



Department
for Transport

STATS19 review: Final recommendations

2018 Review

Connecting People and Places

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Department for Transport
Great Minster House
33 Horseferry Road
London SW1P 4DR
Telephone 0300 330 3000
Website www.gov.uk/dft
General enquiries: <https://forms.dft.gov.uk>



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Introduction

Road traffic collision data are essential for informing and monitoring road safety policy at local, national, and international levels. The collection processes and data collected vary amongst local authority and police force areas, reflecting different local road safety requirements and circumstances. However, each local area is required to report the same set of accident records to central government for national purposes. These are popularly known as STATS19 records, after the code number of the collection form.

This review of the STATS19 data collection has been the most comprehensive for several years, looking at all aspects of the collection as well as the burden it creates for the police. The review sought to make recommendations for modifications to STATS19 variables with a view to improve the quality/value of the data to users and to reduce reporting burdens on the police by:

- Identifying areas where the STATS19 specification can be streamlined and modernised to reduce burdens, including improving validation at source and therefore increase the overall 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 seeks to both reduce the amount of data needing to be manually rather than automatically inputted by the police, as well as enrich the data available to generate insight to improve road safety interventions.

This is along with technical developments to data collection methods and data linking that might influence future requirements.

Structure of the review

The STATS19 review began in the autumn of 2018 and has run over the last two years. The working group, comprising of members of the police, local authorities, road safety researchers and stakeholders (see Annex D for more details) has considered the need for all aspects of the data, now and in the future, to address gaps in the pillars of Safe Systems methodology to road safety not previously covered by STATS19. The principles underpinning the Safe System acknowledge that:

- People make mistakes which can lead to collisions; however, no one should die or be seriously injured on the road as a result of these mistakes.
- The human body has a limited physical ability to tolerate crash forces – any impact greater than 30km/h significantly increases the risk of dying.
- Road safety is a shared responsibility amongst everyone, including those that design, build, operate and use the road system.
- All parts of the road system must be strengthened in combination to multiply the protective effects and if one part fails, the others will still protect people.

This is along with technical developments to data collection methods and data linking that might influence future requirements.

The working group met on several occasions throughout the review and undertook a number of pieces of research as well as wider discussions on the topics.

The decisions made at the working group were then ratified by the project group and the Standing Committee for Road Accident Statistics (SCRAS) before being put to Ministers in December 2020. We produced a [previous report on STATS19](#) and ran a stakeholder survey from February to April 2021 which is discussed later in this report. Broadly there was a strong (over 80%) level of agreement with the key recommendations.

The review group also recommends the **removal of the paper form and to require all forces to use digital systems to capture the information**. These have been shown to improve the accuracy of the information, especially around the location and, with in-built validation, of the collision and the timeliness of the information. The future desire is for a timelier release of information, with validated cases passed to DfT around 30 days after the collision has occurred.

Further information on the review can be sent to:

STATS19REVIEW@df.gov.uk

Survey results on key recommendations for STATS19

The review made a series of key recommendations to ensure greater alignment between the STATS19 data collection and the Safe Systems road safety methodology. A number of smaller changes to language or code lists will also be made to improve the quality of the information. These are listed in full in the Annex. These will be reflected in the STATS20 and STATS21 guidance and validation rules later in the year and we are already engaging with software suppliers.

Survey approach

A Smart Survey was released in February 2021 to collect additional stakeholder feedback to the key recommendations of the STATS19 review.

This survey was predominantly stated preference questions (strongly agree to strongly disagree) with the option to add additional comment via free text. There were 27 additional comments supplied via the free text option.

The survey ran for over six weeks and received 67 responses. Of these 24 were from individuals and 43 from organisations. Where the organisation was listed 23 were from police forces, 7 from Highways England, five from charities working on Road Safety, 3 from road safety partnerships, a further 3 from local authorities.

The survey closed on the 20th April 2021 and the data were extracted and analysed. This included the coded responses and the free text fields. Responses after this date were not included in the analysis, although felt to be consistent with the main findings.

Analysis of each question is set out in the sections below.

The majority of respondents agreed with the key recommended changes to the STATS19 collection

- Around 73% of respondents agreed that the scope of STATS19 remains unchanged as initial judgement of the officer at the scene
- Over 95% of respondents agreed that new information should be collected on seatbelt wearing for all those involved in a collision
- Around 88% of respondents agreed that new information should be collected on cycle helmet wearing for all those involved in a collision
- Nearly 87% of respondents agreed that journey purpose should remain and it should be aligned to the National Travel Survey

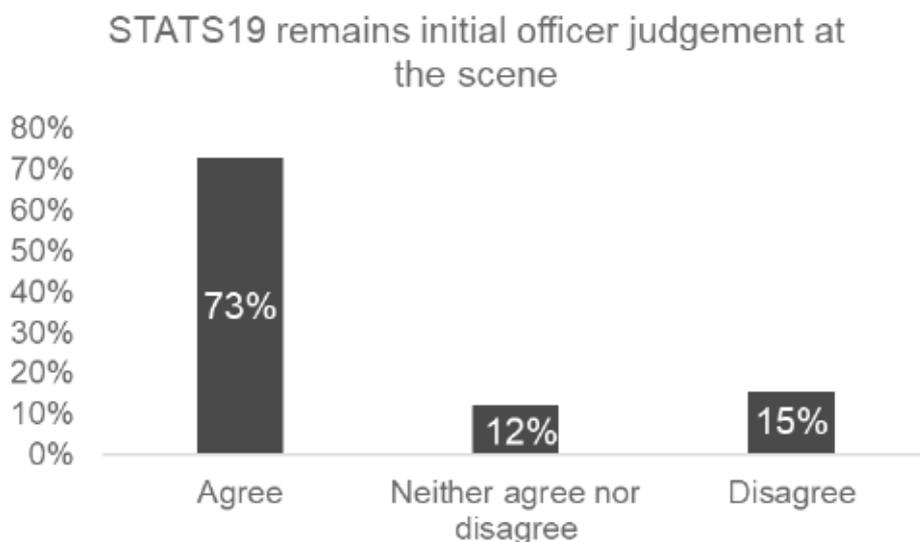
- Nearly 90% of respondents agreed a new vehicle category of personal powered transporter device should be added
- Over 85% of respondents agreed that we should move to the new Road Safety Factors, aligned to the Safe System approach
- Around 63% of respondents agreed that ethnicity should remain out of scope of STATS19, only 12% disagreed with this statement

STATS19 is to remain based on officer judgement at the scene

A key principle of the review has been what is reasonable for an officer to collect at the scene of the collision. As such the methodology for STATS19 focuses on this as a premise for the collection. STATS19 is the definitive source of initial information about the nature of road traffic collisions.

