

Police Service of Northern Ireland

User Guide to Police Recorded Injury Road Traffic Collision Statistics in Northern Ireland

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This document is intended as a User Guide to help users of the statistics form a fuller picture of the data quality and to help users put the data into context. Please contact us via our [website](#) if you require any further information.

Section 1

1.0 Introduction and Background

Police Recorded Injury Road Traffic Collision Statistics for Northern Ireland are collated and produced by statisticians seconded to the Police Service of Northern Ireland (PSNI) from the Northern Ireland and Statistics Research Agency (NISRA), working to the [Code of Practice for Official Statistics](#).

The PSNI produces statistics on injury road traffic collisions (RTCs) that are reported to the Police. These statistics are collected in accordance with the [STATS20](#) guidance from the Department for Transport (DfT) and are comparable with the statistics in Great Britain (GB). Damage only collisions or those collisions resulting in no injuries are excluded from these statistics. Records on road traffic fatalities and casualties are held for each year dating back to 1931 with the differentiation between slight and serious injuries introduced in 1971.

The statistics contained in these publications reflect the number of injury collisions and associated casualties that were reported to and recorded by the police. It is known that some collisions or casualties are not reported to the PSNI for a variety of reasons and this should be borne in mind when using police recorded road traffic collision statistics. Research conducted in England and Wales has identified discrepancies between casualty data recorded by police and comparative information sourced from hospitals and it is assumed that the same finding will apply to Northern Ireland. However, the PSNI is only in a position to report on those collisions and casualties that are brought to their attention and hence this report is based on police recorded injury road traffic collisions. Further research into addressing the discrepancy between police recorded injury road traffic collisions and hospital admission information is on-going and will involve statisticians in the Department for Infrastructure (DfI NI), Department of Health (NI) and PSNI, alongside traffic statistician colleagues in GB, ROI and Europe. This is likely to involve more in-depth analysis of the hospital episode statistics and MAIS3+ (Maximum Abbreviated Injury Scale of three or above); more details on this are provided in section 2.10 below.

The type of information that is collated and reported in the various Police Recorded Road Traffic Collision statistical publications is as follows:

- Summary of casualty figures by severity (i.e. fatal, serious, slight) (for current year, compared with previous years)
- Principal causation factors
- Road traffic collision casualties by age and gender
- Update on [Northern Ireland's 2020 Road Safety Strategy](#)
- Longer term trends in road traffic collisions
- Casualty severity by geographical area
- Analysis of vulnerable road users
- Collisions by time of day and day of week
- Seatbelt wearing rates of those casualties involved in collisions
- Types of vehicles involved in collisions (e.g. cars, motor cycles, pedal cycles etc.)
- Weather conditions at time of fatal and serious collisions
- Road casualty statistics - comparisons with other UK regions and other countries

The Police Recorded Road Traffic Collision statistics are used to produce a number of publications throughout the reporting year, all of which have been assessed as National Statistics outputs:

- 'Key Statistics' for the calendar year (January – December) are published in March of the next year.
- 'Key Statistics' for the financial year (April – March) are published in the following May.
- A more detailed 'Trends in Road Traffic Collisions' report of the previous calendar year is published in June.
- Monthly updated reports are published eight weeks after the end of the reporting month from April through to November which provide provisional updates of in-year data.

In line with the Code of Practice for Official Statistics all publication dates are pre-announced via the statistics section of the PSNI website and on the [gov.uk publication hub](#) for official statistics.

1.1 Uses Made of PSNI's Road Traffic Collision Statistics

Based on our experience, knowledge and awareness of existing uses of the statistics and on the responses to the PSNI's Road Traffic Collision Statistics User Surveys, the following examples should provide an insight to the main uses made of PSNI's RTC statistics.

Policy making/policy monitoring

- There is a multi-agency approach to Road Safety within Northern Ireland, with the Department for Infrastructure (DfI NI) being the lead department in the NI Executive. [Northern Ireland's 2020 Road Safety Strategy](#) was published in 2011 with a range of Road Traffic Collision/Casualty targets to be achieved by 2020. The strategy and the targets set in it were largely informed by the PSNI's RTC statistics.
- The statistics are also used to inform the [Northern Ireland Road Safety Partnership](#) on the need for cameras to enforce identified roads which are prone to injury RTCs or road junctions where collisions result from drivers ignoring the mechanical traffic signals (red light running).
- The Northern Ireland Statistics and Research Agency makes PSNI RTC statistics available at a range of different geographies through its [Northern Ireland Neighbourhood Information System \(NINIS\)](#). This enables users of the PSNI's RTC statistics to access the information at geographies not readily available from the PSNI website and to use the NINIS interactive mapping facility to analyse the information.
- Various local and national special interest groups or voluntary organisations have a particular interest in the RTC statistics that relate to their policy area. They would be in contact with PSNI's Statistics Branch on a regular basis and would have specific 'one off' requests for detailed RTC statistics that we would provide. These special interest groups or voluntary groups would then use this information to publish detailed reports on the extent of particular casualties or road user types in Northern Ireland and would use this with Northern Ireland government departments to lobby for policy or legislative change.
- Engineering companies often require detailed collision histories for stretches of road that they are tendering to carry out upgrading work for. They require this information to enable them to incorporate engineering solutions to potential RTC problems on the road in question (eg. improved visibility at junctions, road straightening/widening etc.).
- The PSNI's daily updated count of road deaths throughout the year is published on the PSNI website each day and is widely available to the media and the general public. These statistics

get high profile media coverage throughout the year, especially when there have been a succession of fatal collisions or there is an increasing trend at a particular time.

Performance monitoring/effectiveness of policing

- The PSNI and the Northern Ireland Policing Board (NIPB) have an annual [policing plan](#) which contains a variety of quantitative targets by which the NIPB monitor the PSNI's effectiveness. A number of these targets are based on PSNI's RTC statistics. As a result, the RTC statistics are extensively used both within PSNI and also within NIPB and local Policing and Community Safety Partnerships (PCSPs) to monitor policing performance.
- The RTC statistics are also used to monitor performance against the [Northern Ireland's 2020 Road Safety Strategy](#) targets and these are addressed in our monthly and annual reports.

National media related and informing public/public interest

- The local media use the PSNI's RTC statistics to inform the public on relevant trends in road deaths and injury collisions. Much of the information is readily available from the PSNI website with the daily updated road death statistics being the most frequently used. These are frequently quoted throughout the year by most of the media outlets. We've also had requests from media companies for extracts of our database so that they could undertake their own analysis of the statistics.
- PSNI Statistics Branch receives a high number of FOI requests for information relating to RTC statistics and the numbers of these requests have been increasing year on year. The sort of queries we get asked vary considerably from something very specific and localised (eg. details of every incident at a particular address) to more generic requests that are sent to all police forces in the UK. The FOI requests are anonymous, but we are fairly certain that many are media related (both national and local) – as when the article is later published we can usually source the figures quoted to a past FOI response.

To facilitate academic research

- PSNI Statistics Branch receives a number of requests for RTC data to assist with academic research projects. If the data is not readily available or cannot be released at the required level of disaggregation, we look to see if we can share the information through having a data sharing agreement. We also get requests from students to assist them in completing projects and presentations.

To inform public marketing campaigns

- The advertising agency responsible for developing road safety awareness adverts within Northern Ireland also submits regular detailed requests for PSNI's RTC statistics – to inform their advertising policy and to assist them in targeting areas of particular concern or in quoting relevant figures in the adverts.

In support of local community policing needs

- Local Policing and Community Safety Partnerships (PCSPs) may access the PSNI's RTC statistics and undertake detailed analyses to identify changing or emerging trends in their local area. They will then use this to inform their PCSP representatives so that they are in a position to challenge the local police commander about any relevant issues.

To aid decisions on resource allocation

- Some agencies and special interest groups are dependent on funding that is sometimes linked to RTC levels in their area. Groups representing the interests of pedestrians may be lobbying for pedestrianized areas in towns or cycle groups use the statistics to encourage councils and Transport NI for cycle lanes. Hence these groups are keen to be provided with details of specific collision histories within their area of concern. Often these are at low levels of geography or perhaps for very local areas which are non-standard geographies.

Commercial interests

- Occasionally we get requests for PSNI RTC statistics that would have a commercial interest e.g. relating to insurance or Sat Nav companies. However, since a lot of information is now readily available in downloadable format from NISRA's NINIS website, it means that we get fewer such requests from those with commercial interests.

Personal interest

- We also get requests for RTC statistics from individuals who have a personal interest in a particular area (eg. looking for collision histories for their street as they may want speed humps installed).

We are regularly contacted by school and community groups with requests to provide information on road traffic collisions in their local area. We also assist academics and engineering companies with more detailed requests on collision histories for specific stretches of road or areas. Copies of the PSNI's injury road traffic collision database are placed each year in the UK Data Archive at Essex University to enable researchers to access the data for more detailed analysis purposes (www.data-archive.ac.uk).

In terms of Open Data, we are currently examining how we can make our data more accessible. In addition to the information we provide to the UK Data Archive, we update the Northern Ireland Neighbourhood Information Service (NINIS, see link below). This data is then available in the public domain for re-use and research. Interactive maps have also been produced which facilitates users with searches down to street levels.

(<http://www.ninis2.nisra.gov.uk/public/InteractiveMapTheme.aspx?themeNumber=118&themeName=Travel and Transport>)

1.2 Key User Survey Feedback

As part of our commitment to meeting user needs we regularly ask users of all statistics produced in the branch for feedback. The most recent Key User Survey by PSNI Statistics Branch was completed in May 2014. In terms of the Road Traffic Collision statistics, 38 responses were received and the main points are detailed below:

- 95% of respondents were very or quite satisfied with the contents of the reports
- 97% of respondents were very or quite satisfied with the presentation of data
- 91% of respondents were very or quite satisfied with the commentary provided
- 95% of respondents were very or quite satisfied with the format of the reports
- 92% of respondents were very or quite satisfied with the overall data quality (i.e. how reliable they felt the statistics were)

None of the respondents stated that the statistics did not meet their needs. Comments on the reports and suggested improvements to the reports included:

- More graphs to show trends
- More timely information
- Some data around the locations would be helpful
- Figures tend to be quite out of date.

