Highways Agency Performance Specification 2013-14 – Technical Note

Field	Notes
Short Title	40% Reduction Trajectory.
Performance Specification Reference	Output 6 - PS 4.10
Requirement / Output Details	The Strategic Framework for Road Safety 2011 includes forecasts for the reduction in those killed or seriously injured on Great Britain's roads. The document states that by 2020 a 40% reduction against the 2005 – 2009 average in those killed or seriously injured on the roads can be expected. The network operator should work towards this aspirational goal, and by the end of this specification period they should demonstrate their trajectory year on year.
Technical Definition	Casualty severity in road traffic accidents on the public highway reported to the police where the casualty sustained injuries. Confirmed suicides are excluded. See Notes and Definitions in Reported Road Casualties Great Britain Main Results 2012: https://www.gov.uk/government/publications/reported-road-casualties-in-great-britain-main-results-2012
Rationale	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.
Formula	The number of road deaths and serious injuries per annum. This measure is based on DfT road safety data collected via STATS19 forms completed by the Police following personal injury accidents.
Start Date	Annual figures are available on the current definition from 1994.
Performance	The indicator should reduce over time producing a year on year improvement that is broadly in line with Strategic Framework for Road Safety target of a 40% reduction in KSI against the 2005-2009 figure by 2020.
Behavioural Impact	This indicator will help identify where possible improvements are required to reduce the number of killed and seriously injured. No perverse incentives are anticipated.

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Comparability	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 severity per million population. As this is an absolute count it can be used to compare performance across other highways authorities.
Collection Frequency	Data are collected continuously but final annual figures are published at the end of June each year.
Clearance Process	DfT complete a valuation process before dataset is locked and released to the Agency.
Time Lag	Six months before main headlines are available.
Data Source	Police reported road accident statistics – collected on STATS19 report form following STATS20 instructions for completion.
Type of Data	Official statistics.
Robustness and Data Limitations	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: http://www.dft.gov.uk/pgr/statistics/datatablespublications/accidents/casualtiesgbar/rrcgb2008 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.
Collecting Organisation	The data is 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 is then aggregated, validated, analysed and provisional results published quarterly by DfT.
Return Format	Number.
Geographical Coverage	England.
How Indicator Can be Broken Down	The indicator can be broken down by any geographical area required (e.g. region, local authority) since the OS grid reference is collected or each accident. Information is also available by age, gender and type of road user as well as contributory factors.