Around 73% of respondents agreed that the scope of STATS19 remains unchanged as initial judgement of the officer at the scene.

However, 15% of respondents did disagree with this. Analysis of the comments showed that this was because they believed that the information, especially on fatal collisions, should be collected after a full investigation. Some respondents also suggested using these reports as a secondary source to supplement STATS19, but not replace it.



"Important to retain consistency with previous versions of STATS19, particularly in how the data is interpreted.

Timely reporting is also valuable, and waiting for more information is likely to create long delays in reporting final figures, diminishing the value of STATS19 as a statistical return."

STATS19 continues to cover collisions on the public highway (see location section for more details). Collisions on private land i.e. car parks or fields remain out of scope. **Cases which are later confirmed by a medical professional or coroner to be a suicide or medical episode remain out of scope.**

If collisions become non-compliant with the STATS19 scope (i.g. declared a suicide) they should be removed from reporting, however a reason needs to be given as part of this process. Formalising this would save time for police, local authorities and DfT while allowing a proper decision audit. It could also provide estimates for suicides and medical episodes, the number of which are currently unknown, in future years.

Acts of deliberate violence involving a vehicle, including acts of terrorism, remain in scope of STATS19 and should be recorded.

Collisions meeting the STATS19 criteria should be submitted to DfT irrespective of whether they are being reported by a police officer or online by a member of the public.

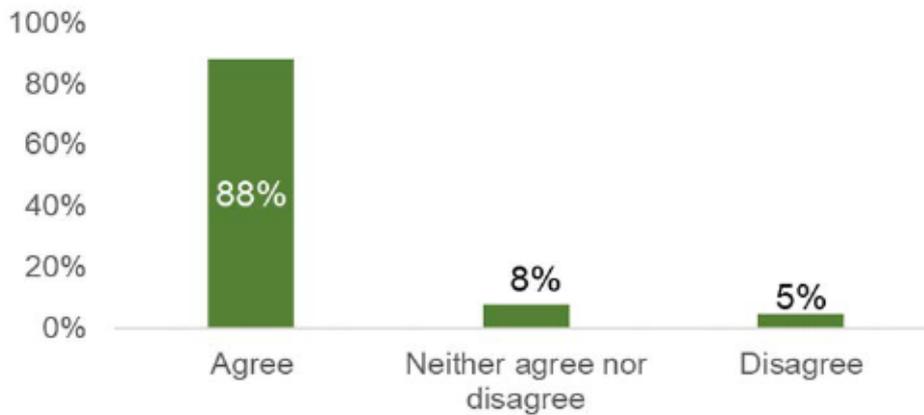
Future information, for example post a full collision investigation can add insight and should be explored as part of the future data strategy.

New information should be collected on seatbelts and cycle helmets

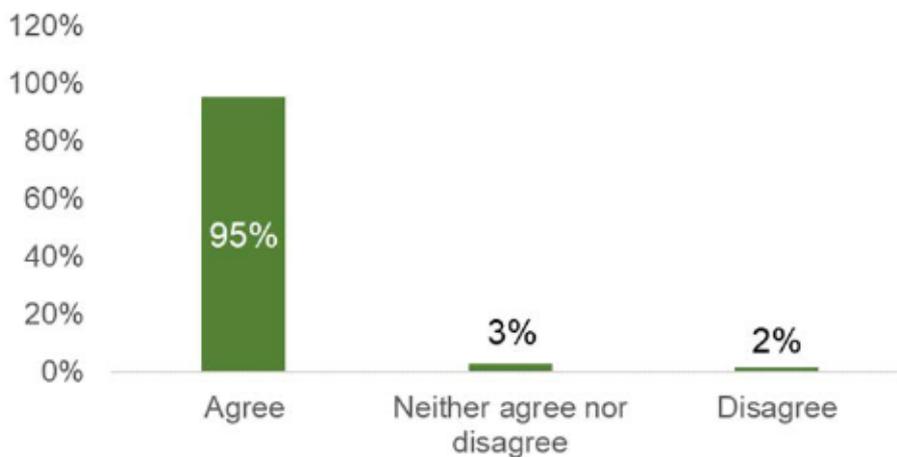
Over 95% of respondents agreed that new information should be collected on seatbelt wearing for all those involved in a collision – not just those driving the vehicles involved as is the case now.

A slightly lower proportion, 88% of respondents, agreed that new information should be collected on cycle helmet wearing for all those involved in a collision.

Collect additional information on cycle helmets



Collect additional information on seat belts



“We have been hindered in the past by lack of coherent data on seatbelts and it is something that needs to be improved. Cycle helmets are likely to become more of an issue in the future so with increasing numbers of cyclists this is useful to collect.”

Journey purpose to remain and align to the National Travel Survey

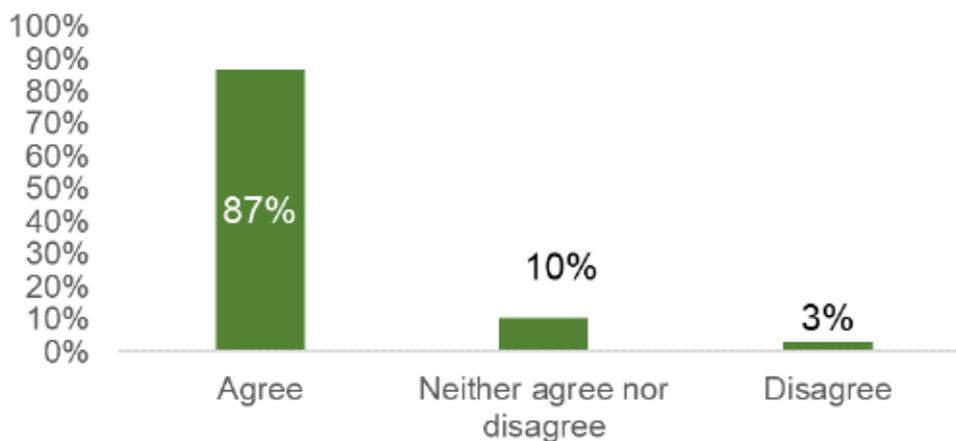
Journey purpose was discussed in detail given the high level of under-recording within the data, especially for certain modes. It is also the most challenging area of the collection for an officer to know at the scene of a collision. The group agreed it had value, and no viable source was available as an alternative, but needed to be improved. **The renamed categories for journey purpose are to align with DfT National Travel Survey terminology:**

