

**Open Report on behalf of Richard Wills,
Executive Director for Environment & Economy**

Report to:	Community and Public Safety Scrutiny Committee
Date:	02 November 2016
Subject:	Road Traffic Collisions in Lincolnshire Update

Summary:

This report seeks to provide committee members with an update on fatal, killed and serious injury (KSI) casualty figures for Lincolnshire. Further, it provides data on trends, comparisons and areas of priority.

Recommendation(s):

Members of the Community and Public Safety Scrutiny Committee are invited to consider and comment on the report and highlight any recommendations or further actions required.

1. Background:

To comply with the Local Government Act 1999 Local Authorities are required to carry out a review of all their services. In 1999, Lincolnshire County Council (LCC) commenced a Best Value Review of its road safety service following public and member concern at the number of fatalities on the counties roads.

The review identified a series of issues. A crucial finding was that when comparing other authorities, those performing well in terms of casualty reduction operated within a structured partnership with Police and other agencies. As the evidence for partnership working was so strong, in June 2001, LCC, Police, Health Authority and Highways Agency made the decision to form a unique multi-agency Lincolnshire Road Safety Partnership (LRSP) on an experimental basis.

This has been further expanded with the addition of the Safety Camera Partnership in 2002 (following the successful pilot scheme between 2000 and 2002) and Fire and Rescue Service in 2005. This was, and remains the only road safety partnership in the country to be co-located. The LRSP now comprises of the following organisations:

- LCC
- Fire and Rescue
- Police
- EMAS
- Highways England

Much progress has been made in reducing road traffic collisions since the formation of the Lincolnshire Road Safety Partnership. Nevertheless, there is still much more to do. In 2015, 39 people were killed and 275 people were seriously injured. This represents one of the lowest years on record; however in 2016, 47 people have already been killed and 261 seriously injured. This is unacceptable both in terms of human and economic loss. The human consequences are impossible to quantify but in 2015 the cost to the national economy of Lincolnshire road casualties equates to nearly £170M.

Road safety was identified as the third highest ranked service in a recent extensive public consultation carried out by the County Council to identify budget priorities. Road safety therefore is clearly a high concern to the residents of Lincolnshire.

Lincolnshire:

Lincolnshire is a large, predominantly rural county with a population of 736,665 inhabitants (Office of National Statistics (ONS - 2015 midyear estimate) and is the fourth largest county in England, covering over 5,900 km².

As a consequence of the size of the county, the highway network is extensive totalling around 8893 km, making it the 5th longest of highway authority nationally.

Traditionally the economy of the County has been based around agriculture, manufacturing and tourism, particularly along the east coast. This is significant as it introduces a range of different road users (e.g. HGV's, caravans, and motorcycles) to Lincolnshire who can be unfamiliar with the county and leads to seasonal fluctuations in traffic flow.

Further, a high number of people migrating to Lincolnshire are of retirement age or above. The proportion of the population over 65 years old is 22.8% compared with a national average of 17.8% (ONS), 2015 – midyear estimate).

Data Analysis:

In the following analysis, 2016 YTD = 01.01.2016 – 30.09.2016

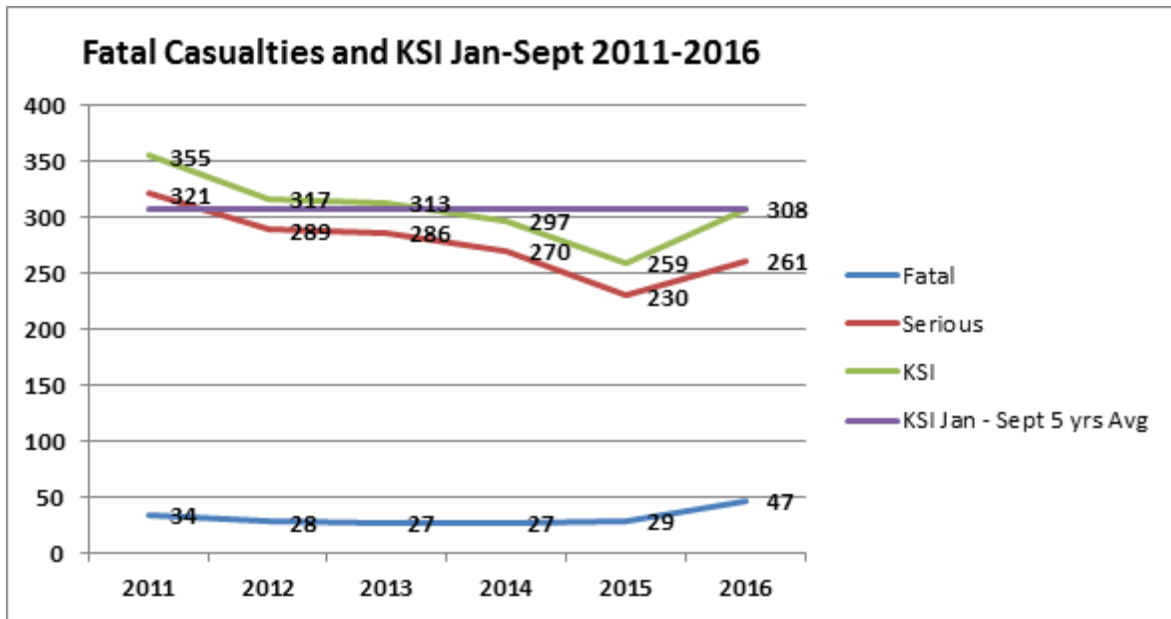
KSI = Killed or Seriously Injured

The number of people killed on Lincolnshire's roads has exceeded the number in 2015. KSI casualties will also exceed the number in 2015; however they are currently in line with the 5 year average.

Table 1 – Casualty Figures

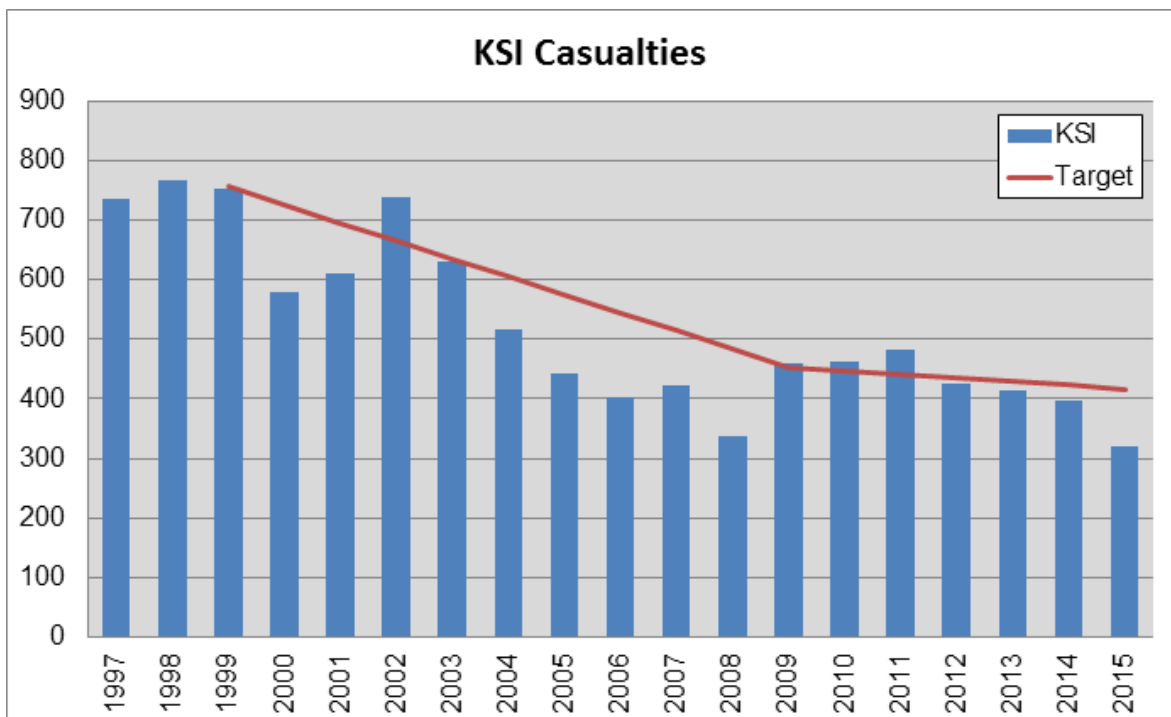
Year	2011	2012	2013	2014	2015	2016 YTD
Fatal	46	39	36	42	39	47
Serious	437	387	379	356	281	261
KSI	483	426	415	398	320	308
KSI target	457	447	437	427	417	407

