**Officer Meeting Group – 95 Alive 30th November 2017, Office of the PCC, 12 Grandy Road, Harrogate, HG1 4ST, 10:30 – 12:00**

**Attended**:- Trish Hirst (TH); Dave Barf (DB); Richard Fletcher (RF); Elise Hatfield (EH); Fiona Ancell (FA); Sarah Lund (SL); Bob Hoskins (BH); Sarah Hoyes (SH); Sarah Watson-Quirk (SWQ).

**Apologies**:- Shaun Bedford (SB)

There were no notes written for the last meeting, held at Harrogate Fire Station on 19.10.17 so were unable to go through minutes.

As there were new members in the group, introductions were made. We welcomed Sarah Lund in place of Tom Thorpe (OPCC) and Sarah Hoyes in place of Donah Hendrickson (NYCC Public Health).

**Stats and Data,** there is a “highly” provisional data sheet for York & North Yorkshire, to the end of June 17. It is **attached** with these minutes. Also **attached** is the latest summary of fatal collisions in Y &NY(please note this document if for internal use only) Note there are 42 fatalities, which is the highest number since 2013.

EH informed the group that NYP was aware of certain Partnership concerns (as per the summary **Annex 1** at end of these minutes) and that a lot of work was ongoing within NYP to rectify the identified issues, with a meeting due week 11th – 15th Dec which hopefully will see issues moving forward. It was agreed that the Partnership and OWG concerns should be fed up to senior staff.

Reporting of cycle only accidents by Yorkshire Ambulance Service (YAS), will begin as from November 2017. This conclusion has been reached after the issue was brought to the attention of the group earlier in the year. There has been successful dialogue between Public Health, NYP & YAS which has led to them now being aware that all cycle casualties on the highway (irrespective of if a motor vehicle involved or not) now need to be notified to the Police.

YAS have also expressed an interest in attending/joining 95 Alive. Barrie Mason has been informed so it is likely to be covered at Steering Group.

The PCC Office has requested some information of KSI’s so that they can do some research into possible patterns of behaviour which are leading to issues in NY & Y. However, due to the above documented work load and the production of the Annual Casualty Report for NYCC, it has been difficult for NYCC to find the staff time to be able to fulfil the PCC requests for data and maps relating to KSI’s across York & NY areas.

There was a general discussion on the possible emerging trend of Older Drivers across the county being involved in more serious/fatal RTC’s. It was felt that this was a general national emerging trend however, feedback from the RSGB National Conference is that the DfT are focusing in 2018 on young male drivers aged 17 – 24 as the primary problem age group and gender.

**SMP update**

All areas have now been updated as to the newly agreed SMP and the fact that the Traffic Bureau (TB) is to triage for category 4 sites. This seems to be working well, there was a general discussion on ensuring that sites that have been waiting for data the longest will be priority (within reason, and understanding the operational needs of clumping together sites which are geographically close).

**95 Alive Action Plan**

Following on from the additional Steering Group Meeting of 21.11.17, which was to discuss the likely cuts in 95 Alive (NYP supplied) funding next year it can be confirmed that the Partnership can expect as a maximum £50,000 for the year 2018/19.

Following a request for any funds not already committed this year to be returned, we have agreed to return £20k. This is made up of £15k Road Safety fund, with £4k from Secondary Ed fund and the £1k from tube/data collection.

A follow up Steering Group Meeting has been agreed for 02.02.18 and we have been asked to provide (those organisations in receipt of the 95 Alive funding provided by NYP) to the Steering Group the following:-

* A broad outline of other possible funding streams that might be available.
* More evidence and impacts, including why we would prioritise to carry on some things. What we will have to stop and the rational at to why we have decided to stop this but continue another project.

**Chair of OWG 2018**

TH again reiterated that she will be stepping down from the chair role after doing the year 2017.

BH informed the group, Dave Pitt who was taking over an area command, had been put forward to take over the role of OWG chair 2018. We await confirmation.

**AOB**

SWQ, informed the group of some of the initiatives HE are running, including possible small funds for regional initiatives, provided there were links, either to the HE network, or similar identified issues on the HE network.

The very successful HE “HGV cab enforcement” initiative is to take receipt of another 2 vehicles, bringing the total available on the national network to 3.

The type checker kit should be ready to go from March 2018, with HE traffic officers who will be able to attend in support. York is planning to hold some tyre days during the 2018 Easter Holidays, at P&R sites nearest to the A64, (Askham Bryan and or A19 Designer Outlet).

**Date of next** meeting 08.02.18 at Athena House, Wellington Room, 10:30 – 12:30

Post code for Athena House is YO30 4XF

**Annex 1 – Summary of Partnership Concerns re Stats 19 Data collection and analysis.**

**1.Accmap/Niche/Crash issues and Service Level Agreement.**

There continues to be on going issues with the NYP data collection for Stats, this has included issues with IT & staffing. The Police are aware of the problems and are doing what they can, but there remains a general concern among partners that the final collision data will again not be ready to finalise the data by the required date of 31.03.18.

It was agreed at the meeting that these issues need feeding up to senior staff in all the organisations, so that a clear way forward can be agreed at a senior level.

Broadly the issues are as follows:-

* There appears to be no clear way forward, with realistic timescales, in terms of a plan for how NYP will continue to collect stats 19 data and report both to the DfT and then share this and additionally required data fields with the partners?
* The additional fields required by the LA are “location” and “description”, both of which are essential information for any casualty/causation analysis that would be required by either the LA or the Police. (see **attached** sheet of required data fields from Stats 19)
* There is a lack of people with the correct skills, knowledge and experience to do the validating of the casualty data records. Currently only 2 staff (1 NYP and 1 NYCC) are in a position to do this work; with no clear succession plan, there is a danger that the Partnership as a whole and the separate organisations, could be left without the skills to ensure the County Stats 19 are correctly recorded and submitted.

Despite a number of successful meetings around a Service Level Agreement earlier in the year, there is some Partner misunderstanding in terms of the agreement reached? (see **attached** draft SLA).

 To complicate matters the new Police “Niche” input/admin system has been on hold since May 2017 with no clear indication that it will be ready to go as was originally planned in Jan 2018.

The following issues have been identified by NYCC data analyst but the partnership has no clear assurances from NYP IT departments that they are aware of the issues and working on fixes for:-

* Duplicate references (to the same RTC)
* Additional fatalities being recorded as RTC when in reality they do not count as RTC.
* Cycles’ being classed as “property” rather than classed as a vehicle
* Gazetteer that only allows crashes to be located at a property, causing problems when a rural crash miles from anywhere can only be logged at the nearest property (removing any true location and relevance from the record)