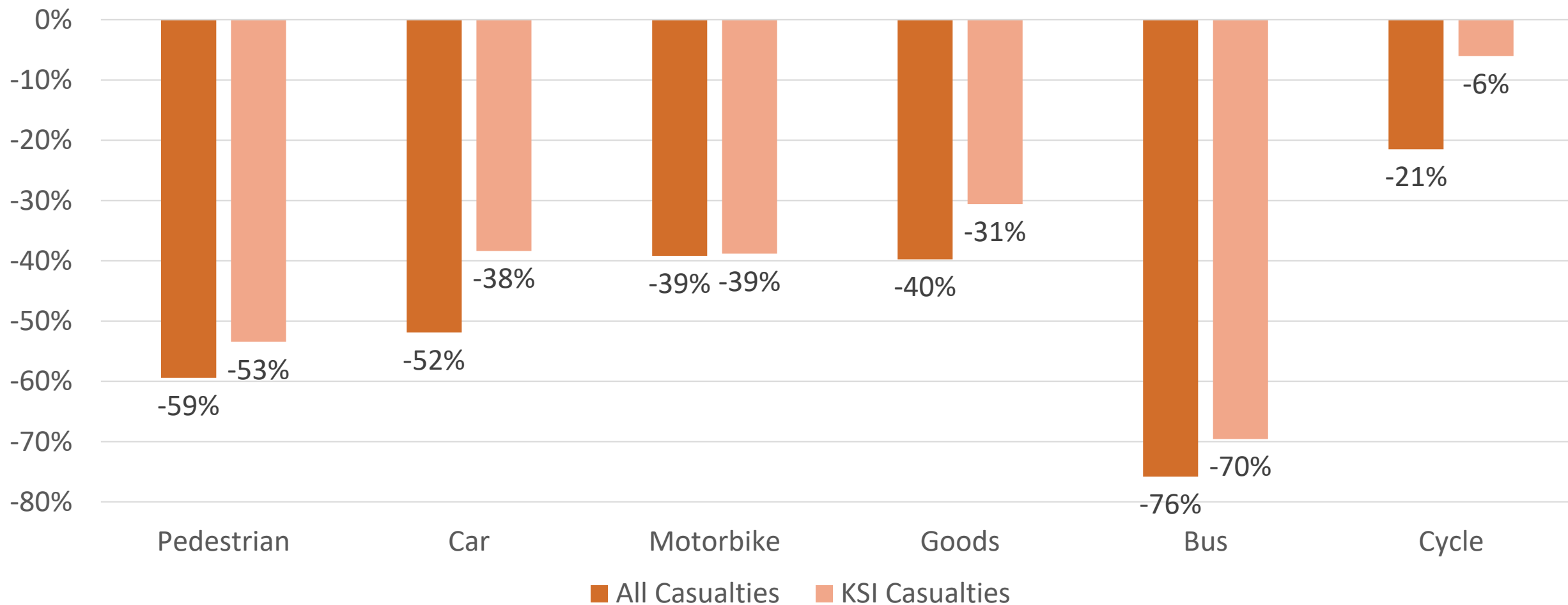
Lockdown 1.0 Traffic Comparisons – 7 Day averages



