

Police Recorded Road Traffic Collision Statistics

User feedback and comments along with response/action taken

Updated December 2016

User feedback/comment	PSNI's Statistics Branch response/action taken
2016 User Survey	
Internal User – Better data quality	<p>The quality of the data is a very high priority for the RTC statisticians. In 2016, we applied the Quality Assurance for Administrative Data (QAAD) framework to our data and processes to ensure that we were compliant with current practices and rules. As a result of this we updated our User Guide which is currently on the PSNI website to include all the process and procedures that are followed to ensure data quality remains high. (https://www.psni.police.uk/globalassets/inside-the-psni/our-statistics/road-traffic-collision-statistics/documents/traffic-statistics-user-guide---2016-review---final.pdf) The Police Recorded Road Traffic Collision Statistics is currently assessed as a National Statistic and this accreditation ensures the following:</p> <p><i>National Statistics status means that official statistics meet the highest standards of trustworthiness, quality and public value.</i></p> <p><i>All official statistics should comply with all aspects of the Code of Practice for Official Statistics. They are awarded National Statistics status following an assessment by the Authority's regulatory arm. The Authority considers whether the statistics meet the highest standards of Code compliance, including the value they add to public decisions and debate.</i></p> <p><i>It is a producer's responsibility to maintain compliance with the standards expected of National Statistics. If we become concerned about whether these statistics are still meeting the appropriate standards, we will discuss any concerns with the Authority promptly. National Statistics status can be removed at any point when the highest standards are not maintained, and reinstated when standards are restored.</i></p>
Internal User - Informal reports to include causation	<p>We have increased the amount of information contained in reports over recent years and use graphs where possible if they better reflect trends etc. We have also developed Excel files that are available on the website that provide RTC trend information for Northern Ireland over longer periods. The contents and layout of the report are always under review and we have now included a measure of causation (Principal Factor) in the monthly report.</p>
Internal User – Need to increase timeliness	<p>RTC statistics are provided within eight weeks of the end of the reporting month. At the end of the reporting year we aim to have finalised data within three months. This process takes time although we have improved our timeliness in the past few years. The RTC information is based on the STATS 19 definition in line with England and Wales and this necessitates that we wait 30 days after a collision to include any resultant fatalities. To ensure the quality of the data we also have a range of validation and</p>

	<p>checking with other agencies (for example the Coroner's Office) to ensure that our data are complete. An outline of the validation procedures are provided in the User Guide on the PSNI website. (https://www.psni.police.uk/globalassets/inside-the-psni/our-statistics/road-traffic-collision-statistics/documents/traffic-statistics-user-guide---2016-review---final.pdf)</p>
Internal User – Timely RTC data in line with other Crime data would be beneficial	<p>RTC statistics are provided within eight weeks of the end of the reporting month. At the end of the reporting year we aim to have finalised data within three months. This process takes time although we have improved our timeliness in the past few years. The RTC information is based on the STATS 19 definition in line with England and Wales and this necessitates that we wait 30 days after a collision to include any resultant fatalities. To ensure the quality of the data we also have a range of validation and checking with other agencies (for example the Coroner's Office) to ensure that our data are complete. An outline of the validation procedures are provided in the User Guide on the PSNI website. (https://www.psni.police.uk/globalassets/inside-the-psni/our-statistics/road-traffic-collision-statistics/documents/traffic-statistics-user-guide---2016-review---final.pdf)</p>
External User – Would be helpful to understand how many people involved in RTCs were driving for work at the time to help reduce the number of KSIs through employers.	<p>This request was actioned in last few months after discussions with Road Safety partner agencies. It has now been added to the Collision Report Form (CRF) as a variable that is collected following a collision. However, it will take another few reporting cycles before we are confident in the data quality to have it published.</p>

