IMPLEMENTATION OF THE 2008 STATS 19 "QUALITY REVIEW" CHANGES

1 Introduction

1.1 This paper covers points on the implementation of the changes following the Quality Review of road accident statistics.

2 Changes to be made to the "Stats 19" specification with effect from January 2013

2.1 Following the Quality Review of road accident statistics, which was conducted by the GB Standing Committee on Road Accident Statistics, several changes will be made to the "Stats 19" road accident statistics specification with effect from January 2013. Two key documents are:

- "The 2008 Review of Reported Road Casualty Statistics (STATS 19) – Summary Report; and

Copies of these documents have been sent to Members of the Group (and to non-members who receive LGRAS papers).

2.2 A concise summary of the changes to "Stats 19" is included as an annex to this paper. There is also a sample STATS 19 form highlighting the changes which was also sent to members previously.

At the moment Vehicle Registration Mark (VRM) data can be supplied on the Vehicle records or in a separate return. Members of the Group representing the Police Forces which make a separate return of VRMs (Lothian & Borders, Strathclyde and Tayside) are asked to note that VRMs should now be included with the STATS 19 returns.

"Stats 21" Procedures for Submitting Road Accident Statistics data to Transport Scotland (2013) specifies the record layouts and the validation checks for "January 2013" onwards

2.3 The "Stats 20" document (Instructions for the Completion of Road Accident Reports) is not required in order to amend computer systems (apart from LA codes). However, this has now been updated by DfT and has also been sent to members of the group for information.

Members of the Group are invited to ask any questions that they may have on the revised data formats and specification for "January 2013" onwards.

I.T Changes

2.4 Over the next few months Transport Scotland will be developing a test system which will allow us to process STATS 19 returns in the new format. We will therefore be able to process test files sent by data suppliers in the Autumn. The arrangements for the supply of data in the new format should be tested several weeks before the first submission of "live" data, in order that problems can be identified and dealt with in good time. Members of the Group representing data suppliers are asked to indicate when they would wish to send test data files to Transport Scotland.
3 The timing of the implementation of the changes

3.1 It is important that all those bodies which are involved in the transfer of the data know when their suppliers and/or recipients will change over from the old system to the new system, and that all concerned know and agree which format will be used for each data transfer.

3.2 To simplify the change over process, Transport Scotland would like the “December 2012” data submission to be the last one to be made in the old format, and the “January 2013” data submission will be the first one to be made using the new format. Therefore, it would be very helpful if each data supplier could arrange for the “December 2012” run of its old system’s “data supply” procedure to take place just before it converts the data from its old system to its new system, so that a data submission containing the vast majority of the accidents which occurred in December 2012 can be sent to Transport Scotland, for processing on its old system. **Members of the Group representing data suppliers are asked to let Transport Scotland know if there are likely to be any issues with providing the January 2013 data in the new format.**

3.3 When the changes from the previous Review were implemented, all the Scottish data suppliers converted their computer systems (including all the data that they held for a number of earlier years) to the new format before making their first returns in the new format. Thereafter, all the data that they supplied was in the new format, including late returns and amendment records relating to earlier years' accidents. **It is therefore suggested that members of the Group representing data suppliers are asked to ensure that their "January 2013" returns are in the new format, along with all the data that they subsequently send to Transport Scotland (including any late returns or amendment records for accidents which occurred earlier years).**

Matt Perkins
Transport Analytical Services
Transport Scotland

March 2012
Annex 1  Summary of changes to STATS 19 data processing system.

The format for the records in the accident data has changed so that the variables now start and end at different positions.

The primary and secondary checks for the new/amended variables are shown in the revised STATS21 document.

Amendments to existing variables

Local Authority code (1.10) – New alpha numeric codes for the local authorities can be found at the end of this note.

Location (1.11) – Easting will now have 6 digits and Northing 7. Change current values to have extra digits.

Light conditions (1.21) – Values 2 (Daylight: no street lighting) and 3 (Daylight: street lighting unknown) are no longer collected.

