STATS 20

Department for Transport

Instructions for the Completion of Road Collision Reports

With effect from 1 January 2024

Last updated: 29 May 2025

STATS20

Instructions for the Completion of Road Collision Reports

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1. INTRODUCTION

1.1 The STATS20 manual provides a detailed explanation of the information, referred to as STATS19, which is the set of data which has to be collected by a Police Officer when an injury road collision[1] is reported to them). It is for the use of police forces and local authorities (and their agents)

1.2 This is the 2024 edition of STATS20 and incorporates amendments arising from the 2018 Review of Road Collision Data as approved by the Standing Committee on Road Accident Statistics (SCRAS). SCRAS has since changed its name to Standing Committee on Roads Injury Collision Statistics (SCRICS). SCRICS comprises representatives from the Department for Transport (DfT), devolved administrations, police forces, local authorities and other Government departments with an interest in the collation of road collision data.

1.3 Local processing authorities (LPA) may continue to code data in accordance with the 2011 version of this manual (dated September 2011) until 1 January 2025 to avoid the need for multiple system updates during migration.

1.4 The STATS19 reports are analysed nationally by reference to a great variety of characteristics and attendant circumstances and the results are used extensively for research work and for guidance in the improvement of road safety in relation to roads, road users, vehicles and traffic movement. The data also form the basis for annual statistics on road collisions and casualties published by DfT, the Scottish Government (SG) and the Welsh Government (WG). Local authorities also publish similar statistics.

1.5 Local authorities also make extensive use of road collision data. Engineers use it extensively for establishing priority sites for remedial measures and previous experience has shown that even low cost measures can be extremely effective in reducing or eliminating collisions at particular sites.

1.6 Road safety officers also gain much of their evidence on which to base national and local educational programmes and training from the data which accrue from local road collision statistics.

1.7 The police, who collect these data, also use them as a guide to the operational tactical deployment of their patrols in order to fulfil one of their primary roles, the reduction of casualties.

1.8 The accumulated data, over long periods of time, is also used by a range of establishments for research into road safety measures.

1.9 It is because of the many various uses to which this data is put that the need for accuracy and prompt return is paramount. The speedy return of accurate data will not only be of value to those bodies noted above but will also do much to enhance the early publication of Departmental collision and casualty statistics, which are of great use to those working in the field of collision prevention and road safety education.

1.10 A separate document, STATS21, describes:

(a) The validity checks and error procedures to be carried out locally on STATS19 data
(b) The procedures for writing and submitting data to external bodies such as DfT, Scottish Government (SG), Welsh government (WG) and local authorities;
(c) The specification of media formats in which the data can be submitted to DfT, SG or WG;
(d) The procedures for dealing with rejections or queries of data received by DfT/SG/WG.

[1] The terminology of the Road Traffic Act in refers to road traffic accidents. Following stakeholder feedback, from 2022, where possible this terminology has been changed in the statistics and published data tables to refer to collisions. In this context, these terms are interchangeable and have the meaning as in the Act.

1.11 By "Reported" it is meant that STATS19 data for the injury collision has to be collected by the Police Force concerned and then passed on to external bodies such as DfT, Scottish gov, Welsh gov and local authorities and local highway authority in the agreed format.

1.12 The STATS19 is managed though the Annual Data Requirement (ADR341) that sets out requests for data made to all police forces in England and Wales under the Home Secretary's statutory powers. ADR341expands the requirement to collect data beyond Road Traffic Act 1991 (RTA), which only applies to motorised vehicle and brings bicycles inside the scope of collection.

1.13 Why we ask you to collect STATS19 data.

STATS19 data is to support and provide an evidence base for a wide variety of stakeholders. The aim of collecting the data is to save lives and reduce life changing injuries. Road traffic incidents are estimated to have cost the economy over £40bn in 2022 and have a significant human cost[1].

Improving road safety

The data are of high strategic importance for policy making and delivery to DfT, Scottish government, Welsh government and highways authorities.

The data are used to:

- develop and monitor road safety policies, including as part of road safety strategies
- monitor Key Performance Indicators for National Highways, Transport for London and local authorities.
- provide evidence to support the allocation of funding (For example, the data were used to identify 27 roads for nearly £50m infrastructure improvements under the Safer Roads Fund in 2023).
- measure DfT business outcomes, including a performance indicator in the Department for Transport's annual reports (https://www.gov.uk/government/collections/dft-annual-reports-and-accounts)
- inform decisions on legislation and vehicle safety supports and the development of new legislation.
- answer official correspondence, Parliamentary Questions, Freedom of information and public enquiries on a daily basis
- facilitate targeted road safety education and advertisements to make the public aware of changes and safety issues that may affect them e.g. THINK! campaign

Police operational planning and training

Aside from periods influenced by COVID lockdowns, since 2017 we have seen a plateauing in the number of people killed and seriously injured on our roads after years of steadily declining numbers. For this reason, the Department for Transport (DfT) instituted a roads policing review working with the Home Office, the National Police Chiefs' Council and other agencies. This wide-ranging review considered how intelligence can be used to better target dangerous behaviours, how technology can assist in enforcing road traffic law now and in the future and also how to better understand the value of enforcement in influencing road user behaviour and the current enforcement capability. https://www.gov.uk/government/consultations/roads-policing-review-future-methods-to-improve-safety-and-reduce-causalities/roads-policing-review-call-for-evidence

Highways authorities

The data enables local and national highway authorities to perform their statutory road safety duties and investigate collisions on the road they manage. The data is a vital source for identifying parts of the network that needs road safety interventions, education or changes to infrastructure.

[1] Source: Reported road collisions, vehicles and casualties tables for Great Britain (RAS4001).
Link to table https://assets.publishing.service.gov.uk/media/65143a8d88281e000db4e960/ras4001.ods.

Produce national statistics and open data

The data is used as the basis for several National Statistics publications on Reported Road Casualties Great Britain (RRCGB) each year, among the most high-profile published by DfT. The statistics are also used for local, police force, country, and international comparisons. The statistics are available at: https://www.gov.uk/government/collections/road-accidents-and-safety-statistics

The data is also analysed and used for a wide range of purposes by a range of internal and external stakeholders, including central and local government, police forces, road safety organisations, vehicle manufacturers, researchers, media and the public. Non-sensitive data is made available annually to the public on data.gov: https://data.gov.uk/dataset/cb7ae6f0-4be6-4935-9277-47e5ce24a11f/road-safety-data

Other public sector organisations, non-government agencies and approved researchers can be granted access for specific statistical or research purposes to gain new insights to road safety issues.

2. COLLISIONS TO BE REPORTED

2.1 All road collisions involving human death or personal injury occurring on the Highway ('road' in Scotland) and notified to the police within 30 days of occurrence, and in which one or more vehicles are involved, are to be reported. This is a wider definition of road collisions than that used in Road Traffic Act 1991 (RTA).

The definition used in STATS19 collisions has changed for reportable collisions. Historically STATS19 has used the word 'highway' for a definition of reportable collisions. This presented challenges applying that definition to spatial network definition that can be used by digital systems,

The problem with the highway definition is it can mean any right of way from a footpath to a motorway. Analysis was done to work out how to apply the STATS19 requirement to a network.

The roads in STATS19 reportable collisions had some similar characteristics. The roads have been adopted by highways authorities. Road adoption is a process where a road in private ownership becomes a public road, which is then there after managed and maintained by the council, as part of the public highway. Adoption is governed by a legal contract known as a Section 38 agreement. Only when the road has been adopted (has a final certificate) does it become STATS19 reportable. Adopted roads have characteristics such as classification (motorways, A, B, C and unclassified roads), official numbering (for motorways, A and B classification roads) and speed limits (20,30,40,50,60 and 70 mph). Unadopted roads are out of scope of the STATS19 collection.

Advice on the adoption process
https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/609561/advice-note-on-road-adoptions.pdf

2.2 Examples of collisions **to be reported** include:

(a) collisions which commence on the highway but which involve casualties off the highway (e.g. where a vehicle runs out of control while on the highway and causes casualties elsewhere);

(b) collisions involving the boarding and alighting of buses or coaches and collisions in which passengers already aboard a bus/coach are injured, whether or not another vehicle or a pedestrian is involved;

(c) collisions to pedal cyclists or horse riders, where they injure themselves or a pedestrian;

(d) collisions resulting from deliberate acts of violence against others
- (i) including acts of terrorism
- (ii) action to endanger vehicles (e.g. throwing a concrete block onto a motorway.
- (iii) pedestrian assaulted by driver / rider or passengers of moving vehicle
- (iv) driver / rider or passengers of moving vehicle assaulted by pedestrian

(e) collisions within bus stations/interchanges **where they form part of the highway**;

(f) collisions in Royal Parks (on roads to which the public have motor vehicle access)

(g) Any publicly reported collision received by the police within 30 days of a collision needs to be reported to the DfT, even if it is not processed into police systems at that time.

(h) collision caused by a runaway vehicle that then injured a road user or pedestrian on the highway

2.3 Examples of collisions **which should not be reported** include:

(a) collisions which do not involve personal injury;

(b) collisions on private roads (except Royal Parks) or private drives

(c) collisions in car parks;

(d) collisions reported to the police by the public in 30 or more days after they occurred.

The Road Traffic Act 1991 requires drivers to report the collision to the police if they were unable to exchange details at the scene, if anyone was injured, or if they suspect that the other person may have committed a driving offence within 24 hours, however in some circumstances it is not possible to report at the time e.g. driver taken to hospital and some injuries do not manifest at the time of the collision e.g. concussion

(e) collisions involving confirmed suicides only.

(f) casualty expired in parked vehicle that was not in a collision e.g. heatstroke

(g) Roads closed using a Temporary Traffic Regulation Order (TRO). TROs are legal documents that restrict or prohibit the use of the highway network, in line with The Road Traffic Regulation Act 1984. A road closed using a TRO effectively stops the road being a public highway for the period defined in TRO. Roads closed with a TRO would not be reportable.

Examples might include roads closed for a:

- sporting events e.g. Tour de France (Racing by its very nature includes a number of behaviours (speeding) that would be unacceptable under normal driving conditions on highways. During a race the normal rules of the road are disregarded, such as speed limits, caution warnings are ignored, so the road is not being used in the way it was designed to be used)
- charity fun run, as pedestrians are using the road preventing other traffic
- street party, as road closed to all traffic
- roadworks that shuts a road and collision started and finished within the roadworks e.g. road worker hit by construction vehicle. This type of incident would fall under the Health and Safety Executive (HSE) remit for reporting

(h) No moving vehicle was involved in the collision, for example where objects (for example a tree or wall) fell on a parked car, or a pedestrian injured themselves on a non-moving vehicle.

NOTES

A. The Road Traffic Act 1991 (section 170), as amended by Section 72 of the 1991 Act, stipulates that all fatal or injury accidents on public roads involving at least one mechanically propelled vehicle should be reported by the public to the police unless insurance documents, name and address, and details of vehicle ownership and registration are exchanged between drivers. This legislation defines the duty of the public to report a personal injury road accident.

B. In the past the interpretation of "mechanically propelled vehicle" has varied widely between local police forces, particularly about whether pedal cycle collisions, not involving a motor vehicle, should be reported. **The STATS19 requirement is clear that all collisions involving non-motor vehicles such as pedal cycles and ridden horses on 'public roads' (see 2.4) should be reported, regardless of motor vehicle or pedestrian involvement**. See Note L on page 44 for other examples of non-motor vehicles. Also, Note C on page 69 contains examples which should not be treated as vehicles.

C. The current legislation Road Traffic Act 1991 Section 39 (3a) states the Secretary of State and Local authorities must carry out studies into accidents arising out of the use of vehicles

D. Comes from UN treaty in mid 50s

E. The STATS19 requirement goes beyond duties stated in the RTA, which only applies to driver/rider of motorised vehicles and expands reporting to include non-motorised vehicles as well e.g. bicycles

3. VEHICLES TO BE REPORTED

3.1 Complete vehicle details, regardless or whether the vehicle was damaged or not, are required for **each** vehicle which was involved in, or contributed to, an injury collision. This includes pedal cycles, ridden horses and horse-drawn vehicles. (See Note L on page 44 for other examples of non-motor vehicles).

Including:

(a) vehicles in which driver/rider/passenger was injured;

(b) vehicles which suffered damage in the collision;

(c) vehicles which caused injury to a pedestrian (including parked vehicles on or off the carriageway into which a pedestrian walked);

(d) vehicles which were in collision with another vehicle in the collision;

(e) vehicles which did not suffer damage, nor caused nor contained casualties, but which contributed to the collision (includes parked, stationary, temporarily held-up or moving vehicles and untraced vehicles).

4. CASUALTIES TO BE REPORTED

4.1 Any persons killed or injured in a road collision (as defined in 2.1)

Including:

(a) a person who moves quickly to avoid being involved in an collision, is successful in that, but in doing so incurs an injury (e.g. twists an ankle). Also includes occupant of vehicle which manoeuvres or brakes suddenly to avoid an impact, but in so doing sustains an injury;

(b) a pedestrian who injures themselves on a parked vehicle;

(c) a person who is injured after falling / pushed from a vehicle;

(d) a person who is injured boarding or alighting a bus or coach;

(e) a person injured whilst aboard a bus or coach as a result of braking, a sudden manoeuvre or a collision, whether or not another vehicle is involved;

(f) a person who is injured away from the carriageway as a result of an collision which commenced on the public highway;

(g) all casualties in collisions arising from using a vehicle to cause deliberate acts of violence;

(h) Attempted suicides are reportable

(i) a person injured by part of vehicle e.g. tyre or load coming loose and hitting them

Excluding:

(h) death/injury to babies unborn up to the time of the collision.

(i) person injured in a road collision as a result of illness prior to the collision (e.g. heart attack), where the **only** injury sustained is deemed to be a result of the illness rather than the road collision (If there are any other injuries to the person caused by the collision then these would make them reportable).

It may be difficult to determine that illness was the cause of the collision at the roadside, in which case it would be reportable until a coroner can clarify whether the injury was a result of the collision. All other casualties involved in the collision should be included. A medical practitioner or coroner should determine if the injury is attributable to a medical episode;

(j) person who dies in a road collision from natural causes (e.g. heart attack) and whose death is not ascribed by the Coroner's Court (Procurator Fiscal in Scotland) to have been a result of the collision. Other casualties in these collisions should be reported;

(k) Casualties that have been determined as a suicide by a coroner or procurator fiscal. Only coroner or procurator fiscal can decide if a casualty is a suicides. Other casualties in these collisions should be reported. Injured persons suspected of having attempted suicide should be reported;

(l) any person who witnesses an collision and suffers shock but who is not directly involved.

(m) Occupants of vehicle whose only injuries are caused when exiting vehicle after a collision

(n) person injured whilst working on a stationary vehicle e.g. securing a load, performing maintenance, cleaning

(o) Collisions or accidents cover by another reporting method e.g. Heath and Safety Executive (HSE) e.g. collision in a construction site is investigated by HSE

NOTES

A. Cases (j) and (k) may be reported to external bodies such as DfT, Scottish gov, Welsh gov and local authorities in the first instance, pending the decision of the Coroner's Court (or Procurator Fiscal). It may, therefore, be necessary for the police/local processing centre to notify the external bodies if, at a later stage, such cases are to be deleted from their computer records (see STATS21).

B. Definitions of casualty severity can be found in Section 3.9 of Annex 3, on page 72.

5. ROAD SAFETY FACTORS

5.1 The road safety factors (RSF) in a road collisions are the key actions and failures that led directly to the actual impact (a full set of RSF are listed in Annex 4). They show why the collision occurred and give clues about how it may have been prevented.

5.2 RSF should only be completed for collisions where a police officer attended the scene and obtained details for the report.

5.3 The Collision, Vehicle and Casualty records mainly record objective details. The RSF are largely subjective and depend on the skill and experience of the investigating officer to reconstruct the events which led directly to the collision. The notes in Annex 4 aim to present the system clearly and so to minimise the scope for differences in reporting. However, the need to exercise judgement when recording RSF is unavoidable.

5.4 The RSF reflect the Reporting Officer's opinion at the time of reporting and are not necessarily the result of extensive investigation. Furthermore, it is recognised that subsequent enquiries could lead to the reporting officer changing his opinion. This is not a problem.

5.5 Factors should be identified on the basis of evidence rather than guesses about what may have happened. This evidence can come from various sources such as witness statements, vehicle and site inspections. It can be of variable quality, which is the reason for recording the assessment of the reliability of the RSF.

5.6 When there is conflicting evidence (e.g. conflicting witness statements) the reporting officer should decide on the most plausible account of the collision and, taking into account all other available evidence, base the codes on this.

5.7 **Procedure:**

1. Select up to six factors from the grid, relevant to the collision.

2. Factors may be shown in any order, but an indication must be given of whether each factor is **very likely (A)** or **possible (B)**.

3. Only include factors which have contributed to the collision (e.g. do **not** include "Road surface was slippery due to weather" unless it was relevant to the collision).

4. More than one factor may, if appropriate, be related to the same road user.

5. The same factor may be related to more than one road user.

6. The participant should be identified by the relevant vehicle or casualty reference number (e.g. 001, 002 etc), preceded by "V" if factor applies to a vehicle, driver/rider or the road environment (e.g. V002), or "C" if the factor relates to a pedestrian or passenger casualty (e.g. C001).

7. Enter "U000" if the factor relates to an uninjured pedestrian.

ANNEX 1 - ATTENDANT CIRCUMSTANCES VARIABLES

1.1 RECORD TYPE

1	

CODES

11. New collision record
15. Amended collision record

NOTES

A. First box always coded 1 to enable collision records to be easily identified during computer processing and analysis at local and national levels.

B. In second box, code 5 only to be used when an collision record already been released to external bodies such as DfT, Scottish gov, Welsh gov and local authorities. To be used where the original record (11) or previously supplied (15) record is to be replaced by a new updated record.