User feedback/comment	PSNI's Statistics Branch response/action taken
2014 User Survey	
More graphs to show trends/breakdown of stats	We have increased the amount of information contained in reports over recent years and use graphs where possible if they better reflect trends etc. We have also developed Excel files that are available on the website that provide RTC trend information for Northern Ireland over longer periods. So where we have not provided a required trend analysis in our report, users should be able to find the relevant information on our website. The layout of the report is always under review and we would welcome any suggestions from users on what specific additional RTC variables should be included in the reports.
More up to date data for RTCs	RTC data are provided within eight weeks of the end of the reporting month. This process takes time and although we have improved our timeliness in the past few years it is something that we continue to strive to improve. The RTC information is based on the STATS 19 definition in line with England and Wales and this necessitates that we wait 30 days after a collision to include any resultant fatalities. In GB, similar statistics on RTCs are released approximately five months after the end of the quarter – so the NI RTC statistics are significantly timelier than in England & Wales.
RTC stats are the most unreliable of all PSNI stats and cause members much confusion.	PSNI statisticians are available to explain to users how the statistics are collated and validated if necessary. We have provided a User Guide on the website to explain terms and processes as well as a notes section to each publication. Please contact the traffic statistician if you require additional help of assistance in understanding the PSNI's RTC statistics (statistics@psni.police.uk)
RTC stats should be available at the same time as the overall crime stats	Users of PSNI RTC statistics have previously expressed a preference for the statistics to be provided on a calendar year basis and to meet this need in 2012, we moved our main publication date forward and report on the period January – December each year at the end of March, six weeks earlier than previously. Financial Year data is available six/seven weeks after the end of March and this remains a tight deadline as all the necessary validations need to be in place before publication. Annual statistics for England and Wales as well as Scotland are provided six months after the end of the calendar year.
Some data around the location would be helpful	<p>PSNI statisticians have developed interactive maps that allow users to view fatal, serious and slight collisions on a Google map based mapping package and covers the calendar years 2007 - 2013. This is available via NINIS the Northern Ireland Neighbourhood Information Service at http://www.ninis2.nisra.gov.uk/InteractiveMaps/Crime%20and%20Justice/rtc2012/atlas.html</p> <p>As the maps have been created using HTML5, they will not be supported in Internet Explorer, and you will need the likes of Chrome or Safari to be able to view them. In addition, Excel files containing the geo-codes and key collision details are available for download from the same website.</p>
Some of the items that were previously available in the reports seem to have disappeared and have to be asked for separately. It would be useful to see these back again please.	Reports are updated on a regular basis following user consultation. Detailed additional information on RTCs is also provided in an accompanying Excel spreadsheet available from the PSNI website. We would welcome any suggestions from users on what specific additional RTC variables should be included in the reports. Please contact us with details of what you require statistics@psni.police.uk
This one tends to be quite outdated figures.	RTC data are provided within eight weeks of the end of the reporting month. This process takes time and although we have improved our timeliness in the past few years it is something that we continue to strive to improve. The RTC information is based on the STATS 19 definition in line with England and Wales and this necessitates that we wait 30 days after a collision to include any resultant fatalities. In GB, similar

