The Liaison Group on Road Accident Statistics

Minutes of the meeting held on Monday 18th May 2015
in Conference Rooms 7 and 8, Victoria Quay

1.1 Attendees

Police Forces and Councils:
Sergeant Jon Barron Police Scotland
Eliana Clark Police Scotland, Forth Valley division, formerly Central Scotland Police
Mark Hollinsworth Police Scotland, Force Statistician
Kerry McKeown Police Scotland
Irene Magill Scottish Police Authority

Users of the data:
Andrew Fraser Falkirk Council & SCOTS rep. at SCRAS
Gary Patton Edinburgh City Council
Hugh Logan Highland Council
Nansen Buchan Aberdeenshire Council
Steven Sellars Fife Council & SCOTS rep.
Beverley Harkins Fife Council
Sandy Allan ROSPA

Scottish Government / Transport Scotland (TS):
Chris Newson Transport Statistician (Chair)
Andrew Knight Transport Statistics branch (Secretary)
Charlie Lewis Transport Statistics branch
Jag Sandhu WDM
Stuart Wilson Transport Scotland Trunk Roads Network Management
Darren Peaston Social Research
Debbie Wilson Safety Camera Program
Linzi Pidgeon Safety Camera Program
Michael McDonnell Road Safety Scotland
Dr Neale Kinnear Transport Research Laboratory

Department for Transport:
Daryl Lloyd Road Accident Statistician

1.2 Apologies for Absence
Simon Bradshaw Police Scotland
Karen Grant Northern Constabulary
Fiona McKie Police Scotland, Dumfries & Galloway division, formerly Dumfries & Galloway Constabulary
Martin Parker Police Scotland, Dumfries & Galloway division, formerly Dumfries & Galloway Constabulary
David Connolly SYSTRA Ltd
Tina Ward Police Scotland, Performance & Strategic Analysis
John Santarossa Police Scotland statistical unit, formerly Strathclyde police
Stuart Geddes Stirling Council
Carlyn Fraser Clackmannanshire Council
Graham Thomson Road Safety, Transport Scotland
Kathy Johnston Transport Analytical Services

Introduction & previous minutes

1.3 Chris Newson welcomed everyone to the meeting. He then asked all delegates to introduce themselves and explain their role.
1.4 The Group agreed the minutes of the previous meeting, previously distributed. **Chris Newson** went over the action points from that meeting.

**LGRAS 2015 Action 1:** to pursue a shortened user guide for the STATS 19 collection with DfT. **Chris Newson** explained that this action point was ongoing.

**LGRAS 2015 Action 2:** to provide an update on graduated driver licensing. **Chris Newson** said that the necessary powers are reserved to Westminster and representations to have the powers devolved have been refused. Transport Scotland will continue to develop proposals for GDL to be taken forward for Scotland and are in discussions with DfT.

**LGRAS 2015 Action 3:** Darren Peaston to ask Transport Scotland Road Safety policy colleagues to provide an update on speed awareness. Transport Scotland has undertaken research to look at the issue. A sub-group of the Road Safety Strategic Partnership and Operational Partnership Group has been set up to consider the evidence base, discuss barriers to implementation and consider whether barriers can or should be overcome.

**LGRAS 2015 Action 5:** Paul Middleton to look into the specific issues that there were with the format of the data. **WDM programmers** have now found a way to accommodate problematic data.

**LGRAS 2015 Action 6:** Police Scotland and TS Statistics to look at a system mapping of data provision. **Chris Newson** said that the data quality review group would consider this at their next meeting and report back to LGRAS.

**LGRAS 2015 Action 9:** Transport Statistics to put data quality spreadsheet on Website. **Chris Newson** said that this had been done. If anyone wishes to add to the spreadsheet, they should let us know.

**LGRAS 2015 Action 10:** Transport Statistics update the draft procurement form and keep members informed. This had been completed.

**LGRAS 2015 Action 4:** Simon Bradshaw to provide an update to the group on the provision of accident data to local authorities. **Jon Barron** said that he would expand on the update shown in paper 2 later on in the meeting.

**LGRAS 2015 Action 7:** Andrew Fraser to provide samples of a previous process mapping exercise. Samples were enclosed with the previous minutes of meeting.

**LGRAS 2015 Action 8:** DfT to look at legislative requirements for the collection of injury road accident data. A description of the relevant legislation was provided.

2. **Transport Statistics Team update (paper 3)**

2.1 **Chris Newson** explained that Transport Statistics would continue to publish transport and injury road accidents publications. He said that he would welcome feedback from members on the format of the publications, particularly on their relevance and whether they were fit for purpose. Key Reported Road Casualties Scotland will be published on 17 June 2015. Although the current figures for 2013 are the lowest on record, police management and DfT quarterly figures suggest that there are likely to be changes to the figures for 2014.

