

# THE 2008 REVIEW OF REPORTED ROAD CASUALTY STATISTICS (STATS19) – SUMMARY REPORT

## Introduction

This report provides an initial summary of the outcome of the latest in a series of regular reviews of reported personal injury road casualty statistics. It sets out the proposed key changes to the data collected. A fuller report on the review and results of the consultation process will be published on the DfT website at the end of February.

The purpose of this report is to inform those involved in the collection process as early as possible about the scope and timing of the key changes to the system.

This report also includes the Department's response to the UK Statistics Authority Assessment Report 4 on road casualty statistics<sup>1</sup>.

## Background

The aims of the review of road casualty statistics reported to the police were to:

- ensure the system remains necessary and appropriate and
- to confirm the information needs of users and
- to assess whether current system fulfils its requirement to provide accurate and credible road accident data to meet these needs.

A key consideration is to minimise the bureaucracy, time and resources for the police and others involved in the data collection and validation process.

In England, personal injury road casualty data are collected by the police and processed by either local police or local authority units before being submitted to the Department for Transport (DfT). In Scotland and Wales, the data are submitted to the Scottish Government (SG) and the Welsh Assembly Government (WAG) who provide the data to DfT for inclusion in its GB-wide database. Collectively, this system is commonly referred to as STATS19, named after the code number of the data collection form. The STATS19 system is managed by the Standing Committee on Road Accident Statistics<sup>2</sup> (SCRAS) which includes representatives from central and local government and police forces.

The STATS19 report form consists of a record of accident circumstances, a record for each vehicle involved, and a record for each casualty arising from the injury accident. In 2008, local authorities and police forces collected, coded, checked and reported 170,000 accident records, 310,000 vehicle records and 230,000 casualty records to central government.

Road casualty statistics collected by the police are essential for informing and monitoring road safety policy and initiatives at local, national, and international levels,

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<sup>1</sup> <http://www.statisticsauthority.gov.uk/assessment/assessment-reports/index.html>

<sup>2</sup> Information on SCRAS can be found on the DfT website at:  
<http://www.dft.gov.uk/pgr/statistics/committeesusergroups/scras/>

and provide evidence to support road safety education and enforcement activities. Locally, they have a long established application to support remedial engineering work on public roads. At both local and national levels, they are essential for steering road safety strategy and legislation underpinning targeted casualty reduction.

It has been recognised for many years that STATS19 is not a complete record of all injury accidents and casualties. Although very few if any fatal accidents do not become known to the police, a significant number of less serious road accidents are not reported. The police do not attend all accidents and there is no legal requirement to report accidents (personal injury or otherwise) if details are exchanged by those involved at the scene. However, whilst not perfect, STATS19 data remain the most detailed, consistent, complete and reliable source of data on road casualties covering the whole of Great Britain. In particular it is the only source to provide the detailed information on accident circumstances, vehicles and casualties that is required for developing effective measures to reduce road casualties. The STATS19 casualty data are the basis for setting and monitoring current casualty reduction targets to the year 2010, and in developing the new road safety strategy for the period beyond.

### **UK Statistics Authority Assessment report**

The police road casualty data are designated as National Statistics. Under the provisions of the Statistics and Registration Service Act 2007, the UK Statistics Authority (UKSA) has a statutory function to assess sets of statistics against the Code of Practice for Official Statistics, with a view to determining whether it is appropriate for the statistics to be designated, or to retain their designation, as National Statistics. Designation may be broadly interpreted to mean that, the statistics meet identified user needs; are produced, managed and disseminated to high standards; and are well explained. The road casualty statistics were included in the first group of statistics to be assessed by the UKSA. This assessment took place in parallel to the STATS19 review but there are many issues in common. The UKSA report<sup>3</sup> confirmed that the road casualty statistics were designated as National Statistics, subject to the implementation of a number of the enhancements. Annex B sets out the work undertaken or in progress in response to the UKSA assessment. The UKSA confirmed the designation of the outputs as National Statistics on 17 December 2009.