1.2a REPORTING POLICE FORCE ☐☐

NOTES

A. Enter the code number of the police force who is owning the investigating responsibilities for the collision. The relevant codes are listed in Annex 6

B. Note that leading zeros are incorporated in some of these codes and **must** be entered (e.g. the code for Cumbria is entered as 03).

1.2b GEOGRAPHIC POLICE FORCE

In most cases the reporting police force would be the same as the geographic police force, however it is possible for a police force to retain the investigation responsibility for an incident outside of their force boundary e.g. police chase ending in a collision in another forces area.

Where possible geographic police force should be automatically populated by police systems based on the collisions coordinates.

NOTES

A. Enter the code number of the police force in whose area the collision occurred. The relevant codes are listed in Annex 6.

B. Where reporting police force is the same as the geographic police force then geographic police can be left blank.

1.3 COLLISION REFERENCE | | | | | | | |

NOTES

A. The collision reference allocated by the police must be unique within that police force for the collision and for the calendar year in which it took place. It must also be sufficient for the police to identify the collision in the event of a query.

B. The collision reference may contain a total of 7, or fewer, numbers and/or alphabetic characters in any sequence convenient to Police Force requirements.

C. Unused spaces to the left of collision references containing less than 7 characters are to be coded zero (e.g. ABC123 would be coded 0ABC123).

1.4a LEGACY COLLISION SEVERITY ☐

Optional requirement that can be automatically collected by some systems

Where possible legacy collision severity should be automatically populated by police systems based on the injuries of the casualty recorded in 3.22.

Code	Definition
1	Fatal
2	Serious
3	Slight

NOTES

Legacy collision severity is a calculated field captured by systems like PRONTO, CRaSH and single online home. derived

1.4b COLLISION SEVERITY ☐

Optional requirement that can be automatically collected by some systems

Where possible collision severity should be automatically populated by police systems based on the injuries of the casualty recorded in 3.22.

Code	Definition
1	Fatal
5	Very Serious
6	Moderately Serious
7	Less Serious
3	Slight

NOTES

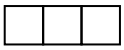
Collision severity is a calculated field captured by systems like PRONTO, CRaSH and single online home. derived

1.5 NUMBER OF VEHICLE RECORDS ☐☐☐

NOTES

A. Enter the number of vehicle records submitted for the collision.

B. Unused boxes to the left of the number of vehicles should be coded zero (e.g. if 2 vehicles were involved, this item would be coded 002).

1.6 NUMBER OF CASUALTY RECORDS 

NOTES

A. Enter the number of casualty records submitted for the collision.

B. Unused boxes to the left of the number of casualty records should be coded zero (e.g. if there were 3 casualty records, this item would be coded 003).

1.7 DATE OF COLLISION

Day		Month		Year			
				2	0		

NOTES

A. The first two boxes are to be used for the day, the second two for the month and the remaining four boxes for the year.

B. Unused boxes to the left of the day or month are to be entered as zeros (e.g. 4th May 2024 would be coded as 04052024).

1.9 TIME OF COLLISION

Hours		Minutes	

NOTES

A. The hours, on a **24 hour** system, are to be entered in the first two boxes.

B. The number of minutes past any of these hours should be recorded in the two right hand boxes, to the nearest minute.

C. Zeros should be entered where necessary, i.e. 8 minutes past 9am. is entered as 0908.

D. The coding 0000 is permitted as more mobile digital systems are being used to collect the data and collision time can be automatically collected which can happen in the first minute of a new day. The date should be set as the day just starting (e.g. where an collision occurs at midnight between 8th and 9th January 2024, then the date entered should be 09012024).

1.10 LOCAL AUTHORITY ONS DISTRICT CODE | | | | | | | | | |

NOTES

A. Enter the code number of the local authority in whose area the collision occurred.

B. The codes comply with the Government Statistical Service (GSS) Coding and Naming policy for statistical geographies at the time of publication.

C. The codes are listed in Annex 7

D. If ONS (Office for National Statistics) should revise their codes for an area (e.g. As a result of a boundary change) LPAs should continue to use the codes listed in Annex 7 until a revision is agreed with DfT.

E EHEATHROW is a special code used by Transport for London for collisions that occur in Hillingdon within the bounds of London Heathrow Airport

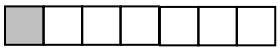
1.11E GRID REFERENCE EASTING | | | | | | |

NOTES

FULL ORDNANCE SURVEY GRID REFERENCE NUMBER

A. Record the 6-digit map reference

B. A collision should usually be located where the first impact, at which an injury was sustained, occurred, although there may be circumstances in which the LPA feel it more appropriate to locate the collision at the point where a vehicle lost control. Where a vehicle impacts after having left the carriageway, the collision should, normally, be located at the point at which the vehicle first left the carriageway.

1.11N GRID REFERENCE NORTHING 

FULL ORDNANCE SURVEY GRID REFERENCE NUMBER

NOTES

A. Record the 7-digit map reference

B. The first Northing box (shown in grey) should only contain zero or 1. One would only be used for collisions that occurred in the extreme North of Scotland.

C. A collision should usually be located where the first impact, at which an injury was sustained, occurred, although there may be circumstances in which the LPA feel it more appropriate to locate the collision at the point where a vehicle lost control. Where a vehicle impacts after having left the carriageway, the collision should, normally, be located at the point at which the vehicle first left the carriageway.

1.12 1st ROAD CLASS ☐

CODES

1. Motorway
2. A(M)
3. A
4. B
5. C
6. Unclassified

9 Unknown (self-reported only)

NOTES

A. Enter the code number for the class of the road on which the collision location is being recorded.

B. For an collision at a junction, where the collision cannot clearly be allocated to one specific road, the class of the **main** road, should be the one which is entered here. The **main** road is defined as the road which has priority. For roundabouts and signal controlled junctions, the main road is the one with the highest class of all the roads entering the junction. If roads are of equal class then the road with the lowest number should be taken as the main road.

C. It is for individual local processing authorities to decide whether or not to separately identify 'C' roads. Where this is not done, such roads should be coded 6 'Unclassified'.

D. The Road Class for an collision occurring on a Service Road running alongside a major road should be coded according to the class of the Service Road itself (usually 'Unclassified'), not the major road.

E. Codes 1 - 4 must be accompanied by a valid road number in 1.13 (1st Road Number).

F. See also "Examples for coding the locations of collisions and vehicles" in Annex 9

G Only self-reported collisions made by the public can use code 9 where the person reporting the collision does not know the road classification.

1.13 1st ROAD NUMBER | | | | |

NOTES

A. Enter the road number of the road whose class was entered at 1.12 (1st Road Class). See 1.12 Note B where the collision cannot be clearly allocated to one specific road.

B. If the road number contains less than four digits, leading zeros should be inserted to the left of the number (e.g. A46 is coded 0046).

C. If 1.12 is coded 5 or 6, the local processing authority will decide whether a road number is required.

D. If 1.12 is coded 1 - 4, 1.13 must contain a valid road number.

1.14 ROAD TYPE ☐

CODES

1. Roundabout
2. One way street
3. Dual carriageway
6. Single carriageway
7. Slip Road
9. Unknown (self-reported only)

NOTES

A. Enter the appropriate code for the road on which the collision occurred.

B. The road type for a collision which occurs off the main carriageway (e.g. footway or cycleway) should be coded as appropriate for the main carriageway e.g. the road type for an collision occurring on a cycleway running alongside a dual carriageway should be coded 3.

C. For junction collisions, where the road layout at the scene of the incident is different from the general road type, the code appropriate to the general road type should be used e.g. an collision which occurs on the approach to a junction, where, for a short section, the road has a central reservation, but where the general road type is Single Carriageway, should have Road Type coded 6.

D. Roundabout includes mini-roundabouts and large, purpose built gyratory systems. Where existing streets have been made into a one way (gyratory) system the Road Type should be coded 2. A second road should be added for roundabouts in 1.19 (2nd Road Number). This may have the same classification and road number as the first road.

E. One way streets with contraflow bus or cycle lanes should be coded 3 or 6, as appropriate.

F. Slip roads are dedicated to getting traffic from one road to another. They include roads connecting grade separated roads (i.e. roads at different levels) and "filter lanes" at non-grade separated junctions which connect two roads by avoiding a roundabout or other junction. Includes slip lanes marked by white lines at roundabouts, but which are not physically separated from the roundabout.

G. A dual carriageway is a road in which the opposing carriageways are physically separated (e.g. by a central reservation or barrier). Carriageways separated only by line markings (or no markings at all) are single.

H. If a contraflow is on a dual carriageway due to roadworks, use code 3 as normal but enter code 4, 'Road works present' in 1.24 (Special Conditions).

I. Code 9 'Unknown (self-reported only)' should only be used in exceptional circumstances where no information on road type is available, or where the other Road Type codes are inappropriate.

J. If 1.15 (Speed Limit) is coded 70, 1.14 must **not** be coded 2 or 6.

K. Examples for the coding of location of collisions and vehicles are shown in **Annex 9**.

1.15 SPEED LIMIT (Permanent) | 0 | | |

MPH

NOTES

A. This applies to the general speed limit applicable to the road on which the collision occurred, not to that governing a specified class of vehicle (e.g. articulated vehicle or tram), even when such a vehicle is involved.

B. The permanent legal speed limit in mph is to be entered in every case.

C. Where a lower variable or temporary speed limit is in force (mandatory or otherwise) the normal permanent legal speed limit applicable to the road, **not** the temporary one, should be entered. Possible examples include sections of roads outside schools at certain times of day, roadworks sites and motorway digital signage. Please consider whether any of the speed road safety factors affected should be recorded if the drivers speed within the temporary speed limit contributed to the collision.

D. Speeds of under 20mph should only be used in very exceptional circumstances and the reporting officer should confirm that the collision is on a Highway ('road' in Scotland). See Section 2, pages 6 to 8.

E. The local processing authority should query any speed limit coded other than 20, 30, 40, 50, 60 or 70mph, as to whether the collision actually occurred on the highway.

1.16a JUNCTION DETAIL ☐☐

CODES

00. Not at or within 20 metres of junction
13. T or staggered junction
16. Crossroads
17. Junction – more than 4 arms (not a roundabout)
18. Using private drive or entrance
19. Other junction
99 Unknown (self-reported only)
[SPACE] Not applicable (where collision is at roundabout or slip road)

NOTES

A. Junction is defined as a place where two or more roads meet (excluding where one of the roads crosses the other by a bridge or flyover) whatever the angle of the axes of the roads. The meeting point of a public highway and private drive (in use at time of collision) is a junction for this purpose.

B. If there are two or more junctions within 20 metres of the collision, code the junction which is closest to the collision.

C. A gap in the central reservation of a road is not a junction and should be coded 00 unless other roads join the dual carriageway at that point.

D. Code 00 is to be used when the collision occurs more than 20 metres from a junction. Codes 13 - 19 must be used for points at or within 20 metres of a junction. Where the collision is coded as at a roundabout or slip road in 1.14, then 1.16a should be left blank i.e. [SPACE].

E. Code 13, 'T or staggered junction' includes 3 arm junctions at which 2 roads join at an acute angle (previously known as 'Y' junction).

F. Crossroads: four arm junction where the alignments of both roads are uninterrupted whatever the angle of the crossing, and the arms are **not** staggered.

G. Using Private Drive or entrance: **not** to be used merely to record the presence of a private drive or entrance. Only for use where the private drive or entrance is being used by a vehicle involved in the collision.

H. Other Junction: only to be used in exceptional circumstances where the junction is not defined above.

I. If 1.16 is coded 13 - 19, items 1.17 (Junction Control), 1.18 (2nd Road Class) and, if applicable, 1.19 (2nd Road Number) must be completed. On each vehicle record, 2.10 (Junction Location of Vehicle) must be coded 1 - 8.

J. If 1.16 is coded 00, items 1.17, 1.18 and 1.19 must **not** contain any coded entries and 2.10 must be coded 0 for each vehicle.

K. See also "Examples for coding the locations of collisions and vehicles" in Annex 9.

L. Only self-reported collisions by the public reports can use code 99 where the person reporting does not know the junction details.

1.17 JUNCTION CONTROL ☐

CODES

1. Authorised person
2. Automatic traffic signal
3. Stop sign
4. Give way or uncontrolled
9 Unknown (self-reported only)
[SPACE] Not applicable

NOTES

A. To be completed for 'junction collisions' only. If item 1.16 (Junction Detail) is coded 00, leave 1.17 blank.

B. An 'authorised person' at a junction means a police officer, traffic warden in uniform or school crossing patrol (see 1.20a - Note C) who is controlling the traffic.

C. If an 'authorised person' is controlling the junction, even if there are traffic signals or other junction controls, code 1 'authorised person' should be entered.

D. Where part time traffic signals are employed, use code 2 if the traffic signals were in operation at the time of the collision, and code 4 if not.

E. On a junction where the traffic signals are out of action and where there is no authorised person in control, this variable should be coded 2, and an appropriate code to indicate the state of the traffic signals will also normally be necessary under item 1.24 (Special Conditions at Site).

F. See also "Examples for coding the locations of collisions and vehicles" in Annex 9.

G Only self-reported collisions by the public reports can use code 9 where the person reporting does not know the road classification.

H Where junction control is not applicable then leave blank e.g. when collision is not at a junction.

1.18 2nd ROAD CLASS ☐

CODES

1. Motorway
2. A(M)
3. A
4. B
5. C
6. Unclassified

9 Unknown (self-reported only)

[SPACE] Not applicable

NOTES

A. To be completed for 'junction collisions' only.

B. Enter the class, as coded above, of the road at the junction which has not already been coded as 1st Road Class.

C. Where, at a junction, there is more than one road to choose from for this variable (i.e. as the second road), then the road with the highest class should be chosen.

D. It is for individual local processing authorities to decide whether or not to separately identify 'C' roads. Where this is not done, such a road should be coded 6 'Unclassified'.

E. Where Junction Type is coded as ‘Using private drive or entrance’, 2nd Road Class should be coded ‘6 – Unclassified’.

F. See also "Examples for coding the locations of collisions and vehicles" in Annex 9.

G Only self-reported collisions by the public reports can use code 9 where the person reporting does not know the road classification.

H Where there is no second road then leave blank e.g. when collision is not at a junction.

1.19 2nd ROAD NUMBER | | | | |

NOTES

A. Enter the road number of the road whose class was entered at 1.18 (2nd Road Class).

B. If the road number contains less than four digits, leading zeros should be inserted to the left of the number (e.g. A46 is coded 0046).

C. If 1.18 is coded 5 or 6, the local processing centre will decide whether a road number is used.

D. If 1.18 is coded 1 - 4, 1.19 must contain a valid road number.

1.20 PEDESTRIAN CROSSING ☐☐

CODES

00 No physical crossing facility within 50m
11 Human crossing control by school crossing patrol
12 Human crossing control by other authorised person
13 Zebra crossing
14 Pedestrian light crossing (pelican, puffin, toucan or similar)
15 Pedestrian phase at traffic signal
16 Footbridge or subway
17 Central refuge — no other controls
99 Unknown (self-reported only)

NOTES

A. This section should be coded for every personal injury collision. If, **at the time of the collision**, there is no 'Pedestrian crossing with **human** control' within 50 metres, enter code 0.

Only record the presence of a pedestrian crossing if:

a. a pedestrian is involved in an collision on, or within 50 metres of, a pedestrian crossing, or

b. the pedestrian crossing facility was within 50 metres of the collision, along the route travelled or intended to be travelled, by vehicle(s) involved in the collision, **and was considered to be a factor in the collision**, regardless of whether there was direct pedestrian involvement.

B. Codes 11 and 12 should be used regardless of whether the human control site had a physical pedestrian crossing facility.

C. School crossing patrol means 'lollipop' men and women in uniform, who are lawfully appointed.

D. An 'Other authorised person' means a police officer or a traffic warden in uniform.

E. A zebra crossing should be coded as such even if the beacons or stripes are defective.

F. Code 14 includes any pedestrian crossing which is **not** at a junction, and has traffic lights controlling the traffic, **and** lights controlling pedestrians (or pedestrians and cyclists) crossing.

G. 'Pedestrian phase at traffic signal junction' is any pedestrian crossing at a junction controlled by traffic lights which has an indicator light for pedestrians (or pedestrians and cyclists) only. This does **not** include normal traffic signals with pedestrian stud crossing points but no special indicator lights for pedestrians.

H. Where a junction controlled by traffic lights has pedestrian crossings with indicator lights for pedestrians on one or more arms (or filter lanes), but no similar facilities on the other arms, allocate code 15 or 00 as appropriate to the junction arm at which (or nearest to which) the collision occurred.

I. Where light controls are defective on a light controlled pedestrian crossing, code 14 or 15 should still be used.

J. Code 18 'Central refuge - no other controls' should only be used when the refuge is not part of any other pedestrian crossing facility (this code is not applicable to median strips on dual carriageways).

K. When more than one physical pedestrian crossing facility is present within 50 metres (and both/all are deemed to have been a factor in the collision), the nearest one to the collision should be coded.

L. Raised tables/platforms are **not** to be considered as pedestrian facilities unless they are marked further as Zebra or Pelican Crossing etc.

M. If 1.20 is coded 13, 14, 15 and 17 and 1.16 (Junction Detail) is coded 00, then 1.12 (1st Road Class) must not be coded 1 or 2 (motorway or A(M)).

N Where a human is controlling a crossing (police officer, traffic warden or lollipop person) this takes precedence over other crossing types

O Only self-reported collisions by the public reports can use code 99 where the person reporting does not know if there is a pedestrian crossing

1.21 LIGHT CONDITIONS

CODES

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

NOTES

A. This section should be coded for all personal injury collisions, whether in daylight or darkness.

B. 'Darkness' means half an hour after sunset to half an hour before sunrise. 'Daylight' means all other times.

C. 'Street lights lit' includes instances where alternate lamps are lit. Scattered or isolated lamps which are lit should be treated as 'street lights unlit' (code 5).