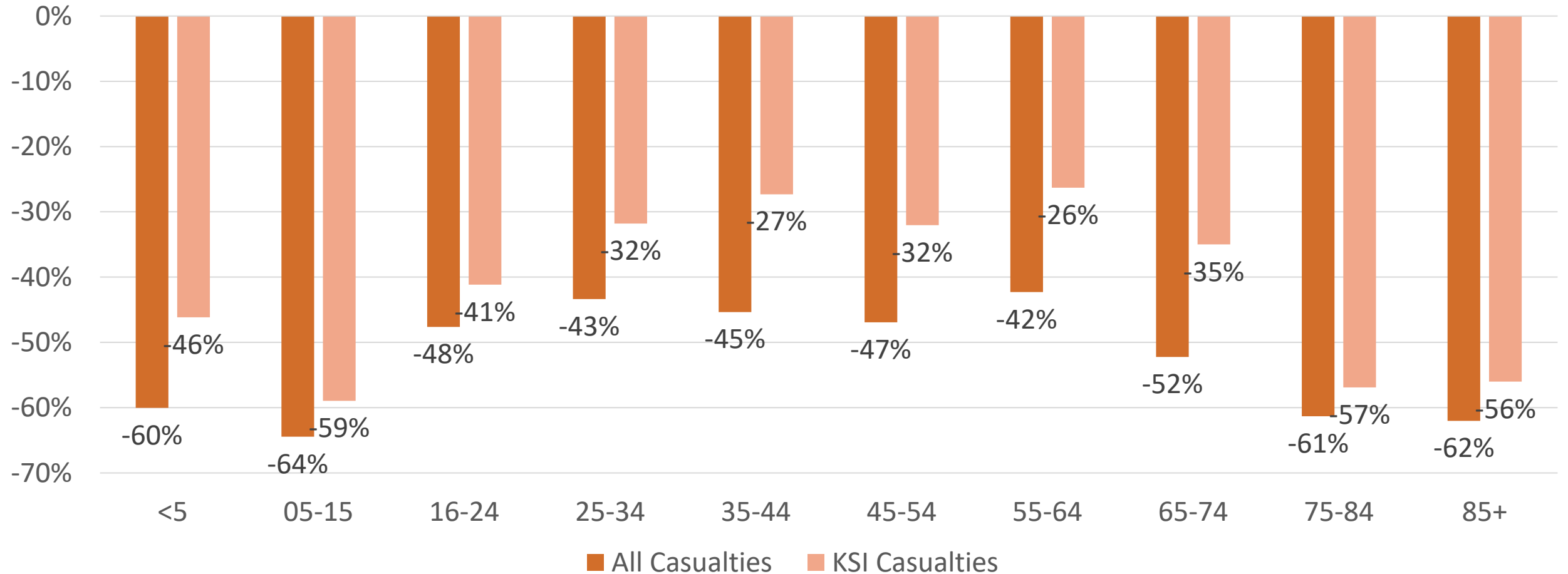
2020 vs 2017-2019 (March - June)



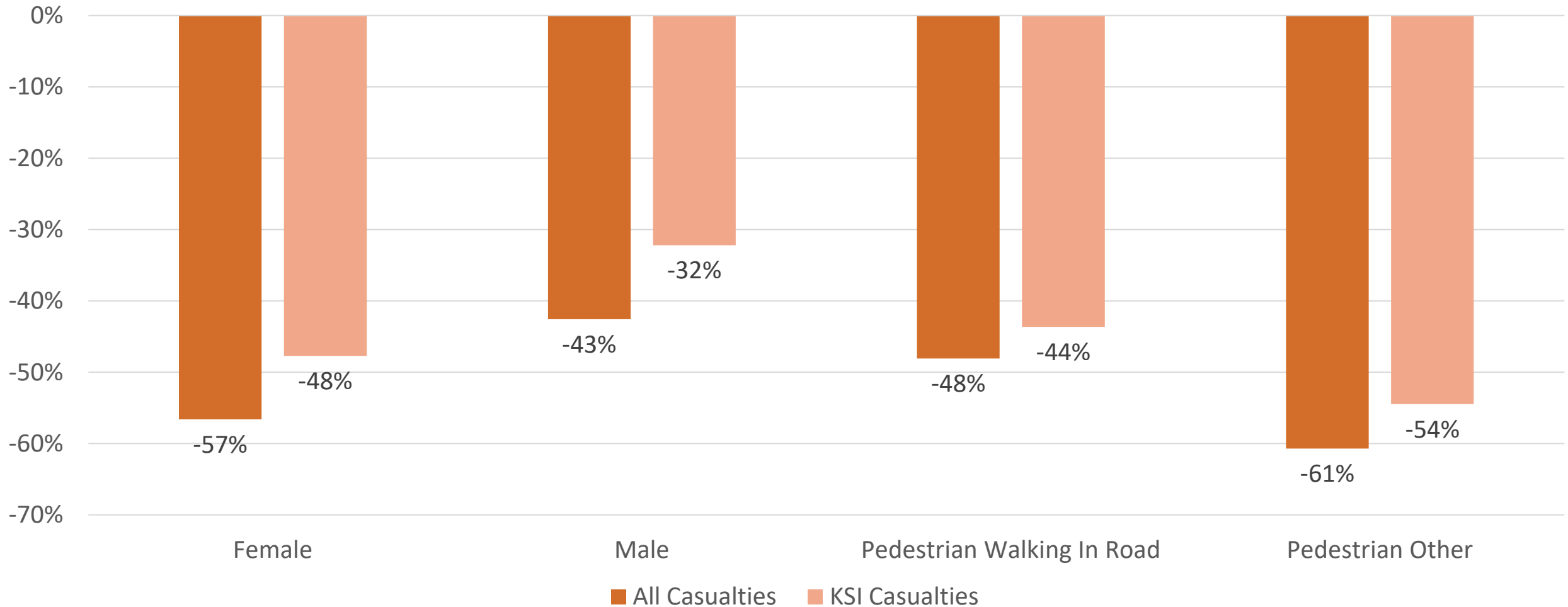
Road User Groups 2020 vs 2017-2019 (March - June)