### **CRASH project**

The **C**ollision **R**ecording **A**nd **S**Haring (CRASH) project is a new electronic system for police collision reporting. CRASH will provide a system for secure collection, validation, transmission and storage of road traffic collision reports to meet police business needs and also DfT statistical requirements. Mobile devices (where available) will allow data entry at the scene of a collision - police will no longer have to fill in paper forms. CRASH will provide improvements in consistency, timeliness, as well as minimising police time and effort. Information currently collected by the police, but not included in STATS19,

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<sup>3</sup> <http://www.statisticsauthority.gov.uk/assessment/assessment-reports/index.html>

could be provided without imposing an additional burden on those collecting the data. However, it should be recognised that this additional information may not be available for all police force areas.

DfT is providing funding for the project and is working with the NPIA (National Police Improvement Agency) to implement it in police forces. At present the system covers England and Wales only. Pilots in three areas are planned for early 2011 followed by roll-out to as many police forces as possible during 2011 and 2012. The implementation of CRASH and proposed changes from the review clearly need to be considered together.

## **STATS19 Review**

The STATS19 review was conducted by the Review Working Group (RWG), formed from members of SCRAS which reported back to SCRAS for final agreement. Following the last review, substantial changes were made to the collection of road accident data in January 2005. These changes have on the whole been successful and in particular the introduction of contributory factors (CF) to the reporting system. They are subjective and reflect the reporting officer's opinion at the time of reporting and may not have been the result of extensive investigation, however, they provide valuable additional information about why and how accidents occur. The last review resulted in a significant number of changes and a net increase in the information collected. Consequently it was agreed this review would focus on consolidation of the collection of STATS19 data and there should be no net increase in the information collected, to ensure the police burden is minimised.

An extensive consultation exercise was carried out between 5 February and 30 April 2009. Some 130 consultees made a formal response. In addition, less formal feedback was received through meetings, email and other personal contacts. A broad picture emerged from respondents - that STATS19 data were used on a regular basis throughout the year, the data were essential for their work and there was not an alternative source of data which could fulfil their requirements.

The RWG considered all the suggestions for change or improvement and made recommendations to SCRAS concerning the desirability of improvements, and the priority that should be attached, taking account of user preferences. In the course of the working groups, some proposals were rejected, mainly to avoid increasing the burden of collection and the reasons for rejection were recorded. The review also looked at wider strategic issues related to the road casualty data, including those raised by the recent assessment by the UK Statistics Authority.

## Recommended changes to STATS 19

A list of recommendations for changes to the STATS19 system are set out in the table in Annex A, these include proposals for:

- 4 variables which will be available from the new CRASH system (currently collected by the police but outside STATS19).
- 3 new statistics variables
- 3 variables to be deleted
- 9 changes to existing variables
- 6 changes to labels for existing variables
- 9 clarifications to the STATS20 guidance

This initial summary review report sets out the key recommendations for change to the process, coverage and definition of the STATS19 collection system. A fuller report on the outcome of the consultation will be published at the end of February, including more information on:

- Results of consultation and proposals not taken forward
- Format for supply of data
- Training and guidance
- Data linkage
- Publication and accessibility of data

## Timing

Implementation of the changes to STATS19 was originally planned for 1 January 2011. However, the CRASH project is also expected to be piloted with three forces early in 2011 and then rolled out more widely. We are concerned that police forces and local authorities should not be faced with two sets of changes to their systems in a short period and SCRAS has therefore agreed there should be a flexible approach to implementation. STATS 19 changes may be implemented for accidents occurring on or after 1 January 2011, though forces may choose to wait until they implement the CRASH system which will be rolled out in 2011. However, **all changes should be in place for reporting from 1 January 2013 at the latest, regardless of whether CRASH has been implemented in the area concerned.**