D. The distinction between 'street lights unlit' and 'no street lights' is made because it is important in assessing factors affecting collision rates.

E. The use of code 7 should be avoided if at all possible.

1.22 WEATHER

CODES

1. Fine without high winds
2. Raining without high winds
3. Snowing without high winds
4. Fine with high winds
5. Raining with high winds
6. Snowing with high winds
7. Fog or mist - if hazard
8. Other
9. Unknown (self-reported only)

NOTES

A. This refers to weather conditions at the time and location of the collision.

B. 'Fine without high winds' means any weather condition which does not have an adverse effect on driving (i.e. cannot be coded 2 - 8).

C. 'Raining' includes drizzle, hail and sleet not tending to build up a deposit.

D. 'Snowing' includes sleet building up a deposit.

E. 'Fog' does not include light mists which did not constitute a driving hazard on the road where the collision occurred.

F. The combinations of certain conditions with high winds (codes 4 - 6) should only be coded if the winds are deemed to have adversely affected driving conditions for one or more of the vehicles in the collision. The use of these codes does not imply that the high winds were a cause of the collision.

G. If two or more codes are appropriate, enter the code of the condition which is deemed to have most adversely affected driving conditions.

H. 'Other' should be used to indicate any other adverse weather condition which is not separately specified by the codes above. This code should be avoided if at all possible.

I Code 9 will only exist until all systems have migrated to the 2024 specification. After all systems have migrated it will be deprecated

J High winds would be identified in weather reports as near gale or gale. 35 MPH is the wind speed where bridges may become closed to high sided vehicles.

1.23 ROAD SURFACE CONDITION

CODES

1. Dry
2. Wet/Damp
3. Snow
4. Frost/Ice
5. Flood (surface water over 3mm deep)
9 Unknown (self-reported only)

NOTES

A. This refers to the road surface condition at the time of the collision.

B. Codes 4 and 5 do not necessarily mean that the whole carriageway was covered.

C Only self-reported collisions by the public reports can use code 9 where the person reporting does not know the road surface condition.

D For drivers who are self-reporting a collision, then it is expected that they would know what the road surface condition is and be able to report on them.

1.25a CONDITIONS OR CARRIAGEWAY HAZARDS

CODES

00 None
11 Defective traffic signals
12 Permanent road signing or markings defective / obscured or inadequate
13 Roadworks
14 Oil / diesel
15 Mud
16 Dislodged vehicle load in carriageway
17 Other object in carriageway
18 Involvement with previous collision
19 Pedestrian in carriageway - not injured
20 Any animal in carriageway (except ridden horse)
21 Poor or defective road surface
99 Unknown (self-reported only)

NOTES

A. This section should be completed for every personal injury collision whether or not such conditions were considered to be contributory to the collision. Use code 00 only if there were no special conditions or hazards at the collision site.

B. An automatic traffic signal (including a pelican/puffin/toucan crossing) is 'out' (code 11) if it is totally inoperative at the time of the collision (i.e. no light(s) whatsoever in operation). Do **not** use this code to record part time signals which are not in operation (unless there is clear evidence that the part time signals are defective).

C. If roadworks are present and any of the other conditions are also present, code 13 is preferred if the roadworks were **hit** by at least one vehicle.

Includes collisions occurring within the coned area approaching (or immediately following) roadworks.

D. A defective road surface (code 21) includes any obvious road surface defect, such as pot holes, cracks (but not lack of skid resistance) and surface melting, but **not** the presence of ice, snow or flood.

E. Codes 16, 17, 18, 19 and 20 are to be used only to indicate an object **not expected** to be found in the carriageway. They should not be used to record impact with a bollard, refuge, kerb etc., which are permanent features.

F. Code 16 should not be used where a vehicle load has been dislodged as a result of the collision currently being coded.

G. If a dislodged vehicle load is in the carriageway as a result of a previous collision then use code 18.

H. If code 18 and another code apply, enter code 18.

I. Only live animals should be coded under 20. Dead animals (or dead pedestrians) should be coded as 'other objects' (code 17). A ridden horse should not be recorded as a hazard as it is already recorded as a vehicle type (2.5) and any hazards relating to the equestrian should be recorded as a road safety factor.

'Animal' relates to all animals that may be construed to have been a 'Carriageway Hazard' and not just those animals defined in the road traffic act.

J. Code 99 will only exist until all systems have migrated to the 2024 specification. After all systems have migrated it will be deprecated, as if the public are unaware of any conditions or carriageway hazards then reporting unknown is redundant.

1.26 SOURCE OF DATA COLLECTED

CODES

1 Officer attended the collision
2 Member of public reported at police station
3 Member of public reported via web

NOTES

A. Code 1 should be used where a police officer attended the scene of the collision and obtained the details for this report. It is not necessary for the reporting officer to have witnessed the actual collision for code 1 to be used.

B. Code 2 should be used for collision reported "over the counter" at a police station) where details are recorded by a police officer or member of civilian staff.

C. Code 3 should only be used where a member of the public records details of the collision themselves using a dedicated “self-reporting” form approved by the police. This form may include additional “Unknown” codes in some fields.

1.27 SPECIFICATION MARKER

Automatically populated in STATS19 export by police systems, see STATS21 for full listings of codes.

ANNEX 2 - VEHICLE VARIABLES

2.1 RECORD TYPE

2	

CODES

21. New vehicle record
25. Amended vehicle record

NOTES

A. First box always coded 2 to enable vehicle records to be easily identified during computer processing and analysis at local and national levels.

B. In second box, code 5 only to be used when a vehicle record already sent to external bodies such as DfT, Scottish gov, Welsh gov and local authorities. To be used where the original record (21) or previously supplied (25) record is to be replaced by a new updated record.

2.2 REPORTING POLICE FORCE

NOTE

Repeat of Police Force code entered on the attendant circumstances record at item 1.2.

2.3 COLLISION REFERENCE | | | | | | | |

NOTE

Repeat of Collision Reference on the attendant circumstances record at item 1.3.

2.4 VEHICLE REFERENCE NUMBER

NOTES

A. The first vehicle coded should be numbered 001 and any subsequent vehicles should be numbered in sequence.

B. No two vehicles in a collision should have the same vehicle reference number.

2.5 TYPE OF VEHICLE ☐☐

CODES

01 Pedal cycle
02 Motorcycle 50cc and under
03 Motorcycle over 50cc and up to 125cc
04 Motorcycle cycle over 125cc and up to 500cc
05 Motorcycle over 500cc
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 (include diggers etc)
18 Tram / Light rail
19 Van / Goods vehicle 3.5 tonnes mgw and under
20 Goods vehicle over 3.5 tonnes mgw and under 7.5 tonnes mgw
21 Goods vehicle 7.5 tonnes mgw & over
22 Mobility scooter
23 Electric Motorcycle
33 Personal Powered Transporter
90 Other vehicle
97 Motorcycle - cc unknown
98 Goods vehicle - unknown weight
99 Unknown (self-reported only)
[SPACE]{2} Unknown (police attended only)

NOTES

A. Vehicles (other than cars or minibuses used as taxis or private hire vehicles) should be coded according to their construction and not according to their use at the time of the collision.

For example, a van which is being used for the carriage of passengers should nevertheless be coded as a goods vehicle.

Vehicles of the armed forces should be recorded under the heading appropriate to a civilian vehicle of the same type if there is one, otherwise they should be coded as 'Other vehicle'.

B. Pedal cycles: this code applies to pedal cycles being ridden in the carriageway or on a cycleway or pavement and also applies to toy cars and toy tricycles in the carriageway. Toy cars and toy tricycles (designed for children) on the footpath should be ignored and their riders classified as pedestrians.

Pedal cycles category includes electrically assisted pedal cycles as defined in the Electrically Assisted Pedal Cycles Regulations 1983 No 1168. Please fill in a text description of the vehicle type in 2.5a to identify Electrically Assisted Pedal Cycles.

C. Motorcycle includes mopeds, motor scooters, motorcycle combinations and three wheeled motorcycles. Four wheeled "Quad bikes" should be coded 90.

D. “Electric motor cycle” includes all electrically powered motorcycles over 0.25 kW, whether or not they are also equipped with pedals.

E. "Taxi" includes any vehicle operating as a hackney carriage, regardless of construction, and bearing the appropriate district council or local authority hackney carriage plates.

Vehicles operating as private hire cars (i.e. 'minicabs') may or may not bear private hire plates, but are to be coded 08 in either case.

F. Car: includes three wheeled cars, estate cars, family multi people vehicle (MPV) e.g. typically can seat 7 or 8 people, Land Rovers and similar Sports utility vehicles (SUV) four-wheel drive vehicles.

G. Minibus: includes minibus, micro-bus, post buses and Dial-a-Bus. Minibuses equipped to carry less than 17 seated passengers should be coded 10, even if used as buses.

Minibuses equipped to carry 17 or more seated passengers should be coded 11.

H. Bus or coach: This category is to be determined by the construction of the vehicle rather than its use. All buses or coaches equipped to carry 17 or more seated passengers should be coded 11, regardless of whether or not being used in stage operation.

I. Agricultural vehicles (includes farm tractors etc.): This category will mainly include agricultural tractors (whether or not towing), mobile excavators and front dumpers.

Goods vehicles used to transport agricultural produce or livestock should be coded 19, 20 or 21 as appropriate. Heavy plant such as large mobile cranes should be coded 90 'Other motor vehicle'.

J. Goods vehicles (codes 19, 20, 21 and 98) include three-wheeled goods vehicles (provided they are not controlled by a pedestrian), tankers, HGV tractors travelling without their semi-trailers, trailers, and articulated vehicles as defined in item 2.6, but excluding caravans and 'other tows' which are not goods vehicles.

Code 19 applies to vans (including car based vans) or small goods vehicles (including pick-up trucks) which are licensed for Private and Light Goods use (PLG). Code 19 should be used for vehicles up to 3.5 tonnes maximum gross weight.

Codes 20 and 21 apply to larger vehicles licensed as over 3.5 tonnes maximum gross weight. This information can normally be determined from the 'taxable weight' on the heavy goods vehicle tax disk. If not on the tax disk the gross vehicle weight will normally be shown on a DfT plate. This is situated in the cab of a rigid or an articulated vehicle and on the nearside of the chassis of a drawbar trailer.

Use the 'maximum gross weight' or 'train weight' to determine this code. Do not use 'towing unit gross weight' or 'manufacturer's design weight'. Note that certain classes of large vehicles do not require plating tests and may not display weight on the tax disk.

K Mobility scooter is a powered wheelchair or scooter with a maximum unladen weight of 150 kg and a maximum speed of 8 mph. Unpowered wheelchairs are class as pedestrians

L. Other vehicles are types of vehicle not falling into any of the main categories.

Examples

Emergency services	ambulances, fire engines, recovery vehicles
Leisure vehicles	motor caravans, quad bikes
Pedestrian controlled vehicles with or without a motor which are normally used on the road	street barrows, sweepers, delivery carts
Street maintenance	refuse vehicles, road sweepers
Road works	road rollers, mobile cranes, excavators, dumpers
Military vehicles	tanks
Heritage vehicles	traction engine, steam omnibus
Vehicles drawn by an animal.	cart, trap, buggy, sleigh

Vehicles being driven remotely by a pedestrian	Some heavy loads and types of caravans
Modified vehicles that do not fit with standard vehicle types	A bicycle covered with a combustion engine

Excluding

Vehicles which are normally on the pavement	prams
Animals being led	horses
Riders / drivers of toy cars and toy tricycles used by children	should be classed as pedestrians

Unattached, stationary caravans are not vehicles and they should be coded under Section 1.25a (Other object in carriageway) as other object in carriageway

M. Codes 01 - 09 should be prefixed with a zero (e.g. 'Car' should be coded 09).

N. The local processing authority should query any vehicle type coded 01, 02, 16, 17, 18, 22 or 33 if 1.12 (1st Road Class) is coded 1 or 2.

O. Code 33, 90 and 99 must be accompanied by a description of the vehicle type in 2.5a (Other Vehicle).

P Personal Powered Transporter (PPTs) includes micro mobility devices.

The most common type of PPT is an e-scooter and rental ones are the only type of PPT that can be used on public roads. PPT have a maximum speed of 15.5 MPH, weight of 55kg and power 500W.

PPT sub classifications	Help text
E-scooter rental	Should be used where the scooter is part of a rental or city centre scheme. Please record the scheme name in the additional details.
E-scooter private	should be used when there are no rental scheme markings.
E-scooter ownership unknown	Should only be used for reports where type of e-scooter is unknown e.g. failed to stop.
Powered skateboard	Includes any four-wheeled device where rider stands between two sets of wheels.
Standing IC powered scooter	Includes any stand on scooter powered by a small internal combustion (IC) engine.
Powered self-balancing device (without handlebar)	Includes any two-wheeled (parallel to each other) standing balance device with no central handlebar, console, or seat where the rider stands between the wheels.
Powered self-balancing device (with handlebar)	Includes any two-wheel standing balance device with a central handlebar or console at waist level.
Powered Unicycle	Includes any single self-balancing larger wheel where the riders feet are positioned on either side of the powered wheel.
Powered Monoboard	Includes any single wide wheel balance device where the riders feet are positioned in front and behind the powered wheel, like a skateboard/snowboard.
Other motorised PPT	Should be used to cover any other small motorised vehicles, such as motorised skates e.g. Ninebot Drift W1 Electric Hovershoes

	Please record a short description, engine type, number of wheels, axles and riding position in the additional details.

Q Autonomous vehicles should be recorded as type 90 Other vehicle and 2.5a should be populated.

R The following **unmotorised** devices are not considered vehicles for STATS19 purposes and should be recorded as pedestrians

- Push Scooter
- Wheelchairs
- Skateboards
- Roller blades
- Prams

S Only self-reported collisions made by the public can use code 99 where they do not know the vehicle. Code 99 should not be used by a driver reporting the collision for the vehicle they are responsible for as it is expected that they would know what vehicle they are driving.

T For police attended collisions where vehicle is unknown by an officer attending then the manoeuvre field can be left blank e.g. a failed to stop incidents where vehicle has left the scene.

2.5a OTHER VEHICLE

FREE TEXT – 500 CHARACTERS

NOTES

A. Additional descriptions are needed to understand some vehicle types. The field can be populated for any vehicle type. It should be completed when 2.5 (Type of Vehicle) is coded 33, 90 and 99 to aid classification.

B. The additional characters allowed provides more flexibility to describe or add clarity to a vehicle involved in a collision.

C. Only text relating to the other vehicle should be recorded here. No personal data should be entered in the other vehicle free text field.

2.6 TOWING AND ARTICULATION

CODES

0 No tow or articulation
1 Articulated vehicle
2 Double or multiple trailers
3 Caravan
4 Single trailer
5 Other tow
9 Unknown (self-reported only)
[SPACE] Unknown (police attended only)

NOTES

A. An articulated vehicle is a tractor with a semi-trailer so constructed that a significant part of the weight of the semi-trailer is borne by the tractor. It does **not** include a tractor without its semi-trailer, which should be coded 0, nor a combination made up of a rigid vehicle and a drawbar trailer, which should be coded 4. A drawbar trailer has at least 2 axles, the front axle of which is steered by the drawbar connecting it to the drawing vehicle.

Articulated (bendy) buses should be coded 1.

B. A double/multiple trailer code 2 should be taken to mean two or more trailers.

C. A caravan code 3 means a two-wheeled or four-wheeled trailer designed for accommodation, or as a mobile office etc.

D. Single trailer code 4 is any rigid vehicle towing a drawbar trailer or trailer with fixed axle(s), other than a caravan, via a rigid bar.

E. Mobile compressors, other heavy plant and equipment, fairground and circus equipment are each to be regarded as single trailers - coded 2 or 4 if applicable.

F. Other tow is any other towing arrangement not defined in codes 0 - 4 and includes vehicles towing by rope, and breakdown trucks towing another vehicle by crane-mounted tow or a towing bar but it specifically excludes any drawbar trailer.

G. If 2.6 is coded 1 or 2, then 2.5 (Type of Vehicle) should be coded 11, 18, 20, 21, 90 or 98.

H Only self-reported collisions made by the public can use code 9 unknown where they do not know if the vehicle was towing. Code 9 should not be used by a driver reporting the collision for the vehicle they are responsible for as it is expected that they would know if they were towing or not.

I For police attended collisions, where towing status is unknown by an officer attending then the towing field can be left blank e.g. a failed to stop incidents where vehicle has left the scene.

2.7 MANOEUVRES

CODES

01 Reversing
02 Parked
03 Waiting to go ahead
04 Slowing or stopping
05 Moving off
06 U-turn
07 Turning left
08 Waiting to turn left
09 Turning right
10 Waiting to turn right
11 Changing lane to left
12 Changing lane to right
13 Over taking moving vehicle on its offside
14 Overtaking stationary vehicle on its offside
15 Overtaking on nearside (“undertaking”)
19 Going ahead
20 Parking
99 Unknown (self-reported only)
[SPACE]{2} Unknown (police attended only)

NOTES

A. This refers to actions immediately before the collision.

B. A vehicle in the process of parking should be coded 20 as appropriate, not 02.

C. A bus/coach stationary at a bus stop should be coded as 'Parked', code 02.

D. A vehicle moving across the road to park on the offside should be coded 12, even if lanes are not marked.

Code 12 also includes vehicles merging from a slip road.

E. Code 14 should include where:

i. the vehicle being overtaken on the offside is temporarily held up;

ii. a parked vehicle is being overtaken on the offside and a vehicle record has been produced for that parked vehicle (i.e. the parked vehicle is deemed to have been contributory to the collision).

F. Code 15 should be used where the vehicle being overtaken is parked (see Note E(ii) above), broken down in overtaking lane, temporarily held up or moving.