Chris also explained, that one of the main changes that has been made in the past 12 months to one of our publications is the inclusion of infographics in the recently published Scottish Transport Statistics. Consideration is now being given to how to include similar infographics in the casualty publications. Chris stated that stakeholder feedback was more than welcome on the new presentation style.

2.2 **Chris Newson** then explained the key aims contained in the provisional planned work for the next 12 months. These were to continue to improve on the impact of our statistics with better communication and to explore the linkage of STATS19 data with NHS Scotland in collaboration with SILC (Scottish Informatics Linkage Collaboration). He explained that the aims of the data linkage would be to look at:

- Under-reporting of injury road accidents
- The range of injuries sustained by those classified as serious casualties
• Outcomes for children involved in injury road accidents.

Daryl Lloyd said that it should not just be about linking the data and that the non-linked data would be of relevance to assessing under-reporting. He also explained that there is currently some EU work looking at using a new definition of severity which is based on clinical information. As this definition comes from hospital data it will sit alongside the current STATS 19 definition. This means that it could be possible to have two definitions of ‘serious’ injury in the future.

2.3 Chris Newson then told members that Key Reported Road Casualties Scotland would be published on 17 June 2015, Transport and Travel in Scotland on 26 August 2015, Reported Road Casualties Scotland in October 2015 and Scottish Transport Statistics in February 2016. Any feedback that members wished to provide would be appreciated. Steve Sellars and Andrew Fraser both said the they still found the printed copies very useful.

3. Transport Scotland Road Safety Research Projects

3.1 Darren Peaston said that TS and DfT had commissioned TRL to carry out a roadside survey to look at seatbelt and mobile phone usage. He then went on to highlight some of the results for Scotland from the survey. He said that there were 7,732 vehicle occupants who were observed for seatbelt usage and 13.5 thousand drivers observed for the mobile phone survey in Scotland. It was found that most drivers (97.8 per cent) correctly used the seatbelt, which was an increase from 95 per cent recorded in 2009. The proportion of car drivers using a mobile phone while driving at moving sites was 1.3 per cent and 1.6 per cent at stationary sites. 2.9 per cent of drivers of other vehicles were observed using a mobile phone at moving sites which was notably higher than car drivers. A higher proportion of drivers were observed with a mobile phone in their hand (for example, texting/Internet, although possibly using loud-speaker) rather than at their ear (making a phone call) at both moving and stationary sites.

3.2 He also said that work had been done on the STATS 19 form design and the final report had been published the previous week. A PHD student has been funded to study in-car driving distractions. The results of the study so far will be looked at next month with a view to a presentation being made at the road safety seminar in October. There has also been debate about the evidence-base around Safe Drive Stay Alive roadshow and commissioned evaluation work is currently underway. The findings from the signage for Glasgow school buses pilot will also be looked at. Work is on-going to evaluate Scottish Road Safety Week, with a final report expected towards the end of July / beginning August.

4. DfT update

4.1 Daryl Lloyd explained that main results for GB road casualties would be published on 25 June 2015. He then explained that CRASH is the central recording system for collecting road accident data which are centralised at Hendon. Development of the system took place over the past 7 years with Surrey force using it for the past 2 years. It was taken up by Staffordshire about a month ago. A number of police forces in England & Wales say that they will not take the system as they are currently using the NICHE system. Surrey have not been using CRASH in an optimum way up to now as they are currently using mobile devices to collect data at the roadside, but then rekeying the data into CRASH rather than using electronic transfers. Staffordshire are not following this route and Surrey should soon move to electronic transfers. He also noted that not all of the English and Welsh police forces had moved over from the 2005 version of the STATS 19 variables. He also said that they would be looking at the quality of the data, in particular how the severity is being recorded. They were hoping to roll out the CRASH system to forces over the next 12 months. Chris Newson asked if PDA would be used in the CRASH/NICHE systems. Daryl Lloyd said that if there was a schema the CRASH system could be transferred to different devices but CRASH sends the data directly to the system. Chris Newson then asked if DfT would be doing an evaluation of CRASH. Daryl explained that they would be evaluating the data as forces move across, looking particularly at whether there are any changes in the ratio of serious to slight injuries.

4.2 Provisional data for drink drive accident and casualty figures has been published in August reporting on the previous calendar year. The figures have then been finalised in the following August (e.g. 2014 provisional figures are released in August 2015 and then finalised in August 2016). Over
recent years there has been a considerable reduction in the estimates between the provisional figures and the final figures. It is likely that this is due to bias in the early data that have been supplied by the coroners and procurators fiscal. As of this year, the provisional release in August will just provide a range of likely values. A second provisional release has been introduced in February containing a central estimate, and the final figures still being released the following August.

