

## **The Liaison Group on Road Accident Statistics**

### **Minutes of the meeting held on Monday 6th June 2016**

in Conference Rooms 7 and 8, Victoria Quay



#### **1.1 Attendees**

##### **Police Forces and Councils:**

Graeme Bruce	Police Scotland, The Lothians & Scottish Borders division, formerly Lothian & Borders Police
Mark Hollinsworth	Police Scotland, Force Statistician

##### **Users of the data:**

Andrew Fraser	Falkirk Council & SCOTS rep. at SCRAS
Stuart Geddes	Stirling Council
Beverley Harkins	Fife Council; rep. SCOTS
David Connolly	SYSTRA Ltd
Sandy Allan	ROSPA

##### **Scottish Government / Transport Scotland (TS):**

Richard Morrison	Transport Statistician (Chair)
Andrew Knight	Transport Statistics branch (Secretary)
Charlie Lewis	Transport Statistics branch
Graham Thomson	Road Safety, Transport Scotland
Jag Sandhu	WDM
Stuart Wilson	Transport Scotland Trunk Roads Network Management
John Galilee	Social Research
Cameron Ferguson	Safety Camera Program
Linzi Pidgeon	Safety Camera Program

##### **Department for Transport:**

Daryl Lloyd	Road Accident Statistician
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#### **1.2 Apologies for Absence**

Inspector Brian Poole	Police Scotland, Road Policing Management Support
Sergeant Stevie White	Police Scotland
Eliana Clark	Police Scotland, Forth Valley division, formerly Central Scotland Police
Inspector Campbell Moffat	Police Scotland, Dumfries & Galloway
Richard Gerring	Highland Council
David Scott	Scottish Police Authority
Michael McDonnell	Road Safety Scotland
Tina Ward	Police Scotland, Performance & Strategic Analysis
John Santarossa	Police Scotland statistical unit, formerly Strathclyde police
Gary Patton	Edinburgh City Council
Steven Sellars	Fife Council & SCOTS rep.
Carlyn Fraser	Clackmannanshire Council
Kathy Johnston	Transport Analytical Services

### **-Introduction & previous minutes**

1.3 **Richard Morrison** welcomed everyone to the meeting and introduced himself as Chris Newson's successor. He then asked all delegates to introduce themselves and explain their role.

1.4 The Group agreed the minutes of the previous meeting.

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

2.1 **Richard Morrison** explained that Transport Statistics had continued to publish transport and injury road accidents publications over the past year. There were no comments from members on the publications.

2.2 **Richard Morrison** then outlined 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.

**Graham Thomson** said that they were still working towards the 2020 targets, with a series of outcomes under three priority themes, which were speed, age and vulnerable road users. There were also 7 indicators used for the outcomes which were speed, motorcycles, pre-drivers, young drivers, older drivers, cyclists and pedestrians. They had reported back to the Strategic Partnership Board in March 2016. He said that in future, it was planned to have more regular meetings with the board amounting to 4 meetings per year.

2.3 **Richard Morrison** then told members that Key Reported Road Casualties Scotland would be published on **29 June 2016**, Transport and Travel in Scotland on **September 2016**, Reported Road Casualties Scotland in **October 2016** and Scottish Transport Statistics in **February 2017**.

2.4 **Stuart Wilson** said the Strategic Road Safety Plan for the trunk road network had first been published in 2007 and an update was published at the end of March 2016. He said that one of the tasks was to work with other countries to learn lessons from their experiences. He also said that they now had a bigger budget and that there had been significant improvement to the trunk road network. The quarterly road statistics would be continued and there was currently some research comparing Scandinavian methods with ours and consideration of possible changes to road signs.

### **3. Transport Scotland Road Safety Research Projects**

3.1 **John Galilee** explained that Darren Peaston had now moved to another post. However, before he left he had been working on research evaluating the Scottish Road Safety Week. Although the research had been somewhat inconclusive there was support for it being a valuable resource for road safety. The report made a number of recommendations for any subsequent events. Another piece of research

was the Go Safe with Ziggy safety education programme. There were some concerns about whether the programme was still fit for purpose but the report, which will be published in July is favourable but has suggested some changes. There was also a review of the Road Safety Information Tracking Study (RITS) to see that it still met our requirements.