G. Codes 01 - 09 should be prefixed with a zero (e.g. 'Moving off' should be coded 05).

H. Examples for coding in Annex 9.

I Code 19 is to be used where the vehicle is following the direction of the road no matter whether it turns right or left

J Code 20 is to be used where a vehicle is manoeuvring to park

K Only self-reported collisions made by the public can use code 99 where they do not know the vehicles manoeuvre. Code 99 should not be used by a driver reporting the collision for the vehicle

they are responsible for as it is expected that they would know what manoeuvre they were trying to do.

L For police attended collisions where vehicle manoeuvre is unknown by an officer attending then the manoeuvre field can be left blank e.g. a failed to stop incidents where vehicle has left the scene.

2.8f VEHICLE MOVEMENT COMPASS POINT FROM ☐

CODES

0 Parked
1 N
2 NE
3 E
4 SE
5 S
6 SW
7 W
8 NW
9 Unknown (self-reported only)
[SPACE] Unknown (police attended only)

NOTES

A. These codes should reflect true compass directions.

B. The 'from' box gives the direction from which the vehicle had come prior to the collision.

C. The 'to' box gives the **intended** direction of the vehicle had there not been an collision.

D. U turns: these are coded with the same code 'from' and 'to' (e.g. a vehicle travelling from north and making a U turn heading back north would be coded 2.8f = 1 and 2.8t = 1.

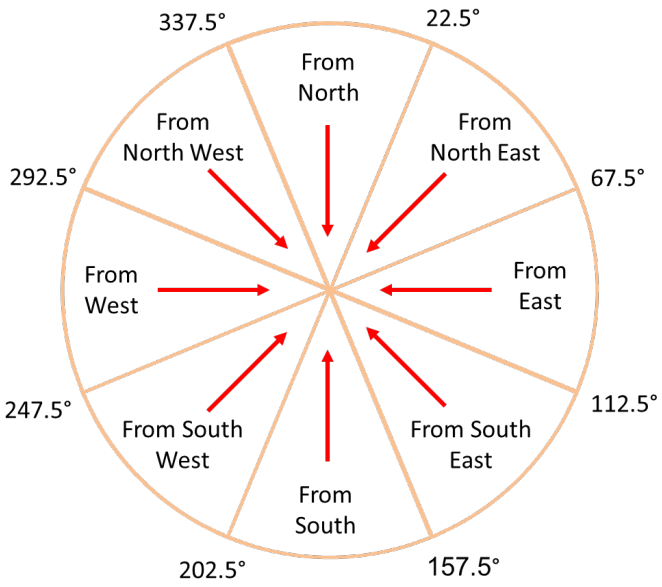
E. Stationary vehicles waiting to turn, or to go ahead, should be coded as if they were moving vehicles.

F. Roundabouts: code both directions as if no roundabout were present (i.e. as if going straight ahead or turning, or intending to turn, left or right).

G. Vehicles reversing (for whatever reason) shall be coded as if their intended direction was that in which they were reversing (e.g. A vehicle reversing on the hard shoulder of the northbound carriageway of a dual carriageway should be coded as From North – To South).

H Only self-reported collisions made by the public can use 9 where they do not know the vehicles direction. Code 9 should not be used by a driver reporting the collision for the vehicle they are responsible for as it is expected that they would know what they were trying to do.

I For police attended collisions where vehicle direction is unknown by an officer attending then the vehicle direction field can be left blank e.g. a failed to stop incidents where vehicle has left the scene.



Direction From

2.8t VEHICLE MOVEMENT COMPASS POINT TO ☐

CODES

0 Parked
1 N
2 NE
3 E
4 SE
5 S
6 SW
7 W
8 NW
9 Unknown (self-reported only)
[SPACE] Unknown (police attended only)

NOTES

A. These codes should reflect true compass directions.

B. The 'from' box gives the direction from which the vehicle had come prior to the collision.

C. The 'to' box gives the **intended** direction of the vehicle had there not been an collision.

D. U turns: these are coded with the same code 'from' and 'to' (e.g. a vehicle travelling from north and making a U turn will be coded 2.8f = 1 and 2.8t = 1.

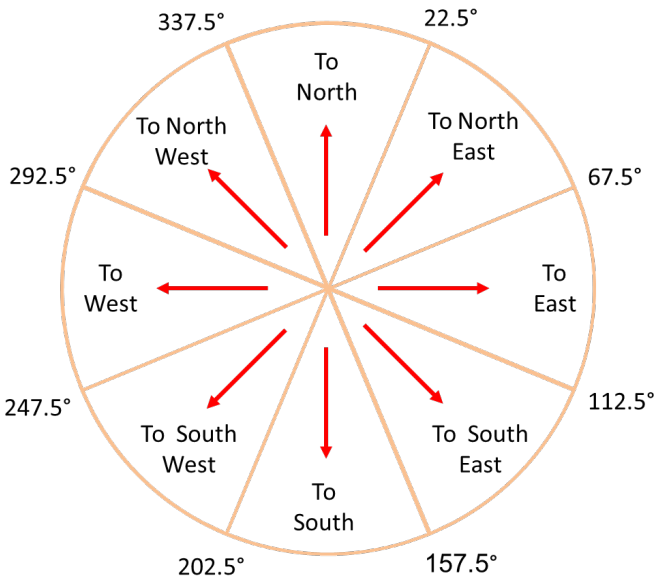
E. Stationary vehicles waiting to turn, or to go ahead, should be coded as if they were moving vehicles.

F. Roundabouts: code both directions as if no roundabout were present (i.e. as if going straight ahead or turning, or intending to turn, left or right).

G. Vehicles reversing (for whatever reason) shall be coded as if their intended direction was that in which they were reversing (e.g. A vehicle reversing on the hard shoulder of the northbound carriageway of a dual carriageway should be coded as From North – To South).

H Only self-reported collisions made by the public can use 9 where they do not know the vehicles direction. Code 9 should not be used by a driver reporting the collision for the vehicle they are responsible for as it is expected that they would know what they were trying to do.

I For police attended collisions where vehicle direction is unknown by an officer attending then the vehicle direction field can be left blank e.g. a failed to stop incidents where vehicle has left the scene.



Direction To

2.8fe Vehicle direction - from grid reference easting

2.8fn Vehicle direction - from grid reference northing

2.8te Vehicle direction - to grid reference easting

2.8tn Vehicle direction - to grid reference northing

Optional requirement that can be automatically collected by some systems

Notes

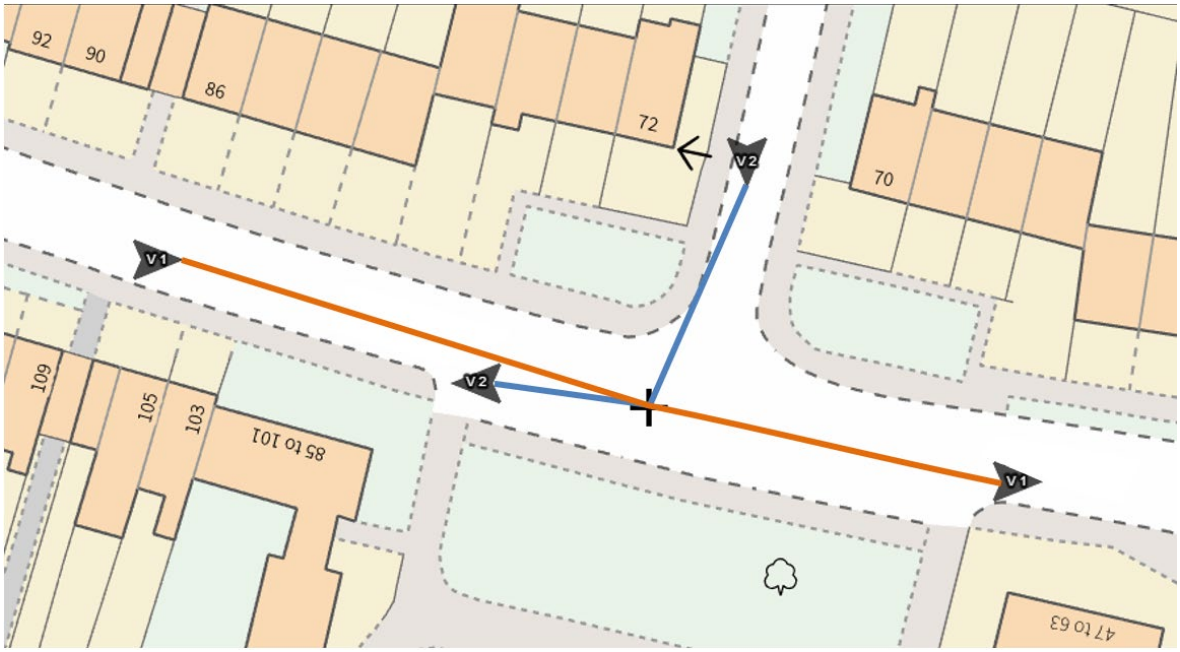
A. Variables 2.8fe, 2.8fn, 2.8te and 2.8tn are automatically populated by systems like PRONTO, CRaSH and single online home. The coordinates are derived from digital map points collected around the collision's location.

B. Point (2.8fe and 2.8fn) should be captured about 10m before the collision

C. Point (2.8te and 2.8tn) should be captured where the vehicle was intending to go. Again about 10m beyond the collision showing intended route.

C. The aim of collecting these locations is to understand how a vehicle intended to move through a junction before interrupted by the collision. It is not intended that it is used to capture the vehicle was travelling from Land's End to John o' Groats

What the data might look like (example from CRASH)



2.9 VEHICLE LOCATION AT TIME OF COLLISION - RESTRICTED LANE / AWAY FROM MAIN CARRIAGEWAY

CODES

00 On main carriageway (not in restricted lane)
01 Tram / Light rail track
02 Bus lane / Busway / Restricted lanes
04 Cycle lane (on main carriageway)
05 Cycleway or shared use footway (not part of main carriageway)
06 Lay-by / hard shoulder
09 Footway (pavement)
99 Unknown (self-reported only)
[SPACE]{2} Unknown (police attended only)

NOTES

A. Tram/Light rail track: Collisions occurring on tram/light rail track, where track forms part of the highway. This includes sections where the track shares the road with other motorised traffic or forms a segregate Has designated lane in the road.

Where track sections can only be used by trams and no other road users then these are not STATS19 reportable and collisions would be reportable to HSE or Rail Accident Investigation Branch.
Collision does not necessarily have to involve tram or light rail vehicle.

B. Bus lane: Lane marked off within main carriageway for use by buses (and possibly other permitted vehicles such as taxis and pedal cycles). Code 02 should be used even if lane restriction was not in force at the time of the collision.

C. Busway: Section of highway segregated from main carriageway, for use by buses (including guided buses see Note M), and possibly other permitted vehicles such as taxis and pedal cycles.

D. Cycle lane: Lane (advisory or mandatory) marked off within main carriageway for use by pedal cycles only.

E. Cycleway: Forms part of the highway (road in Scotland) but is not part of the main carriageway. Includes shared use on footway (pavement) whether or not separated by white line.

F. Footway (pavement): Footway, for use by pedestrians only, which forms part of the highway but is separated from the main carriageway. Includes grass verges.

G. Other restricted lanes within the main carriageway, not listed above, (e.g. for high occupancy vehicles or goods vehicles) should be coded 02.

H. Vehicles involved in collisions on the hard shoulder **when it is being used as a running lane**, should be coded 00.

I. If 1.12 (1st Road Class) is coded 1 or 2 then 2.9 must be coded 00, 02 or 05 - 06

J Only self-reported collisions made by the public can use code 99 where they do not know the vehicles location. Code 99 should not be used by a driver reporting the collision for the vehicle they are responsible for as it is expected that they would know what the characteristics of the road.

K For police attended collisions where vehicle direction is unknown by an officer attending then the vehicle direction field can be left blank e.g. a failed to stop incidents where vehicle has left the scene.

L Guided Busway can be recorded in STATS19 but whether it is STATS19 recorded depends on the characteristics of the route where the collision happened.

Included

On road – Collisions on these sections should be included in STATS19, as would any other bus operating on a public highway.

Guideway that shares space with other highway users
Collisions where interaction with other traffic is possible should be included in STATS19 e.g. at junctions between public highways and guided busways or where the guided busway runs down the central reservation of a road.

Excluded

Guideway that does not share space with other highway users. Collisions on Guideways where there is no interaction with other traffic or where the guided busway does not form part of the highway should not be included in STATS19 reports even if an collision occurs between guided buses. These sections behave more like railways than roads

2.10 JUNCTION LOCATION OF VEHICLE ☐

CODES

0 Not at or within 20m of a junction
1. Approaching junction or waiting / parked at junction approach
2. Cleared junction or waiting/parked at junction exit
3. Leaving roundabout
4. Entering roundabout
5. Leaving main road
6. Entering main road
7. Entering from slip road
8 Mid junction – on roundabout or on main road
9 Unknown (self-reported only)
[SPACE] Unknown (police attended only)

NOTES

A. Codes 1 and 2 include vehicles waiting in a queue. Use code 0 if collision occurs in queue more than 20 metres from junction.

B. Code 3 includes late lane changes immediately prior to leaving roundabout.

C. Codes 4 and 6 only apply to vehicles attempting to enter the circulatory part of the roundabout or the main road. Code 1 should be used for vehicles waiting to enter the roundabout/main road.

D. Code 5 includes vehicles leaving the main road on to a slip road.

E. If 1,14 is a roundabout or 1.16 (Junction Detail) is coded 13 , 16 ,17, 18, 19 then 2.10 **must** be coded 1 - 7.

If 1.16 is coded 00, 2.10 must be coded 0.

F. See also "Examples for coding the locations of collisions and vehicles" in Annex 9.

G Only self-reported collisions made by the public can use 9 where they do not know the vehicles position in relationship with a junction. Code 9 should not be used by a driver reporting the collision for the vehicle they are responsible for as it is expected that they would know if they were at a junction.

H For police attended collisions where vehicle direction is unknown by an officer attending then the vehicle direction field can be left blank e.g. a failed to stop incidents where vehicle has left the scene.

2.11 SKIDDING AND OVERTURNING

CODES

0. No skidding, jack-knifing or overturning
1. Skidded
2. Skidded and overturned
3. Jack-knifed
4. Jack-knifed and overturned
5. Overturned
9 Unknown (self-reported only)
[SPACE] Unknown (police attended only)

NOTES

A. 'Jack-knifed' should be entered in preference to 'skidded' when both apply.

B. 'Skidded' or 'Jack-knifed' should be entered, where appropriate, irrespective of whether it is considered to have been a cause or a result of the collision.

C. A vehicle which, as a result of the collision, was at any time on its roof, side, front or rear should be recorded as having overturned, even though it may have come to rest on its wheels. Two-wheeled motor vehicles and pedal cycles should only be coded 0 or 1. Such a vehicle is not regarded as 'overturned' when lying on its side.

D. Only articulated vehicles can jack knife.

E Only self-reported collisions made by the public can use code 9 unknown where they do not know if the vehicle skidded or overturned. Code 9 should not be used by a driver reporting the collision for the vehicle they are responsible for as it is expected that they would know if they had skidded or overturned.

F For police attended collisions where skidded or overturned is unknown by an officer attending then the skidded or overturned field can be left blank e.g. a failed to stop incidents where vehicle has left the scene.

2.12 HIT OBJECT IN CARRIAGEWAY

CODES

00. None
01. Previous collision
02. Roadworks
04. Parked vehicle
05. Bridge - roof
06. Bridge - side
07. Bollard / Refuge
08. Open door of vehicle
09. Central island of roundabout
10. Kerb
11. Other object
12. Any animal (except ridden horse)
99 Unknown (self-reported only)
[SPACE]{2} Unknown (police attended only)

NOTES

A. If more than one of the items above are hit, the code selected should be the one which the vehicle hit first.

B. Kerb includes build out within traffic calming schemes. Road humps, speed cushions and similar traffic calming features should **not** be recorded in **hit object in carriageway.** These features used to modify traffic speed are part of the road and are controlled through "The Highways (Road Humps) Regulations 1999" (https://www.legislation.gov.uk/uksi/1999/1025/contents/made). If such an item is considered to have contributed to the collision, this can be recorded as a road safety factor.

C. Code 11 includes pedestrians which were already dead before they were hit, but otherwise **excludes pedestrians** or anything recorded elsewhere as a vehicle.

D. Code 12 excludes animals pulling vehicles (e.g. horse and trap).

'Animal' relates to all animals that may be construed to have been a 'Carriageway Hazard' and not just those animals defined in the road traffic act.

E. If 2.12 is coded 11, item 1.25a (Carriageway Hazards) must **not** be coded 00. It is important to know what type of hazard was present

F. If any vehicle runs into vehicle(s) which were involved in a previous collision, use code 01.

If a vehicle runs into debris associated with a previous collision or takes avoiding action and hits another object in the carriageway, code 02 - 12 as appropriate, and use code 18 for variable 1.25a.

If 2.12 is coded 01, 1.25a must be coded 18.

G. If any vehicle is involved with roadworks (Code 02) then 1.24 (Special Conditions at Site) should be coded 13.

H. If 2.12 is coded 09 then 1.14 (Road Type) must be coded 1

I. Codes 1 - 9 should be prefixed with a zero (e.g. 'Roadworks' Code 02).

J Only self-reported collisions made by the public can use code 99 if they do not know what object was hit in the carriageway. Code 99 should not be used by a driver reporting the collision for the vehicle they are responsible for as it is expected that they would know what they had hit.

K For police attended collisions where object that was hit is unknown by an officer attending then the hit in the carriageway field can be left blank e.g. a failed to stop incidents where vehicle has left the scene.