Figure 1 – Fatal Casualties and KSI



The following graphs provide an overview of KSI and fatal trends and comparisons to similar counties and the national average:

Figure 2 – KSI Casualties



**Figure 3 - % reduction of KSI Casualties
2005-2015 regional & national comparison**

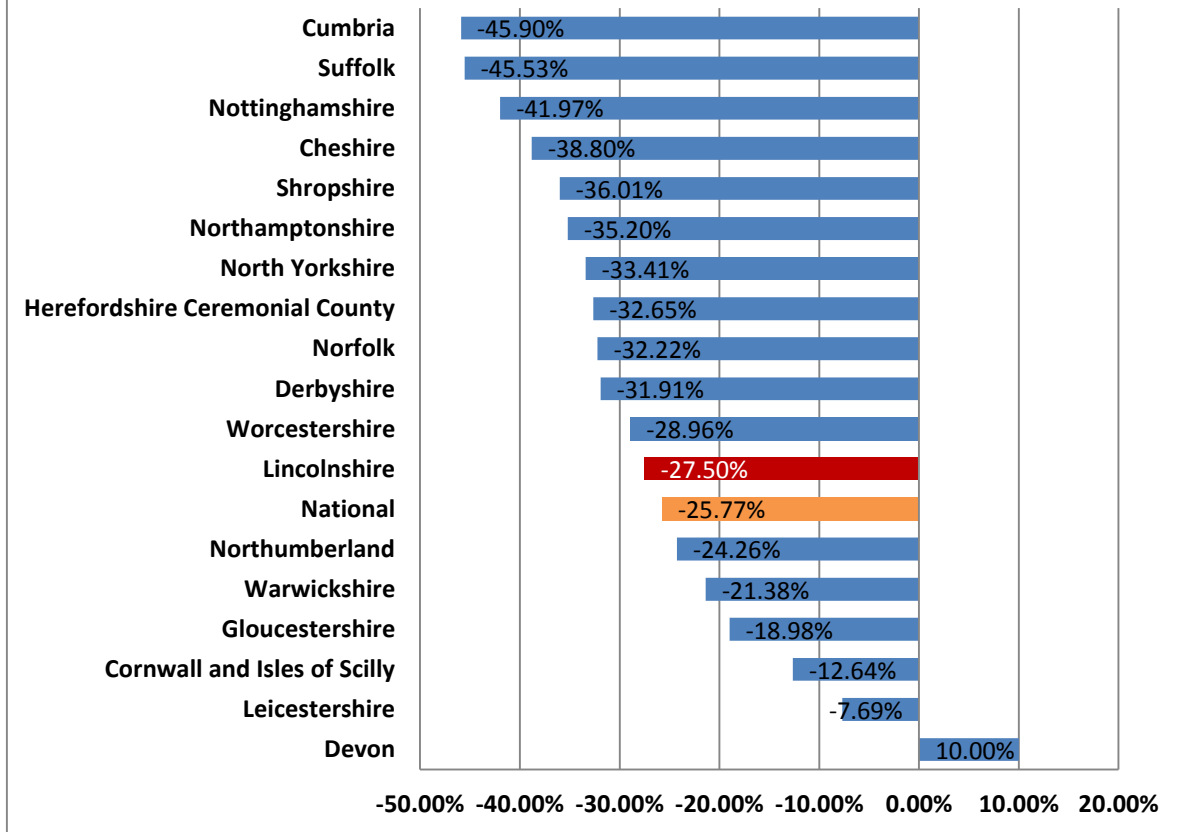


Table 2 – KSI Analysis

2015 KSI Target 417	2015	2014	% Change on Previous Year	MALE FEMALE	West Lindsey DC	East Lindsey	Lincoln City	North Kesteven DC	South Kesteven DC	South Holland DC	Boston BC	District Distribution	URBAN RURAL
KSI Casualties	319	398	-19.8%		47 14.7%	70 21.9%	28 8.8%	44 13.8%	62 19.4%	42 13.2%	26 8.2%		

KSI collisions are more likely to occur in rural areas and casualties are more likely to be male. Collisions are distributed throughout the county with the highest percentage in East Lindsey.

Table 3 below provides an overview of KSI casualties by road user groups.

Lincolnshire Road Safety Partnership Rolling Performance Dashboard - Year to 30/09/2016

2016 KSI Target 407	1st Oct '15 to 30th Sep '16	1st Oct '14 to 30th Sep '15	% Change on Previous Year	MALE FEMALE	West Lindsey DC	East Lindsey	Lincoln City	North Kesteven DC	South Kesteven DC	South Holland DC	Boston BC	District Distribution	URBAN RURAL
KSI Casualties	369	360	2.5%		71 19.2%	96 26.0%	31 8.4%	62 16.8%	52 14.1%	30 8.1%	27 7.3%		
Car & Taxi KSI Casualties	183	183	0.0%		38 20.8%	52 28.4%	4 2.2%	31 16.9%	28 15.3%	17 9.3%	13 7.1%		
TWMV KSI Casualties	72	69	4.3%		18 25.0%	17 23.6%	6 8.3%	10 13.9%	9 12.5%	5 6.9%	7 9.7%		
Low Powered TWMV (upto 125cc) KSI Casualties	27	25	8.0%		2 7.4%	6 22.2%	4 14.8%	4 14.8%	4 14.8%	3 11.1%	4 14.8%		
High Powered TWMV (over 125cc) KSI Casualties	45	44	2.3%		16 35.6%	11 24.4%	2 4.4%	6 13.3%	5 11.1%	2 4.4%	3 6.7%		
Pedestrians KSI Casualties	48	44	9.1%		5 10.4%	9 18.8%	9 18.8%	3 6.3%	10 20.8%	6 12.5%	6 12.5%		
Pedal Cyclist KSI Casualties	30	45	-33.3%		2 6.7%	7 23.3%	9 30.0%	7 23.3%	3 10.0%	1 3.3%	1 3.3%		
Child (0-15) KSI Casualties	20	14	42.9%		1 5.0%	6 30.0%	3 15.0%	0 0.0%	3 15.0%	3 15.0%	4 20.0%		
KSI Collisions Involving a 17-24 year old Driver	86	99	-13.1%		11 12.8%	20 23.3%	5 5.8%	13 15.1%	16 18.6%	12 14.0%	9 10.5%		
KSI Collisions Involving a 60+ year old Driver	90	100	-10.0%		15 16.7%	32 35.6%	6 6.7%	11 12.2%	9 10.0%	6 6.7%	11 12.2%		
Slight Casualties Year to 30th June	2479	2688	-7.8%		398 16.1%	551 22.2%	319 12.9%	359 14.5%	344 13.9%	297 12.0%	211 8.5%		

2016 Fatal Collision Analysis:

Figure 4 - Gender Distribution:

There have been 47 fatal casualties this year, 77 % of those are male and 23% are female.

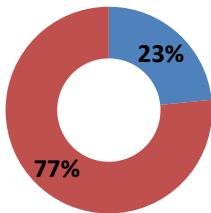
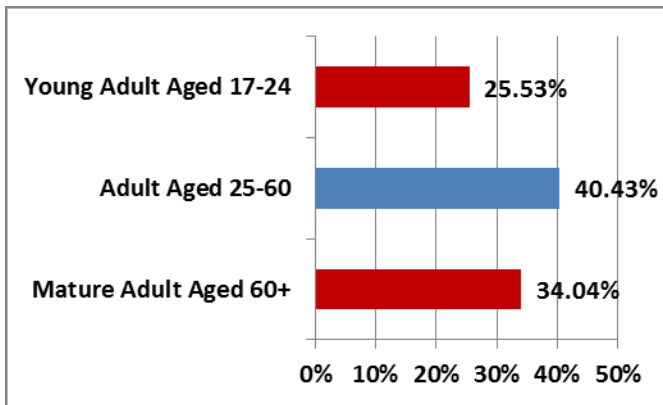


Table 4 & 5 – Age Distribution:

26% of the fatal casualties in 2016 are young adults aged 17-24 and 34% are mature adults aged 60+, accounting together for 60%.