Key users were asked the main reason for using these statistics and their responses varied:

- Policy making / policy monitoring
- Performance monitoring / effectiveness of policing
- Media related / informing public / public interest
- To facilitate academic research
- To inform public marketing campaigns
- In support of local community policing needs
- Personal interest
- To aid decisions on resource allocation
- For aiding road junction improvement and collision remedial work
- Compiling UK aggregate totals
- Multi-agency planning / need
- Preparing briefing papers for senior command
- Road Safety education
- Assessment of Traffic Management need

As a result of the survey feedback we have addressed a number of the issues including timeliness and adding more tables and charts to the publications. Direct responses to the issues raised are published in the Official Statistics section of the website, under [User Feedback](#).

Section 2

2.0 Data Sources and Collection Methods

As per the [PSNI Statement of Administrative Sources](#) included in the Official Statistics section of the PSNI website, information on injury road traffic collisions is collected using the organisation's own administrative and management sources. There are two main IT systems involved in collating official statistics within PSNI, namely; (i) NICHE – the PSNI's integrated IT system for recording information on occurrences, and (ii) the Command & Control (C&C) system which is used to record calls for service and to ensure that the correct police response is provided. These operational systems provide administrative datasets that are validated, analysed and reported on by the PSNI's Statistics Branch.

Much of the data collation is still reliant on paper forms being completed by police officers and then forwarded to the administrative teams (Occurrence Case Management Teams or OCMTs) for input onto police systems. However, increasing use is being made of technology and PSNI are considering how police officers could use mobile data devices to record the information at the scene which is then transferred directly to PSNI systems. A process map is provided on page 9 and copies of Collision Report Forms (CRFs) forms are provided in the appendix. (Page 35)

As with all administrative systems, statistics are a by-product of the process and are heavily reliant on the information being entered correctly by staff across PSNI. To address the risk of incomplete or incorrect data, Statistics Branch has developed a wide range of quality assurance and data validation checks to ensure that the statistics are as accurate and meaningful as possible within the given resource and time constraints. These processes are outlined in more detail in subsequent sections of this user guide.

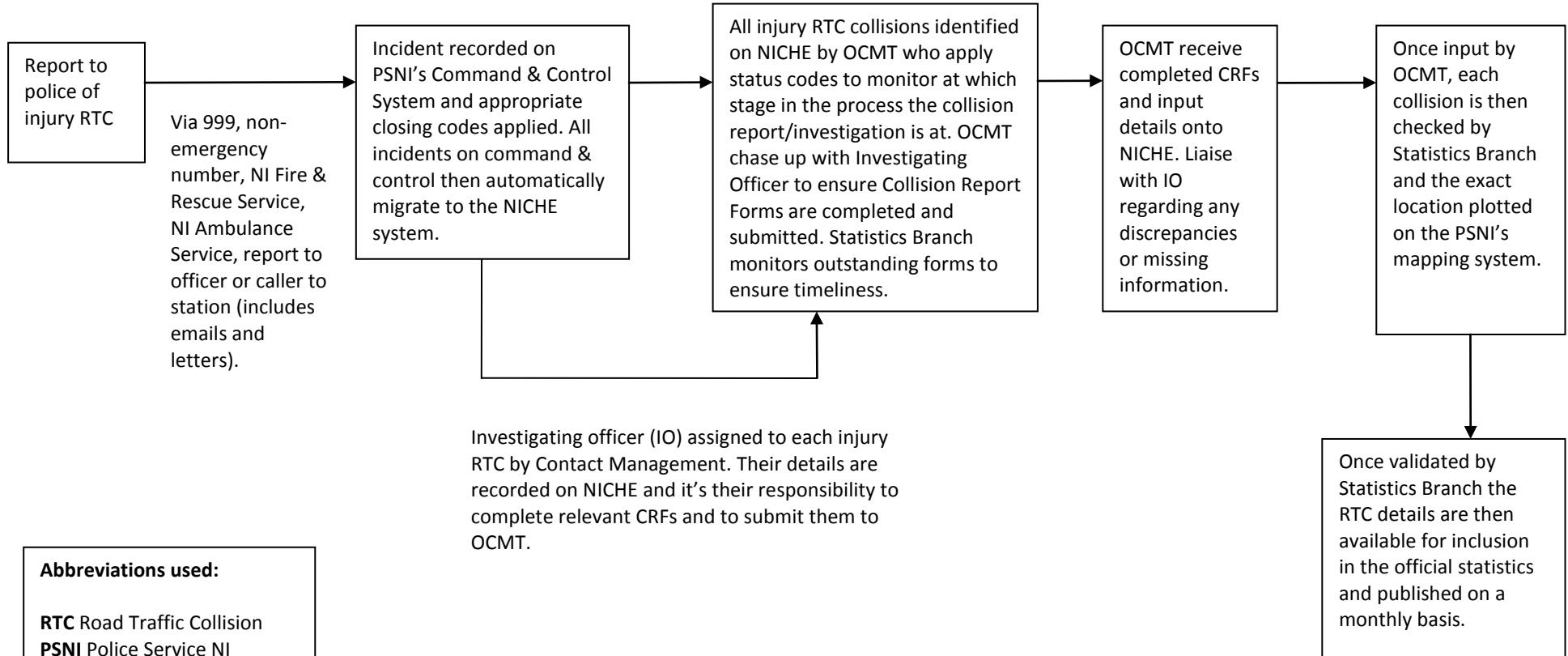
2.1 Methodology

Those injury road traffic collisions that are reported to the Police are firstly recorded on the PSNI's Command & Control system before automatically transferring onto our integrated IT system (NICHE). A pre-defined national set of closing codes is used to classify all incidents that are recorded on the Command & Control system and individual codes are available for fatal traffic collisions and injury (serious and slight) traffic collisions. These closing codes are used to identify the number of injury collisions reported to the police and form the baseline for following up on each to ensure the correct information is collated.

Each stage of the process is managed by various status codes ('T' codes) applied to the individual 'occurrences' on NICHE. These describe the status of the incident and allow staff in Statistics Branch to identify at which stage in the process each collision report is at; at any given time. A number of internal PSNI forms (Collision Report Forms (CRFs) as outlined below (Page 35) are used to capture the relevant information on each collision including one that contains a sketch of the collision location and the various vehicles/cyclists or pedestrians involved. The exact location of each injury collision is also determined and the relevant mapping coordinates (geo-codes) are recorded.

PSNI Statistics Branch staff use the Collision Report Form (CRF) to extract the detailed information collected by the police officer when an injury road traffic collision is reported to them. The CRF reports, which are based on STATS19 forms, have accompanying [STATS20](#) guidance documentation, and are used across the UK. A copy of the form used is provided in the annex to this publication for information. (Page 35)

Injury Road Traffic Collision Recording Process within PSNI



Abbreviations used:

RTC Road Traffic Collision
PSNI Police Service NI
OCMT Occurrence Case Management Team
CRF Collision Report Form

2.2 Validation Process / Quality Assurance

Detailed quality assurance checks have been developed over the years to ensure that the RTC statistics we produce are accurate, of high quality and meaningful. Information from each individual injury collision is checked for accuracy and completeness by staff within the PSNI's Statistics branch before being validated and becoming an official statistic. We adhere to the same national guidance for recording injury road traffic collisions as colleagues in England, Wales and Scotland and members of the branch attend meetings of the Standing Committee on Road Accident Statistics (SCRAS) to ensure that we keep up to date with changes in the national approach and we apply the guidance as provided in the [STATS20](#) documentation produced by the Department for Transport.

All reports in injury RTCs are logged on the PSNI's Command & Control system by trained and experienced call handlers. They work in compliance with the police's national Call Handling Standards with their main aim being to ensure that the details are recorded accurately and that the appropriate police response is deployed to deal with the incident. Once the incident is over, the contact management officer then applies a closing code to the incident in line with the National Standard for Incident Recording (NSIR). For RTCs, the main codes applied are RTFL (fatal RTC), RTIY (injury RTC) or RTDO (damage only RTC).

All incidents created on the PSNI's Command & Control system automatically transfer to the PSNI's integrated IT system (NICHE) and a unique reference number is created. This forms the basis of any subsequent investigation or follow-up by local police and this can link into the Causeway system which allows criminal justice agencies in Northern Ireland to share files and prosecution papers electronically.

The closing code applied to an incident on the Command & Control system also transfers to NICHE and this is programmed to alert the Occurrence and Case Management Teams (OCMTs) that an injury collision occurred and that the relevant Collision Report Forms need to be submitted. This is the start of the process whereby the recording of the RTCs is managed through the application of relevant traffic 'status codes' by OCMT and Districts which ensures that all injury RTCs are correctly identified from the outset and that they are subsequently chased up by OCMT. These status codes mean that, once confirmed as an injury RTC, the status code can't be cancelled or 'lost in the system' – thus making sure that the RTC details are as complete and accurate as possible. Once the CRFs are received by OCMT, they input the data onto the NICHE system and then pass it to Statistics Branch (by changing the status code on NICHE) for validation.

During the year, Statistics Branch issues weekly RTC status reports to District Commanders and OCMT staff which show the number of injury RTC CRFs that are still outstanding and a deadline is given for their forwarding to OCMTs. At the end of the financial year, all remaining outstanding CRFs are chased up until all are finally submitted.

Statistics Branch staff check the NICHE system on a daily basis for injury RTCs where CRFs have been received and input by OCMTs (marked as 'passed to Stat's by OCMT via the traffic status code). They identify the location of the collision and associated mapping coordinates before plotting the collision on the PSNI's mapping system. They then run through a series of data completeness checks on the RTC details variables recorded on NICHE and apply the appropriate RTC causation codes in line with national guidance. If there are any missing variables, they will chase these up with the investigating officer – again through the application of traffic status codes on the NICHE system.

Our internal quality assurance and validation procedures are regularly tested, reviewed and updated. We have also used the UK Statistics Authority [Administrative Data Quality Assurance Toolkit](#) to ensure that we have provided users with as much information as possible and to make users aware of the quality and background of the statistics. We have assessed that the level of risk of quality concerns to be Medium and that the public interest profile of the statistics can be considered to be Medium. As a result we assess that level A2: Enhanced Assurance is suitable for the PSNI's recorded road traffic collision statistics.

PSNI's Collision Report Form (CRF) is based on the Department for Transport STATS19 form. This ensures data is checked and validated to an agreed set of standards. This also allows the statistics to be compared at a UK level. (A copy of the form is provided in the appendix to this publication, Page 35)

STATS19 forms and the accompanying [STATS20](#) guidance provide a set of established guidelines which are followed by police forces across the UK. For example, all road collisions involving human death or personal injury occurring on the public road and notified to the police within 30 days of the occurrence, and in which one or more vehicles are involved, are to be reported. This is a wider definition of road collisions than that used in legislation eg. Road Traffic Acts.