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<b>RECCOMENDATIONS FOR CHANGE</b>		
<b>PROPOSALS FOR NEW VARIABLES</b>		
<b>Proposed New Variable</b>	<b>Proposed New Codes and Labels</b>	<b>Notes</b>
<b>Plain language description of location of accident</b>	Text field	Available as export from CRASH only.  This information is already recorded by the police outside STATS19. Under local arrangements these fields may already be supplied to Local Authorities  Help to check location of accident when details not clear
<b>Plain language description how collision occurred</b>	Text field	Available as export from CRASH only.  This information is already recorded by the police outside STATS19. Under local arrangements these fields may already be supplied to Local Authorities  Help to understand what happened Improved knowledge and increased efficiency in improving AIP sites
<b>Make and model of vehicle</b>	Text field	Available as export from CRASH  This information is already recorded by the police outside STATS19.  Information on vehicle make/model/age is added to the current central DfT current database using the VRM and matching to DVLA records. DfT will consider whether this can be made more widely available.
<b>Driving licence appropriate for vehicle</b>	1 – Full 2 – Provisional 3 – Unlicensed 4 – Not known	Available as export from CRASH Add field to identify whether driver has valid licence
<b>Was vehicle left hand drive?</b>	1 – No 2 – Yes	Replaces 2.28 Foreign registered vehicle. Whether a vehicle is left or right hand drive can be a key factor in an accident. This will enable vehicles which are LHD but UK registered to be identified, which is not possible from the existing question.

<b>Seat belt in use</b>	0 – Not applicable 1 – Worn and independently confirmed 2 – Worn but not independently confirmed 3 – Not worn 4 – Unknown	Fatal accidents only.  Previous work has shown the difficulty of collecting accurate data on seat belt use. However given the importance of this data (it was the most frequently proposed new field) it has been decided to reintroduce on STATS19, initially for fatal accidents, which are subject to thorough investigation. The response will distinguish between those cases where there is reliable evidence of seatbelt wearing (such as marks to belt webbing, occupants still belted and belt related injuries) and those where no independent evidence is available.
<b>Cycle helmet worn</b>	0 – Not a cyclist 1 – Yes 2 – No 3 – Not known	This is a current area of concern and there is a requirement for baseline research, for example by following up the relatively small number of fatal or near fatal casualties. In addition the availability of a linked database of STATS19 records and hospital admissions will allow comparison of medical consequences with accident circumstances. Data quality will be reviewed.
<b>PROPOSALS FOR VARIABLES TO BE DELETED -</b>		
<b>2.17 - First Contact Between Each Vehicle</b>		Doubt over whether Reporting Officers understand correct coding. More reliable data can be obtained from free text "How Collision Occurred"
<b>2.28 Foreign Registered vehicle</b>		Replace with new variable "Was vehicle left hand drive" – see above.
<b>3.13 - School Pupil Casualty</b>	.	Important variable - but analysis of the current data shows it is very poorly completed. The poor quality of the information makes it unreliable for research. School journey travel may be imputed using information about age of casualty, time of day, day of week and month.
<b>PROPOSED CHANGES TO EXISTING VARIABLES</b>		
<b>Variable</b>	<b>Proposed Change (new/change in bold)</b>	<b>Notes</b>
<b>1.10 – Local Authority</b>	Adopt ONS coding system (9 digits)	New codes to be introduced by ONS in 2011  <a href="http://www.ons.gov.uk/about-statistics/geography/policy/best-practice-guidance/coding-and-naming-policy.pdf">http://www.ons.gov.uk/about-statistics/geography/policy/best-practice-guidance/coding-and-naming-policy.pdf</a>

<b>1.11 - Location</b>	Adopt 12 digit (6 x 6) reference number.	Move to a 12 digit reference number. Mapping systems are now available that mean that this degree of accuracy is achievable.
<b>1.21 - Light Conditions</b>	1 – Daylight 4 – Darkness: street lights present and lit 5 – Darkness: street lights present but unlit 6 – Darkness: no street lighting 7 – Darkness: street lighting unknown	Number of “Daylight” codes reduced. There are currently too many options and some are unhelpful or confusing.

