



# Setting priorities for Road Safety in Great Britain

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# Introduction

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## Collection of road accident data

- It was recognised in the 1930s that road safety policies should be developed from good information about road accidents
- A national system was introduced in 1949 for the police to record details of road accidents
- This was named STATS19 after the statistical form
- There are 51 police forces throughout England, Wales and Scotland, all use the same recording system.
- The system is described in the annual report 'Road Casualties Great Britain' that is available from the Department for Transport website:

[www.dft.gov.uk](http://www.dft.gov.uk)

## More detailed accident data

- The STATS19 system has to balance the interests of the police who collect the data and the data users (Government, Local Authorities, analysts)
- This limits the type of data that can be recorded with the STATS19 system
- Two type of 'in-depth' systems are operated by accident investigators from TRL and 2 other institutes: On-The-Spot and Co-operative Crash Injury Study
- Since 2005 the STATS19 system has included **Contributory Factors**

## Collection of other necessary data

Various aspects of the volume of 'Exposure to Risk' are measured by regular surveys carried out by the Department for Transport

- National Road Traffic Survey
- National Travel Survey
- National Speed Survey

Population statistics, vehicle licensing statistics etc. from other Government sources

## National and local Road Safety priorities

The Department for Transport in London takes the lead in collecting and analysing road safety data

It also takes the lead with setting road safety policy and priorities, e.g.

- Setting casualty reduction targets
- National advertising (THINK! Campaigns)
- Setting budgets for road safety activities such as road improvements

## Local Road Safety priorities

- In Great Britain, over 150 Local Authorities have local responsibility for road safety, but their budgets are mostly small
- Transport for London is large enough to have a distinctive transport policy, including road safety
- The role of local Safety Camera Partnerships is developing

## TRL's role in Road Safety

The Transport Research Laboratory (TRL) was founded 75 years ago. Until 1996, it was the research unit of the Department for Transport. It pioneered:

- In-depth accident data collection
- Traffic surveys
- Analysis of accident data to guide the development of road safety policy

TRL was privatised in 1996 as a non-profit distributing company with no share holders. This enables profits to be re-invested in scientific research.



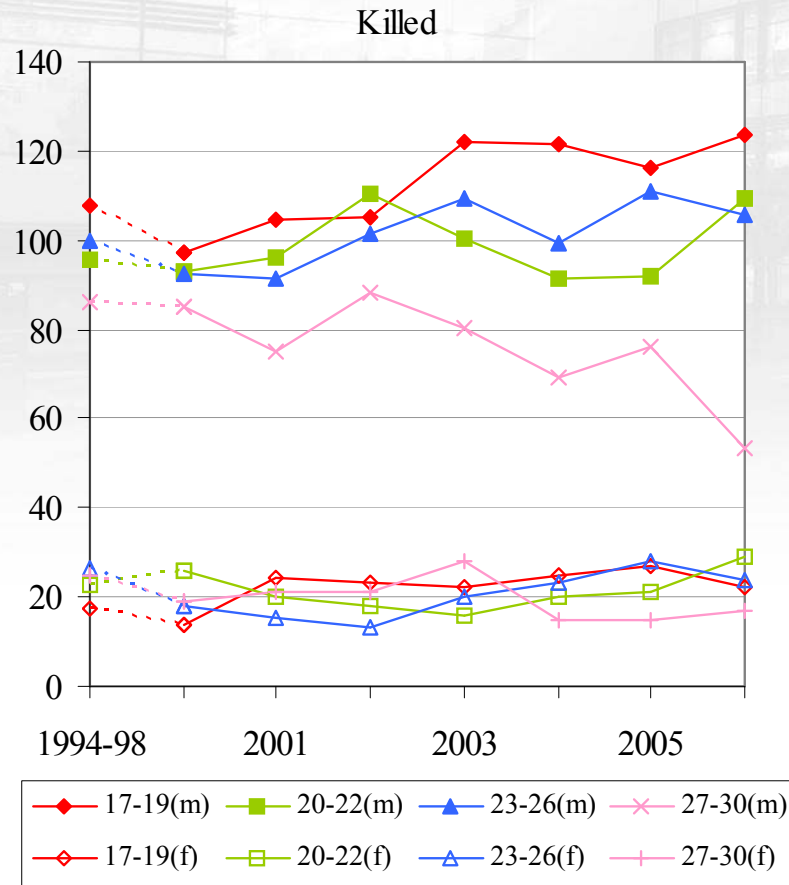
## Why no 'Observatory' in Great Britain?

There is no 'Road Safety Observatory' in Great Britain, and there are no plans to develop one. Possible reasons are :

- The Department for Transport already acts as a central 'warehouse' of data related to road safety
- Mrs Thatcher's policy of privatisation
- Complacency over GB's road safety record?

# Novice drivers

## GB has poor record with young driver safety



- The number of 17-19 year old drivers who die has tended to rise.
- Increased insurance premiums appear to have led to more unlicensed driving.
- Government has not supported proposals for improved regime of driver testing and training.

## TRL website

Various road safety reports can be downloaded from the TRL website [www.trl.co.uk](http://www.trl.co.uk), e.g.

- Monitoring progress towards the 2010 casualty reduction target – 2006 data : Report TRL663

European Road Safety Observatory website  
[www.erso.eu](http://www.erso.eu)



# Thank you for your attention

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