Examples of collisions to be recorded include:

- (a) collisions which commence on the public road but which involve casualties off the road (e.g. Where a vehicle runs out of control while on the road and causes casualties elsewhere);
- (b) collisions involving the boarding and alighting of buses or coaches and collisions in which passengers are already on board a bus / coach are injured, whether or not another vehicle or a pedestrian is involved;
- (c) collisions to pedal cyclists or horse riders, where they injure themselves or a pedestrian;
- (d) collisions resulting from deliberate acts of violence, but excluding casualties who are subsequently identified as confirmed suicides;

Examples of collisions which should not be recorded include:

- (a) collisions which do not involve personal injury, i.e. damage only;
- (b) collisions on private roads or in car parks;
- (c) collisions reported to the police 30 or more days after they occurred;
- (d) collisions involving confirmed suicides.

In the past the interpretation of a 'mechanically propelled vehicle' as specified in the Road Traffic Act 1988 (section 170) has varied widely between police forces, particularly whether pedal cycle collisions, not involving a motor vehicle, should be reported. The CRF requirement is clear that all collisions involving non-motor vehicles such as pedal cycles and ridden horses on 'public roads' should be reported, regardless of motor vehicle or pedestrian involvement. Therefore, a pedal cyclist who is injured falling from his pedal cycle on the pavement should still be included; even if there is no other vehicle involved (we would consider the pedal cycle to be the vehicle in this case).

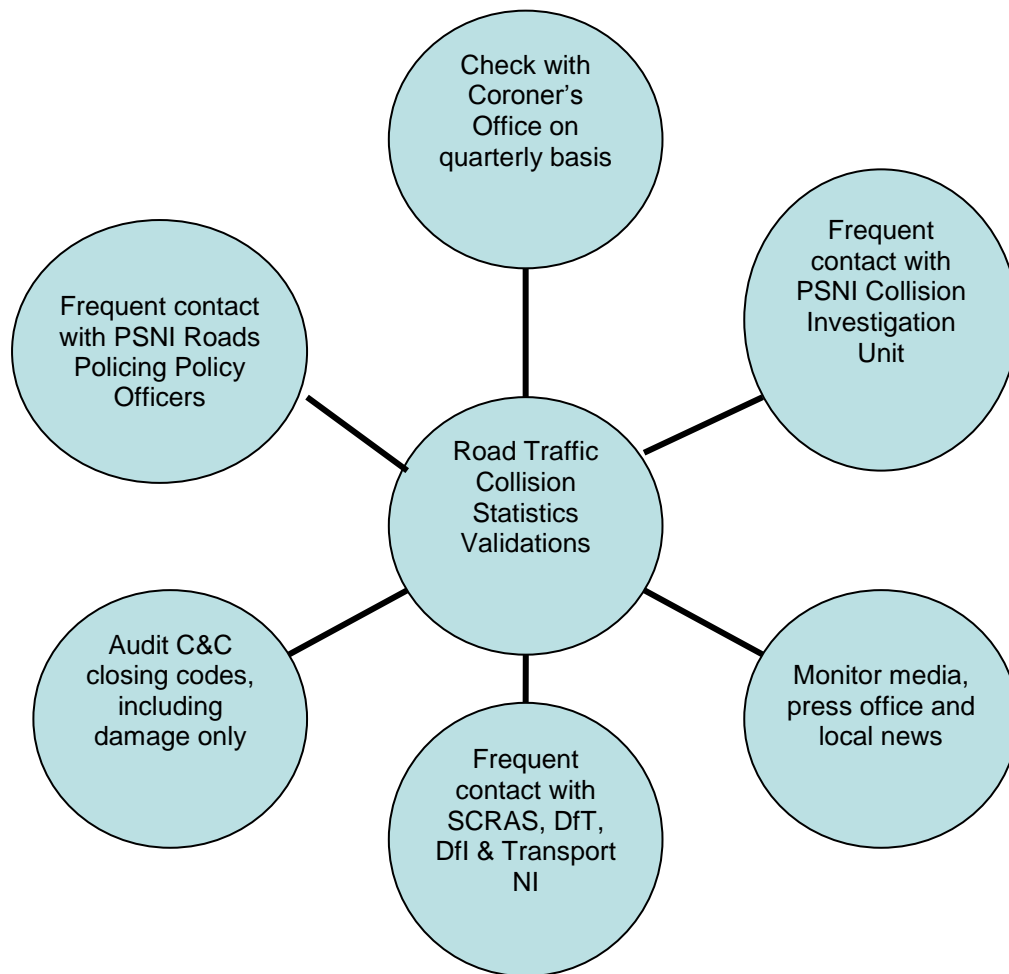
Complete vehicle details (e.g. make, model, number of axels), regardless of whether the vehicle was damaged or not, are required for each vehicle which was involved in, or contributed to, an injury collision. This includes pedal cycles, ridden horses and horse-drawn vehicles.

The 'contributory factors' in a road collision are the key actions and failures that led directly to the actual impact. They show why the collision occurred and give clues about how it may have

been prevented. The 'contributory factors' reflect the Police Officer's opinion at the time of reporting and are not necessarily the result of extensive investigation. Furthermore it is recognised that subsequent enquiries could lead to the reporting officer changing his/her opinion. This information is collected for statistical purposes only and may not reflect the outcome of any resultant investigation or court decision.

The CRF document is continually updated and variables are added or excluded regularly after user consultation. More police forces are also moving towards capturing this information on mobile devices and this is something that PSNI are considering for the future, resources allowing.

2.3 Road Traffic Collision Statistics Validation Process Summary



By following the various avenues above, PSNI Statistics Branch seek to assure the quality of the administrative data used to produce the Police Recorded Injury Road Traffic Collision Statistics.

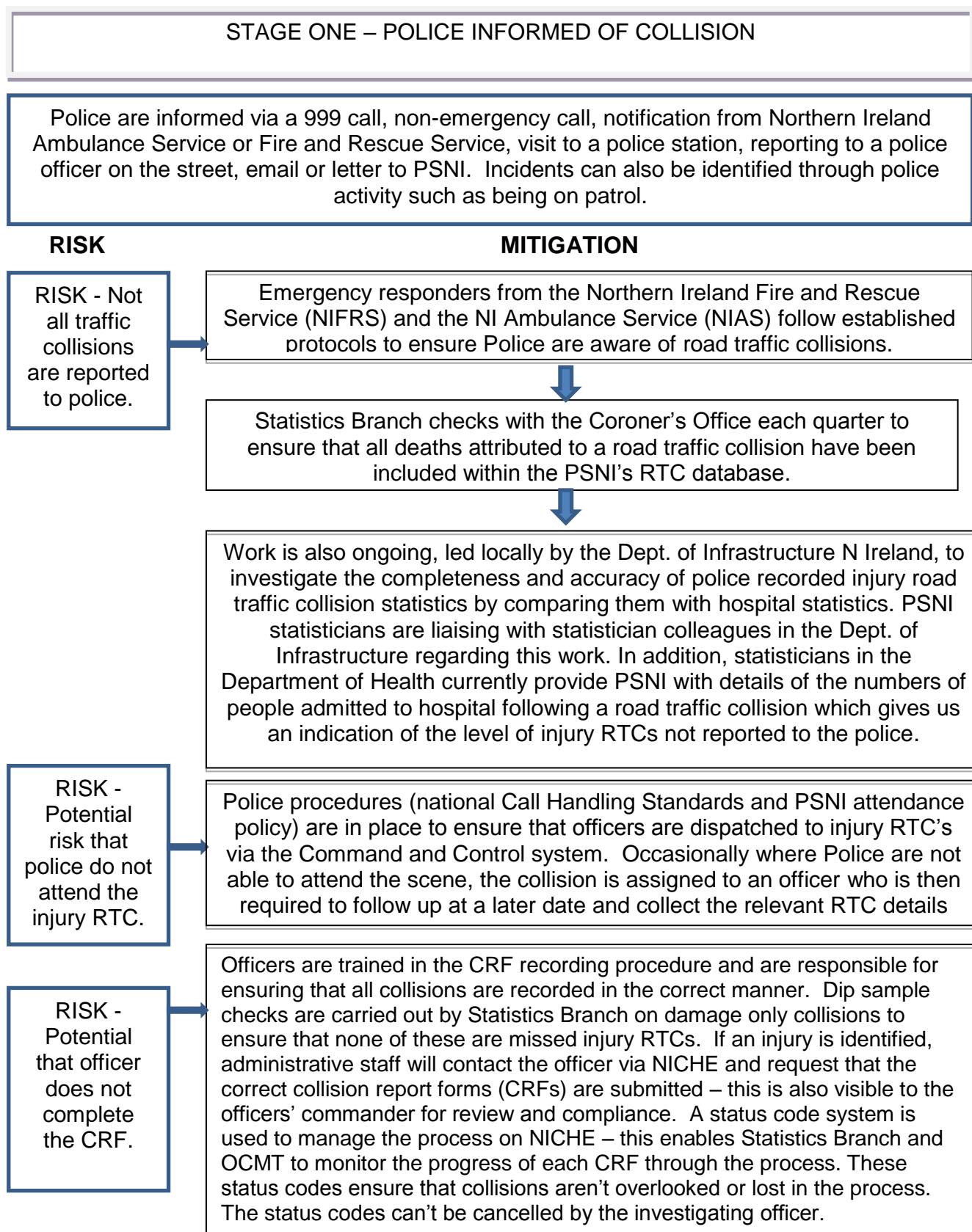
This validation process includes people across the organisation as well as other Road Safety partner organisations, emergency responders and local media. Checks are carried out to ensure that all collisions are included in the dataset.

