Department
for Transport

Joining the Dots:
Road Safety Data - Fit for the Future

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- **How this underpins the Road Safety Strategy**

- **How it enables a data-led Road Safety Investigation Branch**

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Road Safety Division - OFFICIAL-SENSITIVE

Our Strategic Commitment

Road Safety Strategy

- **Road Safety Strategy launched 7 January 2026**

Target

65% reduction in the number of people killed or seriously injured on roads in Great Britain by 2035, using a 2022–2024 baseline.

Target

70% reduction in the number of children (under 16) killed or seriously injured on roads in Great Britain by 2035, using a 2022–2024 baseline.

- **17 Safety Performance Indicators to help to achieve these targets (Appendix A) – 14 lagging, 3 leading**
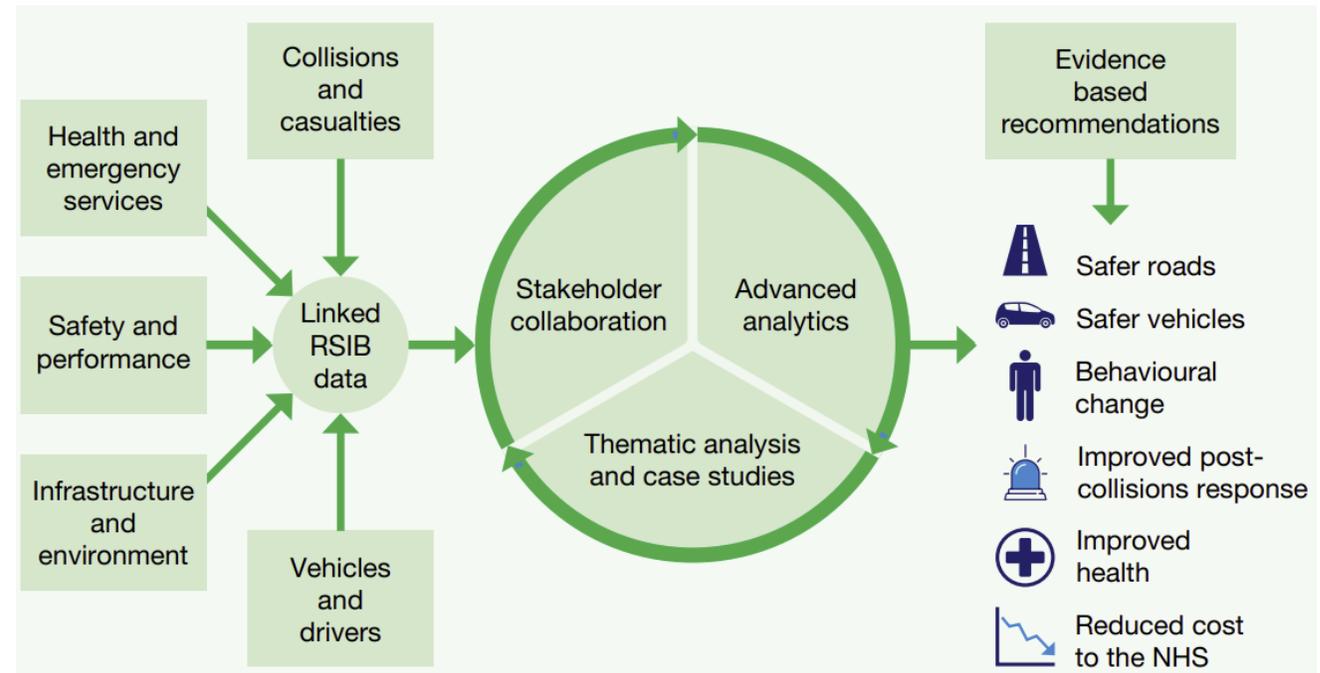
Road Safety Strategy

Sets out the importance of:

- Using data and technology to support the Safe System principles and improve road safety outcomes

- Improving the way data flows between police, DfT and other partners (e.g. health)

Key commitments:

- A data-led **Road Safety Investigation Branch**

- Improved **data linkage** across health and transport data

Road Safety Strategy

These Road Safety Strategy targets and commitments require:

- A road safety data environment which is fit for the future
  — Better understanding of serious injuries
  — Stronger evidence to identify and target road safety priorities, including vulnerable road user groups and behaviours
  — Transparent monitoring of Safe System performance

To enable system-wide learning and intervention

Road Safety Data

Department for Transport

Current Road Safety Data Landscape

Existing road safety-related data systems currently operate independently, and have unique benefits, limitations and development potential

Data is fragmented. Relevant data pertaining to a single collision can be recorded in multiple siloed systems

Historically, linkage is inconsistent or one-off. Datasets are largely analysed in isolation

Analysis has limited value. There is high potential to miss key patterns and safety learning opportunities. Insight does not consistently feed back into policy and delivery

We need to link and analyse relevant data to establish a single, trusted view of each collision, and ensure all insights are used to drive the work of the RSIB, effective policy and interventions.