2.13 VEHICLE LEAVING CARRIAGEWAY ☐

CODES

0. Did not leave carriageway
1. Left carriageway nearside
2. Left carriageway nearside and rebounded
3. Left carriageway straight ahead at junction
4. Left carriageway offside onto central reservation
5. Left carriageway offside onto central reservation and rebounded
6. Left carriageway offside and crossed central reservation
7. Left carriageway offside
8. Left carriageway offside and rebounded
9 Unknown (self-reported only)
[SPACE] Unknown (police attended only)

NOTES

A. If a vehicle leaves the carriageway more than once, record the first occurrence.

B. Enter Code 0 if any vehicle hit the kerb and rebounded staying in carriageway.

C. Code 3 applies to 'T' or staggered junctions where a vehicle on the minor road crossed the main road and left the carriageway opposite its approach road.

D. Codes 7 and 8 should not be used for dual carriageways.

E. A vehicle is 'Leaving the carriageway' when the vehicle reaches (temporarily or permanently) a position such that one or more of its wheels are on (or beyond) the limit of the carriageway in which it was originally travelling. This includes entering a separated busway or cycleway but **not** simply crossing a white line to enter a bus or cycle lane

F. The hard shoulder should be treated as part of the carriageway.

G. Footways are **not** part of the carriageway (e.g. a vehicle leaving the carriageway nearside on to the footway should be coded 1).

H. Hitting the centre of a roundabout constitutes having left carriageway offside and should be coded 7 or 8 as appropriate.

I. If a vehicle hits a central reservation (code 4, 5 or 6), then 1.14 (Road Type) must be coded 3 'Dual carriageway'.

J. Rebounded (Codes 2, 5 and 8) means returned after hitting something (e.g. the central reservation, road furniture, parked vehicles etc). If this item is coded 2, 5 or 8 then 2.14 must refer to what the vehicle hit initially and cannot, therefore, be coded 00, 08 or 09.

K. Pedal cycles away from the carriageway (e.g. on cycleway or shared use footway) should be coded 0 in all cases.

L Only self-reported collisions made by the public can use code 9 unknown where they do not know if the vehicle left the carriageway. Code 9 should not be used by a driver reporting the collision for the vehicle they are responsible for as it is expected that they would know if they left carriageway.

M For police attended collisions where vehicle left the carriageway is unknown by an officer attending then the vehicle left the carriageway can be left blank e.g. a failed to stop incidents where vehicle has left the scene.

2.14 FIRST OBJECT HIT OFF CARRIAGEWAY

CODES

00. None
01. Road sign / Traffic signal
02. Lamp post
03. Telegraph pole / Electricity pole
04. Tree
05. Bus stop / Bus shelter
06. Central crash barrier
07. Nearside or offside crash barrier
08. Submerged in water (completely)
09. Entered ditch
10. Other permanent object
11. Wall or fence
99 Unknown (self-reported only)
[SPACE]{2} Unknown (police attended only)

NOTES

A. If more than one of the items above are hit, the code selected should be the one the vehicle hit first.

B. If pedestrian railings or grass or other bank are hit, then Code 10 should be used.

C. If any vehicle is involved with a bus stop (Code 05), item 1.12 (1st Road Class) cannot be 'Motorway' (code 1 or 2).

D. If any vehicle is involved with a central crash barrier (Code 06) then 1.14 (Road Type) should be coded 3 'Dual carriageway'.

E. Codes 0 - 9 should be prefixed with a zero (e.g. 'Lamp post' Code 02).

F Only self-reported collisions made by the public can use code 9 unknown where they do not know what the first object that was hit off the carriageway. Code 9 should not be used by a driver reporting the collision for the vehicle they are responsible for as it is expected that they would know what the first object that was hit off the carriageway.

G For police attended collisions where the first object that was hit off the carriageway is unknown by an officer attending then the first object that was hit off the carriageway can be left blank e.g. a failed to stop incidents where vehicle has left the scene.

2.16 FIRST POINT OF IMPACT ☐

CODES

0. Did not impact
1. Front
2. Back
3. Offside
4. Nearside
9 Unknown (self-reported only)
[SPACE] Unknown (police attended only)

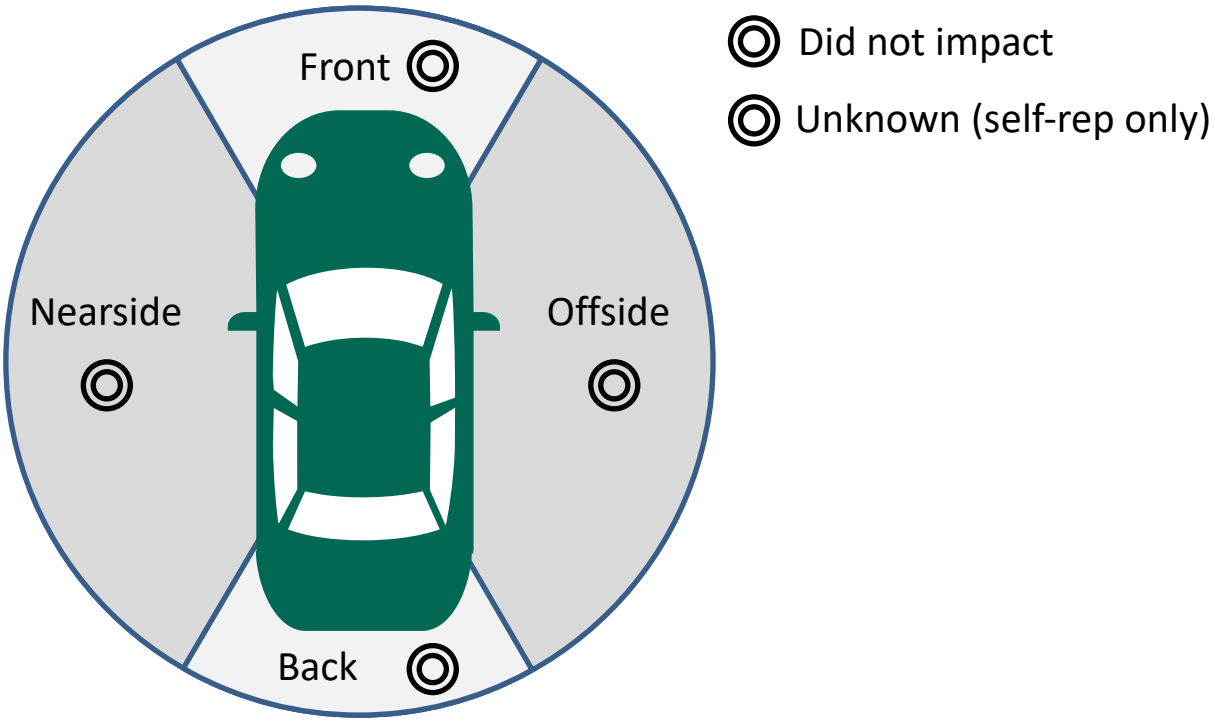
NOTES

A. This should be the first point of the vehicle to come into contact with another vehicle, pedestrian or object. Damage to the vehicle need not have occurred.

B. If a vehicle stops suddenly to avoid another vehicle/pedestrian/object in road, but there is no impact, then enter code 0.

C. Only self-reported collisions made by the public can use code 9 unknown where they do not know if the first point of impact. Code 9 should not be used by a driver reporting the collision for the vehicle they are responsible for as it is expected that they would first point of impact.

D. For police attended collisions where first point of impact is unknown by an officer attending then the first point of impact field can be left blank e.g. a failed to stop incidents where vehicle has left the scene.



2.21 SEX OF DRIVER ☐

CODES

1. Male
2. Female
3. Not known

NOTES

A. Code 3 'Not known (Not traced) should be used in the case of a 'failed to stop' driver, or where the police are unable to trace the driver of the vehicle. However, where this information becomes available later (e.g. where a driver is pursued and caught or discovered through investigation), it should be updated.

B. If a driver is injured, then the sex entered here must be repeated in item 3.7 (Sex of Casualty) for the driver casualty record for this vehicle.

C Why we ask this question: Your answer is key to understanding trends in road safety. It also helps road safety organizations, charities ,and local and central government to understand what demographics to target for road interventions and monitoring road safety issues.

How to answer: Please select either “Female” or “Male”. If you are considering how to answer, use the sex recorded on an official identification document such as a driving licence, birth certificate or passport.

2.22 AGE OF DRIVER

NOTES

A. Where an exact age at last birthday is not known, **enter an estimate**.

B. Enter age in **years**, ignoring additional months. Unused spaces to the left of the age should be coded 0 (e.g. for child cyclist aged 9 years 11 months, enter 009).

C. Leave blank if it is not possible to make a reasonable estimate. **Do not enter a local default code such as 000, 099 or 999 to indicate 'not known'**. It is expected that all fatalities will have age populated.

D. This data should be entered even if the driver is not injured.

E. A blank is acceptable if the driver failed to stop , or if the vehicle was parked and unattended (so no driver). However, where this information becomes available later (e.g. where a ‘failed to stop’ driver is pursued and caught), it should be updated.

F. If a driver is injured, then the age entered here must be repeated in item 3.8 (Age of Casualty) for the driver casualty record for this vehicle.

G. If 2.5 (Vehicle Type) is a motorised vehicle coded 02 - 05, 08 - 11, 17 - 21, 23, 33, 97 or 98 then the local processing authority should query the driver age if this is under 16.

2.23a BREATH TEST ☐

CODES

0. Not applicable
1. Positive
2. Negative
3. Not requested
4. Refused to provide
5. Driver not contacted at time of collision
6. Not provided (medical reasons)
7 Device / test not available
8 No driver present
9 Not collected (Self-reported only)

NOTES

A. This item refers to breath tests required under sections 6(1) or 6(2) of the Road Traffic Act 1988, but not to those required under section 7 of the Act, from persons arrested under sections 6(5) or section 4(6) of the Act. If the breath test required under sections 6(1) or 6(2) is positive, it should be so reported irrespective of whether a possible second breath test under section 7 or a blood or urine test confirms or contradicts the results of the first breath test.

B. 'Not applicable' should **only** be used to cover pedal cyclists and other non-motor vehicle drivers to whom the legislation does not apply (i.e. any conditions not referred to in Sections 6(1) or 6(2) of the Road Traffic Act 1988).

C. 'Not requested' should be used where it was decided not to require a breath test.

D. 'Refused to provide' should be used where a driver refuses a breath test, irrespective of whether prosecution follows or not.

E. 'Not contacted' should be used when a driver, from whom a test may be required, absents themselves from the scene of the collision, or where the police do not attend the collision scene. Also includes vehicles which are parked and unattended.

F. 'Not provided (medical reasons)' includes cases in which a hospital doctor or paramedic objected to the breath test and cases in which injury (including death) or circumstances rendered a breath test impracticable. Where code 6 and code 0 both apply, use code 0.

G. If 2.5 (Vehicle Type) is coded 02 - 05, 08 - 11, 17 - 21, 23, 33, 97 or 98 then 2.23a must not be coded 0.

H Where the device / test is not available at the roadside use code 7

I Use code 8 where there is no driver present e.g. unattended parked car

J Self-reported collisions do not require this information, so use code 9 for these reports as only a police officer can collect this data.

K A positive test is where someone is over the legal limit

In England and Wales a positive test would be above 35 micrograms of alcohol per 100ml of breath or more than 80 milligrams per 100ml of blood

In Scotland (from 5th December 2014) a positive test would be above 22 micrograms of alcohol per 100ml of breath or more than 50 milligrams per 100 ml of blood

L A negative result is where someone is under the limit or has no alcohol present.

2.23b DRUG TEST ☐

CODES

0. Not applicable
1. Positive
2. Negative
3. Not requested
4. Refused to provide
5. Driver not contacted at time of collision
6. Not provided (medical reasons)
7 Device / test not available
8 No driver present
9 Not collected (Self-reported only)

NOTES

A. This item refers to preliminary drug tests as specified under sections 6C(1) or 6C(2) of the Road Traffic Act 1988, but not to those required under section 7 of the Act, from persons arrested under sections 6(5) or section 4(6) of the Act. If the preliminary drug test required under sections 6C(1) or 6C(2) is positive, it should be so reported irrespective of whether a possible blood or urine test confirms or contradicts the results of the preliminary test.

B. 'Not applicable' should **only** be used to cover pedal cyclists and other non-motor vehicle drivers to whom the legislation does not apply (i.e. any conditions not referred to in Sections 6(1) or 6(2) of the Road Traffic Act 1988).

C. 'Not requested' should be used where it was decided not to require a drug test.

D. 'Refused to provide' should be used where a driver refuses a drug test, irrespective of whether prosecution follows or not.

E. 'Not contacted' should be used when a driver, from whom a test may be required, absents themselves from the scene of the collision, or where the police do not attend the collision scene. Also includes vehicles which are parked and unattended.

F. 'Not provided (medical reasons)' includes cases in which a hospital doctor or paramedic objected to the drug test and cases in which injury (including death) or circumstances rendered a drug test impracticable. Where code 6 and code 0 both apply, use code 0.

G. If 2.5 (Vehicle Type) is coded 02 - 05, 08 - 11, 17 - 21, 23, 33, 97 or 98 then 2.23b must not be coded 0.

H Where the device / test is not available at the roadside use code 7

I Use code 8 where there is no driver present e.g. unattended parked car

J Self-reported collisions do not require this information so use code 9 for these reports, as only a police officer can collect this data.

K A positive test is where someone is over the legal limit

L A negative result is where someone is under the limit or has no drugs present.

2.24 DID VEHICLE STOP AT SCENE OF COLLISION

CODES

0. Vehicle stopped at scene of collision
1. Failed to stop at scene of collision
2. Vehicle did not collide and did not stop, but did contribute to a collision.

NOTES

A. ' Vehicle stopped at scene of collision ' is to be coded when a vehicle, whether in, or contributing to the collision, stops at the scene of the collision and vehicle/driver data is obtainable.

B. Where ‘Failed to stop at scene of collision’ is used, it is likely that most information about the vehicle and its driver will be unknown. However, where this information becomes available later (e.g. where a 'hit and run driver' is pursued and caught), it should be entered in the appropriate boxes elsewhere on STATS19.

e.g. person crossing the road and was then hit by a car. The car does not stop, the driver would have been aware of the collision and has chosen not to stop and exchange details

C. 'Non-stop vehicle, not hit' includes those cases where a vehicle was involved in, or contributory to, an collision, but did not or was not hit, and then left the scene of the collision so that little information is known for either the vehicle or its driver. Such a vehicle **cannot** be described as a 'hit and run' as the driver may be unaware of the collision.

e.g. A lorry overtakes a cyclist and the sideways air blast knocks the cyclist off their bike causing an injury. A collision between the vehicles has not occurred and the driver might be unaware that they had caused the cyclist to crash, but the lorry played a part in the cyclists collision

e.g. vehicle V3 stopped suddenly causing V1 to stop and then V2 crashes into V1. V3 was not impacted, but V3 actions may have played a part in the collision.

2.26 VEHICLE REGISTRATION MARK

NOTES

A. The Vehicle Registration Mark (VRM) of all motor vehicles involved in a personal injury collision should be reported with the following exceptions:

   i. foreign or diplomatic vehicles e.g. 101 D 101,900 X 400 other formats are also be used

   ii. military vehicles e.g. 11aa11, aa11aa other formats are also be used

   iii. vehicles displaying trade plates. e.g. they are either red-on-white or white-on-red coloured

B. For the vehicles listed in Note A above and for vehicles for which the registration is unknown or for which a registration mark is not required, the boxes should be left blank.

C. Blank spaces in the middle of a VRM containing less than seven characters, should be removed.

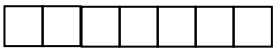
   e.g. A12 BCD should be entered as A12BCD

D. Where the VRM is less than seven characters long, it should be **left justified**, and the remaining boxes be left blank.

   EXAMPLE:

A	1	2	B	C	D	

E. Only text relating to the vehicle registration mark of vehicle should be recorded here. No personal data should be entered in the vehicle registration mark free text field.



2.27 DRIVER HOME POSTCODE

DRIVER HOME POSTCODE or one of the following CODES

1. Unknown
2. Non-UK resident
3. Parked and unattended

NOTES

A. Complete as far as possible if full postcode not known.

B. Special codes should be inserted in left hand box.

C. If the postcode is not immediately available, leave blank.

D. Students living away from home should give the postcode for their temporary address during term time and for their permanent address at all other times.

E. Only text relating to the driver home postcode of vehicle should be recorded here. No personal data should be entered in the driver home postcode free text field.

2.29a JOURNEY PURPOSE OF DRIVER OR RIDER ☐

CODES

1. Journey as part of work
2. Commuting to / from work
6 Not known or not requested
7 Education and educational escort
8 Emergency vehicle (blue light) on response
9 Personal business or leisure

NOTES

A. Include under code 7 only journeys in which school pupils up to and including 18 years of age are travelling, or being taken, to or from school. Pre-school playgroups should be regarded as schools for this purpose.

B Where a journey has more than one purpose, enter the code relevant to the journey purpose at the time at which the collision occurred. For example, the journey purpose in an collision involving a parent travelling to work and taking a child to school should be coded 7 if the child is in or leaving the vehicle when the collision occurs, but should be coded 2 if the collision occurs after the child has alighted from the vehicle.

C. A driver/rider involved in an collision whilst travelling to school to collect a pupil, or returning home after having taken a pupil to school, should be coded 7, if this is the only purpose for the journey.

D. Enter code 1 for bus or taxi drivers transporting children to/from school.

E. If the driver/rider is not available to be asked then the journey purpose should be coded 6.

F. A commuting journey to be coded 2 is the journey made to get to work at the beginning of each working day or shift, or the journey made after work to get home from work.

G. Code 7 include journeys to/from pre-school or after-school activities **based at the school** but exclude journeys made to/from school activities which are not based at the school itself. Journeys between school and childcare organisation/childminder are included, but journeys between childcare and the pupil's home are not.