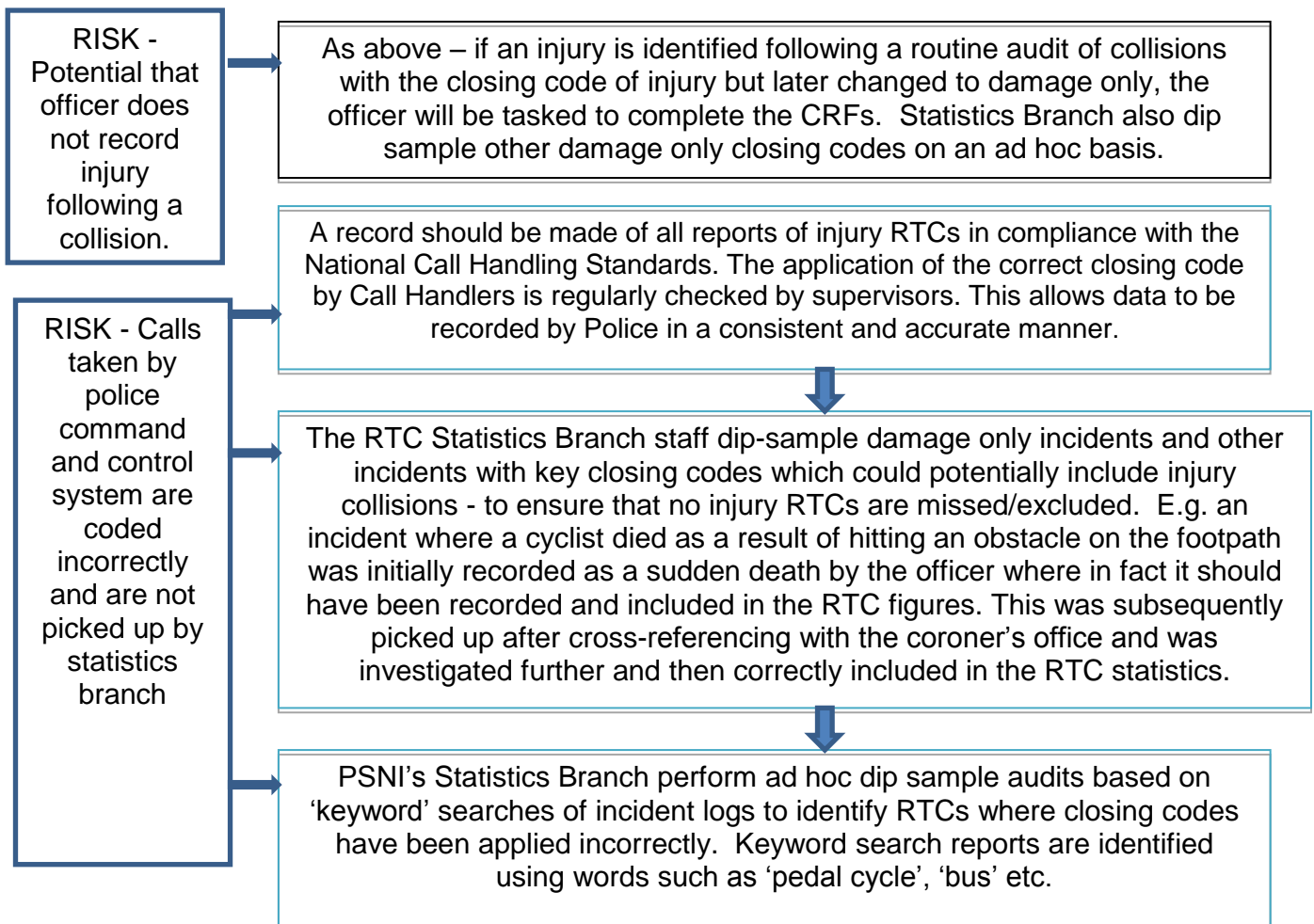
Road safety is a high profile topic and local politicians tend to request a lot of information from police regarding speeding or a perceived high number of casualties or collisions in their constituency. Statistics Branch respond to these requests with anonymised information and regularly refer people to the published interactive maps on the NINIS website (link below) which allows users to zoom into specific streets and to gather local data.

(<http://www.ninis2.nisra.gov.uk/public/InteractiveMapTheme.aspx?themeNumber=118&themeName=Travel and Transport>)

2.4 Risks to Data Quality and associated Mitigations during the recording process for Road Traffic Collision statistics within PSNI

Each of the stages in the process of recording a road traffic collision are examined below. The stages, one to six, are examined and at each stage the inherent risks to the quality of the data are identified alongside the mitigation to minimise the risk.





STAGE TWO – POLICE ATTENDANCE

Police will attend a collision where there has been a person injured. Police do not usually attend damage only collisions. If there is an allegation of an offence, such as drink or drug driving, the police will attend.

RISK - Potential that the officer does not record the collision.

Officers are trained in recording procedures and have the responsibility to ensure that all collisions are recorded in the correct manner. Checks are carried out on the system where a damage only collision has occurred to ensure that none of those involved subsequently report an injury or that an officer incorrectly assessed the situation at the time of the incident. Statistics Branch checks these on NICHE every few months.

RISK - Potential that the officer does not 'see' the injury

Officers are trained in recording procedures and have the responsibility to ensure that all collisions are recorded in the correct manner. Checks are carried out on the system where an injury collision has been reported initially and this is changed to damage only, to ensure compliance and that none of those involved subsequently report an injury.

STAGE THREE – RTC CORRECTLY RECORDED AND CODED

RTCs are recorded on the PSNI Command and Control system or onto the PSNI's integrated IT system 'NICHE'. Standard opening and closing codes are used so that collisions can be easily identified. These are 'RTFL' for a fatal collision, 'RTIY' for a collision that has resulted in an injury and 'RTDO' for a damage only collision.

RISK -
Potential that a collision is coded incorrectly and is missed from the statistics or that an injury is reported at a later date.

Audit checks are carried out on the codes that could potentially have an injury collision that was not entered correctly, and any found are corrected. Collisions opened as injury collisions and subsequently changed to damage only are checked for compliance. Ad hoc audit checks are carried out on incident closing codes that could potentially have an injury collision. This includes damage only collisions (RTDO), on the basis that there has been an injury but it has not been recorded correctly, highway disruption (HWDR) in case the disruption has been caused by a collision and it has been incorrectly coded and sudden deaths (BODY) in case the death is as a result of a collision, perhaps a cyclist, but the risk of this is low.

STAGE FOUR – COLLISION REPORT FORM (CRF) TO OCCURRENCE CASE MANAGEMENT TEAM (OCMT)

Once an injury collision has been confirmed on NICHE the officer assigned must complete a Collision Report Form (CRF) and return this to the Occurrence Case Management Team (OCMT) for their district.

RISK - Potential that the officer does not complete the CRF, which includes all the relevant information about the collision as well as the casualty and vehicle details.

Officers are trained in recording procedures and are responsible for ensuring that all collisions are recorded in the correct manner. CRF status codes ('T codes') are used by OCMT and Statistics Branch to manage this process and to ensure that all injury RTCs are chased up once assigned a code and the CRFs completed and forwarded to OCMT. Once an injury collision is identified in NICHE it cannot be removed/ cancelled by the IO. Checks are carried out on the system where an injury collision has been reassessed as a damage only collision to ensure that none of those involved were in fact injured.

RISK -
Information on the CRF is incomplete or incorrect.

OCMT and Statistics Branch staff are trained to check that all of the information required has been provided. Once the information has been validated the statistician checks will also identify the variables that are incomplete or missing.

STAGE FIVE – STATISTICS BRANCH VALIDATE CRF AND RTC DETAILS

PSNI Statistics Branch ensures that the essential information is recorded by checking key variables for each collision recorded. This validation process focuses on the location of the collision which needs to have a grid reference provided so that the information can be mapped and shared with other organisations within the sphere of Road Safety, both internal to PSNI and across government and academia.



It is essential that the information is entered correctly, but not all variables can be checked as we would not have the resources available to do this. In light of this we have developed key variables which are checked by the admin team as well as the location details and include the number of persons involved in a collision, time and date, weather etc. A complete list is provided below.

RISK – Statistics Branch do not receive notification of a collision and a CRF completion.

All collisions that are reported to PSNI are recorded on Command & Control in line with the National Standard for Incident Recording. However, there is potential that some collisions will be incorrectly recorded and omitted from the statistics– this is mitigated by officer training to ensure that the CRF is completed at each stage then forwarded to OCMT and to Statistics Branch. CRFs in paper format can also be 'lost in the post', but this is rare and copies can be traced by Statistics Branch staff. The use of a status code for every collision allows this to be monitored.

PSNI's RTC statistical reports compare levels encountered in the current financial or calendar year to date with those for the same period the previous year. The headline statistics for the Calendar year are published at the end of the following March. Key Statistics for the financial year are published in May each year and a more detailed report for the calendar year is published in June. In the interim, provisional in-year monthly statistical reports are published with approximately an eight week lag and these are pre-announced in line with the code of practice for official statistics.

Omission of injury RTC's

PSNI Statistics Branch has a trained team who validate the RTC information on NICHE. When they come across any new problems they are added to their check QA list. Ad hoc audit checks are carried out on incident closing codes that could potentially have an injury collision. This includes damage only collisions (RTDO), on the basis that there has been an injury but it has not been recorded correctly, highway disruption (HWDR) in case the disruption has been caused by a collision and it has been incorrectly coded and sudden deaths (BODY) in case the death is as a result of a collision, perhaps a cyclist, but the risk of this is low.

Publication deadlines are not met

Statisticians are responsible for meeting the pre-announced deadlines and to adhere to the UK Statistics Authority Code of Practice for Official Statistics. Statisticians are employed by NISRA and are seconded to PSNI. This maintains the professional independence of the statisticians and allows skills and experience in other areas to be transferred and shared.

2.5 Validation coding and syntax

As mentioned in the above process map, traffic status codes ('T' Codes) are used on the PSNI's NICHE IT system to manage each stage of the collision recording process.

'T' Codes	Traffic Codes
T01	Examined Damage Only Collision
T02	Examined Injury Collision
T02A	Examined Injury Collision Not Required by Stats
T03	CRF Outstanding (All RTC's)
T04	CRF Received
T05	CRF Returned to Investigating Officer
T06	CRF Passed to Stats
T07	CRF Returned to Occurrence Case Management Teams (OCMT)
T08	CRF Validated by Stats

Collisions are examined at each stage of the process and marked appropriately from the 'T' codes above by staff in OCMTs and by Statistics Branch. The status of each incident is updated at each stage in the process enabling OCMTs and Statistics Branch to oversee and manage the process. At the end of the reporting period all the police reported injury collisions will be marked with T08 and will have been validated by Statistics Branch. Only these validated collisions are then included in the annual reports and statistical outputs.

The codes are fairly self-explanatory and track each collision from the start to the end of the recording process. This includes the collision occurring and being reported, the collision being assessed as meeting the criteria to be included against the STATS20 definition, CRFs being completed by officers, this information being checked in the first instance by the Occurrence Case Management Teams (OCMT) and subsequently being checked by Statistics Branch administrative staff to ensure that all the required details have been input correctly. All collisions are assigned a 'T' code and thereafter cannot be removed or deleted from the system.