- Journey as part of work
- Commuting to/from work

- Education and educational escort
- Personal business or Leisure
- Emergency vehicle (blue light) on response

Nearly 87% of respondents agreed that journey purpose should remain, and it should be aligned to the national travel survey. Although there was some concern that this is a poorly completed field and may continue to be so with online reporting.

Journey purpose to remain and align to NTS



“If maintained should be aligned with National Travel survey but some concerns about accuracy of reporting of current fields - or not filled in - and how this would be managed with member of the public reported collisions.”

“Whenever possible, DfT and related datasets should function with shared definitions to aid comprehension and help with data joining. Ideally, all publicly funded transport datasets would use the same set of journey purpose definitions.”

A new category will be added for “personal powered transporter”

Vehicle types are an important part of STATS19 – and they need to be relevant to emerging trends and technology while keeping the information manageable. The review recommended that where possible **the Vehicle Registration Mark (VRM) should be taken to allow for linking to DVLA for validation and supplementary information** (this will include Automated Vehicle flag from April 2021). This can be done as part of in-built validation within digital systems and as a way of validating and adding additional information once the data is received by DfT.

In order to future-proof the collection for new and emerging technology, particularly around the area of active travel, additional information is to be collected

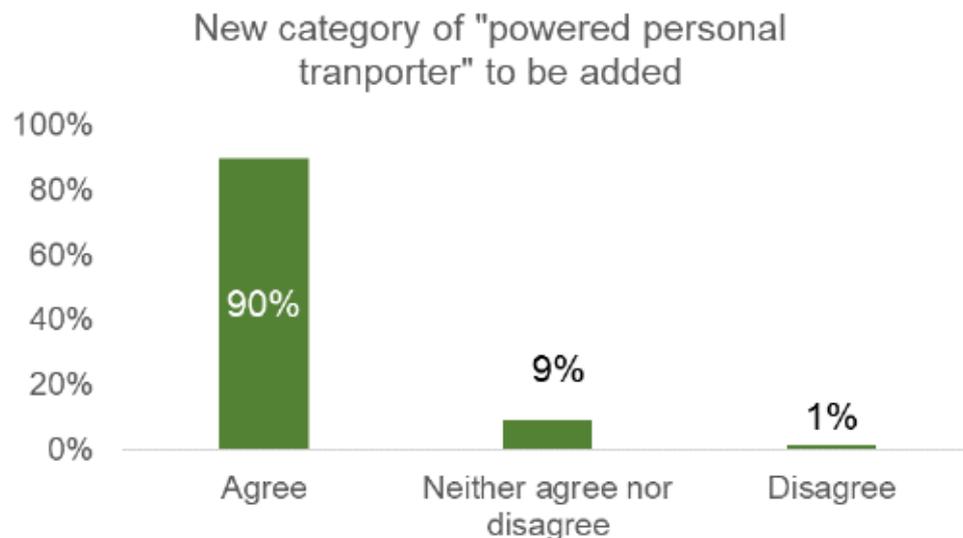
- **A new category of “powered personal transporter device”** – to include, but not exclusive to, e-scooters, etc. With a free text collection for further details.

- For “other” category collect new information on number of wheels, power source and expand free text to 500 characters

It is important not to be too specific about new and emerging vehicle types so as not to exclude future technological developments

Nearly 90% of respondents agreed a new vehicle category of personal powered transporter device should be added. Although some suggested a more succinct name could be devised.

It was recognised the collection needed to be updated to reflect new and emerging technology.



“Currently for e-scooters these are grouped into ‘other’, along with many other vehicle types, so we cannot conduct meaningful analysis and searches for single vehicle types within this category. Having a new type would allow for better monitoring and analysis in the future, but also allow for new vehicle types that develop within this category.”

STATS19 will move to using new Road Safety Factors

Based on user research with a group of police forces (see [previous report on STATS19](#)) and statistical analysis of the current contributory factors the working group concluded that there should be a different focus and they could be strengthened by reducing and reorganising them to align to the Safe Systems approach. As such they are being renamed as **Road Safety Factors** with the focus on the information contributing to actions that what can be taken to improve road safety. This has **reduced the list from 79 to 36 factors and new codes will be allocated** (see Annex B for more details). In addition to the new structure, the group recommended that:

- At least one factor should be completed for each participant (vehicle or pedestrian) in a collision
- That three to six factors be recorded overall

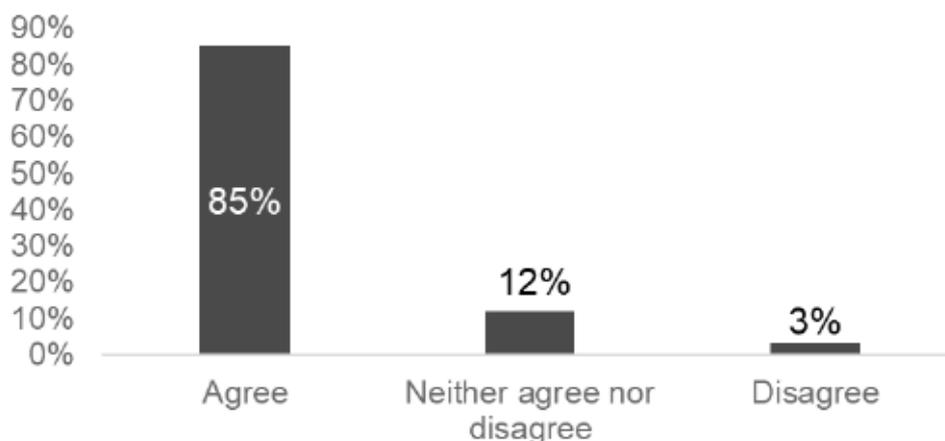
- The assessment of "likely" or "possible" is to remain. Although the group accepted these are often pooled together for analysis the ability to distinguish between them may be helpful to an officer at the scene.