Age	2016 YTD	5 yrs Avg
Child Aged 0-17	0	1
Young Adults Aged 17-24	12	8
Adult Aged 25-60	19	18
Mature Adult Aged 60+	16	13
Fatal Casualties Total	47	40

Figure 5 – Age Distribution Graph

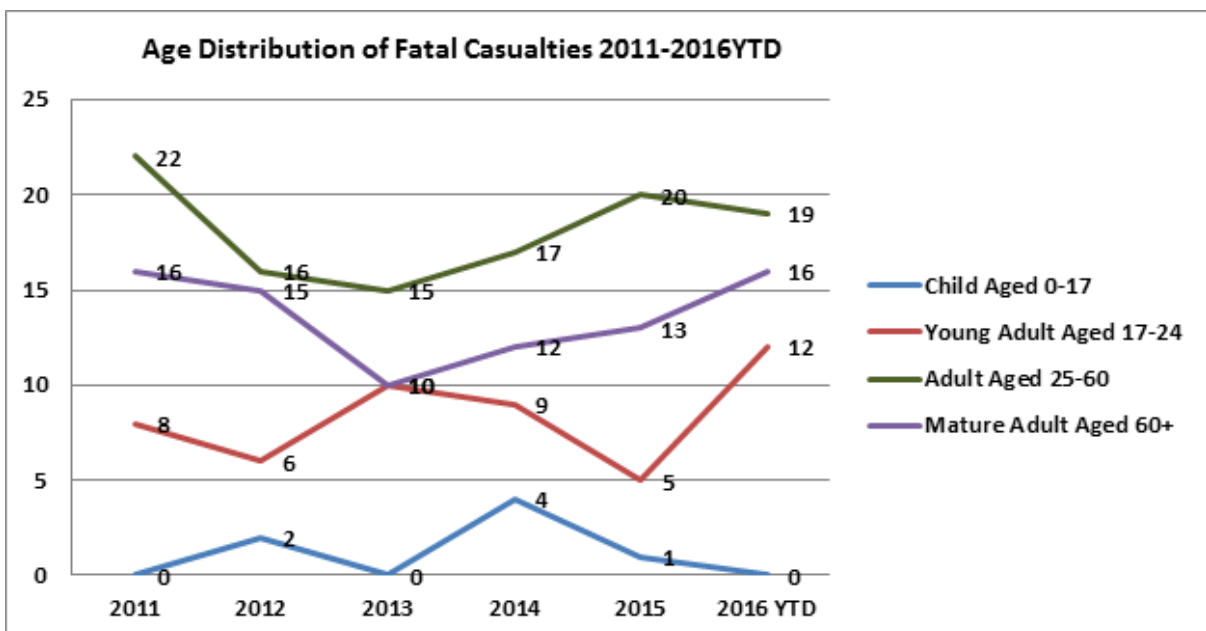


Figure 6 – Time of the day:

No significant pattern can be identified as the majority of the fatal casualties happened during 9-12am, 1-4pm and 5-7pm, which are key rush hours or commuting times and can be expected. However, a peak can be seen between 10:00 and 10:59.

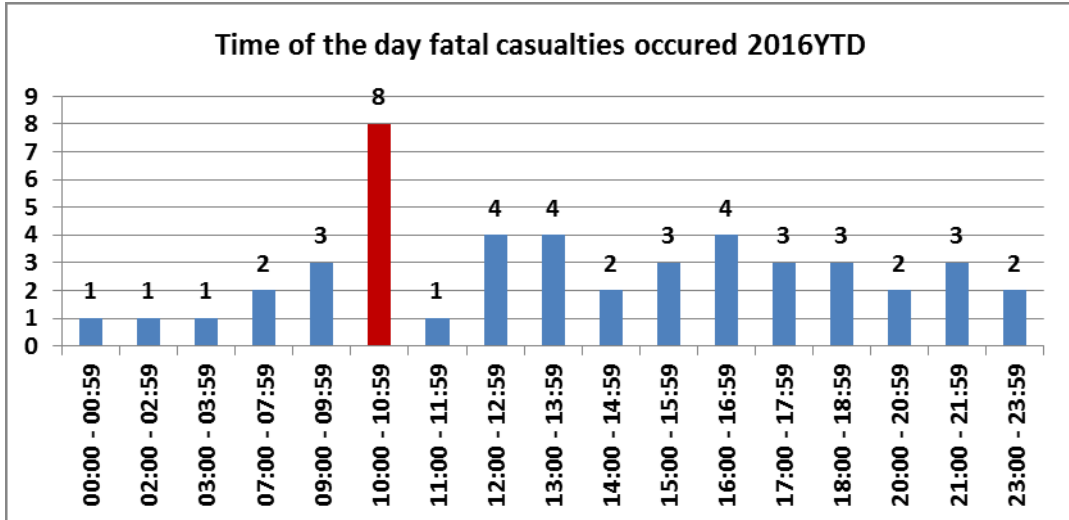


Figure 7 – Causality Class:

Drivers account for the majority of fatal casualties in 2016YTD with 68%, followed by 19% vehicle passenger and 13% pedestrian.

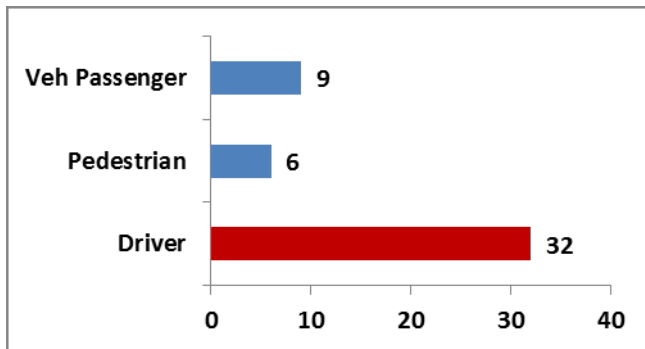


Figure 8 – Weather:

The majority of fatal collisions happened in fine weather without high winds (87%) and during daylight (81%). However 19% also occurred during the dark with no street lighting.

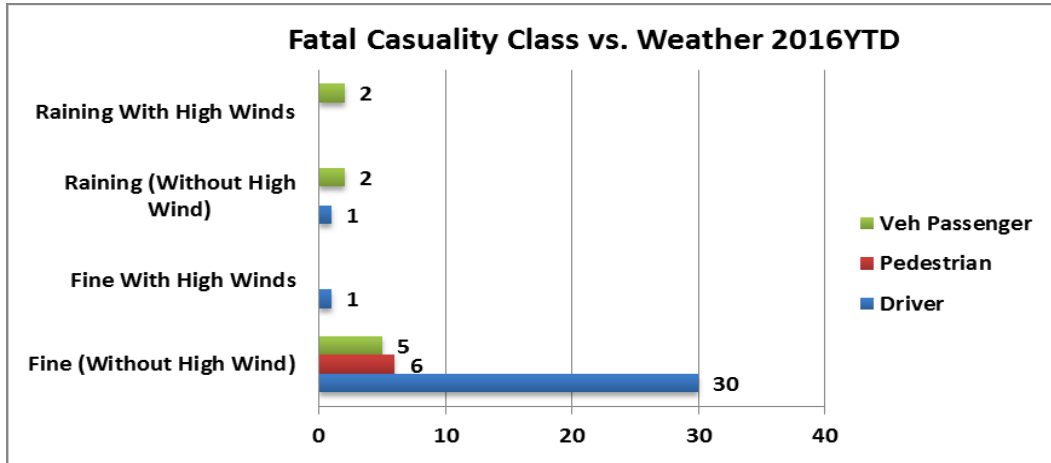


Figure 9 – Causality Vehicle Type:

STATS 19 data show that the County has a disproportionately high number of motorcycle collisions. Motorcycle riders represent approximately 1% of traffic but in 2016 30% of all fatal collisions.