2.32 MAKE/TYPE OF VEHICLE

Optional requirement that can be collected by some systems

NOTES

A. Record the make of the vehicle e.g. Ford

B. Only text relating to the Make/Type of vehicle should be recorded here. No personal data should be entered in the Make/Type free text field.

2.33 MODEL/CC/OUTPUT OF VEHICLE

Optional requirement that can be collected by some systems

NOTES

A. Record the model and characteristics of the vehicle e.g. Fiesta

B. Only text relating to the Model/cc/output of vehicle should be recorded here. No personal data should be entered in the Model/cc/output free text field.

2.34 DRIVING LICENCE APPROPRIATE FOR VEHICLE ☐

CODES

1 Full
2 Provisional
3 Unlicensed
4 Not known or not required
[SPACE] Not collected

NOTES

A Use code 1 where driver has a full licence that is suitable for vehicle being driven Please ensure that the driving licence refers to and represents the class of vehicle being driven, and not directly to the driver themselves.

B Use code 2 where driver has a provisional licence that is suitable for the vehicle being driven

C Use Code 3 where driver does not have a licence that is suitable for the vehicle being driven

D Use Code 4 where it has not been possible to check licence

E Where driving licence appropriate for vehicle is not applicable then leave blank e.g. cyclist

2.35 WAS VEHICLE LEFT HAND DRIVE? ☐

CODES

1. No
2. Yes
9 Unknown
[SPACE] Not collected

NOTES

A. Enter Code 1 (No) for pedal cycles, motor cycles, ridden horses, mobility scooters and all other vehicles for which Left Hand Drive is not an option.

B Code 1 for right hand drive cars that are designed to be driven on the left hand side of the road with the controls (steering wheel on the right), this is the most common configuration in the UK

C Code 2 for left hand drive cars that are designed to be driven on the right hand side of the road with the controls (steering wheel on the left), this is an uncommon configuration in the UK

D For police attended collisions where vehicle left hand drive is unknown by an officer attending then the field can be left blank e.g. a failed to stop incidents where vehicle has left the scene.

ANNEX 3 - CASUALTY VARIABLES

3.1 RECORD TYPE | 3 | |

CODES

31. New casualty record
35. Amended casualty record

NOTES

A. First box always coded 3 to enable casualty records to be easily identified during computer processing and analysis at local and national levels.

B. In second box, code 5 only to be used when a casualty record already sent to external bodies such as DfT, Scottish gov, Welsh gov and local authorities. To be used where the original record (31) or previously supplied (35) record is to be replaced by a new updated record.

3.2 REPORTING POLICE FORCE

NOTE

Repeat of Police Force code entered on the attendant circumstances record at item 1.2

3.3 COLLISION REFERENCE | | | | | | | |

NOTE

Repeat of Collision Reference entered on the attendant circumstances record at item 1.3.

3.4 VEHICLE REFERENCE NUMBER | | | |

NOTES

A. Repeat of vehicle reference number on the associated vehicle record at item 2.4.

B. A casualty record for a vehicle occupant should quote the vehicle reference number of the vehicle which the casualty occupied.

C. A pedestrian casualty record should quote the vehicle reference number of the vehicle by which the pedestrian was first hit.

3.5 CASUALTY REFERENCE NUMBER

NOTES

A. The first casualty coded should be numbered 001 and the subsequent casualties should be numbered in sequence.

B. No two casualties in an collision should have the same casualty reference number.

3.6 CASUALTY CLASS ☐

CODES

1. Driver / rider
2. Vehicle / pillion passenger
3. Pedestrian

NOTES

A. For code 1 the term rider relates to the person in **control** of a bicycle, motorcycle, ridden horse or personal powered transporters and any other person on the vehicle would be a pillion passenger.

The term driver relates to a person driving any other type of motorised vehicle.

A person who, having been in control of a vehicle, falls from it (or is injured in the course of dismounting from it), should be recorded as 'Driver or rider' of that vehicle.

Code 1 includes a person riding a toy / children's cycle, tricycle or pedal car **on the carriageway.**

There can only be one casualty coded as driver for any vehicle

B. Code 2 includes any person in or on the vehicle who is not controlling the vehicle.

A passenger includes

i any occupant of a tandem bicycle who is not controlling the machine

ii passengers on combination machines whether occupying sidecar or pillion.

iii persons riding on the roof, boot or bonnet of a vehicle

iv. persons injured in the course of alighting or dismounting from a vehicle

v. Code 2 also includes a child who releases a vehicle's hand brake.

C. Code 3 includes:

i. person on an unpowered push scooter, roller skates, pedal car, balance bike or skateboard;

ii. Child driving / riding an electric powered toy designed for children

iii. person wheeling or holding a bicycle (whether on footpath or road);

iv. person pushing or pulling a vehicle or operating a pedestrian controlled vehicle;

v. person leading or herding animals;

vi. occupant of a pram or pushchair;

vii. a driver or passenger who has alighted safely from a vehicle and then sustains injury in a collision, whether injured by his own or some other vehicle;

viii. person of unpowered mode of transport other than a cyclist, holding on to the back of a vehicle (e.g. on roller skates or skateboard);

ix. a person involved in a collision **after safely alighting from** a bus/coach and who is injured by some other vehicle (which would then be recorded as the vehicle involved).

x. a person injured away from the highway (e.g. in house or garden) by a vehicle which has lost control on a roads managed by the highways authority.

D. A pedal cyclist riding across a pedestrian (or toucan) crossing should be coded 1.

E. If 3.6 is coded 3, then 3.10 (Pedestrian Location) must be coded 01 - 10 and 3.11 (Pedestrian Movement) must be coded 1 - 9,

F. If a vehicle is stationary and performing some other function other than being driven e.g. the vehicle has a crane and a person is injured unloading goods. This type of incident would fall under the Health and Safety Executive (HSE) remit for reporting casualties at work and would not be a STATS19 reportable collision. Collisions that occur in construction sites would also fall into the HSE remit

3.7 SEX OF CASUALTY ☐

CODES

1. Male
2. Female
3 Unknown

NOTE

If the casualty is a driver, then the sex entered here must be the same as that in item 2.21 (Sex of Driver) for the driver.

A Why we ask this question: Your answer is key to understanding trends in road safety. It also helps road safety organisations, charities and local and central government to understand what demographics to target for road interventions and monitoring road safety issues.

How to answer: Please select either “Female” or “Male”. If you are considering how to answer, use the sex recorded on an official identification document such as a driving license, birth certificate or passport.

B Code 3 Should only be used where the casualties sex cannot be determined by an officer attended the scene (e.g. casualty had already left the collision in an ambulance)

3.8 AGE OF CASUALTY

NOTES

A. Where an exact age at last birthday is not known, **enter a reasonable estimate**.

If no estimate is made it will not be possible to classify the casualty as even child or adult. Thus every effort should be made to estimate an age.

B. Enter age in **years**, ignoring additional months (e.g. an 11 month old baby is 000 years).

C. Unused spaces to the left of the age should be coded 0 (e.g. for a child casualty aged 9 years, enter 009).

D. Leave blank if it is not possible to make a reasonable estimate. **Do not enter 000, 099 or 999 to indicate 'not known'**. It is expected that all fatalities will have age populated unless the person's identity cannot be established.

E. If the casualty is a driver, then the age entered here must be the same as that in item 2.22 (Age of Driver) for the driver.

3.9a SEVERITY OF CASUALTY

Optional requirement that can be automatically collected by some systems

Where possible legacy collision severity should be automatically populated by police systems based on the injuries of the casualty recorded in 3.22.

CODES

1. Fatal
2. Serious
3. Slight

NOTES

Severity of casualty is a calculated field captured by systems like PRONTO, CRaSH and single online home. derived from 3.22

3.9b SEVERITY

Optional requirement that can be automatically collected by some systems

Where possible legacy collision severity should be automatically populated by police systems based on the injuries of the casualty recorded in 3.22.

CODES

1 Killed
3 Slight
5 Very Serious
6 Moderately Serious
7 Less Serious

NOTES

Severity is a calculated field captured by systems like PRONTO, CRaSH and single online home derived from 3.22

3.10 PEDESTRIAN LOCATION

CODES

01. In carriageway, crossing on pedestrian crossing
02. In carriageway, crossing within zig-zag lines at crossing approach
03. In carriageway, crossing within zig-zag lines at crossing exit
04. In carriageway, crossing elsewhere within 50 metres of pedestrian crossing
05. In carriageway, crossing elsewhere
06. On footway or verge
07. On refuge, central island or central reservation
08. In centre of carriageway, not on refuge, central island or central reservation
09. In carriageway, not crossing
10. Unknown or other

NOTES

A. If the casualty was not a pedestrian, leave these boxes blank.

B. Codes 02 and 03 are only applicable to zebra and pelican/puffin/toucan crossings.

C. A 'pedestrian crossing the road' is defined as one wholly or partly on the carriageway who has the intention to cross from one footway to another, or to a central reservation or refuge.

D. If there is conflict between codes 05 and 08, enter code 05.

E. If 3.10 is coded 01 or 04, then either 1.20a (Pedestrian Crossing - Human Control) must be coded 1 or 2, **or** 1.20b (Pedestrian Crossing - Physical Facilities) must be coded 1, 4, 5, 7 or 8.

If 3.10 is coded 02 or 03 then 1.20b must be coded 1 or 4.

F. If 3.10 is left blank, then 3.6 (Casualty Class) must be coded 1 or 2.

G. Codes 1 - 9 should be prefixed with zero (e.g. 'In carriageway, crossing elsewhere' code 05).

3.11 PEDESTRIAN MOVEMENT ☐

CODES

1. Crossing from driver's nearside
2. Crossing from driver's nearside - masked by parked or stationary vehicle
3. Crossing from driver's offside
4. Crossing from driver's offside - masked by parked or stationary vehicle
5. In carriageway, not crossing (e.g. could be standing still or playing)
6. In carriageway, not crossing (e.g. could be standing still or playing), but masked by parked or stationary vehicle
7. Walking along in carriageway - facing traffic
8. Walking along in carriageway - back to traffic
9. Unknown or other

NOTES

A. If the casualty was not a pedestrian, leave this box blank.

B. In codes 1 - 4 'driver' means driver of vehicle which injured the pedestrian. Where a pedestrian was struck by more than one vehicle, this should be the driver of the first vehicle.

C. In codes 5 and 6, include person **lying** in the carriageway, (e.g. drunk) and people who were not moving in any clearly defined manner immediately prior to the collision.

D. Where 3.10 (Pedestrian Location) is coded 06 'On footway or verge', or where the pedestrian is not in the carriageway, 3.11 should be coded 9 'Unknown or other'.

E. If 3.11 is left blank, then 3.6 (Casualty Class) must be coded 1 or 2.

F. If 3.11 is coded 1 - 4, then 3.10 (Pedestrian Location) should not be coded 06 or 09.

G. If 3.11 is coded 5 - 8, then 3.10 should not be coded 01 - 05.

3.14 SEAT BELTS OR CHILD RESTRAINTS IN USE ☐

CODES

0. Not applicable
1. Worn and independently confirmed
2. Worn but not independently confirmed
3. Not worn
4. Unknown

NOTE

A. This information is required for casualties, who are occupants of vehicles in which the wearing of seat belts is mandatory. The requirement was expanded in include serious and slight injuries following the STATS19 review, It is expected that for all fatalities the use of seat belts or child restraints populated (0, 1, 2, 3)

   Code 0 should be used for vehicles that do not use seatbelts for the rider controlling the vehicle e.g. bicycle, motorcycle, ridden horse, personal powered transporters, trams.

   Owners of classic cars which were made pre-1965 do not need to install or wear a seatbelt as the vehicle was originally manufactured without one.

B. This information is required for casualties, who are occupants of vehicles in which the wearing of seat belts is mandatory. The requirement was expanded in include serious and slight injuries following the STATS19 review, It is expected that for all fatalities the use of seat belts or child restraints populated (0, 1, 2, 3)

C. Code 0 should be used for vehicles that do not use seatbelts for the rider controlling the vehicle e.g. bicycle, motorcycle, ridden horse, personal powered transporters, trams.

D. Owners of classic cars which were made pre-1965 do not need to install or wear a seatbelt as the vehicle was originally manufactured without one.

E. Code 1 Worn and independently confirmed
   - First responders tell officer seat belt was worn
   - Police officer saw the seat belt on the casualty in situ when they attended
   - There is evidence (e.g. bruising or seat belt was cut in process of removing casualty)

F. Code 2 Worn but not independently confirmed
   - First responders tell officer seat belt was worn
   - Police officer saw the seat belt on the casualty in situ when they attended
   - There is evidence (e.g. bruising or seat belt was cut in process of removing casualty)

G. Code 3 Not worn
   - Seat belt was secured behind the person to get around safety features of the vehicle
   - Improper use of seatbelt e.g. seatbelts are only designed to hold one person in place, so where more than one person is using the same belt, it should be recorded as not worn

3.15 VEHICLE PASSENGER POSITION ☐

CODES

0. Not a vehicle passenger
1. Front seat passenger
2. Rear seat passenger
3 Pillion passenger
9 Unknown (self-reported only)

NOTES

A. This is intended to be used only in respect of car and taxi/private hire **passenger** casualties to show whether they were in a front or rear seat. The code to be entered is to be related to the seat which the casualty occupied immediately prior to the collision.

B. Vehicle drivers should be coded 0.

C. Casualties who were riding on the outside of the vehicle should be coded as front seat passengers.

D. Casualties in the middle row of family vans/multi-people carriers should be coded 2. This also applies to passengers in minibuses which are used as taxis or private hire vehicles.

E. Only self-reported collisions made by the public can use Code 9

3.16 BUS OR COACH PASSENGER ☐

CODES

0. Not a bus or coach passenger
1. Boarding
2. Alighting
3. Standing passenger
4. Seated passenger
9 Unknown (self-reported only)

NOTES

A. Bus or Coach includes all vehicles within 2.5 (Type of Vehicle) code 11 (i.e. buses, coaches, minibuses equipped to carry 17 or more seated passengers).

B. A person involved in an collision after safely alighting from a bus or coach should be classed as a **pedestrian** (i.e. code 0), and the bus or coach should only be recorded if it was subsequently involved in the collision.

C. A person who falls from a bus or coach, or is boarding (code 1) or alighting (code 2) and is struck by another vehicle, should be recorded as a passenger, and the bus/coach should then be recorded as a vehicle involved. Codes 1 and 2 should **only** be used to indicate that the casualty was actually engaged in boarding or alighting from a bus/coach. They should **not** be used if the injured person was inside the vehicle passenger compartment either moving to alight or moving to a seat after boarding. Code 3 should be used in these circumstances (the injury will normally occur when the casualty is in the vicinity of the platform or doors).

D. Codes 3 and 4 are to be used for passengers of a bus or coach injured other than when they were boarding or alighting.

E Only self-reported collisions made by the public can use code 9

3.18 CASUALTY HOME POSTCODE

Enter CASUALTY HOME POSTCODE or one of the following codes

1. Unknown
2. Non-UK resident

NOTES

A. Complete as far as possible if full postcode not known.

B. Special codes should be inserted in left hand box.

C. If the postcode is not immediately available, leave blank.

D. Students living away from home should give the postcode for their temporary address during term time and for their permanent address at all other times.

E. Only text relating to the casualty home postcode should be recorded here. No personal data should be entered in the casualty home postcode free text field.

3.19a PEDESTRIAN ROAD MAINTENANCE WORKER ☐

CODES

0. Not applicable
2. Not known
3 Road maintenance / Utility worker
4 Emergency service worker
5 Vehicle recovery / Breakdown worker

NOTES

A. If the casualty was not a pedestrian, leave this box blank.

B. Code 3 applies to road maintenance or utility workers at, or within the coned area approaching (or immediately following), roadworks, whether or not they were actively engaged in road maintenance activities when the collision occurred.

C. Code 4 applies to any blue light responders

D. Code 5 applies to people involved in breakdown assistance and recovery operations

E. Code 0 applies to all other pedestrians.

3.20 HELMET WORN

CODES

0. Not applicable
1. Yes
2. No
3. Unknown

NOTES

A. Codes 1 - 3 apply to any riders of vehicle where helmets are used e.g. pedal cyclists, motorbikes, ridden horse and powered personal transporters.

B. Use Code 2 if the helmet was worn, but was not strapped up or was incorrectly worn..

3.21 ADMITTED TO HOSPITAL

CODES

0 No
1 Admitted overnight to hospital ward
2 Attended A&E
3 Not Attended

Optional requirement that can be collected by some systems

NOTES

A. Admitted to hospital overnight, as an inpatient. The overnight stay in hospital is not an indication of severity, as there are lots of reasons why someone might be admitted to hospital that are not due to injuries sustained in collision e.g. pregnancy, underlying health conditions, the very old or young.

B. Attended accident and emergency (A&E) but not admitted to hospital overnight. A&E is used for serious injuries and life-threatening emergencies.

C. Did not attend hospital

3.22 MOST SEVERE INJURY

CODES

01 Deceased
02 Broken neck or back
03 Severe head injury, unconscious
04 Severe chest injury, extreme difficulty breathing
05 Internal injuries
06 Multiple severe injuries, unconscious
07 Loss of arm of leg (or part)
08 Fractured pelvis or upper leg
09 Other chest injury (not bruising or shallow cut)
10 Deep penetrating or puncture wound
11 Multiple severe injuries, conscious
12 Fractured lower leg, ankle or foot
13 Fractured arm, collarbone or hand
14 Deep cuts or lacerations
15 Other head injury (not bruising, shallow cut or dental injuries)
16 Whiplash or neck pain
17 Shallow cuts, lacerations, abrasions, or dental injuries (loss of tooth)
18 Sprains, strains and dislocation
19 Bruising
20 Shock (Requiring roadside attention)

NOTES

A. Code 01 'Deceased' includes only those cases where death occurs in less than 30 days as a result of the collision.

The 30 day fatality definition used by STATS19 comes from the United Nations Economic Commission for Europe (UNECE). It's designed to facilitate international comparisons for road safety by establishing standardised reporting rules between countries.