3.2 He also said that Brendan Nisbet, who has replaced Darren Peaston, was working on analysing responses to a consultation on the provision of seatbelts in school transport vehicles, over the next two months. **David Connolly** wanted to know who had done the research and **John Galilee** said it was KSO research. The seatbelt consultation was part of the governments manifesto. Although the necessary powers for implementation were still awaited it was planned to introduce a bill to Parliament next year. The legislation would then be in place for primary schools in 2018 and secondary in 2020. **David Connolly** asked if consideration had been given to problems with drivers using phones for tasks other than voice calls. **Graham Thomson** said that there was not enough evidence to indicate whether there was a problem. **John Galilee** said that funding for a research into 'in car distractions' had been provided to Elisha Trundle who was doing a PHD. She was writing up the findings of the research which had been done in the laboratory rather than real life and these would be available in September.

3.2 **Daryl Lloyd** said that DfT were looking to see if pedestrian distraction was an issue. He also said that they were considering whether to repeat the survey of mobile phone use which was last done in 2014. He said that if the exercise were to be repeated, Transport Scotland might wish to consider whether Scotland should be included. **David Connolly** suggested that mobile phone operators may be able to provide an indication about whether a driver had been using a phone before and accident. **Daryl Lloyd** said that the police would not be required to obtain this information although they may wish to do so in the case of fatal accidents.

#### **4. Reviewing Timeliness Of Road Casualty Statistical Reporting (paper 4)**

4.1 **Graham Thomson** said that there may be a need for more regular reporting of injury road accidents. He questioned whether existing publications meet user needs and suggested that nowadays there was an expectation of instant access to data. He wondered if it was possible to obtain the information more quickly or whether we should stick to the status quo. **Richard Morrison** suggested that it was better to look at trends over a number of years. **Mark Hollinsworth** said that it was better to ignore peaks and troughs in the data and to look at the wider context. **Graham Thomson** highlighted the fact that the police were publishing quarterly figures in their management reports. **Mark Hollinsworth** said that he did not think that people would find the 2 lines in the report more interesting than the crime figures. **Stuart Wilson** said that there could possibly be problems defending changes in the numbers if the statistics were published more frequently. **Richard Morrison** suggested that if you do not publish the data then you are likely to stifle debate. He also asked if data was not published within the public domain whether it should be made available internally.

4.2 **Graham Thomson** was concerned that data published by Police Scotland, which was not quality assured, could be referred to as official statistics. **Mark**

**Hollinsworth** explained that the data they published was not official statistics and was only management information. **Graham Thomson** said that by the time official up-to-date data is made available, anyone who is interested has already published their document. He explained that he would like to be able to provide up-to-date information to the Road Safety Board. **Sandy Allan** and **Beverley Harkins** both said that they did not find it helpful that the figures covered different reporting years. **Andrew Fraser** said that it was better to publish the figures using a calendar year rather than confusing things by introducing financial years as well. He also thought that a once yearly publication was quite sufficient for practical purposes.

4.3 **Beverley Harkins** also said that she was not happy with the quality of the data due to poor training which produced errors when filling out the forms. **Richard Morrison** gave an undertaking to make visits to Police Scotland legacy forces over the next year. **David Connolly** wanted to know the type of errors that were occurring. **Beverley Harkins** said that they were just basic errors. **Stuart Wilson** said that there were problems with the accident location grid co-ordinates. Richard Morrison asked about the proposal to produce a shortened version of the user guide. **Daryl Lloyd** said that there had been no progress in rewriting the forms.

## 5. Scottish Safety Camera Programme – Site selection update (paper 5)

5.1 **Linzi Pidgeon** informed attendees that the Scottish Safety Camera Programme Office (SSCPO) had recently worked with Scottish Government GIS colleagues to support the site selection process. (Within the wider site prioritisation process, site selection is the exercise whereby potential new sites for safety camera enforcement are identified). The outcome from this work was the production of the first on-line, interactive map depicting potential safety camera sites in Scotland. The map displays potential sites, colour coded by score, and each of the collisions, colour coded by severity, that are attributed to the identified sites at a Local Authority level.

