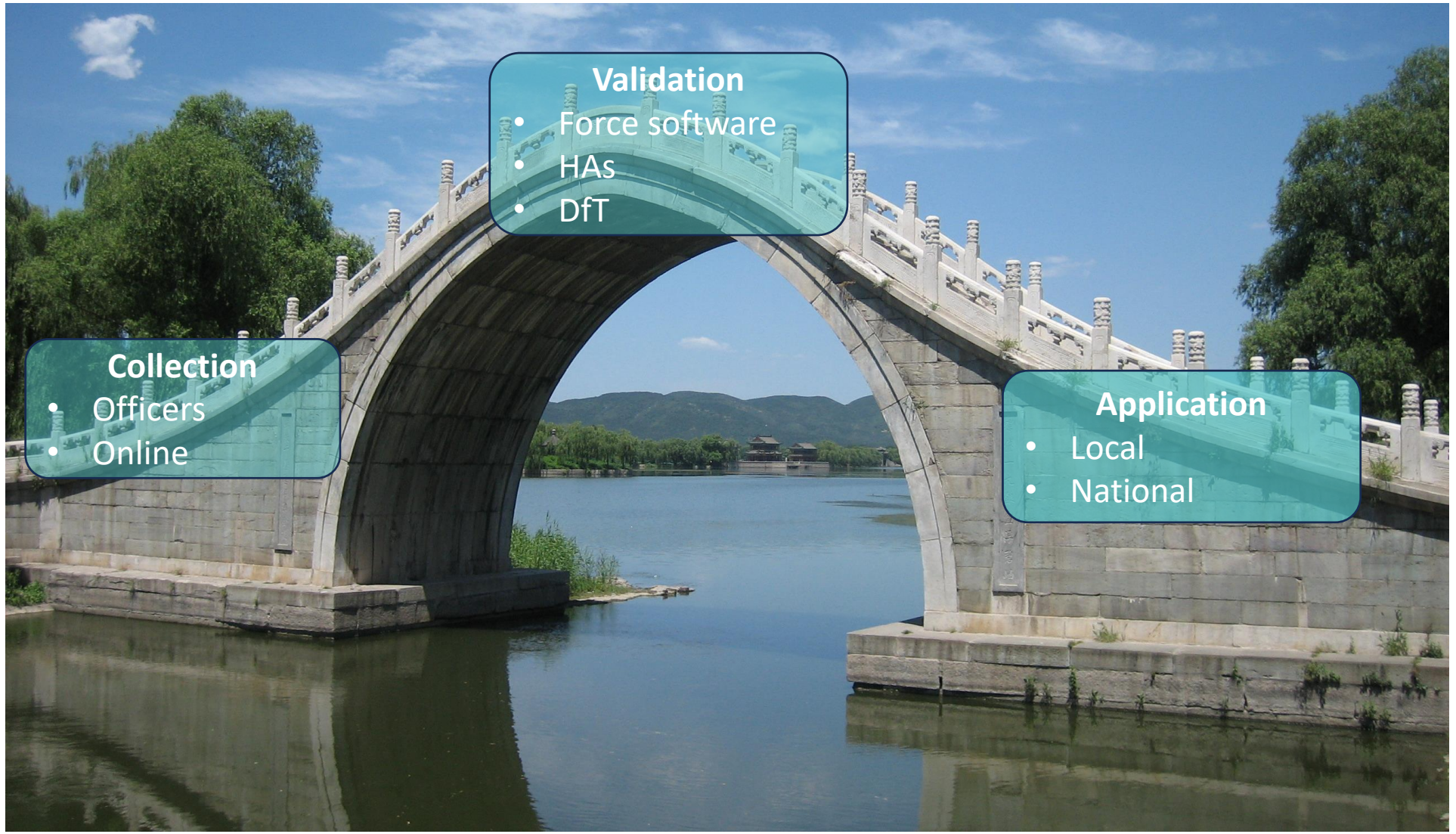
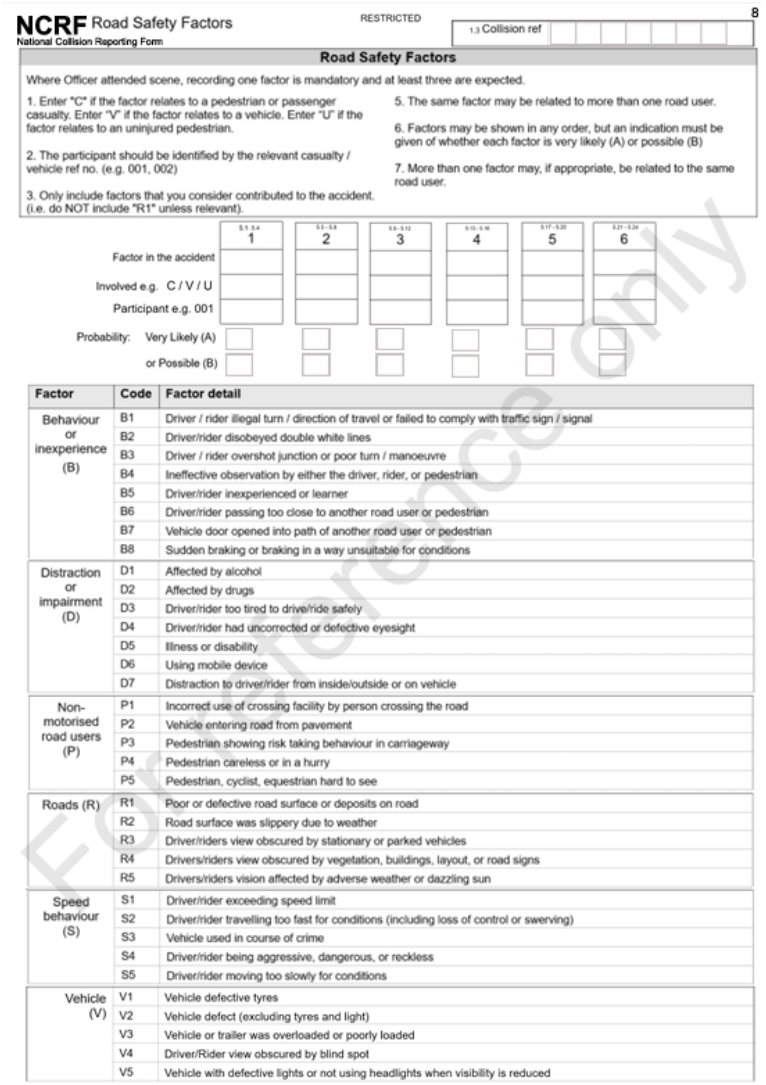
UNDERSTANDING THE DATA BRIDGE