<p><b>2.5 - Type of Vehicle</b></p>	<p>01 – Pedal cycle  02 – Motorcycle 50cc and under  03 – Motorcycle over 50cc and up to 125cc  04 – Motorcycle over 125cc and up to 500cc  05 – Motorcycle over 500cc  <b>97 – Motorcycle – unknown cc</b>  08 – Taxi/Private hire car  09 – Car  10 – Minibus (8 - 16 passenger seats)  11 – Bus or coach (17 or more passenger seats)  16 – Ridden horse  17 – Agricultural vehicle (includes diggers etc.)  18 – Tram/Light rail  19 – Van / Goods vehicle 3.5 tonnes maximum gross weight (mgw) and under  20 – Goods vehicle over 3.5 tonnes and under 7.5 tonnes mgw  21 – Goods vehicle 7.5 tonnes mgw and over  <b>22 – Mobility scooter</b>  <b>23 – Electric motorcycle</b>  <b>98 – Goods vehicle – unknown weight</b>  <b>90 – Other vehicle – specify</b>  <b>Other vehicle text field</b>  .....  .....</p>	<p>There were many suggestions to change this variable. Many have not been included on the grounds of continuity or practicality. New codes are shown in <b>bold</b>.</p> <p>A box has been added to allow a text description of “other” to be included. This will provide more flexibility and information about new vehicle types coming onto the market and their involvement in collisions.</p> <p>The use of mobility scooters has increased and is continuing to do so. A new code for Mobility Scooter has been added to enable the collection of objective information about their involvement in accidents. Similarly a code has been added for electric motorcycles which are expected to grow in popularity.</p> <p>Codes will be re-ordered and a drop down box added in CRASH.</p>
<p><b>2.14 First Object Hit Off Carriageway</b></p>	<p>00 – None  01 – Road sign/Traffic signal  02 – Lamp post  03 – Telegraph pole/Electricity pole  04 – Tree  05 – Bus stop/Bus shelter</p>	<p>Separate value for “Wall or fence”.</p>



	<p>06 – Central crash barrier</p> <p>07 – Nearside or offside crash barrier</p> <p>08 – Submerged in water (completely)</p> <p>09 – Entered ditch</p> <p><b>11 – Wall or fence</b></p> <p>10 – Other permanent object</p>	
<b>2.29 Journey Purpose of Driver / Rider</b>	<p>1 – Journey as part of work</p> <p>2 – Commuting to/from work</p> <p>3 – Taking pupil to/from school</p> <p>4 – Pupil riding to/from school</p> <p><b>5 – Other</b></p> <p><b>6 – Unknown</b></p>	Separate out the "other/not known" variable so that leisure drivers can be identified from not known
<b>3.9 – Casualty Severity</b>	To be agreed	Further research is being undertaken to consider options to replace the existing codes. The current definition of serious is very wide, some injuries that are classed as "serious" would be viewed by many as only slight. The research will consider options to support consistency and accuracy of recording by police and to provide a breakdown of the current serious categories into something that might better distinguish between more severe and less severe injuries. Increasing the number of categories to identify the most seriously injured would help to target resources more effectively. The impact on continuity of measurement and ease of coding for officers will be considered. The research is expected to be completed in spring 2010.
<b>3.19 – Pedestrian Injured at Work</b>	<p>3.19 Pedestrian road maintenance worker</p> <p>0 – Not applicable</p> <p>1 – Yes</p> <p>2 – Not known</p>	Current question is too broad to provide useful information - limited to key workers.
<b>New Contributory Factor (CF)</b>	<b>CF 110 Slippery inspection cover or road marking</b>	Slippery inspections covers and road markings can cause problems of grip for motorcycles (and pedal cycles), especially in wet conditions, due to the size of the contact patch of the vehicle tyre. However, it is not known how large the problem is as there is