The Road Safety Factors must be ordered and presented consistently in all digital systems used to collect STATS19 data. A list will be provided to ensure this.

Over 85% of respondents agreed that we should move to the new Road Safety Factors, aligned to the Safe System approach.

However, respondents did stress the need to clearly communicate where these aligned to the old contributory factors and the importance of training police officers to deal with the changes.

Adoption of the new road safety factors



“CFs were in dire need of overhaul, and I largely agree with the changes made. Looking forward to achieving better road safety insight when this data is available. However, it is important to encourage forces to support officers in making these judgements. Good training and mentoring from experienced officers is essential.”

“Will provide better evidence to which safe system pillar needs most improvement in any given circumstance. More importantly, will demonstrate if two or more Safe System pillars require improvement as this scenario indicates that the risk of a serious or fatal collision is particularly high.”

Ethnicity will remain out of scope of STATS19

There have been requests over the years to collect ethnicity of road traffic casualties. The previous review noted this already exists in some police systems but is not a mandatory part of STATS19, but the review did not propose to add it to the collection.

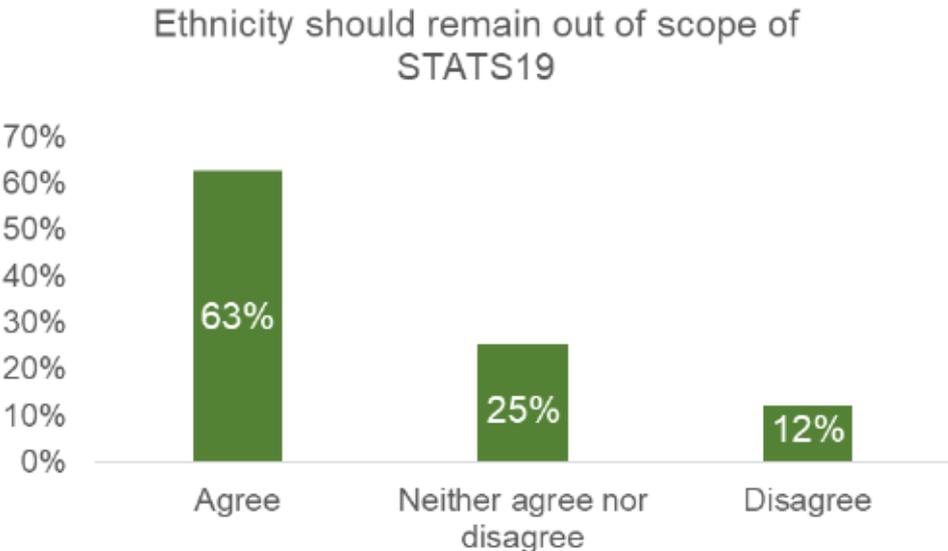
When ethnicity is collected the preferred method is by self-declaration. There are several of challenges to collecting this information in this way at the scene of a

collision. In cases of fatalities this is not possible nor is it in most cases of serious injury. In these cases, the only available method of collection would be to base it on police perception or that of witnesses. This risks a biased or possibly inaccurate collection of information, which may in turn result in misinformed decisions being made.

Were it to be collected, in order to ensure a robust and transparent collection ethnicity would need to be marked as either being self-reported or arising from police/witness perception where this is not possible. This would add additional burden above and beyond the collection of the ethnicity categorisation itself, which would conform to the standard ONS list.

Around 63% of respondents agreed that ethnicity should remain out of scope of STATS19, only 12% disagreed with this statement. Analysis of the comments showed there was support for collecting age and gender, but not for ethnicity.

“Age and gender has been relevant in helping to find trends for older or younger drivers and for certain vehicles types, and can help with resource intervention such as education initiatives and driver training. Ethnicity would have little bearing on collision factors or analysis and would not be appropriate for resource intervention”.



Ethnicity is collected in some police systems already. We will seek to explore the completeness and quality of this information to inform subsequent reviews.

Other changes to STATS19

This section details other changes to be made to STATS19 that have been agreed by the review working group but were not explicitly part of the questions on the key recommendations. These are to improve the quality and consistency of the collection as well as dealing with issues around language.

[A full list of changes](#) by section of the STATS19 form is at the back of this report.

STATS20 and STATS21 will be changed to reflect all the updates made to STATS19.

We will also engage with the police on how best to provide guidance and training on the changes.

Location

Location is key to the value of the STATS19 data and while it has improved over time it can be improved further. The review recommends the use of the **Ordnance Survey Highways Layer** as the basis for location, to release the STATS19 dataset with the 13-digit reference (6 easting, 7 northing), and to release further location data for analysis by users.

Injury-based reporting

The move by many forces to using injury-based reporting created a disconnect in the severity of injury information. The Department for Transport worked with the Office for National Statistics (ONS) to assess the impact of this. The ONS Methodology Advisory Service has completed an 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, and to estimate the level of slight and serious injuries as if all police forces were using injury-based reporting systems.