Future Vision of Road Safety Data

Road safety data:

- Is reliable, linked, high quality, easy to use
- Is consistently available nationally
- Is collected once, used many times
- Supports policy, road safety investigation and operational decision making
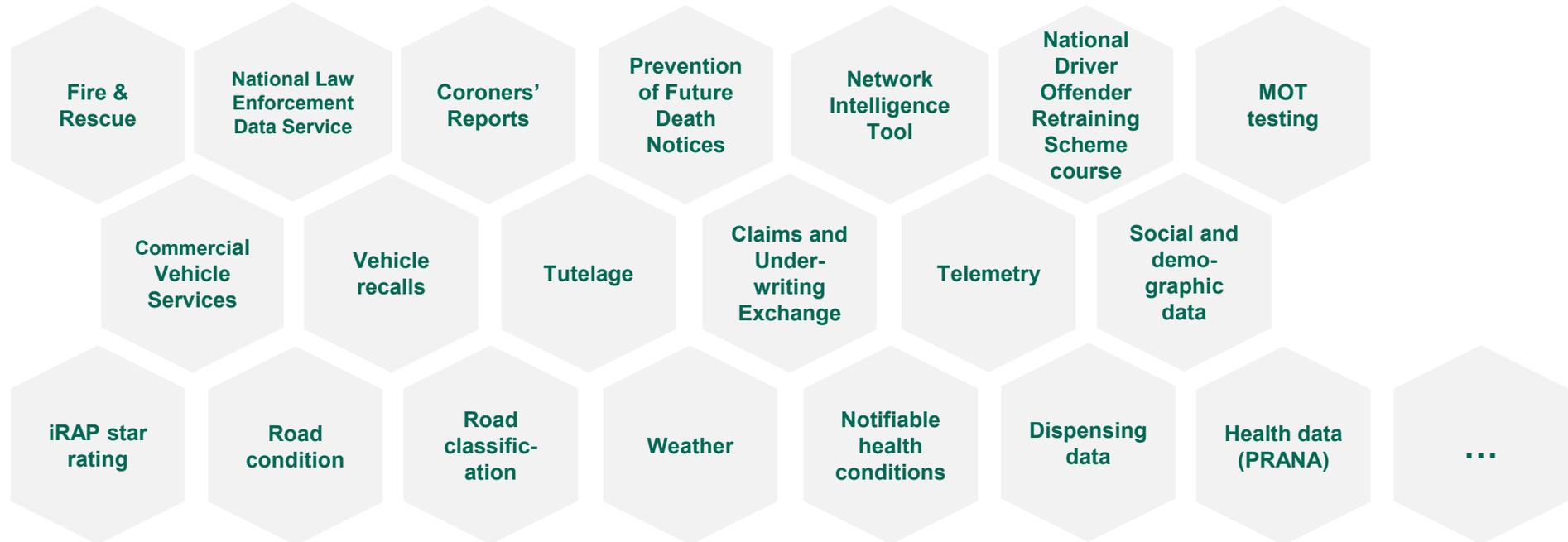- Needs structure, governance and coordination

Data systems are:

- Accessible, interoperable and secure by design
- Aligned to common standards
- Flexible to adapt to future road safety needs

Road safety data can reliably and consistently tell us why harm occurs on the road network and what interventions work, by supporting timely road safety investigations, better policy decisions and targeted operational action, resulting in fewer deaths and serious injuries and better value from public investment.

Linkage Across Road Safety-Related Datasets

There are many valuable sources of data which may be relevant to collision analysis and investigation, from a wealth of public and private sector organisations, for example:

Fire & Rescue

National Law Enforcement Data Service

Coroners' Reports

Prevention of Future Death Notices

Network Intelligence Tool

National Driver Offender Retraining Scheme course

MOT testing

Commercial Vehicle Services

Vehicle recalls

Tutelage

Claims and Under-writing Exchange

Telemetry

Social and demo-graphic data

iRAP star rating

Road condition

Road classific-ation

Weather

Notifiable health conditions

Dispensing data

Health data (PRANA)

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Health Data Linkage

Linkage of health and police data will allow us to:

- Better quality assure and validate STATS19 reports

- Improve our understanding of casualty injuries and outcomes

- Better identify factors and characteristics which increase harm on the roads

- Better understand vulnerable road user groups

- Identify where we can have the greatest impact on improving road safety

- Generate targeted road safety recommendations

- Conduct cost benefit analyses or road safety interventions and evaluate their impact

- Provide the evidential backbone for RSIB thematic analysis and in-depth studies

Supporting a Data-Led RSIB

The future road safety data environment will need to provide the data-led RSIB with access to linked cross-sector data, in order to develop:

- Strategic analysis to identify thematic priorities
- Thematic analysis of thematic priorities
- In-depth studies of priority cases
- Recommendations for safety learning

Our intention is to establish an initial analytical capability that provides immediate value, while designing it in a way that allows expansion over time as data integration improves.

Next Steps

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1. **Develop options for future road safety data environment:**

   — Roadmap for all DfT road safety data systems collectively

   — Interoperable with external datasets

2. **Design operating framework for data-led RSIB, including:**

   — Data requirements

   — Technical requirements

   — Analytical framework

   — Skills/resourcing

   — Stakeholders

   — Legal/Ethical assessment

   — Governance/Advisory Board

How You Can Support

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You can help by:

- Sharing your experience with local data linkage and analytical methodologies
- Promoting the value of quality road safety data locally

Thank you

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