		not currently any statistical record of when they contribute to an accident.
<b>PROPOSALS FOR CHANGES TO LABELS FOR EXISTING VARIABLES</b>		
<b>1.16 – Junction Detail</b>	07 – Junction – more than 4 arms (not a roundabout)	Improve STATS20 definition of “Multiple Junction”. The current definition already defines this as a Junction involving more than 4 arms but not a roundabout. The wording of the question on the STATS19 form will be altered to make this clear.
<b>2.5 - Vehicle Type</b>	19 – <b>Van</b> / Goods vehicle 3.5 tonnes maximum gross weight (mgw) and under	‘Van’ often completed incorrectly as ‘Other motor vehicle’ (Code 14). Vehicle type ‘19’ should include the word ‘Van’ Include in S20 definition of “Van” in Goods Vehicle up to 3.5 tonnes.
<b>2.21 Sex of Driver</b>	1 – Male 2 – Female <b>3 – Not known</b>	
<b>CF 407</b>	Too close to cyclist, horse or pedestrian	Accidents can be caused by driving too close behind a horse as well as by driving too close when passing one.
<b>CF 507</b>	<b>Rider</b> wearing dark clothing	Changed to include all riders (not just pedal cyclists). “At night” removed to allow for poor visibility.
<b>CF 709</b>	Visor or windscreen dirty, scratched or frosted etc.	Changed to allow for wider reasons for windscreen being obscured e.g. ice
<b>PROPOSALS FOR STATS20 CLARIFICATIONS</b>		
<b>Do not collect CFs where collision is reported “Over the Counter” or self reported collisions</b>	The Contributory Factors (see page 116) in a road accident are the key actions and failures that led directly to the actual impact. They show why the accident occurred and give clues about how it may have been prevented. <b>Contributory Factors should only be completed for accidents where a police officer attended the scene and obtained details for the report</b>	CF data are currently only analysed by DfT on this basis and are unlikely to be reliable unless the officer is present.
<b>Clarification on collisions where a casualty dies of natural causes but</b>	Include examples such as: Elderly woman suffered broken hip in collision,	Examples such as this in Stats20 could help provide guidance as to the appropriate recording to ensure a consistent approach

it known that they suffered an injury as a direct result if the collision	but died in hospital of natural causes.  Or, casualty dies after contracting MRSA virus in hospital	
<b>Collisions resulting in premature birth</b>	To be agreed	Clarification to be considered
<b>Add “Unadopted” roads to list of Private Roads in STATS20 Table 2.4</b>	<b>Location In STATS19? Unadopted road No</b>	Clarification to make clear that accidents on unadopted highways (also known as private streets) are not included in STATS19.
<b>Clarify inclusion of collisions at tram level crossings</b>	<b>Location In STATS19? Tram crossing – Yes whether or not involving tram</b>	Clarification to make clear that collisions at a tram crossing (whether or not involving a tram) should be included.
<b>1.26 - Did Police Officer attend?</b>	1 – Yes 2 – No – Accident details reported to the Police <b>3 – No – Accident details completed by member of the public using “self reporting” form</b>	STATS20 currently only contains values 1 and 2.
<b>3.9 Casualty Severity</b>	Awaiting completion of research (see above)	See above.  The guidelines need to be expanded to clarify the split of injury severity between serious / slight. For example, should dislocations and broken noses or a small cut requiring a stitch be regarded as serious. Also to clarify that "Detained" means admitted to hospital not held at the scene or just visited hospital.
<b>CFs 401-410 Driver/rider error or reaction</b>	Codes 401 - 410 relate to an error of judgment by a driver/rider, or an action resulting from another party's actions. <b>Wherever possible, further codes should be used to explain why these actions were taken (e.g. impairment or distraction).</b>	Guidance to more strongly encourage the use of additional codes to explain the errors indicated.
<b>CF 509 Distraction in vehicle</b>	Examples include <b>using SatNav</b> , adjusting radio	Further examples of distraction to be added to the description to clarify to officers where

	<b>or mp3</b> , attending to children, eating or drinking, lighting/dropped cigarette or wasp etc in vehicle.	certain they should be coded.
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## CONFIRMATION OF ROAD CASUALTY STATISTICS AS NATIONAL STATISTICS

On 14 December 2009, the Head of Assessment at the UK Statistics Authority wrote to the Department confirming the designation of the road casualty statistics as National Statistics. His letter, together with the Assessment Report published in July 2009, can be found at:

<http://www.statisticsauthority.gov.uk/assessment/assessment-reports/index.html>

### Background

The UK Statistics Authority listed seven requirements to be carried out by November 2009 for the road casualty statistics to be re-designated as National Statistics.