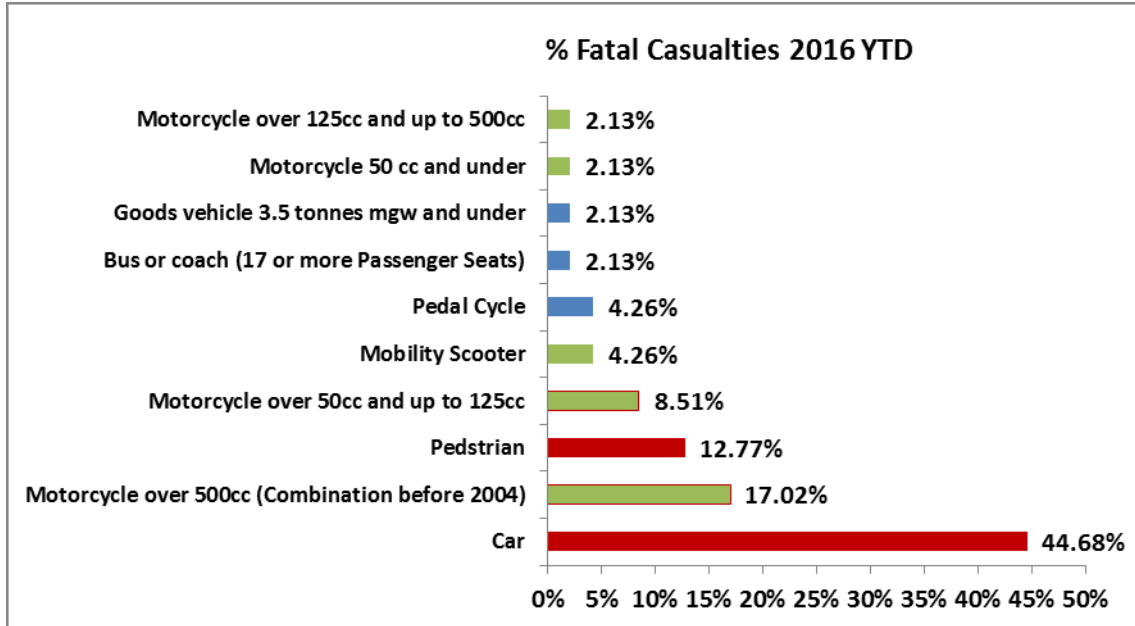


Table 6 – Motorcycle/Mobility Scooter Fatalities

Year	Mobility Scooter	Motorcycle 50 cc and under	Motorcycle over 125cc and up to 500cc	Motorcycle over 500cc	Motorcycle over 50cc and up to 125cc	Other Motor Vehicle	Total
2016 YTD	2	1	1	8	4	0	16
5yrs Avg	2	1	1	7	1	1	10

7 of the 14 fatal motorcycle casualties are aged 17-24 years accounting for 50% of the motorcyclist fatalities in 2016YTD, with 4 out of the 7 riding bikes of the combination 50cc and up to 125cc

Table 7 – Contributory Factors:

STATS19 Contributory Factor	Description	Total
403	Poor turn or manoeuvre	10
306	Exceeding Speed Limit	8
410	Loss of control	7
405	Failed to look properly- driver	7
406	Failed to judge other person's path or speed-driver	6
605	Learner or inexperienced driver/rider	4
602	Careless, reckless in a hurry	4
999	Other	3
802	Failed to look properly- Pedestrian	3
601	Aggressive driving	3
505	Illness or disability, mental or physical driver	3
806	Impaired by alcohol	2
803	Failed to judge other person's path or speed- pedestrian	2
409	Swerved	2
809	Pedestrian wearing dark clothing at night	2
707	Rain, sleet, snow or fog	2
108	Road layout	2
407	Too close to cyclist, horse rider or pedestrian	1
807	Impaired by drugs	1
308	Following too close	1
503	Fatigue	1
510	Distraction outside vehicle	1
509	Distraction in vehicle	1
302	Disobeyed automatic traffic signal	1
501	Impaired by alcohol	1
508	Driver using mobile phone	1
Total	Total fatal casualties Contributory Factors	79

Table 7a – Contributory Factors by Road User Group:

Group	Contributory Factor	Description
17-24 yrs. old	602	Careless, reckless in a hurry
	410	Loss of control
	403	Poor turn or manoeuvre
	605	Learner or inexperienced driver/rider
	405	Failed to look properly- driver
Motorcyclists over 500cc	405	Failed to look properly
	403	Poor turn or manoeuvre
	306	Exceeding speed limit
	410	Loss of control
	406/ 602	Failed to judge other person path or speed/ Careless, reckless in a hurry
Motorcyclists over 50cc up to 125cc	410	Loss of control
	403	Poor turn or manoeuvre
	306	Exceeding speed limit
	308	Following too close
	605	Learner or inexperienced driver/rider
Mature Adult 60+	403	Poor turn or manoeuvre
	406	Failed to judge other person's path or speed-driver

Table 8 – Road Type:

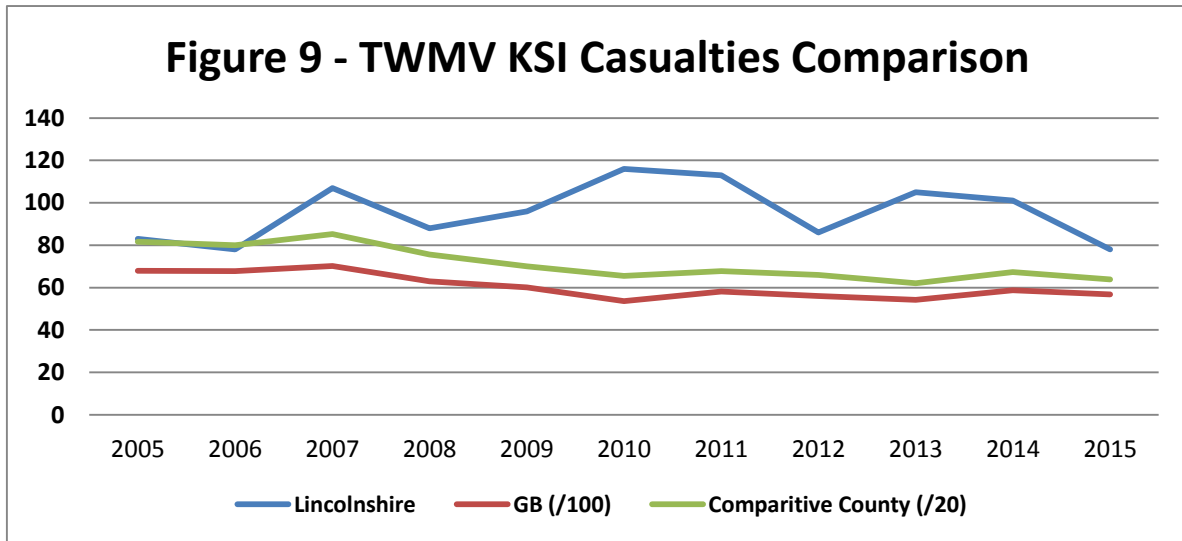
72% of fatal accidents happened on A and B Class roads.