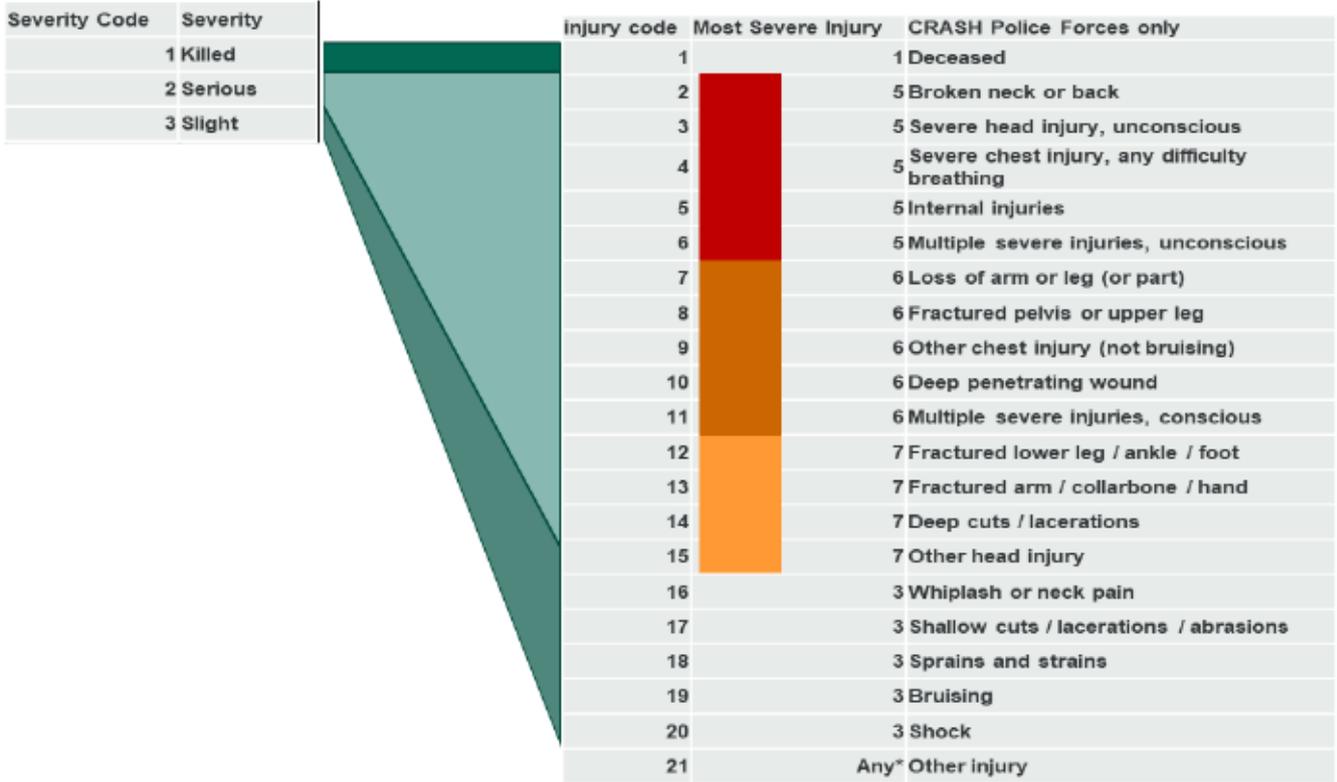
Analysis of NHS Digital's Hospital Episode Statistics (HES) determined that the injury-based approach has the possibility to be more objective and closer to medical definitions than the severity-based approach.

In addition, an injury-based reporting system has the advantage of eliminating the uncertainty in determining severity that arises from the officer having to make their own judgement. This means that the new severity level data observed from systems using injury-based methods are expected to be more accurate than the data from other systems.

As such all forces should collect severity data based on injury lists and the option for simply stating “slight”, “serious” or “killed” should be removed.

The mapping between the injury and severity level are set out in the illustration below.

Severity based assessment



Online reporting

Online self-reporting is part of a wider project for digital project called Single Online Home. This exists 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 introduction of online self-reporting may have affected the number of non-fatal (and particularly slight) casualties reported. See [Reported Road Casualties of Great Britain](#) for more details.

The STATS19 review recommends that there is a way to distinguish between those cases reported by a police officer who has attended the scene or spoken to those involved, or by a member of the public. See section 1.26 of the full list of changes for more details.

New additions

For a full list of the changes to STATS19 can be found in the [full list of changes](#).

There are two new variables proposed to improve STATS19 or to reflect recent legislative changes.

- a. New drug tests conducted to mirror the breath test question (2.23)
- b. Road-side recovery working to be added to section on pedestrian road worker (3.19) to cover: Not applicable, road maintenance / utility worker, emergency service worker, vehicle recovery / breakdown worker, Not known

New additions - rejected as part of the review

Some new additions that were proposed as part of the STATS19 review have been rejected as they were either:

- Not possible to collect / not reasonable to assume a police officer would know
- Would add considerable burden to the collection
- Would not be of sufficient quality to add value to the collection
- There are better existing sources of the information

The variables considered, but rejected on one or more of the grounds above were:

- a. Breath tests to be collected for all models of transport where a police officer believes alcohol to be a factor

Rejected as it was felt to be covered by the Road Safety Factors. Results of breath tests are recorded in some systems already and the group felt this should be explored first to see what value is added before making mandatory.

- b. Capture deaths as a result of a road traffic collision after 30 days

The current methodology to include deaths occurring up to 30 days after a road traffic collision is an international [World Health Organisation convention](#). The recommendation is that this remains to allow figures captured through STATS19 to be compared with other countries.

- c. Information on trailers was requested

This was felt to already be covered in section 2.6 - towing and articulation - of the STATS19 form

- d. Pedal confusion

This was raised outside of the review working group but felt not to be something an officer would know at the scene. It would likely be known as part of the investigation and as some respondents to the survey noted these could be considered as a secondary source to STATS19. See [Future Data Strategy](#) for more details.

Deletions and amendments from STATS19

The working group discussed a number of possible deletions or amendments to code lists in STATS19. The reasons are that they are:

- Poor value or quality
- Available in other parts of the form
- Can be better obtained from other sources
- Not reasonable for the police to know at the scene of a collision

Further details can be found in the [full list of changes](#) at the back of this report.

Items to be deleted are:

- a. Direction of travel (compass points) to be removed for pedestrians
- b. Parish from the geographic list
- c. Remove section 3.9 as we are using injury-based reporting
- d. Merge sections 1.24 and 1.25 and remove any duplication covered in the Road Safety Factors

Items to be amended are:

- e. Section 1.23 - road surface condition - amend flood to "standing water or flood"
- f. Section 1.26 change title to "source of data collected"

Reporting language in the publication

Previous reviews have considered the language used as part of STATS19 and how appropriate the use of the term "accident" is in relation to collisions. Previous work for an earlier review had concluded the word accident should be retained for the purpose of these statistics. The argument being around the definition of the word "accident" and its use in the legislation governing the collection of the statistics. Chambers' dictionary defines the word accident thus:

n. ac'cident, that which happens: an unforeseen or unexpected event: a chance: a mishap: an unessential quality or property: unevenness of surface.