'Deceased' does not include death from **natural causes or suicide**, however only a coroner or procurator fiscal can make these determinations, so it is expected that these cases will be included in STATS19 until a ruling is made.

It is rare for someone to die more the 30 days of a collision from the injuries sustained, but it can happen. In these rare circumstances days are counted as each 24 hour period following the time of collision. So a casualty that dies within 719 hours and 59minutes (29 days x 24 hours + 23 hours and 59 Minutes) of the collision they would be classed as a fatality and one that died 720 hours or more would not be classed as a fatality using this definition. For STATS19 reporting purposes deaths as a result of the collision that occurred over 719 hours and 59minutes from the collision should be recorded as a severe injury.

B. Where Other chest injury or other head injury (codes 09 or 15) are selected then it is expected that 3.22a is used to provide additional context

C. Shock can be coded 05 or 20

There are two main types of shock related to collisions, mental shock and circulatory shock. Both are relevant in their own ways, but circulatory shock is the one that can be considered life threatening.

Circulatory shock is defined as inadequate perfusion of the tissues and in trauma this is down to massive haemorrhage. As it can be internal, definitely not always obvious. However increased heart rate and decreased blood pressure are the key indicators. Circulatory shock would be recorded as 05.

All other shock should use code 20. As every casualty and circumstance is different following a collision. To try and improve the accuracy of shock recording the addition of “Requiring roadside attention” was added. Roadside attention hasn’t been defined what and it would be for officers/medical responders at the scene to determine if shock was an appropriate injury to be recorded.

D. Burns

Where burns extend over more than one part of the body, then codes 6 or 11 should be used depending on whether casualty was conscious. Where burns are isolated to just one area use the most appropriate body location from the injury codes and use 3.22a is used to provide additional context

Friction burns from seatbelt or airbag deployment should be coded as 17

E. Examples of Severe head injury (code 03) Traumatic head injuries, fracture of skull, traumatic amputation of part of head, damage to brain.

F. Examples of Severe chest injury, extreme difficulty breathing (code 04) Injury/fracture to ribs. Casualty may exhibit extreme difficulty in breathing.

G. Examples of Internal injuries (code 05) Injuries to organs, blood vessels or nerves (including shock that requires hospital treatment)

H. Multiple severe injuries, unconscious (code 06) Any combination of two or more severe injuries in the body and the casualty is unconscious

I. Other chest injury (not bruising or shallow cut) (code 09) 'Other chest injury' is for non-superficial injuries only applicable to the chest e.g. broken sternum.

J. Deep penetrating or puncture wound (code 10) includes 0pen or impaling wound which may reach internal organs.

K. Multiple severe injuries, conscious (code 11) includes any combination of two or more injuries in the body and the casualty is conscious.

L. Deep cuts or lacerations (code 14) includes deep cut that is more than skin deep. Internal muscle or fat is exposed.

M. Other head injury (not bruising, shallow cut or dental injuries)(code 09). The use of 'Other head injury' is for non-superficial injuries only applicable to the head e.g. broken jaw, loss of eye

SUPERFICIAL injuries that just happen to be on the head (bruised cheek, scrapes, minor cuts, minor dental injuries e.g. loss of a tooth etc) should be put in the relevant category - such as 'bruising' and 'shallow cuts/lacerations/abrasions').

N. Whiplash or neck pain (code 16) includes dislocation and sprain of joints and ligaments stretched at neck level.

O. Shallow cuts, lacerations, abrasions, or dental injuries (loss of tooth) (code 17) Superficial injury that is only skin deep. No internal muscle or fat is exposed.

P. Sprains, strains and dislocation (code 18) Dislocation and injury of muscle (other than the neck which should be put in the relevant category e.g. Whiplash or neck pain')

Q. 3.22a can be used to provide additional context for any injury

3.22a MOST SEVERE INJURY FREE TEXT

FREE TEXT – 50 CHARACTERS

NOTES

A. Additional descriptions are needed to understand some injuries. The field can be populated for any injury type. It should be completed when 3.22 (Most Severe Injury) is coded 9 and 15 to aid classification.

B. Only text relating to the injury should be recorded here. No personal data should be

ANNEX 4 – ROAD SAFETY FACTORS

4.1 ROAD SAFETY FACTORS

Road Safety Factors (RSF) were introduced following the STATS19 review to replace contributory factors with a system using fewer categories and options.

RSF's are collected across 6 categories closely aligned with the safe system pillars.

Catagories	**Codes**
Behaviour or inexperience	B1 to B8
Distraction or impairment	D1 to D7
Non-motorised road users or PPT	P1 to P5
Roads Codes	R1 to R5
Speed behaviour	S1 to S5
Vehicles Codes	V1 to V5

NOTES

1. Collisions attended by an officer must have at least one RSF selected, preferably at least 3

2. Officers can select up to six factors, relevant to the collision

2. Only include factors which have contributed to the collision (e.g. do not include B2 Driver/rider disobeyed double white lines unless it was relevant to the collision).

3. More than one factor may, if appropriate, be related to the same road user.

4. The same factor may be related to more than one road user.

Behaviour or inexperience

Codes B1 to B8 should be used where

B1 Driver / rider illegal turn / direction of travel or failed to comply with traffic sign / signal or road markings

Driver/Rider did not stop at automatic traffic signal set at red. Code applies to permanent and temporary traffic signals (e.g. at roadworks).

Driver/Rider did not stop at "Stop" sign or give way at "Give Way" sign or road markings. Includes manually operated Stop/Go signs at roadworks.

Driver/rider caused collision by failing to stop (whether intentionally or not) at a pedestrian crossing. For this code, a pedestrian crossing is defined as a Zebra crossing or Pelican, Puffin, Toucan or similar light controlled crossing. Central refuges, without any traffic control, are not treated as pedestrian crossings for the purposes of this code.

Includes turning left/right at junctions (or performing a "U-turn") where this is not permitted, or travelling the wrong way down a one way street or on the wrong side of a dual carriageway.

Includes turnings where specific vehicle types are banned (e.g. car turning at a junction where only buses are permitted to turn).

Do not use this code where a driver crossed briefly onto the wrong side of the road during a manoeuvre (e.g. overtaking).

B2 Driver/rider disobeyed double white lines

Driver/rider deliberately crossed double white line road markings prior to collision.

Do not use this code to record a vehicle crossing the double white lines as result of losing control.

Double white lines on the road have specific meanings in the Highway Code. Solid double white lines, means you MUST NOT cross or straddle them unless it is safe and you need to enter adjoining premises or a side road.

B3 Driver / rider overshot junction or poor turn / manoeuvre

Applies where driver/rider did not stop at a junction and overshot the stop line or give way markings.

Applies to any manoeuvre performed by the driver/rider which caused, or contributed to, the collision . Examples include reversing, turning left, right or U-turn, changing lanes or overtaking.

Also include poor vehicle positioning (e.g. in middle of road, in wrong lane at junction or encroaching into bus/cycle lane).

B4 Ineffective observation by either the driver, rider or pedestrian

Driver/rider

- Failed to look where they were going
- Looked, but misinterpreted what they saw (looked but did not see).
- Driver/rider was not paying attention to the road ahead.
- Misinterpreted the intentions or actions of another road user. Includes misjudging a gap in

the traffic when entering a main road, misjudging an overtaking manoeuvre (including passing too close to motorised vehicles) or wrongly anticipating the vehicle ahead in a queue moving off.

Pedestrian

- failed to check the road for traffic when entering the carriageway, or looked but misinterpreted what they saw (looked but did not see).

B5 Driver/rider inexperienced or learner

Nervous

Driver/rider behaved in such a nervous or uncertain manner that other road users were unable to predict their likely path, or driver/rider panicked in response to circumstances on the road.

Learner or inexperienced driver/rider

Use this code where inexperience of driving in general, or inexperience of the particular type of vehicle, caused or contributed to the collision.

Includes inexperienced pedal cyclists or horse riders. Also includes under-age motor vehicle driver/riders.

Do **not** use this code simply to record the presence of a learner or inexperienced driver/rider.

Inexperience of driving on the left

Includes a temporary lapse by a foreign driver otherwise familiar with driving on the left. Code may be used in conjunction with codes B1, B4 and v4

Unfamiliar with model of vehicle

Use this code where a **reasonably** experienced driver/rider makes an error because of lack of familiarity with a particular model of vehicle. Examples include a motor cycle rider on a machine with a larger engine capacity than they are used to or a car driver unfamiliar with the controls in a different model of car.

B6 Driver/rider passing too close to another road user or pedestrian

Use this code whether or not there was contact between another road user or pedestrian and the passing vehicle.

Identify the passing vehicle in the "Which participant" box (not the cyclist, horse rider or pedestrian).

Includes contact with overhanging wing mirrors.

B7 Vehicle door opened into path of another road user or pedestrian

Driver or passenger opened a vehicle door causing a collision with another vehicle (e.g. pedal cycle or motor cycle) or caused a passing vehicle to swerve which then contributed to a collision.

Also applies to buses in which passengers are injured by opening or closing doors.

Includes drivers who close vehicle door, trapping an alighted passenger's clothing, and then driving off.

B8 Sudden braking or braking in a way unsuitable for conditions

To be used where a vehicle's sudden braking caused, or contributed to, a collision (regardless of whether the driver/rider was blameworthy). Do not use this code simply to record that a vehicle braked suddenly if this did not cause, or contribute to, the collision.

Includes vehicles braking suddenly for safety cameras.

Distraction or impairment

Codes D1 to D7 should be used where

D1 Affected by alcohol

Driver / rider / pedestrian was affected by alcohol and behaved in a way which caused, or contributed to, the collision - **whether or not they were above the legal limit.**

D2 Affected by drugs

Driver / rider / pedestrian was affected by drugs and behaved in a way which caused, or contributed to, the collision. Applies to illicit drugs as well as all medicines, whether prescription or 'over the counter'.

D3 Driver/rider too tired to drive/ride safely

Driver/rider was so tired that they could not drive effectively or were unable to perceive hazards.

D4 Driver/rider had uncorrected or defective eyesight

Driver/rider's poor vision helped bring about the collision. Includes driver/rider not wearing glasses when they should or wearing the wrong glasses. Drivers are responsible for wearing the correct spectacles they need for driving

D5 Illness or disability

Includes driver / rider / pedestrian either suddenly overcome by illness (e.g. fit or blackout) or generally affected by illness (e.g. cold or 'flu), or driver/rider suffering from a permanent disability, which contributed to the collision. Includes where a driver/rider sneezing or coughing contributes to the collision.

Also includes driver/riders suffering from poor mental health (e.g. depression, dementia).

D6 Using mobile device

Includes 'hand held' and 'hands free' phones, where their use (or attempted use) contributed to the collision, whether or not the driver has been reported for an offence.

Includes motorcycle PPT and pedal cycle riders.

D7 Distraction to driver/rider from inside/outside or on vehicle

Use this code where a driver/rider was distracted by an event or action (including passenger action) occurring within the vehicle which prevented them from paying attention to the road.

Examples of distracted inside the vehicle include using navigation devices, adjusting media players , attending to child in distress, eating or drinking, lighting/dropped cigarette or wasp in vehicle.

Examples of distracted outside the vehicle (e.g. headlight dazzle, admiring the scenery, reading advertisement hoarding, collision on opposite carriageway) and which prevented them from paying full attention to the driving environment before the collision.

Non-motorised road users or PPT (i.e. Pedestrian, cyclist, equestrian, mobility scooter or Personal Powered Transporter)

Codes P1 to P5 should be used where

P1 Incorrect use of crossing facility by person crossing the road

Pedestrian entered the carriageway at any crossing with pedestrian lights while the lights indicated that the pedestrian should wait. Includes pedestrians entering the carriageway at a zebra crossing but failing to give the driver sufficient time to stop.

Code should not be used at traffic signal junctions without pedestrian phase.

P2 Vehicle entering road from pavement

Pedal cyclist or PPT contributed to the collision by riding from the pavement into the road.

Also includes cyclist or PPT crossing road on pedestrian or toucan crossing.

Vehicle crossing pavement to the road (from private drive to enter or leave main carriageway.

P3 Pedestrian showing risk taking behaviour in carriageway

Pedestrian was acting in a dangerous manner in the carriageway either deliberately or through negligence. Examples include children playing in the street, deliberately crossing in front of speeding traffic or people collapsing drunk in the carriageway.

P4 Pedestrian careless or in a hurry

Pedestrian either behaved in a negligent or thoughtless manner or was in a hurry and, therefore, behaved in an unsafe manner. This covers cases where the person shows lack of concern about the possible consequences of their actions (careless), acts in spite of the likely consequences (reckless), or fails to consider the consequences of their actions as a result of being in a hurry.

Also includes cases where a pedestrian was distracted (e.g. using mobile phone).

P5 Pedestrian, cyclist, equestrian hard to see

To be used in collisions where, if clothing had been brighter, then they would have been seen in time and the collision would not have occurred. Can be used in conjunction with code V5 if applicable.

Roads

Codes R1 to R5 should be used where the road itself, or related street furniture, is deemed to have contributed to the collision.

R1 Poor or defective road surface or deposits on road

Includes any obvious road surface defect such as potholes and cracks. Also includes roads where a worn surface or poor skid resistance is thought to have contributed to the collision. Include any deposit arising from human (or animal) activity which has made sections of the road surface slippery or which has caused traction control problems for a vehicle.

Also consider if new section 1.25a Conditions or carriageway hazards should be populated.

R2 Road surface was slippery due to weather

To be used where the weather has caused the road surface to become slippery. This will be, mainly, wet or icy roads.

R3 Driver/riders view obscured by stationary or parked vehicles

The view of the driver/rider was obscured by a stationary or parked vehicle, so they failed to recognise the path of another road user (e.g. vehicle pulling out from junction or pedestrian crossing road) leading, either directly to a collision with that road user, or to the driver taking avoiding action, which then resulted in a collision.

The vehicle identified in the "Which participant" boxes should be the vehicle which was affected by the obscured vision not the masking vehicle.

R4 Drivers/riders view obscured by vegetation, buildings, layout or road signs

To be used where driver/rider's vision

- was affected by trees, hedges or any other form of vegetation.
- was affected by the road layout (e.g. failing to see pedestrian crossing road at bend, or vehicle overtaking near crest of hill).
- was affected by buildings, road signs, street furniture or any other man-made feature on, or near, the highway.

R5 Drivers/riders vision affected by adverse weather or dazzling sun

To be used where driver/rider's vision

- was affected by dazzle either directly by the sun or by the sun's reflection.
- was affected by these weather conditions and this contributed to the collision.
- was affected by spray not the vehicle causing the spray.

Speed behaviour

Codes S1 to S5 should be used where

S1 Driver/rider exceeding speed limit

Driver/rider caused, or contributed to the collision, by exceeding the posted speed limit. This code should also be used in cases where the actions of another road user were the immediate cause of the collision but a speeding vehicle also contributed to causing the collision.

Includes exceeding variable speed limits (e.g. on motorways) and speed limits based on vehicle type (including towing).

S2 Driver/rider travelling too fast for conditions (including loss of control or swerving)

Driver/rider was travelling within the speed limit, but their speed was not appropriate for the road conditions and/or vehicle type (including towing), and contributed to the collision.

Use when swerving is a definite decision on the part of the driver to change direction suddenly. Do not use this code simply to record that a vehicle swerved if this did not cause, or contribute to, the collision.

This code should be used where a driver/rider lost control of their vehicle, thereby causing or contributing to an collision, whether or not they were considered to be at fault. Wherever possible, at least one more code should be allocated to the same driver/rider to give an indication of why they lost control.

Includes unpowered vehicles (equestrians and cyclists) as well as motorised ones.

S3 Vehicle used in course of crime

S4 Driver/rider being aggressive, dangerous or reckless

Use this code where

- where the road user (including pedal cyclist) was driving/riding in an aggressive and/or dangerous manner which caused, or contributed to, the collision. Includes cases where the driver/rider was competing (or similar interaction) with another road user. Also includes road rage, but not physical violence outside the vehicle.
- where vehicles were racing
- where diver/rider either behaved in a negligent or thoughtless manner or was in a hurry and, therefore, behaved in an unsafe manner. This covers cases where the person shows lack of concern about the possible consequences of their actions (careless), acts in spite of the likely consequences (reckless), or fails to consider the consequences of their actions as a result of being in a hurry.
- where driver/rider was too close to the vehicle in front to avoid collision.

S5 Driver/rider moving too slowly for conditions

Use this code where a slow moving vehicle e.g. farm tractor caused or contributed to the collision, even if the vehicle was not hit.

Vehicles

Codes V1 to V5 should be used where a vehicle (including, where appropriate, pedal cycles, ridden horses, horse drawn vehicles or other non-motor vehicles) defect is identified as contributing to the collision or where there are grounds for suspecting that the defect contributed.

V1 Vehicle defective tyres

Tyres are a critical part of a vehicles ability to move and stop. Defective tyres can contribute to the collision. Common tyre related issues includes (Blow-outs, Punctures, Over or under inflated tyres, Insufficient tread, tyre detached from wheel, Delamination).

Only to be used in cases where tyre defects contributed to the collision.

V2 Vehicle defect (excluding tyres and lights)

The components that make up a vehicle are a critical to its safe function. Defective parts can contribute to the collision. Common parts related issues includes (Defective brakes, worn-out brake pads, Brake fluid leaks, Defective or missing mirrors, Braking System Failure or faulty, Defective steering or suspension, Engine Failure / malfunction, Sensor failure, Defective Steering system, Faulty Fuel System or storage, Wheel detached).

Only to be used in cases where the vehicle defect contributed to the collison.

V3 Vehicle or trailer was overloaded or poorly loaded

Includes vehicles carrying too many passengers and load movement in goods vehicles.