A steering group is being set up to review contributory factors and will be meeting next year. It will be checking the reliability of the data and whether the list of factors needs to be shortened. Chris Newson and Andrew Fraser asked to be on the group to represent Scottish interests. Mark Hollinsworth asked if the legislation required data suppliers to collect data for all the variables including slight accidents. Daryl Lloyd said that questions like that could be looked at in the next quinquennial review after the roll out of CRASH. Chris Newson said that it would be important to consider the burden placed on data suppliers by any changes and balancing that with data requirements.

5. **Police Scotland update**

5.1 Jon Barron said that Iain Murray was in overall charge of road safety. The main plan is to update the data quality processing procedure. Data is still collected in various formats e.g. paper, e-mail, electronic systems and PDAs and it was hoped to replace these in the near future. There have been problems with the quality of the data due to changes in shift patterns and a memo was sent reminding officers to complete the forms by the end of their tour of duty. There is a need to provide training on how to complete the STATS 19 form.

5.2 At the moment no one part of the force owns the accident collection system. There is a drive behind the collection of the accident data and it is now a priority. They are trying to build a model for how the system might work. At the moment they have to come to Transport Statistics for information as they are having problems obtaining the data from eight different systems. Mark Hollinsworth is provided with an update of the figures once per month.

5.3 At the moment the I6 system software is being worked on. This relates to crime, criminal justice, custody and property and can be used by officers anywhere in Scotland. Division K Renfrew & Inverclyde will pilot it from September 2015 and it should be available for the whole force by September 2016 at the earliest. Version 1.1 will include the accident recording system and this should be available in 2017. As the accident data is moved over, legacy systems will be switched off. Andrew Fraser did not think it was a good idea to incorporate the accident data with the I6 system. Jon Barron said that the system would enable the data to be linked with other data held on the system such as DVLA and police crime information. Daryl Lloyd suggested that the system could eventually be linked to other systems.

5.4 Chris Newson asked about DfT linking Ordnance Survey data with the Street Gazetteer for England and Wales. Daryl Lloyd said that Ordnance Survey were developing an open source version and DfT had helped to fund this. Andrew Fraser said that all local authorities have asset management plans and the grid co-ordinates could be linked to road furniture and that he believed this would be beneficial to the collection of information on road accidents in Scotland. Stuart Wilson asked if trunk roads in England and Wales would be included. There was a discussion by members about the challenges with such a project such as accessing and maintaining data from each of the local authorities.

5.5 Mark Hollinsworth said that historical data would not be included in I6. IDAP would bring old data into one location. It may be necessary to ask Transport Statistics for data and Chris Newson said that he would be happy to provide this. Chris Newson asked if a date had been agreed for the Police Scotland annual report and Mark Hollinsworth confirmed this would be published in mid to late June. Mark explained that previous performance reports from Police Scotland can be found on their website under “our performance” [http://www.scotland.police.uk/about-us/our-performance/](http://www.scotland.police.uk/about-us/our-performance/)

After the presentation by Dr Neale Kinnear from TRL there was some discussion about the project. Sally McKenzie asked if some variables had been missed out. Chris Newson said that not all forms are the same and there will be some variables other than STATS 19 ones that are not included. Mark Hollinsworth said that in the legacy Strathclyde area police officers currently complete a paper copy of the form. Gary Patton said that there was confusion about whether a blank or a zero could be taken to be ‘not known’. Darren Peaston said that some variables like age of driver explain whether they can be zero or blank. Gary Patton said that there was a need for certain key variables e.g. location details. Chris Newson explained that in general data quality is high and that the research has brought some useful insights to light to be explored at the next quinquennial review. Mark Hollinsworth asked what would be done with the results of the form design project. Chris Newson said that consideration would now be given to the report and what needed to be done next and that this would be taken forward through the data quality sub-group. Sally MacKenzie asked when the next quinquennial review would be. Daryl Lloyd said that there was a possibility that it would be in 2017. Mark Hollinsworth asked if consideration had been given to how much experience a driver has had as opposed to how far they have driven. Daryl Lloyd said that DfT had been trying to meet with insurance companies to share information including the possibility of getting data from black boxes installed in cars.

**LGRAS 2015 Action 1:** Transport Statistics to arrange a meeting of the data quality group to consider the next steps based on the findings of the research.

7. **Any other business**

There was no other business.

8. **Date of next meeting**

Members were happy with the annual meeting and another meeting will be organised around the same time in 2016.

Transport Scotland
Transport Statistics branch
May 2015