The legislation states:

The Road Traffic Act 1988 refers to road traffic accidents (RTAs) and to road traffic casualties (RTCs). It obliges local authorities to study road accidents and makes no reference to crashes, collisions or incidents.

Upon reviewing the evidence for this decision, the working group agreed that "accident" should remain in line with the legislation.

However, the emphasis of STATS19 is to assist the police and road safety practitioners to understand what has occurred and to mitigate the associated risks where possible.

Data processing and dissemination improvements

The Road Safety Statistics Team have worked throughout the review to improve the way information is disseminated to users.

The new data download tool covers information on accidents and casualties and can be found at:

<https://roadtraffic.dft.gov.uk/custom-downloads/road-accidents>

STATS19 Future data strategy

The review has considered what information should be considered and made available alongside STATS19 to address some of the current limitations of the data. The Department for Transport will continue to consider how these could be explored in future.

Data linking to maximise completeness while minimising burden

There are several areas of STATS19 that could potentially be taken from existing sources and linked to STATS19 once the main dataset is compiled by the Department for Transport. As part of the future data strategy these should be explored with recommendations made for the next review.

These include:

Weather – with accurate time and location, weather variables can be drawn from an API and merged into the STATS19 records. This will reduce the burden and allow for more detailed and accurate information to be collected. There are a number of weather APIs but work will be needed to map the information available to the categories used for STATS19 now and test their viability.

Speed – there is no free to access national speed limit database, so speed is based on the police officer knowledge of the area. Going forward the actual speed limits as well as average speeds for the location should be drawn into the system.

Accident description – some local authorities make use of the accident description (as free text) to understand the details of the collisions and causation. These could be valuable for future research and we should explore how to get redacted versions of this information. Automatic redaction is already applied to witness statements and reports for CRASH forces.

DVSA - information from DVSA is already matched to STATS19 as part of the DFT validation process. More of this information could be extracted and released as part of the publication.

DVLA - information on drivers / riders is used by the police to confirm identify. Information such as date of driving test passed could be used to provide a proxy for level of experience.

Data linking to other data sources

The remit of STATS19 means that it is the initial assessment of a collision by a police officer. As such information about the vehicles and participants after this point is unknown. There are several sources that could be explored in order to gather further insights, specifically about post-crash care.

Hospital Episode Statistics

As part of the STATS19 review new work was undertaken to match to NHS Digital's Hospital Episode Statistics. This was to validate the quality of the severity reporting. Going forward this linked data could also provide new insights into post-crash care.

TARN

The Trauma Audit and Research Network (TARN) is the National Clinical Audit for traumatic injury and is the largest European Trauma Registry, holding data on over 800,000 injured patients including over 50,000 injured children. Linking STATS19 to TARN, if possible, could provide new insights into post-crash care.

Fire Service Statistics

Around 30,000 road traffic collisions in England and Wales involve the fire service. We will explore the feasibility of linking to this dataset to understand more about post-crash care and response times.

Supplementary sources

There were two supplementary sources to potentially explore raised in the review.

1. [Prevention of future deaths reports](#) released by coroners. These are publicly available, and there is a section for [Road \(Highways Safety\) related deaths](#). These are not routinely analysed as a source of road safety information.

2. Reports following full forensics collision investigation were raised as part of the review and in the survey on the recommendations. Analysis by PACTS on ['Seat Belts: Time for Action'](#) found that:

"Almost a third (31%) of the people who died in vehicles in Great Britain in 2018 were not wearing a seat belt... higher than official figures (26% in 2018), published by the Department for Transport".

PACTS obtained this data by submitting Freedom of Information requests to all 45 UK police forces, requesting data on seat belt status for fatalities in 2016, 2017 and 2018. Twenty-three forces supplied data requested.

As a recommendation PACTS suggested data should routinely be stored in and available to accredited analysts through a searchable database. This is not currently the case.

Recommendations for subsequent reviews

There have been a number of areas discussed as part of this review that could be taken forward in future years. These have been discounted because there is not enough information to make a robust decision on these at this time, or they will impact post the timescale of the delivery of this review. It was also noted that with all forces using digital systems reviews should occur more frequently to take account of changing technology.

Areas considered, but discounted were:

Automated vehicle data

While these vehicles are in development for use on public roads there has not yet been agreement about what information will be supplied to the police in the event they are involved in a collision.

Collisions on private land

At present the scope of STATS19 is limited to public land - see section on geographic scope for more details. Through the course of this review there was a discussion on are potential changes in the insurance market what may highlight a need for more information on collisions on private land. While this is not in the scope of this review it could be considered again at a future point.

Damage only collisions

Damage only collisions fall outside of the scope of STATS19.

Work with the insurance industry has shown that high level estimates on damage only collisions are available, but without the detail needed to apply them in a road safety context.

Further work would be needed to explore if this data could add value to the road safety evidence base.

Forensics Collision Investigation

As STATS19 is based on officer perception at the scene of the collision it excludes information that may come to light following a full collision investigation. This information may provide new insight or show differences to the data in STATS19, as highlighted in the [PACTS report on seatbelts](#). Future reviews should consider how this data can be systematically obtained and analysed, without adding a burden to the police, to expand the road safety evidence base.

Full list of changes

The changes below are in reference to the current [STATS19 form](#). Please note **no new form will be designed** as part of this review as police forces are expected to move to a digital system as part of this data collection. All sections are listed with **changes highlighted in bold**.