Type of vehicle (2.5) – New values - 22 (mobility scooter), 23 (electric motorcycle), 90 (Other vehicle), 97 (motorcycle unknown cc), 98 (Goods vehicle unknown weight)

Contributory factor - New value -110 (Sunken, raised or slippery inspection cover)

Hit object off carriageway (2.14) – New value – 11 (wall or fence)

Journey purpose (2.29) - New value – 6 (Not known)

New variables

Other vehicle (2.5a) – New 51 character text variable – to be updated if type of vehicle=90.

Left hand drive (2.35)
Values 1 - No
2 - Yes

Seatbelt (3.14)
Values 0- Not applicable
1- Worn and independently confirmed
2 - Worn but not independently confirmed
3 – Not worn
4 - Unknown

Cycle helmet (3.20)
Values 0- Not cyclist
1- Yes
2- No
3- Not known

Variables where information no longer collected
The following variables can remain on the database but the information will no longer be collected:

- **Other vehicle hit (2.17) –**
- **Foreign registered vehicle (2.28) –**
- **School pupil casualty (3.13) –**
- **DfT special projects (1.27, 2.25 and 3.17) –**

**Other minor changes to note**

- **Date of accident (1.7) –** Note that the date of the accident now has 8 characters instead of 6 previously.

  **Year/month** is no longer shown in STATS21 as being collected for any of the records.

- **Age of driver (2.22) –** Now 3 digits

- **Age of casualty (3.8) –** Now 3 digits

- **Compass point (2.8) -** Now shown as two separate variables.

- **Vehicle registration mark –**This information is no longer collected separately and should now be included in the STATS 19 return.

<table>
<thead>
<tr>
<th>New council codes</th>
<th>Fife</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Northern</strong></td>
<td></td>
</tr>
<tr>
<td>S12000017 Highland</td>
<td>S12000015 Fife</td>
</tr>
<tr>
<td>S12000013 Na h-Eileanan an Iar (Western Isles)</td>
<td>S12000005 Clackmannanshire</td>
</tr>
<tr>
<td>S12000023 Orkney Islands</td>
<td>S12000014 Falkirk</td>
</tr>
<tr>
<td>S12000027 Shetland Islands</td>
<td>S12000030 Stirling</td>
</tr>
<tr>
<td><strong>Grampian</strong></td>
<td></td>
</tr>
<tr>
<td>S12000033 Aberdeen City</td>
<td>S12000035 Argyll &amp; Bute</td>
</tr>
<tr>
<td>S12000034 Aberdeenshire</td>
<td>S12000008 East Ayrshire</td>
</tr>
<tr>
<td>S12000020 Moray</td>
<td>S12000009 East Dunbartonshire</td>
</tr>
<tr>
<td><strong>Tayside</strong></td>
<td></td>
</tr>
<tr>
<td>S12000041 Angus</td>
<td>S12000011 East Renfrewshire</td>
</tr>
<tr>
<td>S12000042 Dundee City</td>
<td>S12000043 Glasgow City</td>
</tr>
<tr>
<td>S12000024 Perth and Kinross</td>
<td>S12000018 Inverclyde</td>
</tr>
<tr>
<td><strong>Lothian and Borders</strong></td>
<td></td>
</tr>
<tr>
<td>S12000010 East Lothian</td>
<td>S12000021 North Ayrshire</td>
</tr>
<tr>
<td>S12000036 Edinburgh, City of</td>
<td>S12000044 North Lanarkshire</td>
</tr>
<tr>
<td>S12000019 Midlothian</td>
<td>S12000038 Renfrewshire</td>
</tr>
<tr>
<td>S12000026 Scottish Borders</td>
<td>S12000028 South Ayrshire</td>
</tr>
<tr>
<td>S12000040 West Lothian</td>
<td>S12000029 South Lanarkshire</td>
</tr>
<tr>
<td><strong>Dumfries and Galloway</strong></td>
<td></td>
</tr>
<tr>
<td>S12000006 Dumfries &amp; Galloway</td>
<td>S12000039 West Dunbartonshire</td>
</tr>
</tbody>
</table>