5.2 **Linzi Pidgeon** noted that the map has delivered a number of immediate benefits. Along with the complementary raw data tables, the map has provided the Safety Camera Units and Police Scotland with a comprehensive analytical output which is easily accessible, and aids Local Authorities with the initial site selection stages.

5.3 From liaisons between the Safety Camera Units and Local Authorities, the SSCPO is looking to establish the data chain between Police Scotland, Local Authorities and Transport Scotland. **Richard Morrison** asked whether information on the potential new sites was made public. **Linzi Pidgeon** said that it was available to Local Authorities, Police Scotland, Operating Companies and Transport Scotland.

## 6. DfT Update

6.1 **Daryl Lloyd** said that Dorset police had been unable to produce data for 2015 but pressure had subsequently been applied and hopefully DfT will be able to avoid publishing just basic data. The main results for reported road casualties Great Britain is due to be published on 30 June 2016. This has been the worst year for the collection of injury road accident data. Heather Ward is now helping to procure a firm to do research into contributory factors. The research will review the factors to see

how robust they are and to design procedures that will help police officers to complete the forms. It was hoped that the next STATS 19 data quality review would take place next year. It is proposed to look at clinical data to establish how serious is a serious casualty. They will also be looking for road accidents within hospital data that are not known to the police so that unreported accidents can be identified. They have 2012-14 data from the health boards and they offered to provide Transport Scotland with the Scottish estimates of the number of road traffic admissions to hospital with a MAIS3+ injury

6.2 As there are fewer local police stations available for the public to report accidents, they are looking into the feasibility of being able to report the accidents online. However, at the moment in England and Wales the current legislation means that an accident needs to be reported at the police station in person. They are now looking at the legislation with a view to making the necessary changes. **Graeme Bruce** asked if it would take long for the legislation to be implemented. **Daryl Lloyd** said that a deregulation bill could be put forward later this year but if not there may be another method. **Graeme Bruce** also asked whether the relevant road act applied to GB, including Scotland. **Daryl Lloyd** said that he would check to see if it does. **Andrew Fraser** asked why it was necessary for a person was required to report the accident in person. **Daryl Lloyd** said that he thought that it may be that the police wanted to check the validity of the person reporting the accident and whether they had the proper documentation.

6.3 **David Connolly** asked about the difference between under reporting of accidents in Scotland compared with that in England due to the different terrain, different types of accident and difficulties in reporting accidents. **Andrew Fraser** asked how working out under reporting would be useful. **Daryl Lloyd** explained that it was not just about under reporting. They wanted to find out what data hospitals had that is not included and to exclude those that were not STATS 19 ones. **Richard Morrison** asked what could be done knowing about under reported accidents. **Daryl Lloyd** said that the main concern was for the missing serious casualties.

## 7. Police Scotland update

7.1 **Mark Hollinsworth** said that there had been no change to the position from this time last year and that there had been no progress with the I6 system. **Graeme Bruce** asked why the STATS 19 system was not part of the I6 system. **Mark Hollinsworth** said that it would not be possible. **Beverley Harkins** asked if any progress had been made with the provision of training on how to complete the STATS 19 form which was mentioned in the last LGRAS meeting. **Mark Hollinsworth** said that Jon Barron has now moved on and there has been no progress with the training. **Beverley Harkins** said that she was concerned that specialist road police work was now being done by local officers who are not as well trained. **Richard Morrison** suggested establishing a need for more training and if it was within the scope of the review of contributory factors. **Daryl Lloyd** said that he had asked for researchers to redesign the contributory factors to make them easier to use but this will only cover the factors part of STATS 19. **David Connolly** suggested that the contributory factors should be modified to include autonomous vehicles. **Daryl Lloyd** said that this would be included in the next STATS 19 data quality review.

**8. Any other business**

Richard Morrison asked members to let him know of any issues that they would like to discuss.

**9. Date of next meeting**

Members were happy with the annual meeting and another meeting will be organised around the same time in 2017.

Transport Scotland  
Transport Statistics branch  
June 2016