	statistics on RTCs are released approximately five months after the end of the quarter – so the NI RTC statistics are significantly timelier than in England & Wales.
Generally, the spreadsheet is fine, however, I would be VERY interested in have the urban / rural figures available on this spreadsheet. this does NOT refer to whether the PSNI area is a rural or urban area but whether the fatality occurred on a rural road (speed limit in excess of 40mph) or an urban road (speed limit of 40mph or less)	PSNI Statisticians are currently looking at how to include the urban / rural road split into the Daily Fatal Spreadsheet. This will need to take account of the different definitions of urban and rural roads and whether or not motorways are included. This should be resolved in the next few months.
Include Rural v Urban split totals	Please see response above.
By (a) including the rural / urban split of the type of road on which RTCs occur. (b) I would be very interested in a report from any forensic investigation of RTCs if available. Such items as "distance from hazard realisation to collision", age and experience of driver, type of collision (see c) (c) It would be VERY useful if data were available on the TYPE of RTC happening. That is, whether an RTC was a "Run off road", "sideswipe / junction collision" or a "head-on" collision. These statistics are available in Europe and USA and it would be useful to compare Northern Ireland with these countries.	Much of this type of information is not recorded on our systems or is not easily accessed or available in statistical form. Furthermore, some aspects are sensitive personal data and as such cannot be disclosed for individual collisions. Anonymised injury road traffic collision datasets are available to re-use and there are held in the UK Data Archive at http://www.data-archive.ac.uk/
RTC data should be updated quicker	RTC data are provided within eight weeks of the end of the reporting month. This process takes time and although we have improved our timeliness in the past few years it is something that we continue to strive to improve. The RTC information is based on the STATS 19 definition in line with England and Wales and this necessitates that we wait 30 days after a collision to include any resultant fatalities. In GB, similar statistics on RTCs are released approximately five months after the end of the quarter – so the NI RTC statistics are significantly timelier than in England & Wales.
The fatality breakdown currently records whether its an adult or under 16 (daily stats) it would be useful if this could either provide the age or at least indicate if the fatality is in 16-24 age bracket. 16-24 year olds are a key focus of the NI Road Safety Strategy and are identified as a vulnerable group	The Daily Fatal spreadsheet is currently under review and we hope to incorporate this additional information in the next few months.
While the RTC reports produced by PSNI are useful for an overall report on RTC's at a more detailed level Roads Service Traffic engineers are finding that the information on the CRF 2 and 3 sheets is at times very short and lacking in detail. The detail in	Collision Report Forms (CRFs) are completed by police officers at the scene of a collision. The detail or accuracy of the CRF2 or CRF3 forms does not affect the quality of the road traffic collision statistics and is outside the remit of Statistics Branch. We will pass this feedback on to our colleagues at PSNI Roads Policing.

the CRF's are important for engineers to fully assess the cause of the collision and therefore assists them in deciding on any remedial measures required.	
Increase timeliness and quality in RTC stats and help increase confidence (many members feel these stats are either hidden or slow to appear because PSNI are frightened of upsetting the insurance industry)	Injury RTC Statistics have been assessed by the UK Statistics Authority as 'National Statistics' and as such are produced in compliance with the Code of Practice for Official Statistics. We have provided a User Guide on the website to explain the quality checks that we adopt when we compile the statistics. Please contact the traffic statistician if you require additional help of assistance in understanding the PSNI's RTC statistics (statistics@psni.police.uk).
Improved access to road safety related stats with graphics suitable for public use, eg trends in causation factors, RT offences, etc. broken down by region, gender, age group, etc..	This information is provided annually in the Detailed Trends Report which is published on the PSNI website
Roads Service engineers require up to date reports on individual sites. More recent reports and more detail on the CRF's would be helpful.	Collision Report Forms (CRFs) are completed by police officers at the scene of a collision. The detail or accuracy of the CRF2 or CRF3 forms does not affect the quality of the road traffic collision statistics and is outside the remit of Statistics Branch. We will pass this feedback on to our colleagues at PSNI Roads Policing.
Some improvement in timeliness although I appreciate this isn't always possible	RTC data are provided within eight weeks of the end of the reporting month. This process takes time and although we have improved our timeliness in the past few years it is something that we continue to strive to improve. The RTC information is based on the STATS 19 definition in line with England and Wales and this necessitates that we wait 30 days after a collision to include any resultant fatalities. In GB, similar statistics on RTCs are released approximately five months after the end of the quarter – so the NI RTC statistics are significantly timelier than in England & Wales.
2013 CONSULTATION WITH USERS	
Formal consultation February – June 2013 regarding the format of the detailed annual report	The aim of this consultation was to allow users to have their say with regards to the more detailed annual report that previously was published nine months after the end of the calendar year. Some of the responses and actions taken are included below. The main change has been the decision to reduce the size of the report itself, by moving tables into an accompanying spreadsheet and to make the report more timely. The detailed trends annual bulletin was therefore published for 2012 in June 2013.
2013 Consultation Response 1 <ul style="list-style-type: none"> It is welcomed that the data is to be provided in a more user friendly excel format. It is welcomed that PSNI are reviewing the publication date and providing the publication earlier. The introduction of a longer term trend would be useful. Data should be included to allow the update of the NI Road Safety Strategy Targets. Further analysis by age band would be useful. Further definition of the urban / rural split. 	<p>We have agreed to provide the data in a more user friendly excel format and have been implementing this policy over the last year.</p> <p>We have committed to bringing the date of the publication forward to make the publication more timely. The 2012 detailed trends annual bulletin was published in June 2013, three months earlier than in previous years.</p> <p>The publication now includes analysis over a longer period of time and the information on road traffic collision deaths and injuries from records began in 1931 is available on the website to assist users with further analysis.</p> <p>The publication does include an update on the NI Road Safety Strategy Targets.</p> <p>Further analysis by selected age bands has been included in the publication.</p> <p>There is a further definition of urban / rural split and those collisions which occurred on motorways and dual carriageways has also been included to allow the analysis under the differing definitions of NISRA</p>