Periodically, usually weekly, the traffic statistician runs a quality assurance report that will extract collisions that fall outside certain parameters for further investigation by the traffic statistics team. Where anomalies are found these are corrected. These checks have been established over a number of years and are quite comprehensive (see list of checks below):

Statistician Validation Syntax One – Check for blanks or missing variables

Stage One - Missing or blank checks	Statistician Validation Syntax
1	Missing date of collision
2	Missing day of collision
3	Missing time of collision
4	Missing number of vehicles
5	Missing number of casualties
6	Missing town name
7	Missing date injuries reported
8	Missing single vehicle collision
9	Missing speed limit
10	Missing collision severity - accident type
11	Missing carriageway type
12	Missing causation factor
13	Missing causation factor participant type

Cont'd	14	Missing causation factor number
	15	Missing causation factor probability
	16	Missing did police attend scene
	17	Missing junction detail
	18	Missing junction control
	19	Missing light conditions
	20	Missing weather conditions
	21	Missing pedestrian crossing - physical
	22	Missing pedestrian crossing - human
	23	Missing road surface conditions
	24	Missing special conditions at site
	25	Missing carriageway hazards
	26	Missing casualty reference number
	27	Missing casualty id
	28	Missing casualty vehicle type
	29	Missing casualty responsibility
	30	Missing casualty gender
	31	Missing casualty vehicle number
	32	Missing casualty class
	33	Missing casualty severity
	34	Missing school pupil
	35	Missing seat belt usage
	36	Missing helmet usage
	37	Missing bus passenger
	38	Missing pedestrian location
	39	Missing pedestrian location
	40	Missing pedestrian movement
	41	Missing pedestrian injured in the course of on the road work
	42	Missing vehicle reference number
	43	Missing driver responsibility
	44	Missing stolen vehicle
	45	Missing vehicle type
	46	Missing vehicle id
	47	Missing vehicle PBT
	48	Missing PBT result
	49	Missing driver arrested as unfit through drink
	50	Missing driver arrested as unfit through drugs
	51	Missing reason for non-request for PBT
	52	Missing towing and articulation
	53	Missing vehicle location at time of impact
	54	Missing first point of impact
	55	Missing hit and run
	56	Missing manoeuvres
	57	Missing driver gender
	58	Missing driver licence type
	59	Missing junction location of vehicle
	60	missing skidding and overturning
	61	Missing object in carriageway
	62	Missing vehicle leaving carriageway
	63	Missing vehicle hit object off carriageway
	64	Check if casualty age equals zero - check if baby, age should be in
	65	Check on driver age - to ensure are entered correctly, i.e. of driving age

Statistician Validation Syntax Two – Validations regarding age, number of vehicles etc.

Stage Two - Combined Validations	Statistician Validation Syntax
1	Check if more than one driver casualty is being returned in the same vehicle - coded incorrectly
2	Check if more than one front passenger is being returned in the same vehicle - coded incorrectly
3	Check if there are multiple hit and run vehicles
4	Check if there are multiple non-stop vehicles
5	Check on driver classification
6	Check on other motor vehicle types
7	Check if equal to 'other non-motor vehicles' to ensure correct
8	Check if motorcycle and engine size
9	Check if a goods vehicle is classed correctly
10	Check if a goods vehicle no gross weight
11	Check if vehicle is equal to a 'hackney taxi'
12	Check if vehicle is taxi but not classed as hackney
13	Flag if collision severity is not equal to casualty severity
14	Flag if collision reference is missing from one of tables - accident, casualty or vehicle
15	Check if responsibility has been flagged as yes for passenger responsible
16	Check if responsibility has been flagged as yes for passenger factor but no casualty responsible
17	Check if responsibility has been flagged as yes for pedestrian
18	Check if responsibility has been flagged as yes for pedestrian but no casualty responsibility
19	Check that the vehicle responsible =Y
20	Check if there was joint responsibility
21	Check for driver factor but no driver responsibility
22	Ensure that the number of vehicles involved is greater than zero
23	Ensure that the number of casualties is one or greater
24	Check that the driver age is not missing
25	Check that driver age and casualty age are correct
26	Check driver of vehicle responsible is not equal to vehicle responsible
27	Check vehicle type is not equal to casualty of vehicle responsible
28	Check driver sex and casualty sex

2.6 Quality assurance checks and audit processes

On a daily basis, PSNI's Statistics Branch undertakes a range of quality assurance checks on the injury RTC database. Statistics Branch review the NICHE status/undercount report which details the number of collisions that have been reported to the police and the stage that they are sitting at in the process. They identify any new collisions that have been marked as 'passed to stats' and then begin their validation process for these collisions. As mentioned previously, this includes plotting the coordinates on the PSNI's mapping system as well as checking the completeness of a wide range of key variables. Any that are missing or are incorrect are passed back to the OCMT under query asking for the correct information to be provided. Where Statistics Branch staff can correct the information themselves, without referral back to OCMT,

they will do so (counts of the numbers of referrals back to OCMT are not retained as it would be overly bureaucratic).

As a result, each recorded collision is checked for its completeness by PSNI's Statistics Branch before being validated after which, the collision is then included in the next monthly update of the PSNI's RTC statistics. All collisions are assigned a 'T' code and thereafter cannot be removed or deleted from the system.

As mentioned in the previous section, Statistics Branch also oversees a series of ad hoc quality assurance checks that focus on running reports to flag up (i) collisions where data variables are incomplete or missing, and (ii) collisions where there are inconsistencies in the data. These are all then individually checked by the Traffic Statistics team, many of which they can correct themselves without referral to OCMT. These checks are run on a weekly basis throughout the year.

RTC status/undercount reports are issued on a weekly basis and are primarily aimed at encouraging Districts and OCMT managers to chase up outstanding CRFs within their command. They are also used by Statistics Branch to give an indication of how complete the validated collision statistics are for their monthly RTC statistical reports. While there will always be a number of CRFs not submitted within a given financial year, the statisticians aim to ensure that no more than around 5-7% of collisions are missing from any provisional in-year monthly update (as reported in the revisions section of each of PSNI's monthly RTC statistical reports). Any outstanding collisions are all chased up for the finalised figures at the end of the calendar and financial year period (i.e. none are excluded).

As previously mentioned, quarterly checks are also conducted with the Coroner's office to ensure that no RTC fatalities are missed from our statistics. We have experienced this happening twice in the last 12 years, both of which were identified in advance of finalising our figures. This check ensures that the risk of missing any such deaths is negated.

Additional quality assurance audits are focused on collisions that were originally closed on Command & Control as an injury collision and were then subsequently recoded as damage only collision. These are all checked every month and approximately 10% are found to contain injury RTCs and have their status code on NICHE amended to reflect this (i.e. OCMTs then chase up with the Investigating Officer to submit the required CRFs).

Further ad-hoc audits of closing codes are undertaken. This involves looking at closing codes not directly related to the road traffic collisions such as HDWR the code for Highway Disruption – on the basis that the disruption may have been caused by a collision that has not been reported or coded correctly and BODY which is the code for a sudden death. The basis for checking sudden deaths is that a person, perhaps a cyclist, may have died as a result of a collision that is not immediately apparent to the officers at the scene. The non-compliance identified in these checks is very small. A record is not kept of the numbers of collisions or variables examined by Statistics Branch staff, nor of the numbers that are corrected as a result. The main aim of the quality assurance process is to minimise the chances of missing any injury collisions from the statistics and to correct any missing variables or inconsistencies in the data.

2.7 Targets and Mitigation against the potential distortive effects of targets

Performance measurement and targets are based on the PSNI's various statistical outputs and Road Traffic Collision and Casualty reduction is one of these. The overarching targets for road safety are based on [Northern Ireland's 2020 Road Safety Strategy](#) which are cross-departmental and are relatively high profile. The progress of the achievement of these targets is monitored via selected RTC statistics and these are reported on in the PSNI publications as well as by other road safety partners. The targets which are reported upon by PSNI statistics in annual and monthly publications include:

- The Northern Ireland Road Safety Strategy aims at a 60% reduction on the number of fatalities on Northern Ireland's roads each year, from the 2004 – 2008 average of 126 to fewer than 50 by 2020.
- The Northern Ireland Road Safety Strategy also aims at a 45% reduction in the number of persons seriously injured on Northern Ireland's roads each year, from the 2004 – 2008 average of 1,111 to fewer than 611 by 2020.
- The Road Safety Strategy has set a target of 55% reduction in the number of children killed or seriously injured on Northern Ireland's roads each year, from the 2004 – 2008 average of 128 to fewer than 58 by 2020.
- The Strategy also has a target of a 55% reduction in the number of young people (aged 16-24) killed or seriously injured on Northern Ireland's roads each year, from the 2004 – 2008 average of 366 to fewer than 165 by 2020.

By implementing the quality assurance and validation processes outlined previously, the potential for road traffic collision statistics to be distorted through 'gaming' is minimised. The statistical recording process is managed by statisticians from NISRA who are seconded to PSNI and who work in compliance with the Code of Practice for Official Statistics; this brings an element of independence to the process. Similarly, OCMT officers/staff, who play a key part in the recording process, are part of the PSNI's Legacy and Justice Dept. and are therefore outside any District performance pressures. The level of quality assurance applied ensures that the correct information is captured accurately and is designed to reduce the potential for error. Any suggestion of performance pressure within the recording process will result in that particular issue being more closely scrutinised by Statistics Branch in order to ensure impartiality of recording – as it would be with other statistics produced by the branch, most notably the Police Recorded Crime Statistics.

2.8 Data Management roles and responsibilities

The NISRA statisticians are based within PSNI and are given access to PSNI's internal systems, once they have been appropriately vetted and trained. The source data and any associated data files are held on secure servers within PSNI and access to systems is controlled and auditable to ensure compliance with relevant legislation. Individual staff member's access to these systems is monitored and periodically checked by the PSNI Data Protection Unit. Having the statisticians working alongside the suppliers of the data and having close working relationships with IT colleagues means they are involved in any relevant process/system design or change.

Changes to the PSNI's systems or processes that might affect the quality of the statistics are discussed in advance and managed through the relevant project board. Communication with IT colleagues takes place on a regular basis at many levels and ensures that data quality is maintained. The statisticians have access to data which is extracted from the NICHE recording system. Automated processes ensure that the internal management information system and reports are updated each day. Access to these extracts enables Statistics Branch to produce bulletins for publication and to respond to ad hoc requests for information.