V4 Driver/Rider view obscured by blind spot

This refers to cases where a driver is unable to see a pedestrian or another vehicle because of a blind spot caused by the design of the vehicle (e.g. windscreen or door pillars) or inadequate coverage of the mirrors.

Includes restricted rear vision caused by vehicle loading and blind spots on left hand drive vehicles.

V5 Vehicle with defective lights or not using headlights when visibility is reduced

Only to be used if there was a fault with the lights or indicators.

Also use code V5 to record a pedal cyclist without lights.

Not displaying lights at night or in poor visibility

Retired or collected in another way

104 Inadequate or masked signs or road markings

The warning or directional road signs or road markings, at the collision location, could not be clearly seen or read.

Includes road signs which are obscured by trees/vegetation or where the sign is unreadable due to glare or poor condition. Also includes road markings which have been worn away or covered by snow.

This code should also be used where the size, siting or lack of road signs or markings contributed to the collision.

105 Defective traffic signals

A totally, or partially, defective automatic traffic signal contributed to the collision.

Includes traffic signals which have previously been damaged by vehicle impact and have become misaligned.

Part-time signals outside the times of normal operation (and, therefore, not illuminated) should not be regarded as defective.

106 Traffic calming (e.g. speed cushions, road humps, chicanes)

To be included where any traffic calming measure has contributed to the collision.

107 Temporary road layout (e.g. contraflow)

Includes contraflow sections on dual carriageways, single alternate line working at roadworks on two way roads and all other locations where a temporary road layout has contributed towards an collision.

108 Road layout (e.g. bend, hill, narrow carriageway)

Use this code where the permanent layout of the road has contributed to the collision, including narrow lanes on dual carriageways and/or adverse camber.

This code is likely to be used often in conjunction with other codes (e.g. loss of control on bend or poor driver behaviour on narrow road).

This code should **not** be used where the road layout contributed to a **visibility** problem and in such cases use the appropriate code from the group headed 'Vision affected by' (codes 701 to 710).

109 Animal or object in carriageway

'Animal' includes any animal (not just those defined in the Road Traffic Act) which contributed to the collision, whether or not the animal was hit. Excludes ridden horses and animals pulling vehicles (e.g. horse and trap) because these are treated as vehicles in their own right. Pedestrians are also **not** included.

'Object' is defined as any object which the driver would not expect to find in the carriageway (e.g. dislodged vehicle load, fallen tree) and which caused or contributed to the collision. Excludes permanent features such as bollards, refuges, kerb etc.

110 Slippery inspection cover or road marking.

To be included where any slippery inspection cover or road marking, has contributed to the collision

309 Vehicle travelling along pavement

Code can apply to any vehicle type (including ridden horses) travelling along the pavement. Code only applies to vehicles which were intentionally travelling along the pavement. Includes pedal cycle riders or drivers of electric invalid vehicles colliding with pedestrians, or being hit by vehicles emerging from private driveways.

Do **not** include vehicles which were travelling along or across the pavement as a result of having lost control on the main carriageway. Also, skateboards, toy scooters and toy tricycles are not defined as vehicle types and should not be included within this code.

This code is not intended for use with shared use facilities.

402 Junction restart (moving off at junction)

Identifies a driver/rider who has successfully stopped (or slowed to give way) at a junction, but has then moved off, and in doing so, has contributed to an collision. As with code 401, other codes can be used to explain why this action was taken (e.g. impairment or distraction).

404 Failed to signal or misleading signal

Indicates that driver/rider misled another road user (including pedestrian) by either giving a bad signal or by not signalling at all.

705 Dazzling headlights

The vehicle identified in the "Which participant" boxes should be the vehicle in which the driver/rider was dazzled by headlights **not** the vehicle displaying the dazzling lights.

709 Visor or windscreen dirty, scratched or frosted etc.

Only use this code where a dirty or scratched windscreen or visor affected the driver/rider's vision and contributed to the collision.

Includes frost covered windscreen or misted windscreen/visor.

Do not use this code simply to record the presence of a dirty/scratched windscreen or visor.

801 Crossing road masked by stationary or parked vehicle

Pedestrian entered the carriageway from behind a stationary or parked vehicle which obscured him/her from the view of oncoming traffic.

Code will often be used in conjunction with code 701.

999 Other – Please specify

4.2 ROAD SAFETY FACTORS PARTICIPANT TYPE

CODES

V Vehicle
C Casualty
U Uninjured pedestrian

NOTES

A. The participant type should be identified by the relevant vehicle or casualty reference number (e.g. 001, 002 etc), preceded by "V" if factor applies to a vehicle, driver/rider or the road environment (e.g. V002), or "C" if the factor relates to a pedestrian or passenger casualty (e.g. C001).

B. Enter "U000" if the factor relates to an uninjured pedestrian.

4.3 ROAD SAFETY FACTORS PARTICIPANT TYPE REFERENCE

CODES

000 Uninjured pedestrian

NOTES

A. The participant type reference should be identified by the relevant vehicle or casualty reference number (e.g. 001, 002 etc), preceded by "V" if factor applies to a vehicle, driver/rider or the road environment (e.g. V002), or "C" if the factor relates to a pedestrian or passenger casualty (e.g. C001).

B. Enter "U000" if the factor relates to an uninjured pedestrian.

4.4 ROAD SAFETY FACTOR CONFIDENCE

CODES

A Very likely
B Possible

NOTES

ANNEX 5 – DELETIONS RECORDS

5.1 RECORD TYPE

CODE

41. Collision is no longer STATS19 reportable

5.2 REPORTING POLICE FORCE

NOTE

Repeat of Police Force code entered on the attendant circumstances record at item 1.2

5.3 COLLISION REFERENCE FOR REMOVAL

NOTE

Repeat of Collision Reference entered on the attendant circumstances record at item 1.3.

5.4 DELETION AUTHORITY

NOTE

The deletion authority is the body that has made that the collision is no longer STATS19 reportable

A. For police forces reporting their own collision for removal this would be repeat of Police Force code entered on the attendant circumstances record at item 1.2

B. For highways authorities use the ONS geographic administrative code that best describes reporting authority. ONS codes exist for districts, local authorities, police forces and countries.
[ESW]{1} [0-9]{8}

C. For deletion authorities that do not align to an existing ONS geography administrative code please contact DfT (see ANNEX 8 - CENTRAL GOVERNMENT ENQUIRY POINTS) who will allocate a suitable code

5.5 COLLISION DATE

D	D	M	M	Y	Y	Y	Y

NOTES

A. The first two boxes are to be used for the day, the second two for the month and the remaining four boxes for the year.

B. Unused boxes to the left of the day or month are to be entered as zeros (e.g. 4th May 2024 would be coded as 04052024).

5.6 DELETION REASON

CODES

11	Ruled a suicide by a coroner
12	Ruled a medical episode by a medical professional
13	Collision occurred on Private Road
14	Collision occurred on Car Park
15	Collision reported to police after 30 days
16	Collision occurred on closed road
17	Duplicate of another record
18	Record found to be a non-injury collision
19	Record transferred to another police force
20	Record has insufficient information to form a STATS19 record
21	Record entered in error or training issue
22	DfT end of year validation

NOTES

5.7 DUPLICATE POLICE FORCE REFERENCE

NOTE

Repeat of Police Force code entered on the attendant circumstances record at item 1.2

5.8 COLLISION REFERENCE FOR RETENTION

NOTE

Where a duplicate record is detected and identified in (5.2 and 5.3) then the collision they are a duplicate of should be recorded in 5.8. Repeat of Collision Reference being retained entered on the attendant circumstances record at item 1.3 for the record to be kept e.g. if Essex record 1234567 is found to be a duplicate of 7654321, then 7654321 would be recorded in 5.8 and 1234567 in 1.3

ANNEX 6 - POLICE FORCE CODE NUMBERS

ENGLAND

1	Metropolitan Police
3	Cumbria
4	Lancashire
5	Merseyside
6	Greater Manchester
7	Cheshire
10	Northumbria
11	Durham
12	North Yorkshire
13	West Yorkshire
14	South Yorkshire
16	Humberside
17	Cleveland
20	West Midlands
21	Staffordshire
22	West Mercia
23	Warwickshire
30	Derbyshire
31	Nottinghamshire
32	Lincolnshire
33	Leicestershire
34	Northamptonshire
35	Cambridgeshire
36	Norfolk
37	Suffolk
40	Bedfordshire
41	Hertfordshire
42	Essex
43	Thames Valley
44	Hampshire
45	Surrey
46	Kent
47	Sussex
48	City of London
50	Devon and Cornwall
52	Avon and Somerset
53	Gloucestershire
54	Wiltshire
55	Dorset

WALES

60	North Wales
61	Gwent
62	South Wales
63	Dyfed-Powys

SCOTLAND

99	Police Scotland

ANNEX 7 - LOCAL AUTHORITY CODE NUMBERS

Local authority codes should follow Office for National Statistics coding available from https://www.ons.gov.uk/methodology/geography/geographicalproducts/namescodesandlookups/namesandcodeslistings

A list of current code numbers will be provided separately in a spreadsheet (code used in the published data can be found in the dataset guide: https://data.dft.gov.uk/road-accidents-safety-data/dft-road-casualty-statistics-road-safety-open-dataset-data-guide-2023.xlsx

ANNEX 8 - CENTRAL GOVERNMENT ENQUIRY POINTS

ENGLAND

email: stats19@dft.gov.uk

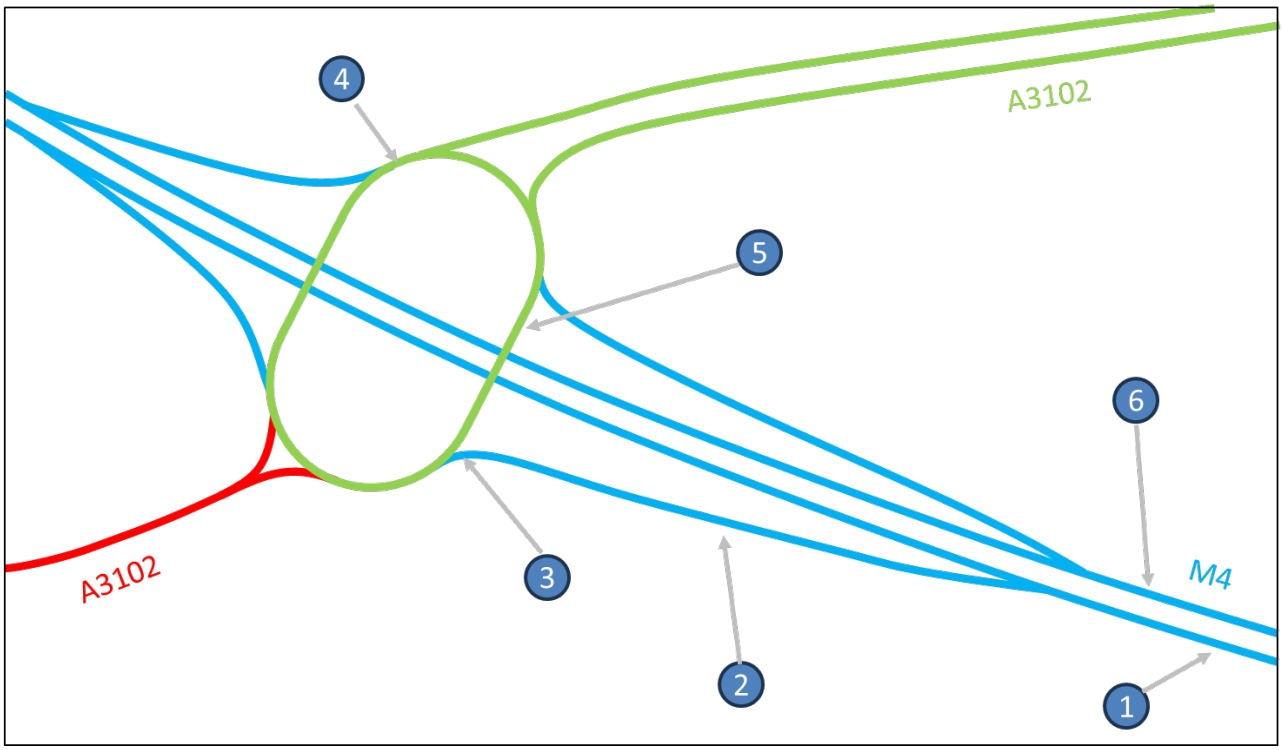
WALES

email: stats.transport@wales.gov.uk

SCOTLAND

email: transtat@scotland.gov.uk

ANNEX 9: EXAMPLES FOR CODING THE LOCATIONS OF COLLISIONS AND VEHICLES



Collision	Description	1.12	1.12 Label	1.13	1.14	1.14 Label	1.16a	1.16a Label	1.17	1.17 Label	1.18	1.18 Label	1.19	Veh	2.7	2.7 Label	2.1	2.10 Label
1	Veh 1 hits offside of Veh 2 whilst moving to nearside lane on main carriageway of motorway, 100 metres from junction	1	Motorway	4	3	Dual carriageway	00	Not at or within 20 metres of junction						1	11	Changing lane to left	0	Not at or within 20m of a junction
														2	19	Going ahead	0	Not at or within 20m of a junction
2	Veh 1 crashes on M4 exit slip road, 500m from junction with motorway main carriageway and 500m from roundabout	1	Motorway	4	7	Slip Road	blank							1	19	Going ahead	0	Not at or within 20m of a junction
3	Veh 1 crashes into rear of Veh 2 which is waiting in queue on slip road, 10m from junction with roundabout	1	Motorway	4	7	Slip Road	blank		2	Automatic traffic signal	3	A road	3102	1	4	Slowing or stopping	1	Approaching junction or waiting / parked at junction approach
														2	3	Waiting to go ahead	1	Approaching junction or waiting / parked at junction approach
4	Veh 1 pulled out from slip road onto roundabout and hits nearside of vehicle 2	3	A road	3102	1	Roundabout	blank		2	Automatic traffic signal	1	Motorway	4	1	5	Moving off	4	Entering roundabout
														2	19	Going ahead	8	Mid junction – on roundabout or on main road
5	Veh 1 crashes into rear of Veh 2, which braked suddenly whist on roundabout, its more than 20m from any entry/exit roads	3	A road	3102	1	Roundabout	blank							1	19	Going ahead	0	Not at or within 20m of a junction
														2	4	Slowing or stopping	0	Not at or within 20m of a junction
6	Veh 1 joining main carriageway of motorway from entry slip collides with Veh 2 which is in nearside lane	1	Motorway	4	3	Dual carriageway	19	Other junction	4	Give way or uncontrolled	1		4	1	12	Changing lane to right	7	Entering from slip road
														2	19	Going ahead	8	Mid junction – on roundabout or on main road

ANNEX 10: NATIONAL COLLISION REPORTING FORM

A reference copy of the reporting form is available from:

https://draft-origin.publishing.service.gov.uk/guidance/road-accident-and-safety-statistics-guidance#data-collection

ANNEX 11: PEDESTRIAN DIRECTION AND CO-ORDINATES

3.12 PEDESTRIAN DIRECTION

For reference only

Pedestrian direction was recommended for removal by the STATS19 review, however, with the rise of online reporting having additional information that allows the police to understand public reported collisions

Optional requirement that can be collected by some systems

CODES

0. Standing still
1. North
2. North east
3. East
4. South east
5. South
6. South west
7. West
8. North west
9. Unknown

NOTES

A. If the casualty was not a pedestrian, leave this box blank.

B. The actual, or intended, direction of travel of the pedestrian should be coded using one of the above codes, or the nearest approximation, where the direction of travel did not fall exactly on one of the given directions.

C. A rough sketch plan of the collision scene is recommended, followed by checking on a suitable map to verify directions. Using the general direction of a road will not be appropriate in most cases.

D. Code 9 should be avoided if at all possible.

E. If 3.12 is left blank, then 3.6 (Casualty Class) must be coded 1 or 2.

3.12fe PEDESTRIAN LOCATION FROM EASTING

3.12fn PEDESTRIAN LOCATION FROM NORTHING

Optional requirements that can be automatically collected by some systems

The pedestrian location coordinate easting is a calculated field captured by systems like PRONTO, CRaSH and single online home.

Notes

A. Variables 3.10fe and 3.10fn are automatically populated by systems like PRONTO, CRaSH and single online home. The coordinates are derived from digital map points collected around the collision's location.

B. Point (3.12fe and 3.12fn) should be captured about 10m before the collision

C. The aim of collecting the locations is to help the police understand how a pedestrian intended to move before interrupted by the collision.

ANNEX 12 - VARIABLES WHERE THE COLLECTION STATUS HAS CHANGED AS A RESULT OF A STATS19 REVIEW

STATS19 Code	Variable Name	Date Removed	Notes
1.4	Severity of Accident	1 Jan 1994	
1.8	Day of Week	1 Jan 1994	
1.26	Overtaking Manoeuvre Patterns	Early 1980s	Code 1.26 now ‘Place Accident Reported’
2.9a	Vehicle Location at Time of Accident - Road	1 Jan 2005	Values 1 -3 now incorporated within Code 2.10 'Junction Location of Vehicle'
2.15	Vehicle Prefix/Suffix Letter	1 Jan 1994	
2.17	First Contact Between each Vehicle	1 Jan 2011	
2.18	Part(s) Damaged	1 Jan 2005	
2.19	Number of Axles	1 Jan 1989	
2.20	Max. Permissible Gross Weight	1 Jan 1994	
2.28	Foreign Registered Vehicle	1 Jan 2011	Replaced by 2.35 – Was Vehicle Left Hand Drive?
3.12	Pedestrian direction	1 Jan 2024	Deprecated from STATS19 requirement but police requested this information be collected when collisions submitted by the public as it gives
3.13	School Pupil Casualty	1 Jan 2011	
3.14	Seat Belt Usage	1 Jan 1994	Reinstated 1 Jan 2011