Casualty Age Groups 2020 vs 2017-2019 (March - June)



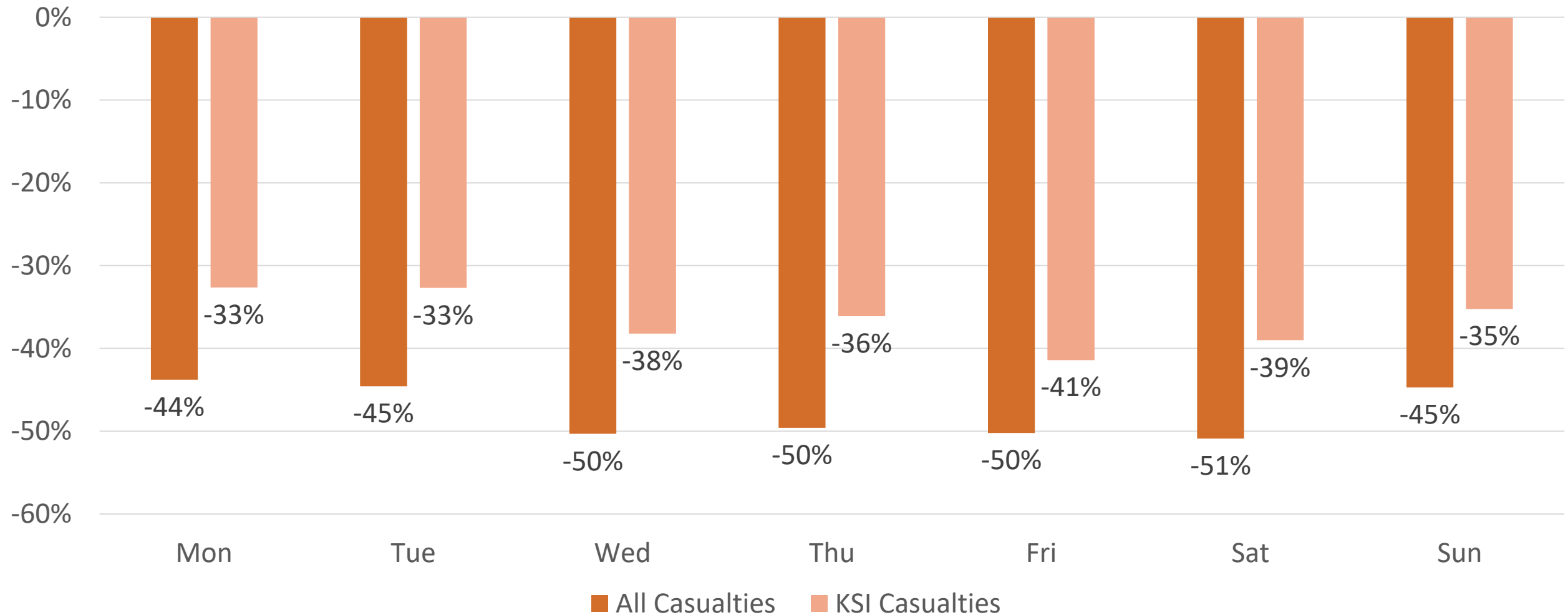
Sex & Pedestrian Location 2020 vs 2017-2019 (March - June)



