

The Liaison Group on Road Accident Statistics

Draft minutes of the meeting held on Thursday 15th March 2018

in Meeting Rooms 1D44 and 45, Victoria Quay

1.1 **Attendees**

Police Forces and Councils:

Inspector Brian Poole	Police Scotland, Road Policing Management Support
Mark Hollinsworth	Police Scotland, Force Statistician
Eliana Clark	Police Scotland, Forth Valley division, formerly Central Scotland Police

Users of the data:

Andrew Fraser	Falkirk Council & SCOTS rep. at SCRAS
Stuart Colbron	North Ayrshire Council
Beverley Harkins	Fife Council; rep. SCOTS
Sandy Allan	ROSPA

Scottish Government / Transport Scotland (TS):

Richard Morrison	Transport Statistician (Chair)
Jeanine Bezuijen	Transport Statistics branch
Andrew Knight	Transport Statistics branch (Secretary)
Charlie Lewis	Transport Statistics branch
Bertrand Deiss	Road Safety, Transport Scotland
Tony Christie	Social Research
Linzi Pidgeon	Safety Camera Program

Department for Transport:

Stephen Reynolds	Road Accident Statistician
Paul Baden	

1.2 **Apologies for Absence**

Inspector Campbell Moffat	Police Scotland, Dumfries & Galloway
Richard Gerring	Highland Council
David Scott	Scottish Police Authority
Michael McDonnell	Road Safety Scotland
David Connolly	SYSTRA Ltd
Tina MacLucas	Police Scotland, Performance & Strategic Analysis
John Santarossa	Police Scotland statistical unit, formerly Strathclyde police
Steven Sellars	Fife Council & SCOTS rep.
Carlyn Fraser	Clackmannanshire Council
John Galilee	Transport Analytical Services

Introduction & previous minutes

1.3 **Richard Morrison** 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.

2. Transport Statistics Team update

2.1 **Richard Morrison** gave an overview of the injury road accidents publications that Transport Statistics had continued to publish over the past year. He also explained the 2020 road safety framework targets that had been set. Richard Morrison said that we were looking at reviewing our accident processing systems and starting to look beyond 2020. He suggested that there would be a need to consider economic effects, including costs when consideration was being given to future targets. **Jeanine Bezuijen** said that she had looked at the evidence for how economic growth affects the trend in casualties. She said that there was no clear trend in Scotland.

Richard Morrison then asked members if they could provide any evidence for consideration. **Andrew Fraser** suggested that intelligent speed assistance would be a useful thing to consider **Bertrand Deiss** said that it would be worthwhile looking at the future use of cars and transport in general.

3. Transport Scotland Road Safety Research Projects

3.1 **Tony Christie** told members about an Horizons paper that was being produced around the Road Safety Framework Beyond 2020 for the Strategic Partnership Group. Indications are that we are in line with much of the UN 2030 targets but there are some useful ideas emerging internationally which may influence the framework, e.g. focus on whole system approaches, telematic/data mapping technologies, graduated driver licenses. As a connected piece of work for the Operational Programme Board, a literature review is being undertaken around Intelligent Speed Adaptation, which will likely also feature in the new Road Safety Framework. Evaluation research is also currently being procured around Road Safety Scotland's Theatre Workshops in schools, expected to begin this summer and expected for completion in May 2019.

Lastly, Tony mentioned that a literature review has been conducted in TAS around reducing the speed limit of restricted roads to 20mph, highlighting an evidence base which is still under development. Next steps around support or otherwise of the Private Member's Bill is currently with Ministers. **Richard Morrison** said that he had attended a meeting with Edinburgh council who have done quite a bit of research into 20 mph zones. **Paul Baden** said that he had seen some research that suggested that there had been an increase in the number of accidents on roads with a 20 mph speed limit due to an increase in the number of roads being constructed.