Requirements 1, 3, 5 and 6 have been largely covered in 'Reported Road Casualties GB 2008' (RRCGB), mainly in Chapter 5, published on 24 September 2009. However, this note includes a few more comments on these requirements, including progress on the further work underway. This note now covers requirements 2, 4 and 7.

### Requirement 1

*Develop a best approximation of the numbers of casualties based on research into the undercounting associated with the STATS19 form. These estimates should then be included in the published counts to inform the user of the scale of the problem.*

The best overall estimate of casualties is about 800 thousand, based on two years' data from the National Travel Survey. This estimate was published in Chapter 5 of RRCGB, and has since been added to the introduction and methodology section of the quarterly bulletins- see <http://www.dft.gov.uk/adobepdf/162469/221412/221549/398822/rcgbq309.pdf>

An attempt was also made to look below this overall figure to estimate the proportion of serious casualties, using the STATS19 definition, that is: severe cuts, fractured or broken bones, concussion, internal injuries, crushing, burns or severe shock requiring medical attention, or any casualty treated by admission to hospital. However, the first estimate of 220 thousand serious casualties (27% of the total) did not fit with other more detailed evidence, for example from earlier detailed hospital studies. Therefore the current working assumption based on assessment of the available evidence is that about 80 thousand of these are serious casualties- about three times the number recorded in the police data.

Fieldwork on an NTS follow-up study started early in 2010. This should give better information on possible recall bias, which may impact on the overall 800 thousand 'best estimate' of total casualties, and help understand the apparent over-estimation of serious casualties above. The NTS questions have also been added to the British Crime Survey (which covers England and Wales) for a year starting in October 2009. This will give a slightly more precise point estimate, but there is no guarantee that this will be repeated in future years, given the pressure on space on the BCS.

## Requirement 2

*Publish plans to improve the reporting of data by police forces - both to report more accidents, and to improve the classification of the severity of injuries - flagging up the implications for continuity over time.*

### *Reporting more accidents*

There is no legal requirement for the public to report accidents to the police, provided certain details are exchanged at the scene. This requirement is not likely to change. Almost all fatalities are reported, but reporting declines with the severity of the accident.

The police are not required to report an accident using STATS19 unless someone is injured. This is not always immediately clear, as some minor injuries may only become apparent over time. Reporting every apparent 'damage only' accident and following up to check for possible injury would significantly increase the police burden with little benefit (it is estimated there are about 2.6 million damage only accidents).

However, it is obviously important that police understand and apply the reporting rules correctly. DfT publishes a detailed guidance document known as STATS20, and runs a police website 'Collision Reporting' for this purpose. We are considering what more can be done to promote use of this guidance.

The core element of DfT's plan is the £5m Collision Reporting and Sharing (CRASH) project, in collaboration with the National Policing Improvement Agency (NPIA). CRASH aims to improve the quality and timeliness of data collection by the police, and has two components. Firstly, software is being developed to allow the police to record details of an accident at the scene on mobile devices. This should make the recording process easier and more consistent. Secondly, police backroom processes will be improved, for example with less need to key paper forms. Data will be stored centrally on the site of the Police National Computer (PNC), with the potential for DfT to use more data items than are currently collected in STATS19.

### *Accident severity*

Current headline targets focus on the number of killed and seriously injured road casualties. Therefore it is important for the police to correctly identify a 'serious' injury. This is defined under Requirement 1 above.