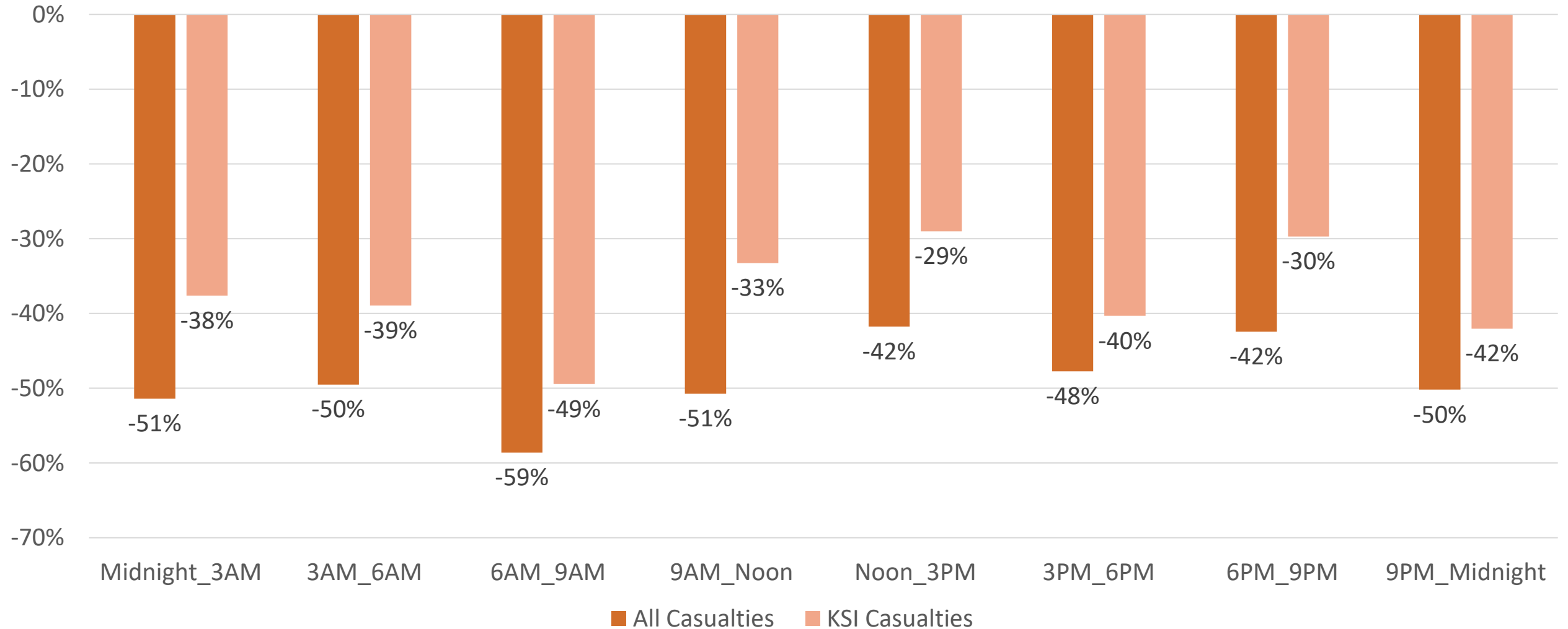
Pedestrian Casualty Conflicting Vehicle 2020 vs 2017-2019 (March - June)



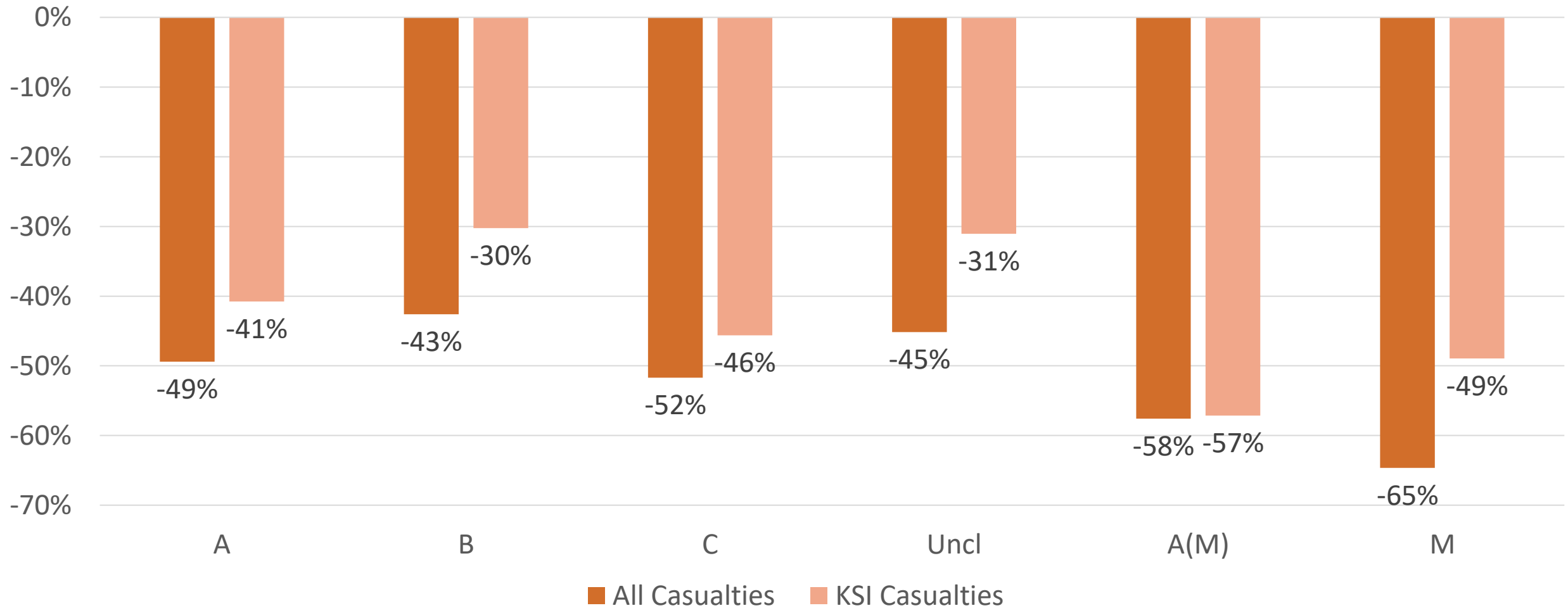
Casualty Day of Week 2020 vs 2017-2019 (March - June)