Statistics Branch also has a close working relationship with those responsible for road safety within the organisation, Roads Policing Policy Branch. This allows Statistics Branch to raise any issues directly with the senior officers who can then communicate to all police any areas of concern. Recently a new variable was added to the system as a result of an issue raised by key users regarding the need to collect the reason for a journey and allow monitoring of collisions on the way to work and school. Once this change was incorporated into the NICHE IT system and the relevant forms were amended, the police Inspector from Roads Policing Policy issued a directive to all police officers explaining the change and the need for them to complete these details for all relevant RTCs in future. This collaborative relationship ensures that we provide the accurate information needed to evidence policy making but also allows us to have the weight of senior officers behind us to ensure that police officers submit the correct details in accordance with policy guidance.

2.9 Timeliness

A balance needs to be obtained between the requirement for figures to be as up-to-date as possible and the requirement to publish figures which are of appropriate quality and completeness for use. There is a lag of around eight weeks between the end of the month and publication of the monthly bulletin, with slightly longer at the end of the calendar year. This is to allow for the processing of the forms and for statisticians to ensure that the information provided is as accurate as possible. This has been improved in recent years as it was one of the topics mentioned in the feedback from the PSNI Statistics Branch Key User Survey (see section 1.2).

Once the data on road traffic collisions is published at the end of the calendar year we consider the figures to be finalised i.e. users can be assured that the figures will not change (subject to the PSNI's revisions policy). This also means that should a collision be deemed to have a cause of excess speed assigned and a subsequent court case reveals that the causation could have been due to alcohol or drugs – the data from the original year will not be changed. There are also restrictions on the deaths that are included. Deaths that occur more than 30 days after a collision will also not be included and publication is scheduled to allow for these checks to take place. This is in line with the rest of the UK and the [STATS20](#) guidance for collating information on road traffic collisions and is a trade-off between providing more information and providing more timely information.

2.10 Comparisons with other relevant data sources

Unlike the Police Recorded Crime Statistics that are comparable with the Crime Survey there is no such comparison for the Police Recorded Injury Road Traffic Collision Statistics.

Previous research has established that there is an element of under-reporting that exists in the statistics when compared with the statistics on hospital admissions, following a road traffic collision. This is one of the main limitations of police recorded injury road traffic collision statistics, as mentioned above, and it is difficult to ascertain the extent to which they represent the true level of injury road traffic collisions and casualties that occur within the UK. Extensive research has been conducted in order to get an estimate of the level of this under-reporting. The research has generally focused on two sources of comparable information, (i) hospital admissions data¹ and (ii) survey data from The Travel Survey for Northern Ireland².

¹ Reported Road Casualties in Great Britain Annual Report 2011: Department for Transport <https://www.gov.uk/government/statistics/reported-road-casualties-great-britain-annual-report-2011>

² The Travel Survey for Northern Ireland 2012-2014 <https://www.infrastructure-ni.gov.uk/publications/travel-survey-northern-ireland-tsn-i-headline-report-2012-2014>

While both comparisons would indicate that police recorded injury collision statistics are less complete than other sources, there are many reasons why this may be the case. For example, the police recorded statistics only relate to collisions that take place on the public roads and exclude collisions that occur on private land or public parks etc. Similarly, persons injured in certain types of collisions may be less likely to report these to the police e.g. casualties resulting from collisions where no motor vehicle is involved (cyclists falling off their bikes or colliding with pedestrians).

In Northern Ireland, police recorded fatal and serious injury collision casualties (KSI's) for 2014/15 equate to approximately 61% of the comparable figures on road casualties obtained from hospital admission statistics over the same period, up from 57% in the previous year. The Travel Survey for Northern Ireland indicates that 68% of persons involved in at least one road accident in which there was an injury made police aware of the collision, either by attending at the scene or reporting afterwards. (The confidence interval around this was +/- 8%).

The Travel Survey for Northern Ireland which collects information on how and why people travel within Northern Ireland. The survey uses three years of data to ensure the analysis is robust.

In order to address the issue of under-reporting and the discrepancy with hospital statistics work is on-going to adopt a European wide MAIS 3+ Injury definition to allow comparable targets across Europe.

It has been proposed in the European Union (EU) to adopt a Maximum Abbreviated Injury Scale (MAIS) of 3 or greater as the basis for a road safety target. This work is being led in Northern Ireland by statistician colleagues at the Department for Infrastructure and PSNI statisticians are awaiting knowledge of the papers. This would essentially mean that collisions are classified in terms of the severity of injury as determined by medical clinicians and not police officers at the side of the road. What it may mean in practice is yet to be determined but it is an interesting area of work to try to bridge the gap between the two datasets of police recorded casualties and hospital episode statistics. This report is not expected to be published for a number of years and will be posted onto the statistics section of the [PSNI website](#).

2.11 Variables

There are a number of variables that are available for PSNI's RTC dataset, some of which are outlined below. This allows manipulation of the data to provide the vast array of tables and explanation of factors. This also allows us to analyse the factors attributing to a collision such as the time of day and the weather. PSNI Statistics Branch are also currently working to have the RTC dataset added to the NI government website for Open Data, which will allow interested parties to download and re-use the information. In advance of this provision however we need to ensure that the data is sufficiently anonymised to ensure personal details are protected and that the dataset is compliant with the PSNI Data Protection and Information Security protocols.

Year of Collision	Weather Conditions
Policing Area	Road Surface Conditions
Collision Severity	Vehicle Data
Number of Vehicles	Casualty Data
Number of Casualties	Collision location (XY Co-ordinates)
Weekday of Collision	Type of vehicle involved
Time of Day of Collision	
Carriageway Type	
Speed Limit	
Junction Detail	

Over the last ten years only minor changes have been made to the dataset, for example, from April 2010 the collision causation factor of driver/rider alcohol/drugs was split into two separate categories for alcohol and drugs. Also a use of mobile phone as a collision causation factor was added. None of the changes have affected the overall totals or statistical trends as the changes have allowed more detailed information to be gathered on collision causation factors.

2.12 Definitions

The differentiation of a slight casualty from a serious casualty is not always a straightforward decision, especially for the more 'minor' serious injury types. It should be remembered that the collision and casualty information is collected by operational police officers whose main priority at the scene of the collision is to assist the injured, prevent other collisions from occurring and to gather evidence for a prosecution if any offence has been committed. As a result, there may be a small proportion of collisions that are incorrectly classified.

Injury collision: Collisions involving personal injury occurring on the public highway (including footpaths) in which a vehicle is involved. Collisions are categorised as either 'Fatal', 'Serious' or 'Slight' according to the most severely injured casualty.

Road fatality or person killed: Human casualty who sustained injuries which caused death within 30 days of the collision. Confirmed suicides are excluded.

Serious Injury: An injury for which a person is detained in hospital as an 'in-patient', or any of the following injuries whether or not the person is detained in hospital: fractures, concussion, internal injuries, crushing's, burns, severe cuts and lacerations or severe general shock requiring medical treatment.

Slight Injury: An injury of a minor character such as a sprain, bruise or cut not judged to be severe or slight shock requiring roadside attention.

Casualty: A person who sustains a slight, serious or fatal injury.

Children: Persons under 16 years of age (where this varies a note will be added as some targets request information on persons under 17).

Vehicles Involved: Vehicles whose occupants are injured, vehicles suffering damage, vehicles that contribute to the collision, and horses being ridden at the time of the collision. Vehicles that collide after the initial impact causing injury are not included unless they aggravate the degree of injury or lead to further casualties.

Drivers of motor vehicles: Drivers of hackneys, cars, motor caravans, LGVs, HGVs, cars used as taxis, minibuses and buses

Motorcyclists: Drivers/riders of mopeds and motorcycles. Includes riders of two-wheeled motor vehicles, motorcycle combinations, scooters and mopeds.

Pedal cyclists: Drivers/riders of pedal cycles. Includes children riding toy cycles on the carriageway and the first rider of a tandem.

Passengers: Occupants of vehicles other than the driver or rider. Passengers of hackneys, cars, motor caravans, LGVs, HGVs, cars used as taxis, minibuses, buses and pedal cycles

Pillion passengers: Passenger on a moped or motorcycle

Other road users: Drivers and passengers of invalid / 3 wheelers, tractors, ridden horses, other motor vehicles and other non motor vehicles.

Pedestrians: Include:

- Children on scooters, roller skates or skateboards;
- Children riding toy cycles on the footpath;
- Persons pushing bicycles or other vehicles or operating pedestrian controlled vehicles;
- Persons leading or herding animals;
- Occupants of prams or wheelchairs;
- People who alight safely from vehicles and are subsequently injured;
- Persons pushing or pulling a vehicle;
- Persons other than cyclists holding on to the back of a moving vehicle.

Financial Year: Figures dated from 1st April to 31st March

FYTD: Financial Year to date. Figures can be reported on a financial year from April to March.

PFYTD: Previous Financial Year to date. Figures can be compared to the previous financial year period, from April to March.

Calendar Year: Figures can be reported on a calendar year basis, meaning 1st January to 31st December.

Section 3

3.0 Strengths and Limitations of the data

3.1 Strengths

The purpose of collating and reporting on injury road traffic collisions is to provide accurate and timely management information to the PSNI to assist them with tracking trends, identifying problem areas and in developing policies related to road policing issues. Police recorded injury road traffic collision and casualty statistics are used by a variety of organisations and individuals in the public and private sector as well as by the wider general public.

PSNI Statisticians attend the Standing Committee on Accident Statistics (SCRAS) and this gives a UK-wide focus to our work. We work closely with the Department for Transport to ensure that our work is comparable with other regions of the UK.

The Department for Infrastructure in Northern Ireland uses the PSNI's injury road traffic statistics to inform policy and monitor performance in relation to various road safety strategies. Similarly, the statistics are vital to informing colleagues in Transport NI (previously Road Service) in relation to identifying the location and causes of collisions so that they can assess whether a road engineering solution is required.

The statistics are also used to inform the Northern Ireland Road Safety Partnership on the need for cameras to enforce identified roads which are prone to injury road traffic collisions or road junctions where collisions result from drivers ignoring the mechanical traffic signals (red light running). The statistics are widely referred to in the media and are used by those individuals or organisations with an interest in road safety.

3.2 Limitations

Comparison of road accident reports with death registrations shows that very few if any road accident fatalities are not reported to the police. However, it has long been known in GB (and by extension in NI) that a considerable proportion of non-fatal casualties are not known to the police, as hospital, survey and compensation claims data all indicate a higher number of casualties than suggested by police accident data.