BACKGROUND

Department for Transport

- Contributory factors (CFs) in STATS19 collection to provide an initial officer judgement of factors contributing to collisions
- Following the latest STATS19 review, CFs have been replaced by new road safety factors (RSFs)
- This change has happened at different times in different forces …
- … and has led to some different patterns in the data
- DfT commissioned RSGB/Agilysis to better understand these patterns and explore possible reasons



NCRF Road Safety Factors
National Collision Reporting Form

RESTRICTED

8

1.3 Collision ref

Road Safety Factors

Where Officer attended scene, recording one factor is mandatory and at least three are expected.

1. Enter "C" if the factor relates to a pedestrian or passenger casualty. Enter "V" if the factor relates to a vehicle. Enter "U" if the factor relates to an uninjured pedestrian.

2. The participant should be identified by the relevant casualty / vehicle ref no. (e.g. 001, 002)

3. Only include factors that you consider contributed to the accident. (i.e. do NOT include "R1" unless relevant).

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

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

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

	5.1-5.4 1	5.5-5.8 2	5.9-5.12 3	5.13-5.16 4	5.17-5.20 5	5.21-5.24 6
Factor in the accident						
Involved e.g. C / V / U						
Participant e.g. 001						
Probability: Very Likely (A)						
or Possible (B)						

Factor	Code	Factor detail
Behaviour or inexperience (B)	B1	Driver / rider illegal turn / direction of travel or failed to comply with traffic sign / signal
	B2	Driver/rider disobeyed double white lines
	B3	Driver / rider overshot junction or poor turn / manoeuvre
	B4	Ineffective observation by either the driver, rider, or pedestrian
	B5	Driver/rider inexperienced or learner
	B6	Driver/rider passing too close to another road user or pedestrian
	B7	Vehicle door opened into path of another road user or pedestrian
	B8	Sudden braking or braking in a way unsuitable for conditions
Distraction or impairment (D)	D1	Affected by alcohol
	D2	Affected by drugs
	D3	Driver/rider too tired to drive/ride safely
	D4	Driver/rider had uncorrected or defective eyesight
	D5	Illness or disability
	D6	Using mobile device
	D7	Distraction to driver/rider from inside/outside or on vehicle
Non-motorised road users (P)	P1	Incorrect use of crossing facility by person crossing the road
	P2	Vehicle entering road from pavement
	P3	Pedestrian showing risk taking behaviour in carriageway
	P4	Pedestrian careless or in a hurry
	P5	Pedestrian, cyclist, equestrian hard to see
Roads (R)	R1	Poor or defective road surface or deposits on road
	R2	Road surface was slippery due to weather
	R3	Driver/riders view obscured by stationary or parked vehicles
	R4	Drivers/riders view obscured by vegetation, buildings, layout, or road signs
	R5	Drivers/riders vision affected by adverse weather or dazzling sun
Speed behaviour (S)	S1	Driver/rider exceeding speed limit
	S2	Driver/rider travelling too fast for conditions (including loss of control or swerving)
	S3	Vehicle used in course of crime
	S4	Driver/rider being aggressive, dangerous, or reckless
	S5	Driver/rider moving too slowly for conditions
Vehicle (V)	V1	Vehicle defective tyres
	V2	Vehicle defect (excluding tyres and light)
	V3	Vehicle or trailer was overloaded or poorly loaded
	V4	Driver/Rider view obscured by blind spot
	V5	Vehicle with defective lights or not using headlights when visibility is reduced