Road Type	%
A Class road	51.06%
B Class road	21.28%
C Class road	17.02%
D Class road	10.64%

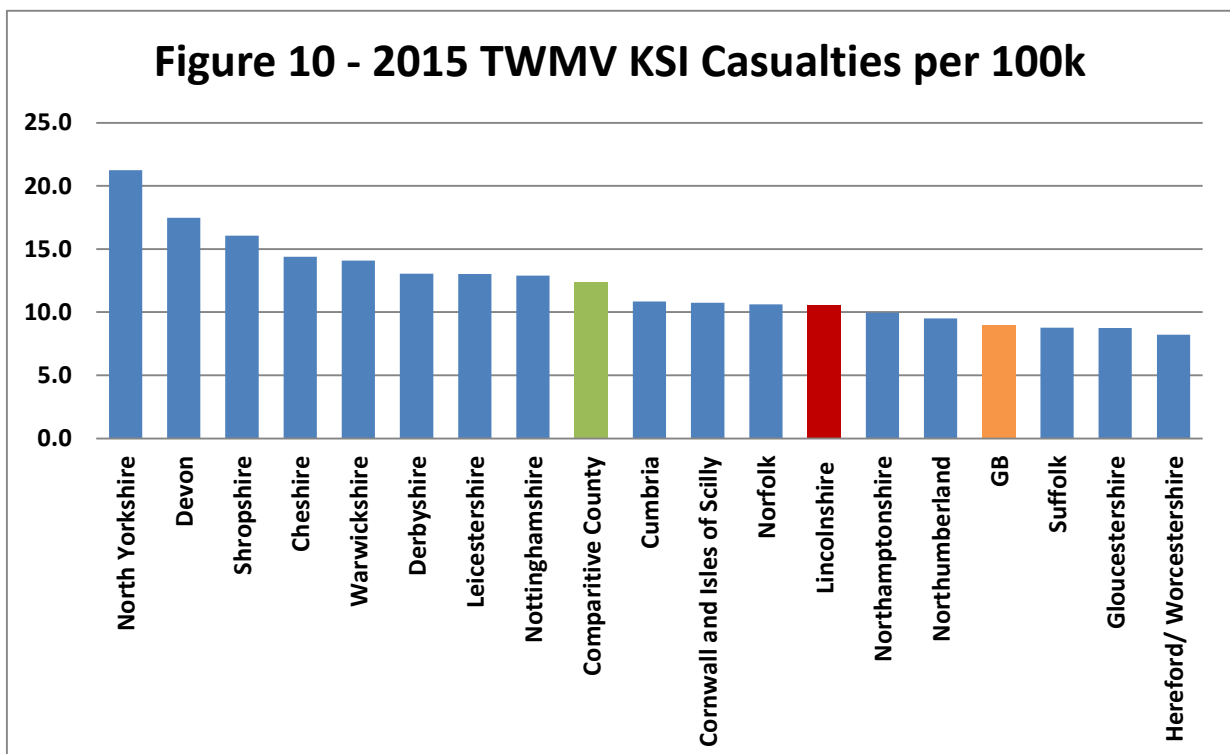
64% of fatal casualties have been on roads subject to the national speed limit and 19% on roads subject to 30mph speed limit.

KSI Analysis – By User Group

Two Wheeled Motor Vehicle (TWMV):



Comparing the average TWMV KSI from 2005-2014 to 2015, Lincolnshire has seen a 19.84% reduction, whereas comparative counties reduced by 11.39% and the national reduction has been 6.95%.



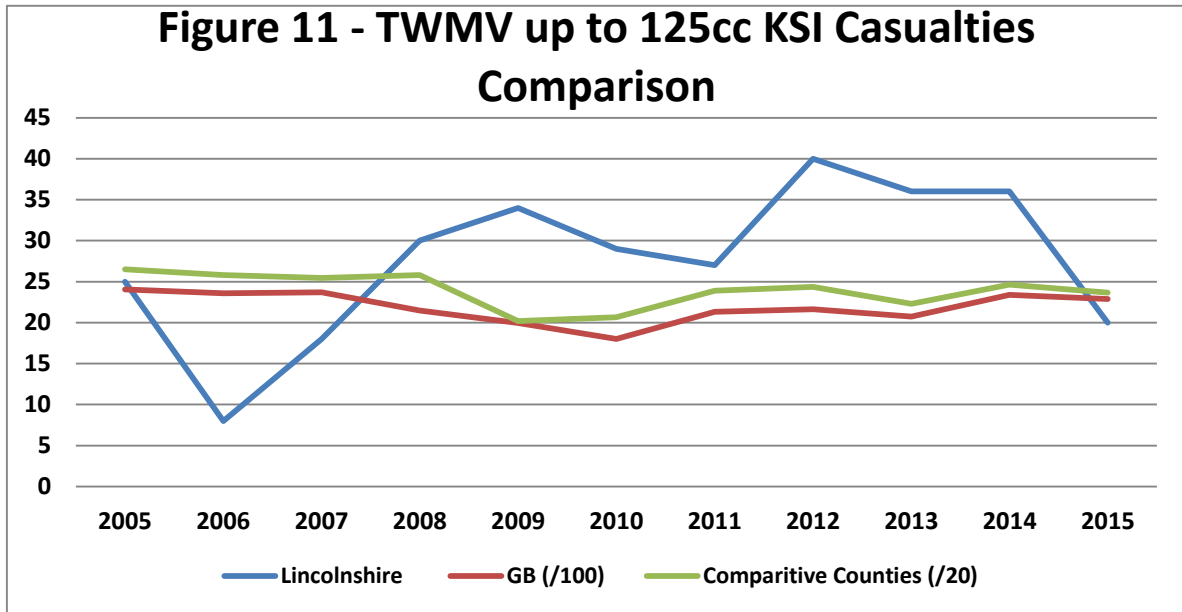


Table 9 – TWMV Up to 125cc Comparison

TWMV up to 125cc	Avg KSI 2005-2015	Avg KSI 2005-2014	% Avg KSI '05-'14 comp to 2015
Lincolnshire	27.5	28.3	-29.3%
GB (x100)	21.9	21.8	5.1%
Comparative Counties (x20)	23.9	24.0	-1.3%

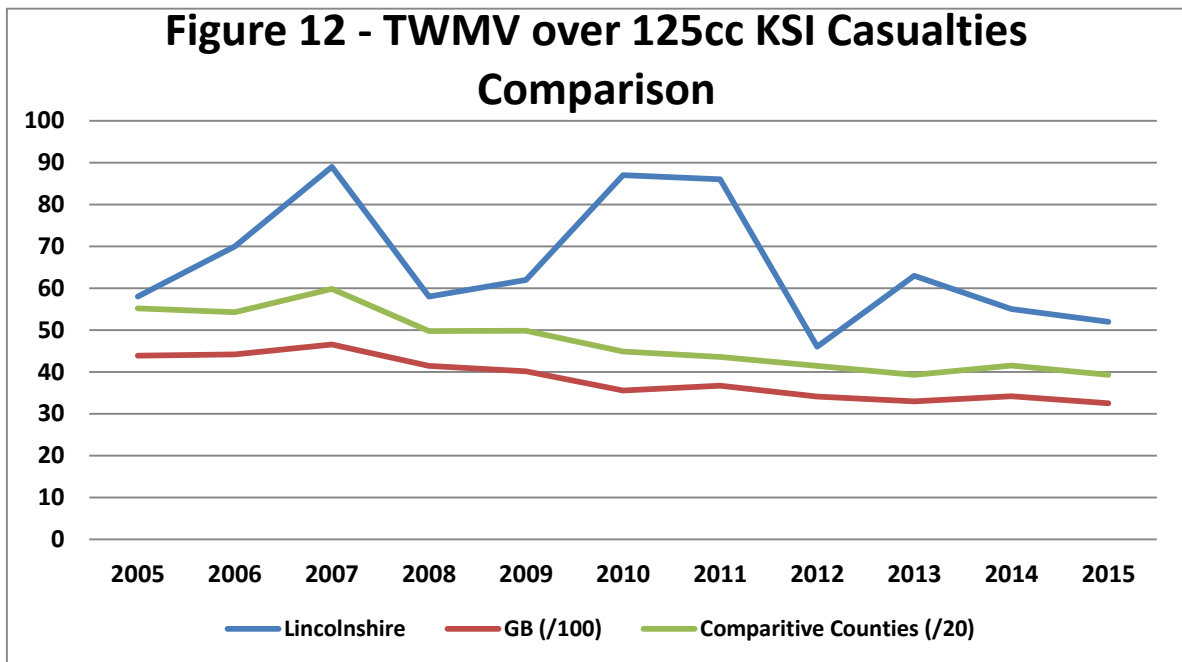


Table 10 – TWMV Over 125cc Comparison

TWMV over 125cc	Avg KSI 2005-2015	Avg KSI 2005-2014	% Avg KSI '05-'14 comp to 2015
Lincolnshire	66.0	67.4	-22.8%
GB (x100)	38.4	39.0	-16.5%
Comparative Counties (x20)	47.2	48.0	-18.0%