Section 1: Collision details

PARISH to be removed

1.3 ACCIDENT REFERENCE - no change

1.5 Number of vehicles - no change

1.6 Number of casualties - no change

1.7 DATE - no change

1.9 TIME - no change

1.10 Local Auth No. - no change

1.11 Grid Reference (E/N) - moving to Ordnance Survey Highways Layer for validation of the collision location, to release the STATS19 dataset with the 13-digit reference (6 easting, 7 northing)

1.2 Police Force - no change

***FATAL / SERIOUS / SLIGHT - removed and injury reporting introduced in section 3.9**

1.14 ROAD TYPE - changed to removed duplication with junction detail and align with requirements on location

- Roundabout
- One-way street
- Dual carriageway
- Single carriageway
- Slip road

1.15 Speed Limit (Permanent) - no change

1.16 JUNCTION DETAIL - changed to removed duplication with road type and align with requirements on location

- Not at or within 20 metres of junction
- Mini roundabout
- T or staggered junction
- Crossroads
- Junction more than four arms (not RAB)
- Using private drive or entrance
- Other junction

1.17 JUNCTION CONTROL - no change

1.20a PEDESTRIAN CROSSING: HUMAN CONTROL - removed and combined with 1.20b

1.20b PEDESTRIAN CROSSING: PHYSICAL FACILITIES - removed and combined with 1.20a

1.20 (new) PEDESTRIAN CROSSING

- No physical crossing facility within 50m
- Human crossing control by school crossing patrol
- Human crossing control by other authorised person
- Zebra crossing
- Pedestrian light crossing (pelican, puffin, toucan or similar)
- Pedestrian phase at traffic signal
- Footbridge or subway
- Central refuge — no other controls

1.22 WEATHER - Only unknown removed but the requirement may be amended in future years if data linking to other weather sources is successful as part of the future data strategy.

- Fine without high winds
- Raining without high winds
- Snowing without high winds
- Fine with high winds
- Raining with high winds
- Snowing with high winds
- Fog or mist
- Other

1.21 LIGHT CONDITIONS - no change but may cease to be a requirement in future years

1.23 ROAD SURFACE CONDITION - change of list

- Dry
- Wet / Damp
- Snow
- Frost / Ice
- Flood / Standing water

1.24 SPECIAL CONDITIONS AT SITE - removed and merged with new list on 1.25

1.25 CONDITIONS OR CARRIAGEWAY HAZARDS - new list to cover 1.24 and reduce duplication with the new Road Safety Factors

- None
- Auto traffic signal out or defective
- Permanent road signing or marking defective / obscured
- Roadworks
- Oil / diesel
- Mud
- Dislodged vehicle load in carriageway
- Other object in carriageway
- Involvement with previous collision
- Pedestrian in carriageway - not injured
- Any animal in carriageway (except ridden horse)

1.26 Source of data collected (amended)

- Officer Attending Scene
- Reported at Station (front counter report by a member of the public)
- Member of Public – Self Reported

Additional fields added to improve data quality and validation

1.30 (new) - STATS19 record. To confirm the record meets the criteria for STATS19

- Yes
- No

1.31 (new) - Reason for deletion. For records that were previously STATS19 records but subsequently no longer meet the criteria.

- Ruled suicide by a coroner
- Ruled a medical episode by a medical profession
- Found to be on private land
- Found to be non-injury collision
- Transferred, and accepted, by another police force

Section 2: Vehicle record

2.5 / 2.5a TYPE OF VEHICLE - changed to new vehicle list. A new category of “powered personal transporter device” – to include, but not exclusive to, e-scooters etc.

- Car
- Taxi / Private hire car
- Van - Goods vehicle 3.5 tonnes mgw and under
- Goods vehicle over 3.5 tonnes mgw and under 7.5 tonnes mgw
- Goods vehicle 7.5 tonnes mgw & over
- Goods vehicle - unknown weight
- M/cycle 50cc and under
- M/cycle over 50cc and up to
- M/cycle over 125cc and up to 500cc
- Motorcycle over 500cc

- **Motorcycle - cc unknown**
- **Electric Motorcycle**
- **Pedal cycle**
- **Powered personal transporter device**
- **Bus or coach (17 or more passenger seats)**
- **Minibus (8-16 passenger seats)**
- **Agricultural vehicle (include diggers etc)**
- **Ridden horse**
- **Mobility scooter**
- **Tram / Light rail**
- **Other**

For “other” category collect new information on number of wheels, power source and expand free text to 500 characters.

2.6 TOWING AND ARTICULATION - no change

2.7 MANOEUVRES - revised list to account for parking

- **Reversing**
- **Parked**
- **Parking**
- **Waiting to go ahead**
- **Slowing or stopping**
- **Moving off**
- **U-turn**
- **Turning left**
- **Waiting to turn left**
- **Turning right**
- **Waiting to turn right**
- **Changing lane to left**
- **Changing lane to right**
- **Over taking moving vehicle on its offside**
- **Overtaking stationary vehicle on its offside**
- **Overtaking on nearside**
- **Going ahead**

2.8 DIRECTION OF VEHICLE TRAVEL - to be collected via digital systems to using OS Highways to denote where the vehicle came from and where it was travelling to

2.9 VEHICLE LOCATION AT TIME OF ACCIDENT - changed to simplify

- On main carriageway not in restricted lane
- Tram / Light rail track
- Bus lane / Busway
- Cycle lane (on main carriageway)
- Cycleway or shared use footway (not part of main carriageway)
- Lay-by / hard shoulder
- Footway (pavement)

2.10 JUNCTION LOCATION OF VEHICLE - no change

2.11 SKIDDING AND OVERTURNING - no change

2.12 HIT OBJECT IN CARRIAGEWAY - no change

2.13 VEHICLE LEAVING CARRIAGEWAY - no change

2.14 FIRST OBJECT HIT OFF CARRIAGEWAY - no change

2.16 FIRST POINT OF IMPACT- no change

2.21 SEX OF DRIVER - no change. To be referred to as sex throughout STATS19 with Male, Female and Not known.

2.22 AGE OF DRIVER - no change

2.23a BREATH TEST - no change

2.23b (new) DRUG TEST - added to align with alcohol breath tests with categories of

- Not applicable
- Positive
- Negative

- **Not requested**
- **Refused to provide**
- **Driver not contacted at time of collision**
- **Not provided (medical reasons)**

2.24 HIT AND RUN- changed to Fail to Stop with categories for

- **Not fail to stop**
- **Fail to stop**
- **Vehicle failed to stop, nothing hit**