The data used as the basis for these statistics are therefore not a complete record of all personal injury road accidents, and this should be kept in mind when using and analysing the figures. However, police data on road accidents (STATS 19), whilst not perfect, remain the most detailed, complete and reliable single source of information on road casualties, in particular for monitoring trends over time.

One of the main limitations of police recorded injury road traffic collision statistics, as mentioned above, is the extent to which they represent the true level of injury road traffic collisions and casualties that occur within the UK. Extensive research has been conducted within GB in order to get an estimate of the level of this under-reporting. The research has generally focused on two sources of comparable information, (i) hospital admissions data¹ and (ii) survey data from The Travel Survey for Northern Ireland².

¹ Reported Road Casualties in Great Britain Annual Report 2011: Department for Transport
<https://www.gov.uk/government/statistics/reported-road-casualties-great-britain-annual-report-2011>

² The Travel Survey for Northern Ireland 2012-2014
<https://www.infrastructure-ni.gov.uk/publications/travel-survey-northern-ireland-tсни-headline-report-2012-2014>

While both comparisons would indicate that police recorded injury collision statistics are less complete than other sources, there are many reasons why this may be the case. For example, the police recorded statistics only relate to collisions that take place on the public roads and

exclude collisions that occur on private land or public parks etc. Similarly, persons injured in certain types of collisions may be less likely to report these to the police e.g. casualties resulting from collisions where no motor vehicle is involved (cyclists falling off their bikes or colliding with pedestrians).

In Northern Ireland, police recorded fatal and serious injury collision casualties (KSI's) for 2014/15 equate to approximately 61% of the comparable figures on road casualties obtained from hospital admission statistics over the same period, up from 57% in the previous year. The Travel Survey for Northern Ireland indicates that 68% of persons involved in at least one road accident in which there was an injury made police aware of the collision, either by attending at the scene or reporting afterwards. (The confidence interval around this was +/- 8%).

The Travel Survey for Northern Ireland which collects information on how and why people travel within Northern Ireland. The survey uses three years of data to ensure the analysis is robust.

3.3 National Statistics

The UK Statistics Authority is an independent body established in 2008. It has a statutory role to scrutinise (through monitoring and assessment) all UK official statistics.

Statisticians from the Northern Ireland Statistics and Research Agency (NISRA) are seconded to the PSNI and oversee the collation and reporting of the injury road traffic collision statistics.

The UK Statistics Authority has designated the PSNI's injury road traffic collision statistics as National Statistics, in accordance with the Statistics and Registration Service Act 2007 and signifying compliance with the Code of Practice for Official Statistics.

National Statistics status means that official statistics meet the highest standards of trustworthiness, quality and public value.

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.

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.

More information about the UK Statistics Authority, the Code of Practice for Official Statistics and assessment can be found on their website at www.statisticsauthority.gov.uk

3.4 Revisions

Road Traffic Collision Statistics within the current year to date are provisional and will be subject to minor amendment until the finalised figures for the full year are published. This means that the total number of casualties report each month can change every time the figures are published during that year and that each monthly report supersedes that published in the previous month.

In each monthly report, in the notes section, we provide a table outlining the scale of the revision from the publication of the previous month and this allows users to be aware of any future changes that could be expected, and to be assured that the scale of the change is minor. The example table below compares the figures published in August 2015 with those published in the previous month, July 2015.

Police recorded road traffic collision casualty figures by month						
		Collisions	Casualties			
	Month	No of injury collisions	Killed	Seriously Injured	Slightly Injured	Total casualties
Reported 3 rd July 2015	Apr-15	488	10	72	692	774
Reported 31 st July 2015	Apr-15	499	10	72	705	787
	May-15	436	3	50	667	720
Reported 28 th August 2015	Apr-15	500	10	72	706	788
	May-15	449	3	52	683	738
	Jun-15	483	10	49	698	757
Scale of Revision (Latest month compared with initial report)						
	Apr-15	12 (2.5%)	0	0	14 (2.0%)	14 (1.8%)
	May-15	13 (3.0%)	0	2 (4.0%)	16 (2.4%)	18 (2.5%)

The reason for an amendment is usually that more information has become available to Statistics Branch regarding a collision during the validation process.

Once the publication of a Calendar Year report (March) or a Financial Year report (May) has taken place these figures are regarded as final and are not normally changed. Only in very exceptional circumstances will an annual publication be revised and this will be in line with the [PSNI Statistics Branch Revisions Policy](#), a copy of which is available in the [Official Statistics](#) section of the PSNI website.

3.5 Confidentiality

The PSNI's Statistics Branch complies with the requirements of the Code of Practice for Official Statistics in relation to Principle 5: Confidentiality. A [Confidentiality Protection Arrangements](#) document is available on the statistics section of the PSNI website. It outlines the arrangements for maintaining confidentiality of statistical data and covers:

- Physical Security
- Technical Security
- Staff Training
- Statistical Disclosure Control
- Sharing of data with a third party

Disclosure control has been applied to some tables in line with the requirements of the Code of Practice for Official Statistics. Where this applies cells have been merged or suppressed in order to ensure that the identity of individuals or any private information relating to them is not revealed.

3.6 Open Data

The Police Recorded Road Traffic Collision dataset is currently available for researchers to access via the UK Data Archive. (www.data-archive.ac.uk) This provision of an anonymised dataset allows researchers to look further into the data variables and to explore some of the interactions and causality that PSNI statisticians do not have the resources to do regularly.

Northern Ireland government departments have now developed an Open Data portal and PSNI statisticians are currently examining how the RTC dataset can be added to framework. Information Security and Data Protection colleagues within PSNI will need to sign off this development and it may take some time before the format is agreed.

3.7 Comparability within UK, ROI and Internationally

Promoting comparability is an important requirement of the Code of Practice for Official Statistics which aids interpretation for the users of the injury road traffic collision statistics. Obviously, comparisons within the UK are the most valid as the PSNI adopts the same national approach to the recording on injury road traffic collisions as all the other regions of the UK. Where possible, we will provide the most recent comparisons within the reports and bulletins that we publish. More general comparisons are listed below and provide useful comparative sources of injury road traffic collisions.

Transport Statistics Scotland

<http://www.scotland.gov.uk/Topics/Statistics/Browse/Transport-Travel>

Transport Statistics Wales

<http://wales.gov.uk/topics/statistics/headlines/trans2009/hdw20091110/?lang=en>

Department for Transport

<http://www.dft.gov.uk/statistics/series/road-accidents-and-safety/>

Traffic Statistics Ireland

[The role of Garda Traffic - An Garda Síochána - Ireland's National Police Service](#)

Road Safety Authority – ROI

<http://www.rsa.ie>

European Commission Road Safety

http://ec.europa.eu/transport/road_safety/index_en.htm

Traffic Statistics USA

<http://www-nrd.nhtsa.dot.gov/departments/nrd-30/ncsa/stsi/usa%20web%20report.htm>

3.8 Further Research

One of the main areas of research in recent years has been in attempting to reconcile police recorded injury road traffic collision statistics with those collated by hospitals. A number of different research studies have been conducted in this area in recent years (see links below) and both the police and hospital datasets each have their own strengths and weaknesses. Most of the research relates to England, Wales and Scotland and it is assumed that the same findings would apply in Northern Ireland. As such, any interpretation of injury road traffic collision statistics should not be based on police recording injury road traffic collisions/casualties data alone. Other sources of statistics on road traffic collision statistics should also be considered.

Research into road traffic collisions and road safety can be directed by visiting any of the following:

www.roadsafetyobservatory.com

www.dft.gov.uk

www.pacts.org.uk

www.trl.co.uk

www.infrastructure-ni.gov.uk

3.9 Publication Process and Methods

Police recorded Injury Road Traffic Collision statistics for Northern Ireland are published on the Police Service of Northern Ireland website under the Statistics section

<https://www.psni.police.uk/inside-psni/Statistics/road-traffic-collision-statistics>

As part of our commitment to provide users with more timely information, we publish a provisional daily count of road traffic deaths occurring on Northern Ireland's roads giving information about the location, age and gender of each road traffic fatality. This is updated each working day on the [PSNI Website](#); click the link to access the [Daily Fatal Report](#).

Within the reporting year, in-year injury road traffic collision statistics are updated relating to May – November, usually eight weeks after the end of the reporting month to allow for validation. These in-year statistical updates are provisional and any subsequent in-year publications will contain revised figures for those months already published.

The final figures for the reporting period (calendar year) are published in late March the following year with the publication date pre-announced in line with the PSNI's publication scheme. These final year figures cover headline findings for the previous calendar year (January – December) and are key statistics that have been developed in response to user needs. Figures for the financial year (April – March) are published by the end of May.

A detailed Annual Trends Report covering information for the previous calendar year is released in the following June each year. This publication gives more detailed information about all of the police recorded injury road traffic collisions including detailed analyses of the casualty and collision types as well as key causation factors.

The PSNI [website](#) contains a range of publications of interest to persons who want information on police recorded injury road traffic collisions.

- i) [Daily Fatal Report](#) (lists the number of road deaths per calendar and financial year and is updated each working day with comparisons with the previous 2 years)
- ii) Regular in-year injury road traffic collision reports (an accompanying Excel spreadsheet is also made available)
- iii) Key statistics for the last calendar year
- iv) Key statistics for the last financial year
- v) Detailed annual trends reports along with an accompanying Excel spreadsheet
- vi) Historic reports from previous years can be viewed in the archive section on the website

3.10 Publication Schedule

In line with National Statistics guidelines our publication dates are pre-announced and are available on our website under [Publication Schedule](#).

3.11 User Consultation: Feedback and Actions

User consultation is an important aspect of our work. It informs our work schedules and statistical planning process. Our [Customer Service and Engagement Statement](#) is available on our website and highlights our aims and standards for dealing with key users and requests from members of the public.

Around two years ago, we consulted with users about the contents and timeliness of the Detailed Trends Annual Report and as a result the publication date was brought forward by three months so that it was provided to users before the summer recess of the assembly. This more timely provision of information was welcomed by users both within government and the media.








Contact details for police recorded injury road traffic collision statistics:

Traffic Statistician
PSNI Statistics Branch
Lisnasharragh
42 Montgomery Road
BELFAST
BT6 9LD
Tel: 028 9065 0222 Ext. 24135
Email: statistics@psni.police.uk

We are always considering improvements to our publications and seek feedback from our consultations with users as to what changes would best meet their needs. We also monitor the reports produced by colleagues in other regions and countries to see if aspects of their reports would add value to our outputs. The most recent change that we have adopted following consultation is to review the age bands categories that are provided in our publications to see if they can be made more comparable with those in other parts of the UK.

