

## Highways Agency Specification 2013-14 – Technical Note

Field	Notes
<b>Short Title</b>	Monitoring Annual Road Fatalities.
<b>Performance Specification Reference</b>	Output 6 – PS 4.9a
<b>Requirement / Output Details</b>	The network operator should monitor the annual road fatalities on the SRN. They should also work with others to introduce and/or continue with measures which reduce the numbers killed or seriously injured using and working on the SRN.
<b>Technical Definition</b>	Deaths in road traffic accidents on the public highway reported to the police where the casualty sustained injuries which caused death less than 30 days after the accident. Confirmed suicides are excluded. See Notes and Definitions in Reported Road Casualties Great Britain Main Results 2012:  <a href="https://www.gov.uk/government/publications/reported-road-casualties-in-great-britain-main-results-2012">https://www.gov.uk/government/publications/reported-road-casualties-in-great-britain-main-results-2012</a>
<b>Rationale</b>	The measure for public highways has been selected as an indicator of safer roads. It is one of the key outcome indicators set out in the Strategic Framework for Road Safety published in May 2011.
<b>Formula</b>	The number of road deaths per annum. This measure is based on DfT road safety data collected via STATS19 forms completed by the Police following personal injury accidents.
<b>Start Date</b>	Annual figures are available on the current definition from 1994.
<b>Performance</b>	The indicator should reduce over time and the HA should proportionally contribute to achieving the Strategic Framework for Road Safety 2011 target of a 40% reduction in KSI by 2020 compared against the 2005-2009 average.
<b>Behavioural Impact</b>	This indicator will help identify where possible improvements are required to reduce fatalities. No perverse incentives are anticipated.
<b>Comparability</b>	This is the commonly agreed international definition, most countries define a fatality as one being due to a road accident where death occurs within 30 days of the accident. Comparisons are usually made on the basis of road deaths per million population. As this is an absolute count it can be used to compare performance across other highways authorities.

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<b>Collection Frequency</b>	Data are collected continuously but final annual figures are published at the end of June each year.
<b>Clearance Process</b>	DfT complete a validation process before dataset is locked and released to the Agency.
<b>Time Lag</b>	Six months before main headlines are available.
<b>Data Source</b>	Police reported road accident statistics – collected on STATS19 report form following STATS20 instructions for completion.
<b>Type of Data</b>	Official statistics.
<b>Robustness and Data Limitations</b>	<p>Police data provide information about the accident circumstances (including location), vehicles involved and the resulting casualties. Comparisons with death registrations show that very few, if any, fatal accidents do not become known to the police. Further information can be found in an article in Reported Road Casualties Great Britain Annual Report: 2008, Article 5, pages 59-79:  <a href="http://www.dft.gov.uk/pgr/statistics/datatablespublications/accidents/casualtiesgbar/rrcgb2008">http://www.dft.gov.uk/pgr/statistics/datatablespublications/accidents/casualtiesgbar/rrcgb2008</a></p> <p>The numbers will be relatively small for more detailed breakdowns of the total and may therefore fluctuate from year to year making assessment of trends difficult.</p>
<b>Collecting Organisation</b>	The data are collected by police at the scene of an accident or in some cases reported by a member of the public at a police station. Initial processing is by police or local authorities and the data are then aggregated, validated, analysed and provisional results published quarterly by DfT.
<b>Return Format</b>	Numbers within a .txt file which using Stats 20 guidance is assigned to the appropriate list within the accidents database to produce the accident and casualty statistics.
<b>Geographical Coverage</b>	England.
<b>How Indicator Can be Broken Down</b>	The indicator can be broken down by any geographical area required (e.g. region, local authority) since the OS grid reference is collected on each accident. Information is also available by age, gender and type of road user as well as contributory factors.