4. DfT Update

4.1 **Steven Reynolds** said that they have now updated a problem they were having with the severity variable in the CRASH system. Version 7 of the CRASH system is due to be released in the summer of 2018 and will give accurate location details. Benefits of using the CRASH system include metadata from a picture taken at the crash site and improved vehicle directions and road details. There is also a dashboard which is presently housed at Henden but will be moving to the Cloud. At the moment DfT is paying for police forces in England and Wales to have the CRASH system and is in separate discussions with Police Scotland.

Stuart Colbron asked if local authorities would be able to have access to the CRASH system. He was particularly interested in the clear language description. **Stephen Reynolds** explained that local authorities would receive a selection of the data.

Paul Baden explained that one of the problems with CRASH was the new severity classification which comprised a wider selection of options. This tended to cause increases or decreases in slights and more severe cases. There had also been discussion about children being kept overnight in hospitals as a precaution being classed as serious. **Richard Morrison** mentioned that there was a commitment to try and compare STATS 19 accident data with hospital data but there were problems trying to match the data. He also said that there were differences between pedal cyclists and pedestrians between forces. He then asked DfT if there would be any effects on the contributory factors. **Paul Baden** said that they were looking to review the contributory factors data. **Andrew Fraser** asked if there was any need to collect contributory factors. **Paul Baden** said that users of the data did find them useful and it would be difficult to find an alternative. **Mark Hollinsworth** asked if DfT had standard lines with caveats for answering queries about contributory factors. **Stephen Reynolds** said that he did and that he would arrange for them to be passed on. He also mentioned that consideration was being given to members of the public reporting accidents online but there were problems due to it being illegal at the moment. There were also problems validating the data and ensuring that genuine accidents were being reported. In its current state it would not be helpful to the STATS 19 data collection. He said that the consultation closes in April and asked members for their views. **Stephen Reynolds** asked Police Scotland if they were aware of the consultation. **Brian Poole** said that he was aware of it and would respond.

4.2 **Stephen Reynolds** said a STATS 19 data quality review would take 18 months. Therefore, it would be desirable to have it this summer with the aim of completing it by 2020. Otherwise, it could be postponed for a year for implementation in 2021. **Paul Baden** mentioned that DfT were due to complete a compliance check for the UKSA. **Andrew Fraser** asked if a taxonomist had been appointed to look at the STATS 19 data. **Stephen Reynolds** said that DfT were creating a new accident investigation unit.

LGRAS 2018 Action 1: DfT to arrange for standard lines for answering queries about contributory factors to be made available.

LGRAS 2018 Action 2: LGRAS members to provide views on the consultation.

7. **Police Scotland update**

7.1 **Brian Poole** said that there was a need for a single digitally enabled policing programme. Police Scotland were actively considering if CRASH could replace the current systems. A business case had been presented with CRASH being the preferred system. The business case will be going forward at the beginning of April. **Paul Baden** suggested that DfT would like to be involved if CRASH were to be selected. Brian Poole said that at the moment there was an issue with the security of the Cloud system.

Brian Poole also said that Police Scotland figures showed that fatalities had fallen to their lowest ever. **Beverley Harkins** raised concerns about the possibility of under reporting of the figures for other severities in 2017. **Andrew Fraser** said that he had found differences between what had been recorded in the contributory factors and the equivalent STATS 19 variables e.g. between contributory factor 102 and the STATS 19 variable special conditions at site values(6 and 7). Also the pedestrian crossing road masked by parked vehicle (CF 801) and STATS 19 variable pedestrian movement values(2 and 4). **Beverley Harkins** said she would query these with the police if there is found to be a mismatch. **Andrew Fraser** also said that he had found cases where the accident descriptions did not always record all of the circumstances of the accident. **Paul Baden** said that he welcomed any views that could lead to improvements in the system for the forthcoming review.

8. **Any other business**

No items were raised under any other business.

9. **Date of next meeting**

Members were happy with the annual meeting and another meeting will be organised around the same time in 2019.

Transport Scotland
Transport Statistics branch
July 2018