Users will be consulted about any potential changes before they are introduced.

Document last updated: May 2016

CRF		
Collision Report Form – Instructions for Completion		
The purpose of recording or investigating any road traffic collision is:		
<ul style="list-style-type: none"> Ⓐ to provide evidence if criminal proceedings are to be taken Ⓐ for the information of the coroner in the case of a fatal collision; and Ⓐ for statistical purposes (collated for all injury RTCs) 		
<p>Damage only¹ and Slight² Injury</p> <p>CRF 1 1 per occurrence CRF 2 1 per occurrence CRF 3 1 per occurrence* CRF 4 1 per vehicle (include unknown vehicles) CRF 5 1 per person</p> <p>* Where there is an injury only and no prosecution, then complete Part A only. This applies to both Slight & KSI</p>	<p>Killed or Serious³ Injury (KSI)</p> <p>CRF1:1 per occurrence CRF2:1 per occurrence CRF3:1 per occurrence* CRF4:1 per vehicle (include unknown vehicles) CRF5:1 per person CRF6:1 per occurrence CRF7:1 per vehicle (2 per age) CRF8:1 per 'injured' person (2 per page)</p>	
¹ Damage only	<i>f</i> No Injury and <i>f</i> There is indication of careless driving and/or that excess speed is a contributing factor <i>f</i> There is evidence to support prosecution for a related road traffic offence.	
² Slight	<i>f</i> Sprains/bruises/abrasions/minor cuts/slight shock <i>f</i> Whether or not an offence is being investigated	
³ Killed or Serious Injury	<i>f</i> Fatality - where person died within 30 days of the collision. <i>f</i> Fractures/concussion/internal injury/severe cuts/severe shock - Injury requires immediate hospital treatment. <i>f</i> Whether or not an offence is being investigated	
NOTE: If RTC occurred in a car park or on private ground or if injuries have been reported outside the reporting period of 30 days from date of RTC, the RTC should be dealt with as a 'No Injury' RTC.		
SKETCH OF SCENE – CONVENTIONAL SIGNS GUIDE		
Building	Road sign 	Dirt and debris
	Give way sign 	Mud or oil patch
Motor vehicle (NAME & VRM)	Stop sign	Give way road marking
Bicycle	Pole or post 	Stop road marking
Wall with gate	Lamp post 	Centre Line  road marking
Hedge with gate	Telegraph pole 	Warning road marking
Trees and bushes	Tyre mark 	Do not enter road marking

ETHNICITY CODE					
0	1	White	0	7	Black Caribbean
0	2	Irish Traveller	0	8	Black African
0	3	Indian	0	9	Black Other
0	4	Pakistani	1	0	Chinese
0	5	Bangladeshi	1	1	Other Ethnic Group
0	6	Other Asian	1	2	Mixed

CONTRIBUTORY FACTORS GUIDE

A. DRIVER/RIDER ONLY (INCLUDE CYCLISTS & HORSE RIDERS)

1	Disobeying pedestrian crossing	14	Overtaking on nearside without care	26	Inexperience with type of vehicle
2	Disobeying traffic sign/signal	15	Overtaking on offside without care	27	Dazzled by headlights
3	Failing to give or giving faulty signal	16	Changing lane without care	28	Distraction by action inside vehicle
4	Wrong course/position	17	Emerging from minor road without care	29	Distraction by action outside vehicle
6	Driving too close	18	Emerging private road/entrance without care	31	Fatigue
8	Turning right without care	19	Crossing or entering road junction without care	32	Physical/Mental illness or injury
9	Turning left without care	20	Opening door without care	33	Pedal cyclist holding onto another vehicle
10	U turning without care	21	Inattention or attention diverted	35	Pedal cyclist wearing dark clothing
11	Reversing without care	23	Excessive speed having regard to conditions	36	Other driver/rider factor
12	Stopping without care	25	Using Mobile Phone	100	Impaired by alcohol - driver/rider
13	Starting without care			101	Impaired by drugs (Illicit or medicinal) - driver/rider

B. PEDESTRIAN ONLY

37	Slipping or falling	42	Walk/run movement masked	54	Holding onto vehicle
38	Heedless of traffic crossing carriageway	43	Using pedestrian crossing without care	55	Pedestrian wearing dark clothing
39	Heedless of traffic walking or standing in carriageway - not crossing	46	Lack of super-vision / Escaping from custody	56	Other pedestrian factor
40	Playing on carriageway	49	Physical / Mental illness or injury	102	Impaired by alcohol - pedestrian
41	Walking or running onto carriageway - not crossing			103	Impaired by drugs - (Illicit or medicinal) - pedestrian

RESTRICTED (When Complete)

C. PASSENGER ONLY

44	Slipping or falling	51	Opening door without care	104	Impaired by alcohol - passenger
50	Physical/Mental illness or injury	57	Other passenger factor	105	Impaired by drugs - (Illicit or medicinal) - passenger

D. VEHICLE FACTORS

58	Overladen	62	Defective steering/Suspension	66	Tyre blow out before impact
59	Insecure load	63	Defective front lights	67	Unattended vehicle running away
60	Overhanging load	64	Defective rear lights	68	Other vehicle factor
61	Defective brakes	65	Defective tyres		

E. OBSTRUCTIONS

70	Stationary vehicle	73	Road signs or furniture	76	Other obstruction
71	Skip	74	Buildings, fences or walls		
72	Previous road accident	75	Vegetation		

F. ROAD FACTORS

77	Flooding	81	Road works in progress	86	Speed control hump
78	Slippery road due to factors other than weather	82	Temporary traffic lights	88	Railway level crossing
79	Road surface in need of repair	84	Bend	90	Other road factor
80	Defective manhole cover	85	Low bridge		

G. WEATHER CONDITIONS

91	Fog or mist	93	Strong wind	95	Glaring sun
92	Ice, frost or snow	94	Heavy rain	96	Other weather factor

H. MISCELLANEOUS

97	Other miscellaneous factor	00	No apparent cause/not traced
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I. ANIMAL

98	Dog on carriageway	99	Animal on carriageway - other than dog
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RMS #

C

C

CRF 5

LINKS TO THIS VEHICLE

VRM

VEHICLE REF

V

No Links to a vehicle Driver/Rider Owner Hirer of User Passenger Other-explain:

BUSINESS

Owner Policyholder

PERSON

Adult Juvenile Injured Pedestrian Owner(property)

Other-explain:

Principal party (RTC) Other-explain:

SURNAME/BUSINESS NAME

Forename

Forename

GENDER

Male Female

DOB

(DD/MM/YY)

ADDRESS Home Temp Other:

NUMBER/PREMISES NAME

STREET

TOWN/CITY

POSTCODE/COUNTRY

Home Tel L'Line Mobile Text Phone

Business Tel L'Line Mobile Text Phone

Statement recorded Yes No (If yes – go onto next relevant section)

If no statement recorded: Inform person (and their appropriate adult where they are under 16), that their contact details may be released by police to interested parties (e.g. insurance companies, claims handlers, solicitors) for the purposes of civil proceedings, only where this is requested and where police are satisfied they have a lawful purpose.

CONTACT FOR ABOVE PERSON (WHERE PERSON UNDER 16 OR VICTIM OF FATALITY) SURNAME

Forename

Forename

RELATIONSHIP TYPE (eg mother/spouse)

DOB

(DD/MM/YY)

None or Explain:

CLASSIFICATION

Next of Kin Parent Guardian

ADDRESS Home Temp Other:

NUMBER/PREMISES NAME

STREET

TOWN/CITY

POSTCODE/COUNTRY

Home Tel L'Line Mobile Text Phone

Business Tel L'Line Mobile Text Phone

COMPLETE 'PERSON MVC REPORT' BELOW IF THIS PERSON IS INJURED

CASUALTY REFERENCE NUMBER

C

'Person MVC Report'

CASUALTY CLASS

1.Driver

2.Pillion passenger

3.Vehicle passenger-front

4.Vehicle passenger-rear

5.Pedestrian

6.Motorcyclist

7.Pedal cyclist

SEVERITY

1.Fatal

2.Serious

3.Slight

Reason for Journey

1.As part of work

2.Commuting to/from work

3.Taking pupil to/from school

4.Pupil riding to/from school

5.Other – specify in text box

6.Not Known

INJURY REPORTED DATE (DDMMYY)

Text Box:

SEAT BELT USAGE

08.Unknown

12.Exempt

17.In use

18.Not in use

19.None fitted

20.Not applicable

HELMET USAGE

Not on motor/pedal cycle

6.Not known

7.Helmet in use

8.Helmet not in use

COMPLETE THIS SECTION IF VICTIM/WITNESS IN REPORT/CHARGE CASE OR A SUSPECT IN REPORT CASE

PERSON CLASSIF.

Victim

Witness

Suspect

DISABILITY

None

Refused

Physical

Mental Health

Learning

Sensory

DEPENDANTS

None

Refused

Care of a Child

Care of a dependant elderly person

Care of a person with a disability

NATIONALITY NI Ireland United Kingdom Other-specify:

LANGUAGE:

Translator needed

ETHNICITY

RELIGION:

EMPLOYMENT/ OCCUPATION

Unemployed

Student

Self-employed

Employed

Retired

Part Time

Unknown

OCCUPATION

EMPLOYER

EMPLOYER ADDRESS/SIGNING OFFICE

Abbreviations Used

CRF	Collision Report Form
DfI	Department for Infrastructure
DfT	Department for Transport
EU	European Union
GB	Great Britain
NI	Northern Ireland
NIAS	Northern Ireland Ambulance Service
NIFRS	Northern Ireland Fire and Rescue Service
NISRA	Northern Ireland Statistics and Research Agency
NSIR	National Standard for Incident Reporting
OCMT	Occurrence Case Management Team
PCSP	Policing and Community Safety Partnership
PSNI	Police Service of Northern Ireland
RTC	Road Traffic Collision
BODY	PSNI System Closing Code 'Sudden / Unexplained Death'
HWDR	PSNI System Closing Code 'Highway Disruption'
RTDO	PSNI System Closing Code 'Damage Only Collision'
RTFL	PSNI System Closing Code 'Fatal Traffic Collision'
RTIY	PSNI System Closing Code 'Injury Road Traffic Collision'