<ul style="list-style-type: none"> We would welcome the introduction of a section of comparisons with other areas. We would welcome more interpretation of the data. 	<p>and DOE.</p> <p>Section Four – comparisons with other regions and countries has been included in this publication for the first time.</p> <p>Commentary has been provided where appropriate.</p>
<p>2013 Consultation Response 2</p> <ul style="list-style-type: none"> An earlier publication date would be welcomed. The inclusion of longer term trends would also be welcomed. The update on NI Road Safety Strategy Targets should be included. We would welcome the inclusion of data analysis by age band. We would welcome some indication of an urban / rural split. We would welcome the inclusion of comparisons with other areas. GB as well as Scotland and Wales. We would welcome the data presented per 100,000 of the population. Analysis of collisions involving older people should be included in the report. Consideration of the work ongoing in the EU towards a common definition of Serious Injuries based on the MAIS rating (3+) and collection of this data. The possibility of producing this data by council area. 	<p>We have committed to bringing the date of the publication forward to make the publication more timely. The 2012 detailed trends annual bulletin was published in June 2013, three months earlier than in previous years.</p> <p>The publication now includes analysis over a longer period of time and the information on road traffic collision deaths and injuries from records began in 1931 is available on the website to assist users with further analysis.</p> <p>The publication does include an update on the NI Road Safety Strategy Targets. Further analysis by selected age bands has been included in the publication.</p> <p>There is a further definition of urban / rural split and those collisions which occurred on motorways and dual carriageways has also been included to allow the analysis under the differing definitions of NISRA and DOE.</p> <p>Section Four – comparisons with other regions and countries has been included in this publication for the first time. This includes data from Scotland and Wales with links / sources for further information. Data is not provided by 100,000 of the population as the most recent figures are not yet available. Some analysis has been included for those aged 65+.</p> <p>The work on the MAIS rating for serious injuries has not yet been extended to cover GB and NI. We are keeping in touch with DfT on the progress of this area.</p> <p>The data are provided by police area which is analogous to council area, except Belfast which for PSNI is further split into four areas.</p> <p>Added July 2014: Data by local government areas, including the new 'super councils' is provided via NINIS the Northern Ireland Neighbourhood Information Service at www.ninis.nisra.gov.uk</p>
<p>2013 Consultation Response 3</p> <ul style="list-style-type: none"> I am fully supportive of the proposed changes to the report particularly around the timing of the report, the use of excel and the provision of longer term trends. 	
<p>2013 Consultation Response 4</p> <ul style="list-style-type: none"> The proposed new format sounds better than the existing one and we welcome a more graphical and tabular format as well as longer term analysis. 	
<p>2013 Consultation Response 5</p> <ul style="list-style-type: none"> Perhaps we need to focus more on the SI 	<p>We are aware of the importance of having timely road traffic collision statistics but we need to balance this</p>