Table 11 – TWMV District Trends

2015 KSI Target 417	2015	2014	% Change on Previous Year	MALE FEMALE	West Lindsey DC	East Lindsey	Lincoln City	North Kesteven DC	South Kesteven DC	South Holland DC	Boston BC	District Distribution	URBAN RURAL
TWMV KSI Casualties	70	89	-21.3%		16 22.9%	9 12.9%	6 8.6%	15 21.4%	12 17.1%	5 7.1%	7 10.0%		
Low Powered TWMV (upto 125cc) KSI Casualties	19	35	-45.7%		3 15.8%	0 0.0%	2 10.5%	4 21.1%	4 21.1%	3 15.8%	3 15.8%		
High Powered TWMV (over 125cc) KSI Casualties	51	54	-5.6%		13 25.5%	9 17.6%	4 7.8%	11 21.6%	8 15.7%	2 3.9%	4 7.8%		

Pedestrian:

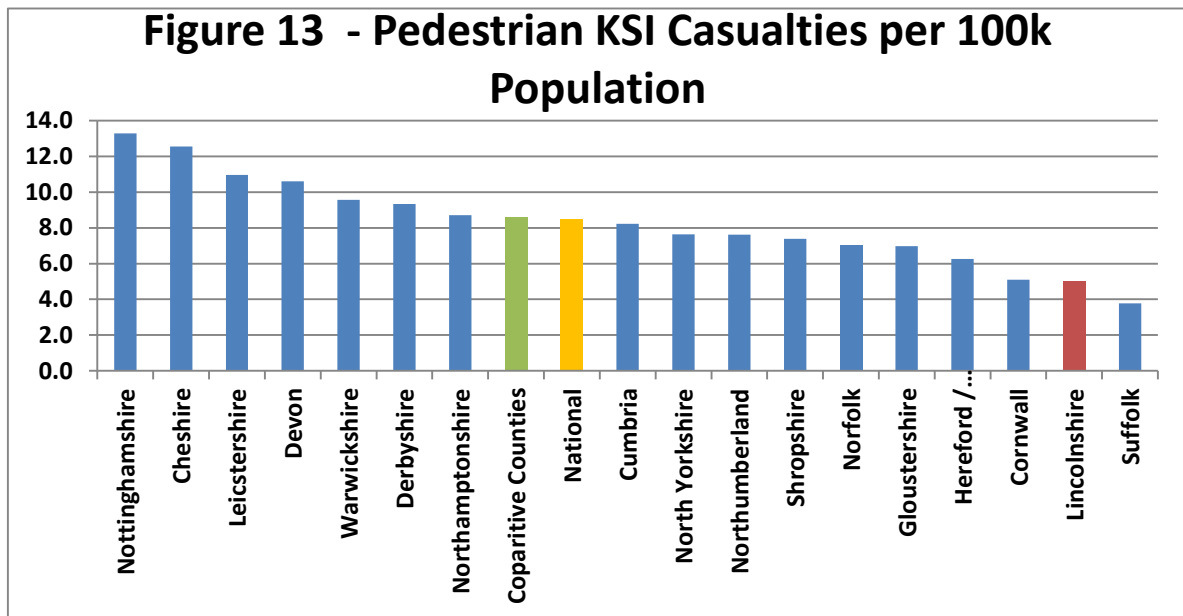


Table 12 – Pedestrian District Trends

2015 KSI Target 417	2015	2014	% Change on Previous Year	MALE FEMALE	West Lindsey DC	East Lindsey	Lincoln City	North Kesteven DC	South Kesteven DC	South Holland DC	Boston BC	District Distribution	URBAN RURAL
Pedestrians KSI Casualties	37	53	-30.2%		4 10.8%	9 24.3%	9 24.3%	1 2.7%	7 18.9%	4 10.8%	3 8.1%		

Pedal Cyclist:

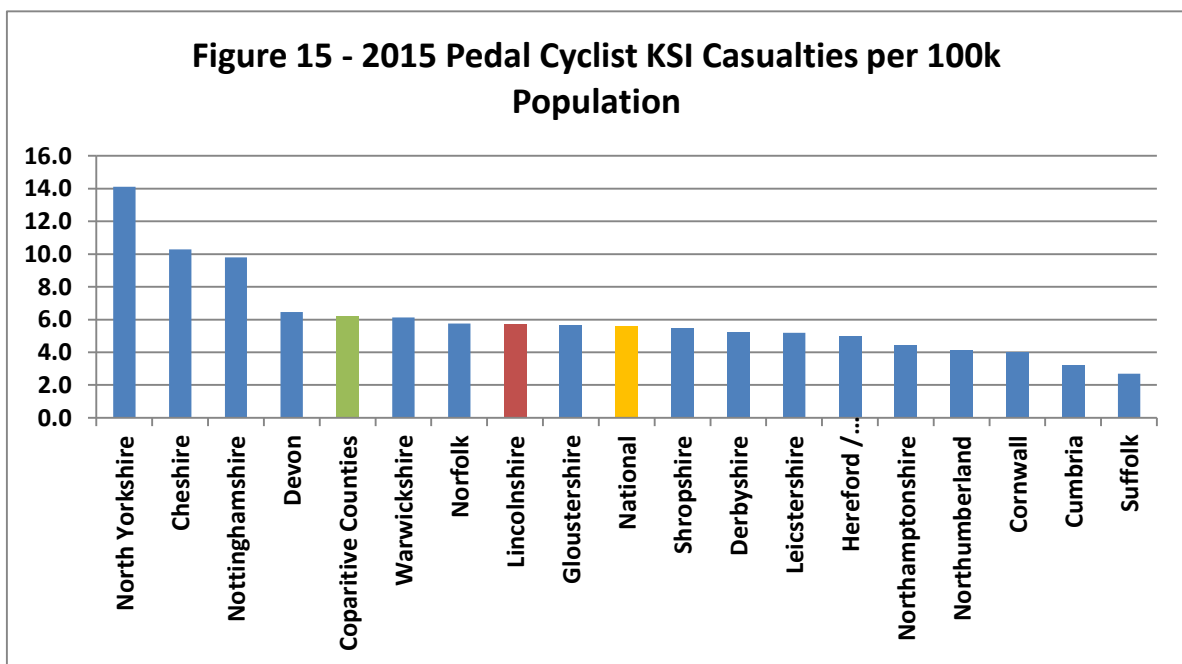
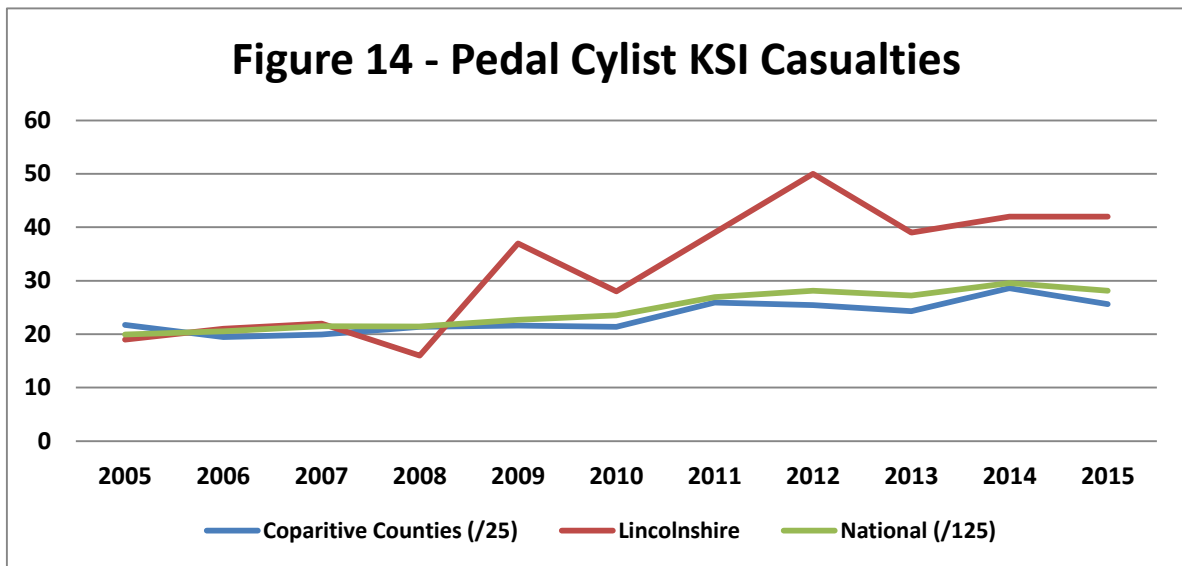