2.26 VEHICLE REGISTRATION MARK - no change

2.29 JOURNEY PURPOSE OF DRIVER/RIDER - The renamed categories for journey purpose are to align with DfT National Travel Survey terminology:

- **Journey as part of work**
- **Commuting to/from work**
- **Education and educational escort**
- **Personal business or Leisure**
- **Emergency vehicle (blue light) on response**

2.35 WAS THE VEHICLE LEFT HAND DRIVE - no change

Section 3: Casualty record

3.4 VEHICLE REFERENCE NUMBER - no change

3.7 SEX OF CASUALTY - no change. To be referred to as sex throughout STATS19 with Male, Female and Not known.

3.6 CASUALTY CLASS - no change

3.8 AGE OF CASUALTY - no change

3.9 SEVERITY OF CASUALTY - removed and replaced with injury-based reporting. To select all that apply.

- Deceased
- Broken neck or back
- Severe head injury, unconscious
- Severe chest injury, any difficulty breathing
- Internal injuries
- Multiple severe injuries, unconscious
- Loss of arm or leg (or part)
- Fractured pelvis or upper leg
- Other chest injury (not bruising)
- Deep penetrating wound
- Multiple severe injuries, conscious
- Fractured lower leg / ankle or foot
- Fractured arm, collarbone or hand
- Deep cuts / lacerations
- Other head injury
- Whiplash or neck pain
- Shallow cuts / lacerations / abrasions
- Sprains or strains
- Bruising
- Shock
- Other

3.10 PEDESTRIAN LOCATION - no change

3.11 PEDESTRIAN MOVEMENT - no change

3.12 PEDESTRIAN DIRECTION - removed

3.14 SEAT BELT IN USE - changed to be mandatory for all drivers and passengers

- Worn and independently confirmed
- Worn but not independently confirmed
- Not worn

- **Not applicable (only where seatbelts are not in/on the vehicle)**
- **Unknown**

3.15 CAR PASSENGER - changed to cover all vehicle passengers

- Not a vehicle passenger
- Front seat passenger
- Rear seat passenger
- Pillion passenger

3.16 BUS OR COACH PASSENGER - no change

3.18 CASUALTY HOME POSTCODE - no change

3.19 PEDESTRIAN ROAD MAINTENANCE WORKER - Changed to include road-side recovery working worker

- **Not applicable**
- **Road maintenance / Utility worker**
- **Emergency service worker**
- **Vehicle recovery / Breakdown worker**
- **Not known**

Section 4: Contributory factors

There have been changes to the new road safety factors. See Annex below.

Annex: Road Safety Factors

These have been designed to focus on the things that can be addressed to improve road safety. However, there is the acceptance that these do not cover Post Crash Care. The new groups and codes are set out below. A matrix between the old contributory factors and new road safety factors has been produced and can be made available.

Behaviour or inexperience

- B1 Failed to comply with traffic sign/signal
- B2 Disobeyed double white lines in centre of road
- B3 Driver / rider did not stop at junction
- B4 Ineffective observation by driver/rider, cyclist, pedestrian, equestrian
- B5 Learner or inexperienced driver/rider
- B6 Passing too close to cyclist, horse or pedestrian
- B7 Vehicle door opened in path of pedestrian, cyclist horse

Distraction or impairment

- D1 Affected by alcohol
- D2 Affected by drugs
- D3 Driver/rider too tired to drive/ride safely
- D4 Uncorrected or defective eyesight
- D5 Illness or disability (mental or physical)
- D6 Using mobile device
- D7 Distraction in or outside of vehicle

Non-motorised road users (i.e Pedestrian, cyclist or equestrian)

- P1 Wrong use of pedestrian, cyclist, equestrian crossing facility
- P2 Cyclist entering road from pavement
- P3 Risk taking behaviour in carriageway
- P4 Careless or in a hurry
- P5 Pedestrian, cyclist, equestrian hard to see

Roads

- R1 Deposit on road
- R2 Slippery surface due to weather
- R3 Driver/riders view obscured by stationary or parked vehicles
- R4 Drivers/rider view obscured by road layout, vegetation, buildings or signs
- R5 Drivers/rider vision affected by adverse weather or dazzle

Speed

- S1 Exceeding speed limit
- S2 Travelling too fast for conditions
- S3 Following too close
- S4 Dangerous or reckless driving/riding
- S5 Driving too slowly for conditions including inexperience with vehicle or driving on left

S6 Vehicle used in course of crime

Vehicles

- V1 Defective tyres
- V2 Other vehicle defects
- V3 Overloaded or poorly loaded vehicle or trailer
- V4 Driver view obscured or blind spot
- V5 Not using lights in dark or inclement weather

Factors confirmed to have been deleted

101 Poor or defective road surface
104 Inadequate or masked road markings or signs
105 Defective traffic signals -
106 Traffic calming
107 Temporary road layout (e.g. contraflow)
108 Road layout (bend hill, narrow road)
110 Slippery inspection cover or road marking
205 Defective or missing mirrors
309 Vehicle travelling along pavement
402 Junction restart
403 Poor turn or manoeuvre
404 Failed to signal or misleading signal
408 Sudden braking
409 Swerved
410 Loss of control
705 Dazzling headlights
709 Visor or windscreen dirty scratched etc
801 Crossing road masked by stationary or parked vehicle
901 Stolen vehicle
903 Emergency vehicle on a call
999 Other

The factors listed above have been removed as they meet one or more of the following criteria:

- Used in a very low number of cases
- Are captured elsewhere in the STATS19 form
- Have been combined with another factor in the new system
- Judged not to be reasonable for the police to know at the time of completing the STATS19 form

Annex: STATS19 membership

Department for Transport, Transport Scotland and Welsh Assembly

Police forces: Essex, Metropolitan Police, West Yorkshire, North Wales, West Mercia

Local authorities and Transport for London

External bodies:

Highways England / AECOM

Motor Insurance Bureau

RAC Foundation

Transport Research Laboratory (TRL)

University College London

Road Safety Great Britain (RSGB) / Agilysis

Association of Directors of Environment, Economy, Planning and Transport (ADEPT)