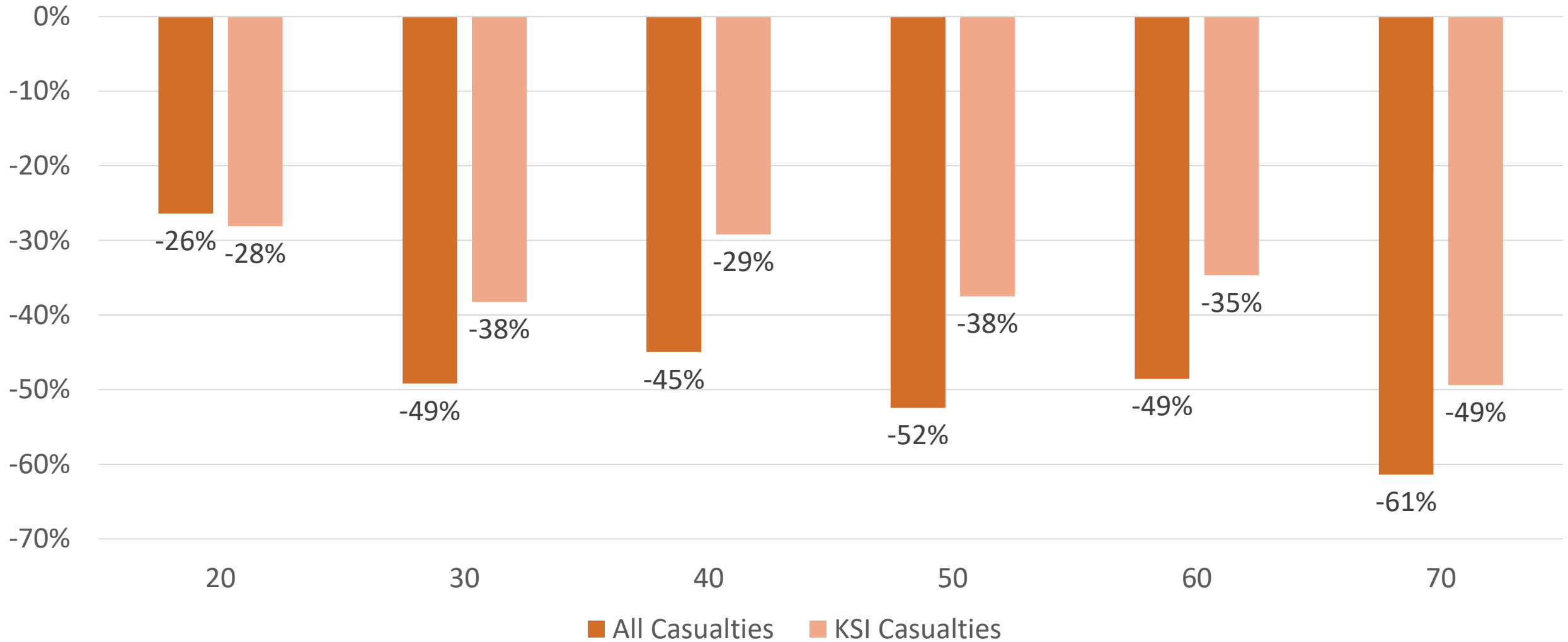
Casualty Time of Day 2020 vs 2017-2019 (March - June)