INVESTIGATION OF CF → RSF CHANGE

1. The strengths and limitations of CFs and RSFs
   a. How well are these recorded?
   b. How reliable is the insight they can give?
   c. How does recording vary between forces?
2. The impact of the transition to RSFs?
   a. What impacts (positive or negative) did the change in recording process from CFs to RSFs have on extent and accuracy of recording?
   b. What are the implications for trend analysis? This will assess whether/how trends can be presented accurately and things to be careful of.
   c. Is there notable variation between forces or between factor groups? For example, we note there are some spikes in the 2024 data for various forces, but not consistently across factor groups.
3. The opinion and practice of forces who have moved to RSFs
   a. Are forces capturing RSFs as intended?
   b. Are some being reported more reliably than others?

QUANTITATIVE ANALYSIS

METHODOLOGY

CFs attributed by officers in 2022, *all* converted *to* RSFs (all forces n=120,336)

Image by Copilot

RSFs attributed by officers in 2024, *not* converted *from* CFs (some forces n=48,315)

QUANTITATIVE ANALYSIS

NATIONAL CATEGORIES

N=4,130
3%

3

N=13,810
11%

N=11,649
10%

N=5,383
4%

1

N=52,659
44%

2

N=32,705
27%

Non Motorised Road Users +4%

Distraction Impairment +2%

Roads +1%

Vehicles +1%

Behaviour -0%

Speed -8%

N=3,831
8%

3

N=6,449
13%

N=5,013
10%

N=2,820
6%

1

N=21,158
44%

2

N=9,254
19%

QUANTITATIVE ANALYSIS

NATIONAL SPEED FACTORS

3	N=4,931 15%	2	N=10,728 33%	N=532 2%	N=88 0%	1	N=16,426 50%

Exceeding speed limit +14%

Too fast for conditions +2%

Course of crime +2%

Too slow +1%

Aggressive, dangerous or reckless -19%

3	N=2,700 29%	2	N=3,208 35%	N=336 4%	N=143 2%	1	N=2,867 31%

QUANTITATIVE ANALYSIS

FORCE LEVEL ANALYSIS

- Trends in 11 forces with largest volume of RSFs examined
- Broadly consistent with patterns in national findings
  - Speed-related RSF category decreased
  - Non-motorised road user category increased
- Behaviour and Inexperience shift also consistently evident
  - Magnitude of change varies between forces
  - Distribution of factors within this shifted

QUALITATIVE ANALYSIS

METHODOLOGY

- A small number of interviews covering 5 police force areas (with thanks to those who participated)
  - Officers - RPU and others
  - Data analysts
- Standard questionnaire covering
  - How data are captured
  - Experience of change
  - Any insight to offer
- Exploring the ‘why’

QUALITATIVE ANALYSIS

FRONT LINE PRESSURE

A response bobby… is going to say this is no injury, minor injury, to save four hours of admin – ***Attending officer (Staffordshire)***

If I'm honest, it's just a tick box on the RTC card. We're just doing what we need to complete the form – ***Response police officer (Kent)***

If you put dangerous driving on, you're going to have to investigate dangerous driving … then you've got to go to Crown prosecution… wait six months for them to come back – ***Attending officer (Staffordshire)***

QUALITATIVE ANALYSIS

CHANGING THE COLLECTION

It was a system change more than a change in what you're explaining… It's just asked the questions slightly differently at the end. – ***Attending officer (Staffordshire)***

You do miss things and miss certain factors out … If you haven't got that far down the list – ***Response police officer (Kent)***

it's got to be better than the other one because the other one was so long and there was too many choices and some of them I felt were duplicates anyway. So for me, it's got to be a better thing.– ***Road crime officer (Staffordshire)***

Keep it simple… the more likely people are to comply – ***Attending officer (Staffordshire)***