<p>part of the KSI figures rather than just the fatalities on a daily basis.</p> <ul style="list-style-type: none"> Perhaps a rolling figure would assist with trends. 	<p>with the need for them to be complete and accurate to enable meaningful comparisons with previous time periods. Various initiatives are ongoing to try and speed up the timeliness of road traffic collision statistics and we will continue to monitor progress in this area.</p> <p>We have recently amended our monthly report to include a rolling 12 months figure.</p>
<p>2013 Consultation Response 6</p> <ul style="list-style-type: none"> The proposal to reduce the size of the report is welcomed as the previous one extended to some 65 pages. 	
<p>2013 Consultation Response 7</p> <ul style="list-style-type: none"> I am pleased that the data will be available in excel format It would be useful for the report to include the type of driving licence held Information on the type of junction at which the collision occurred would be useful Publication on the type of the road on which the collision occurred would be useful Is it likely that the forensic crash investigation team will publish their findings? 	<p>The report does not include information on the type of driving licence held as this information is only partially available and is not validated. DOE have been doing some work in this area and we await their outcomes before considering how to move forward with this.</p> <p>Publication at this level of information would require additional resources. We do however plan to produce an RTC map via the NINIS website which will allow users to examine and map collisions.</p> <p>Added July 2014: Since these improvements we now also publish the data on a google type map, also via NINIS. This allows users to view fatal, serious and slight collisions on a mapping package and is available via NINIS the Northern Ireland Neighbourhood Information Service at</p> <p>http://www.ninis2.nisra.gov.uk/InteractiveMaps/Crime%20and%20Justice/rtc2012/atlas.html</p> <p>As the maps have been created using HTML5, they will not be supported in Internet Explorer, and you will need the likes of Chrome or Safari to be able to view them. In addition, Excel files containing the geo-codes and key collision details are available for download from the same website.</p> <p>We also have an on-going data analysis checking the classification of the road on which the collision occurred with a view to providing this in the publications in future.</p>
<p>2013 Consultation Response 8</p> <ul style="list-style-type: none"> Provision of an Executive Summary would be good so we don't have to wade through a big report to find the relevant information. The report needs to be more succinct and easy to read. The comparisons over many years would be better than just one. 	<p>An Executive Summary has been provided at the start of the new annual bulletin.</p> <p>The report size has been reduced and the large tables have been removed to make it easier to read. Comparison ranges have been increased.</p> <p>Information has been provided in excel as this is the most useful to many users. The tables are also included in the appendices to the report for those who prefer.</p>

<ul style="list-style-type: none"> I would also guard against the provision of a lot of information on spreadsheets as this is a real turnoff to many people. 	
<p>User Comment 2013</p> <p>We were contacted by a user of our data who is concerned with the level of under reporting in relation to injuries to cyclists</p>	<p>We are aware that a level of under-reporting exists especially in regards to cyclists who may not report a collision to the police if a car is not involved although this should be included in the statistics under the Stats 19 definition. We continue to monitor the statistics produced by the Dept of Health for hospital admissions as a result of a road traffic collision.</p>
Feedback From 2011 User Survey (Updated 2014)	
<p>User consultation:</p> <p>Consultation with users regarding the format and timing of the Annual Report</p>	<p>It was decided to produce the annual report in the autumn as it would not be available before the end of June due to the amount of validations that need to be carried out. June sees the end of the Assembly session for the summer and this would allow the work to be completed over the summer and released for the new session.</p> <p>It was also decided to publish the report in a web-only format in line with other government publications.</p> <p>It was agreed that the publication would continue to be along similar lines to the Department of Transport report and that Excel spreadsheets would further enhance the 'use-ability' of the data provided.</p> <p>Added July 2014: Since these improvements we now publish the calendar year statistics in March of the next year and the detailed annual report mid-June, in response to user needs</p>
<p>User Survey: (Internal)</p> <p>Data should be presented in the same format as that adopted by Roads Service to allow mapping with overlays.</p>	<p>Users can contact Statistics Branch for any further data, co-ordinates or mapping requests.</p>
<p>User Survey: (Internal)</p> <p>More information regarding locations would be an important aspect.</p>	<p>Further information is available from Statistics Branch. Specific data to neighbourhood level is available via NINIS the Northern Ireland Neighbourhood Information Service at www.ninis.nisra.gov.uk</p>
<p>User Survey: (Internal)</p> <p>It would be useful to get more age groupings.</p>	<p>Further information, broken down by age is available on the website.</p>
<p>User Survey: (Internal)</p> <p>Getting more timely information would be better.</p>	<p>We are aware of the issue and importance of timeliness but we need to balance this with the validations that need to take place before statistics are released to ensure accuracy.</p> <p>Added July 2014: Since these improvements we now publish the calendar year statistics in March of the next year and the detailed annual report mid-June, in response to user needs</p>