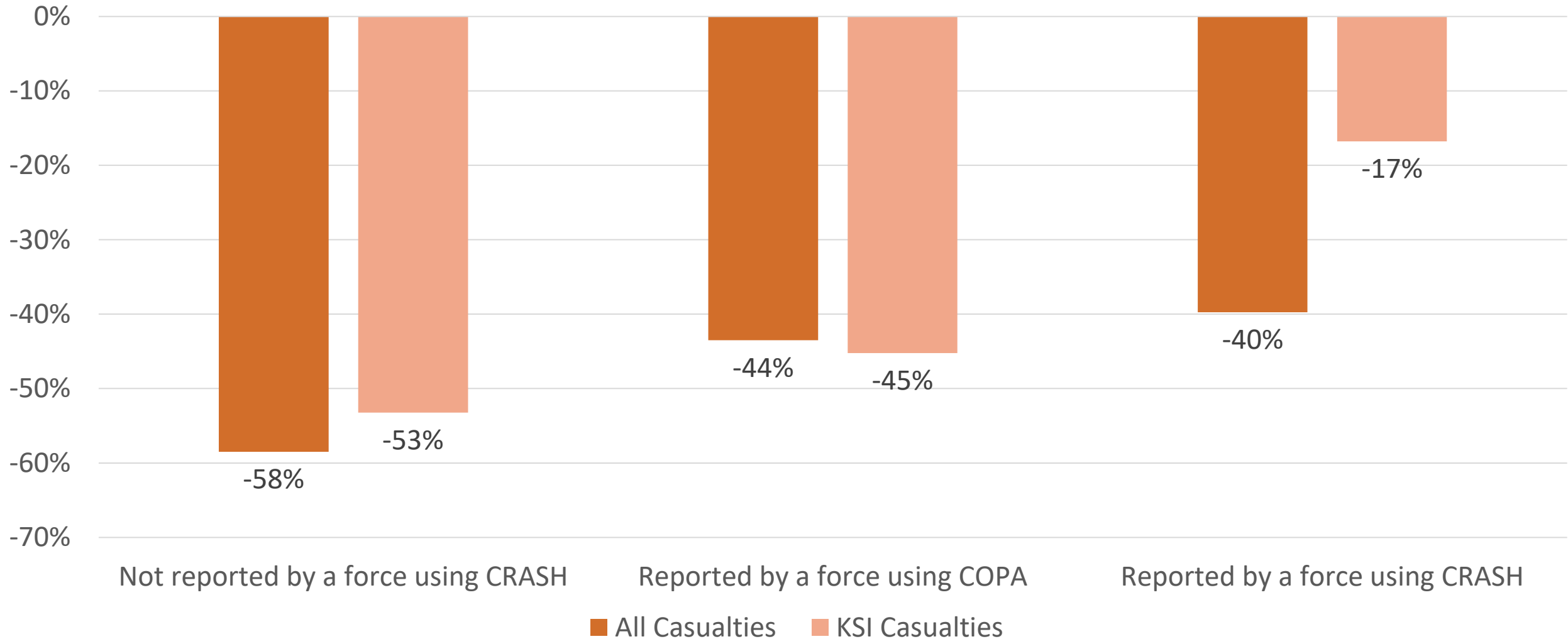
Casualty Road Class 2020 vs 2017-2019 (March - June)



Casualty Speed Limit 2020 vs 2017-2019 (March - June)



Casualty Collection Mechanism 2020 vs 2017-2019 (March - June)



- All casualties down, KSI casualties not as much and less than the reduction in traffic
- Greater drop for pedestrians, cars (all casualties, not KSI), and buses
- Goods vehicles and motorbikes slightly lower drop, cyclists much lower
- **BUT CYCLING GOT SAFER!**
- Casualty reduction greater for the young & old, and women
- Bigger drop in casualties in morning peak hours
- Motorways & dual carriageways saw a larger reduction
- 20mph results misleading?
- Police forces using CRASH reported lower reductions in casualties, especially KSI

POTENTIAL PROBLEMS



- Severity adjustment is required
- Need more and confirmed data
- Need missing police forces
- Need exposure data (mode and road class)
- Casualty residency including IMD, Mosaic
- Urban | Rural