It is known that a proportion of serious injuries are misclassified as slight, and vice versa. The Department has let a research contract to assess the feasibility of improving the classification of the existing police definition of serious injuries to something that is more meaningful and useful that can be assigned by a non specialist police officer and has medical validity. If an improved severity definition is possible, it is likely to be implemented along with other STATS19 changes, by January 2013, as many forces will start to use CRASH in 2011-12.

It is recognised that the introduction of CRASH, and in particular improving the police reporting of severity, may mean a greater proportion of casualties are recorded as

'serious'. This has inevitable problems of continuity, so we plan to look at trends in casualty by severity in CRASH and non-CRASH forces, and attempt to estimate any effects.

In addition, five police forces are using a prototype CRASH system (called 'Interim CRASH'), based on a system developed by the Sussex police. We plan to look in more detail at data from this system early in 2010 to see if there is any evidence of changed reporting overall, or of changed reporting of severity.

### Requirement 3

*Bring together as much relevant data as possible – including sources that are not currently exploited – at the time the statistics are released in order to help explain the weaknesses in the STATS19 data, and the implications of these.*

In September 2009 we published information in RRCGB 2008 on:

- Death registrations
- Hospital Episode Statistics (HES)- inpatient admissions
- Hospital Episode Statistics- A&E
- DWP Compensation Claims
- National Travel Survey data on road accidents.

We are committed to monitoring these sources in future annual reports. The NTS will continue to provide an overall estimate of road casualties, and in the long term will be a useful check on trends, but the NTS is not suitable for monitoring annual changes, even for its key purpose of monitoring trends in personal travel. The confidence interval around the central estimate of 800 thousand total casualties is +/- 120 thousand (using two years of NTS data), and it is most unlikely that any annual NTS change would be statistically significant.

### Requirement 4

*Publish a business case for investing additional resources to strengthen the evidence base in relation to road casualties.*

Road accident data collected by the police are essential for informing and monitoring road safety policy (including legislation) and initiatives at local, national, and international levels. Actions to improve road safety are often grouped into the 'three Es', Education, Engineering and Enforcement, all of which make extensive use of STATS19 data.

The 2008 economic valuation of the prevention of an injury accident (used in the appraisal of the transport schemes) was about £75k, averaged over all severities, and proven initiatives which reduce casualties are often good value for money. However, it is not possible to show conclusively how cost effective better data are in improving road safety compared with other initiatives, such as the highly successful 'Think' campaign, or engineering measures.

Improving data further could increase the burden on the police, who have many other priorities. The most recent estimate in 2003 of the cost to the police of collecting road

accident data was about £5m, with an additional cost to local authorities of £1m, mainly for data coding and entry.

Recognising the importance of improving road casualty data as far as possible, DfT is investing about £5m in the CRASH programme, which should also ease the burden on the police and local authorities. A full business case was produced for CRASH, and is in the process of revision, particularly to update police costs. In future, we will evaluate the success of the CRASH programme against its objectives, in line with the OGC Gateway process.

An internal case has been made to fund an extra researcher, who is now working on further improving the road safety evidence base, particularly using HES data, and also on other supporting information and better dissemination. With the addition of this member of staff we have had the resource to meet the seven Requirements of the UK Statistics Authority, and to continue to improve the service we provide.

#### Requirement 5

*Change the titles of future publications – for example, to “Police recorded road casualty statistics”; and change statistical commentary and tables, to reflect the fact that the statistics are derived from information reported to the police.*

This has been done, with the word ‘reported’ added to all publications, and also to the tables and charts within. The word ‘reported’ was chosen in preference to ‘recorded’ following consultation with the DfT Police Liaison Officer.

#### Requirement 6

*Publish the responsible statistician’s name in future releases.*

This has been done.

#### Requirement 7

*Publish a Statement of Administrative Sources.*

A ‘Statement of Administrative Sources’ was published in November- see: <http://www.dft.gov.uk/pgr/statistics/standardsreview/StatementAdminSources.pdf>