<p>User Survey: (Internal) It is an important analytical factor to have causation factors included.</p>	<p>Further information, broken down by causation factor is available on the website.</p>
<p>User Survey: (Internal) More information regarding locations would be an important aspect.</p>	<p>Further information is available from Statistics Branch. Specific data to neighbourhood level is available via NINIS the Northern Ireland Neighbourhood Information Service at www.ninis.nisra.gov.uk</p> <p>Added July 2014: Since these improvements we now also publish the data on a google type map, also via NINIS</p>
<p>User Survey: (External) Format should stay the same for every download.</p>	<p>In consultation with users we are updating the format of the reports at present.</p>
<p>User Survey: (External) It would be helpful to have occasional more detailed analysis of causes of collisions, in particular exploring in more detail 'inattention'.</p>	<p>We need to balance the need to provide the statistics with the requirements of data protection and disclosure laws.</p>
<p>User Survey: (External) I regularly check the daily fatal stats and would like more regular KSI stats.</p>	<p>We are aware of the issue and importance of timeliness but we need to balance this with the validations that need to take place before statistics are released to ensure accuracy.</p>
<p>User Survey: (External) KSI and slightly injured collisions shown on street maps.</p>	<p>Further information is available from Statistics Branch. Specific data to neighbourhood level is available via NINIS the Northern Ireland Neighbourhood Information Service at www.ninis.nisra.gov.uk</p> <p>Added July 2014: Since these improvements we now also publish the data on a google type map, also via NINIS. This allows users to view fatal, serious and slight collisions on a mapping package and is available via NINIS the Northern Ireland Neighbourhood Information Service at</p> <p>http://www.ninis2.nisra.gov.uk/InteractiveMaps/Crime%20and%20Justice/rtc2012/atlas.html</p> <p>As the maps have been created using HTML5, they will not be supported in Internet Explorer, and you will need the likes of Chrome or Safari to be able to view them. In addition, Excel files containing the geo-codes and key collision details are available for download from the same website.</p>

<p>User Survey: (External) I am more interested in calendar year statistics rather than financial year.</p>	<p>Further information in Excel format for both calendar and financial year is available on our website.</p>
<p>User Survey: (External) Perhaps the time of day of accidents would be beneficial as would statistics on the cause of an accident.</p>	<p>This information is available from Statistics Branch and in the Annual Report on the website.</p>
<p>User Survey: (External) It was nice to get a hard copy sent out with graphs in different colours.</p>	<p>In line with other government departments we need to balance the cost of providing the information with the user needs. All of the information is available to download from the website.</p>
<p>User Survey: (External) I am more interested in calendar year statistics rather than financial year.</p>	<p>Further information in Excel format for both calendar and financial year is available on our website.</p>
<p>User Survey: (External) Five year stats set out on street maps showing location of collision.</p>	<p>Data are available on the website and via the UK Data Archive for mapping purposes.</p> <p>Added July 2014: Since these improvements we now also publish the data on a google type map, also via NINIS at http://www.ninis2.nisra.gov.uk/InteractiveMaps/Crime%20and%20Justice/rtc2012/atlas.html</p>
<p>User Survey: (External) I need data more specific to certain locations and towns.</p>	<p>Further information is available from Statistics Branch. Specific data to neighbourhood level is available via NINIS the Northern Ireland Neighbourhood Information Service.</p> <p>Added July 2014: Since these improvements we now also publish the data on a google type map, also via NINIS at http://www.ninis2.nisra.gov.uk/InteractiveMaps/Crime%20and%20Justice/rtc2012/atlas.html</p>
<p>User Survey: (External) It would be useful to have the actual data than the PSNI statistics each time.</p>	<p>The information reported is taken as a census from the operational databases of the PSNI and reported on the website. Further details of this process are available in the Traffic Statistics User Guide on the website.</p>

	Added July 2014: Anonymised datasets are available for re-use via the UK Data Archive at http://www.data-archive.ac.uk/
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General feedback not requiring a response

User survey: Very satisfied overall with the service received from Statistics Branch