QUALITATIVE ANALYSIS

SPEED DOWN, NON MOTORISED ROAD USERS UP

Some of those factors are due to changes in relation to e-bikes … so I do think there has probably been a genuine increase – ***Road crime officer (Staffordshire)***

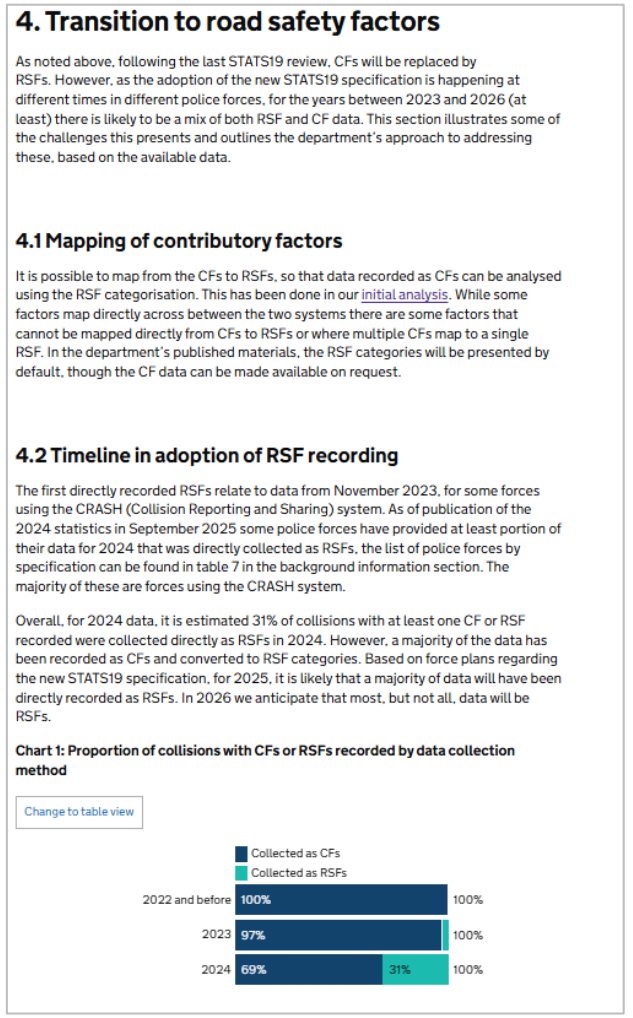
We're now more happy to say yes… some of this is on you [NMRUs] – ***RPU Sergeant/practitioner (Hertfordshire)***

I keep having to pause some analysis on red light running. Previously there were four separate codes. Now I simply can't do it unless I go through each description. I think we lose that granularity. – ***SSRP Analyst (Staffordshire)***

NEXT STEPS

Department for Transport

- Publication of report [possibly end May]
- Ongoing engagement with forces
- Ongoing analysis of RSFs and CFs data to inform 2025 statistics and data
  - Scheduled for publication September, expecting 50:50 split
  - Including updated guidance on impact of changes to RSFs and our advice for interpretation of the national-level data
- Data will inform several SPIs for the road safety strategy



4. Transition to road safety factors

As noted above, following the last STATS19 review, CFs will be replaced by RSFs. However, as the adoption of the new STATS19 specification is happening at different times in different police forces, for the years between 2023 and 2026 (at least) there is likely to be a mix of both RSF and CF data. This section illustrates some of the challenges this presents and outlines the department's approach to addressing these, based on the available data.

4.1 Mapping of contributory factors

It is possible to map from the CFs to RSFs, so that data recorded as CFs can be analysed using the RSF categorisation. This has been done in our initial analysis. While some factors map directly across between the two systems there are some factors that cannot be mapped directly from CFs to RSFs or where multiple CFs map to a single RSF. In the department's published materials, the RSF categories will be presented by default, though the CF data can be made available on request.

4.2 Timeline in adoption of RSF recording

The first directly recorded RSFs relate to data from November 2023, for some forces using the CRASH (Collision Reporting and Sharing) system. As of publication of the 2024 statistics in September 2025 some police forces have provided at least portion of their data for 2024 that was directly collected as RSFs, the list of police forces by specification can be found in table 7 in the background information section. The majority of these are forces using the CRASH system.

Overall, for 2024 data, it is estimated 31% of collisions with at least one CF or RSF recorded were collected directly as RSFs in 2024. However, a majority of the data has been recorded as CFs and converted to RSF categories. Based on force plans regarding the new STATS19 specification, for 2025, it is likely that a majority of data will have been directly recorded as RSFs. In 2026 we anticipate that most, but not all, data will be RSFs.

Chart 1: Proportion of collisions with CFs or RSFs recorded by data collection method

Change to table view