Table 13 – Pedal Cyclist District Trends

2015 KSI Target 417	2015	2014	% Change on Previous Year	MALE FEMALE	West Lindsey DC	East Lindsey	Lincoln City	North Kesteven DC	South Kesteven DC	South Holland DC	Boston BC	District Distribution	URBAN RURAL
Pedal Cyclist KSI Casualties	40	39	2.6%		3 7.5%	7 17.5%	9 22.5%	5 12.5%	9 22.5%	5 12.5%	2 5.0%		

Senior Drivers:

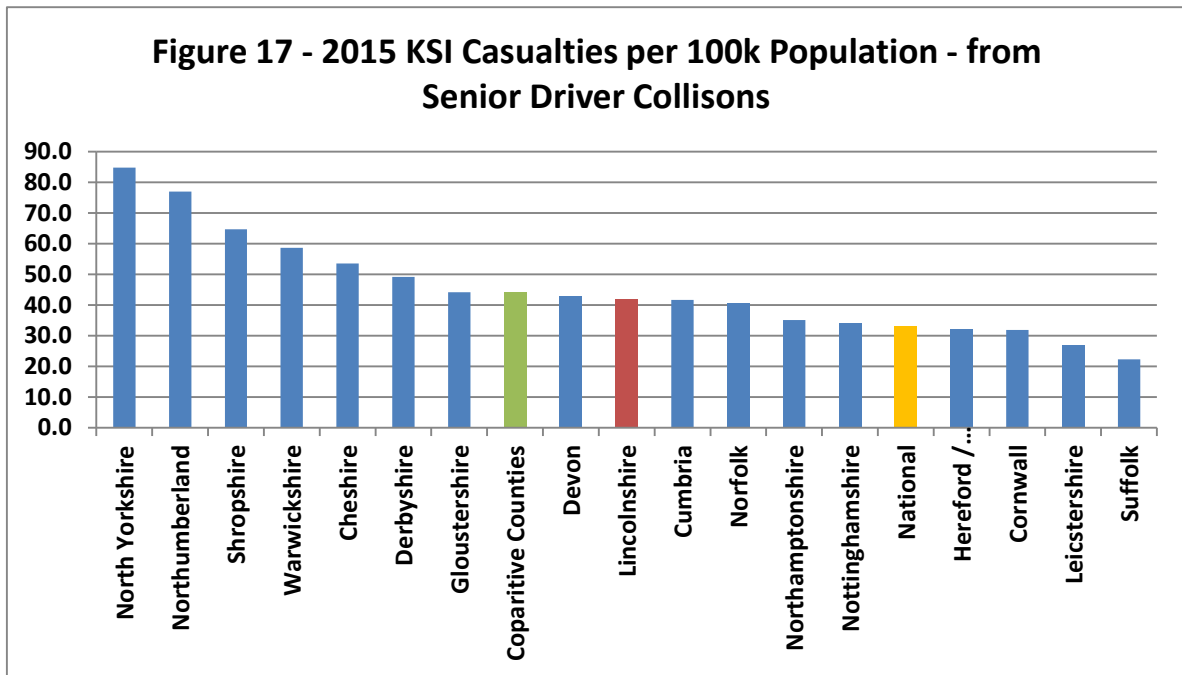
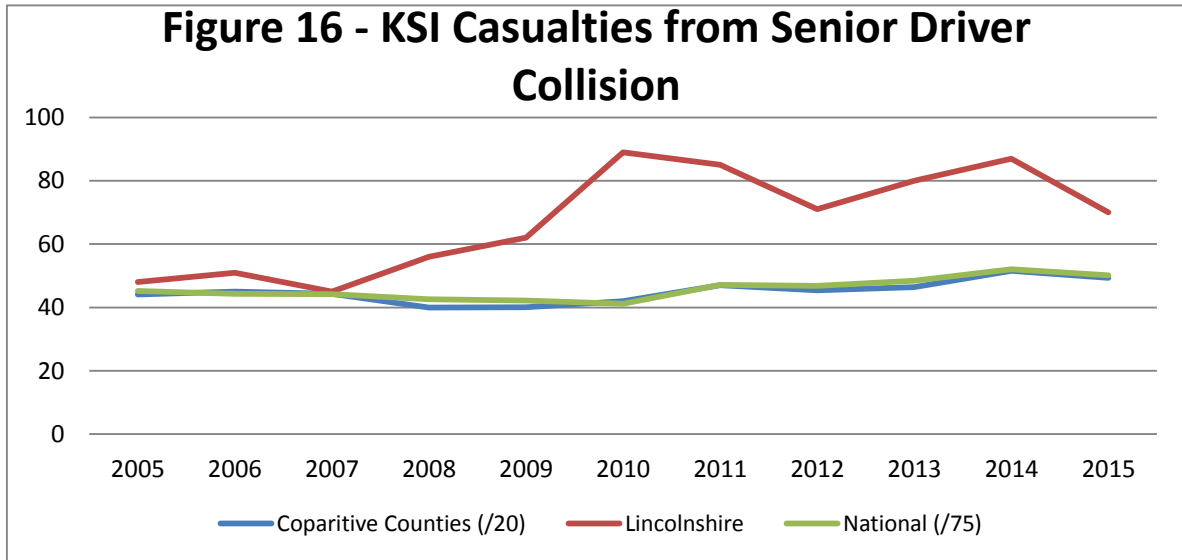


Table 14 – Senior Driver District Trends

2015 KSI Target 417	2015	2014	% Change on Previous Year	MALE FEMALE	West Lindsey DC	East Lindsey	Lincoln City	North Kesteven DC	South Kesteven DC	South Holland DC	Boston BC	District Distribution	URBAN RURAL
KSI Collisions Involving a 60+ year old Driver	90	94	-4.3%		8 8.9%	25 27.8%	10 11.1%	14 15.6%	18 20.0%	9 10.0%	6 6.7%		

Young Driver:

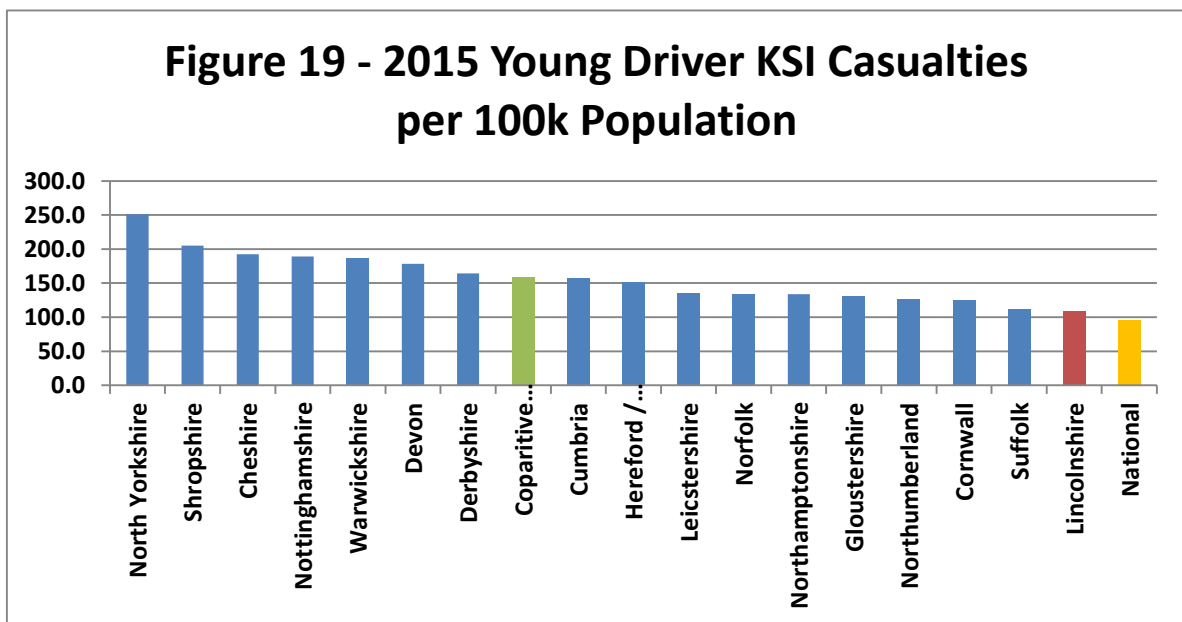
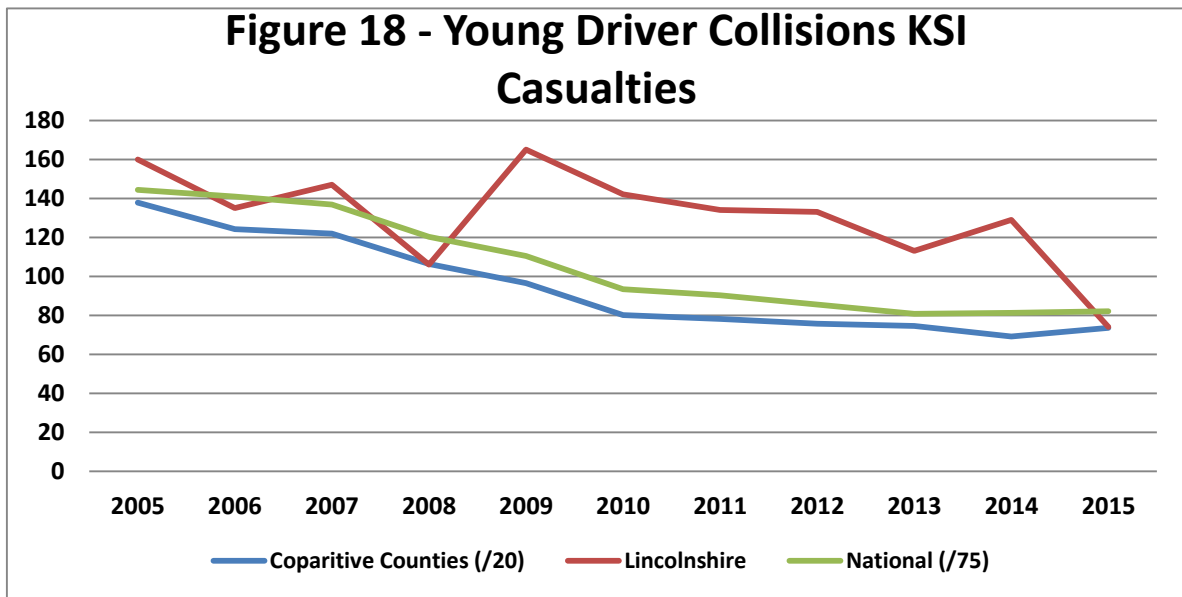


Table 15 – Young Driver District Trends

2015 KSI Target 417	2015	2014	% Change on Previous Year	MALE FEMALE	West Lindsey DC	East Lindsey	Lincoln City	North Kesteven DC	South Kesteven DC	South Holland DC	Boston BC	District Distribution	URBAN RURAL
KSI Collisions Involving a 17-24 year old Driver	73	106	-31.1%		11 15.1%	17 23.3%	5 6.8%	11 15.1%	11 15.1%	15 20.5%	3 4.1%		

Children 0-15:

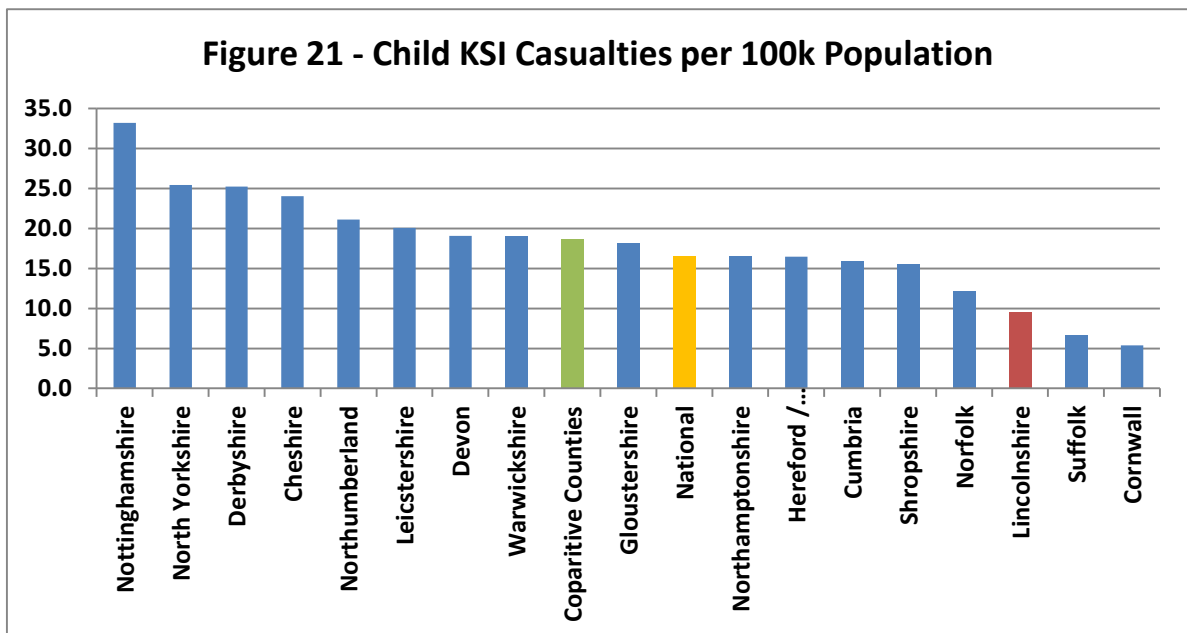
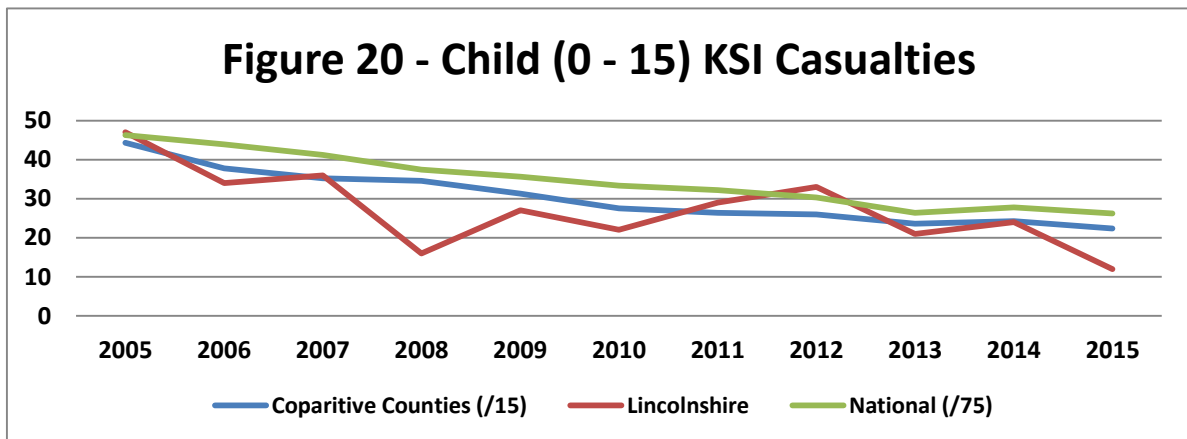


Table 16 – Children District Trends

2015 KSI Target 417	2015	2014	% Change on Previous Year	MALE FEMALE	West Lindsey DC	East Lindsey	Lincoln City	North Kesteven DC	South Kesteven DC	South Holland DC	Boston BC	District Distribution	URBAN RURAL
Child (0-15) KSI Casualties	12	24	-50.0%		1 8.3%	4 33.3%	1 8.3%	0 0.0%	2 16.7%	3 25.0%	1 8.3%		

Car & Taxi:

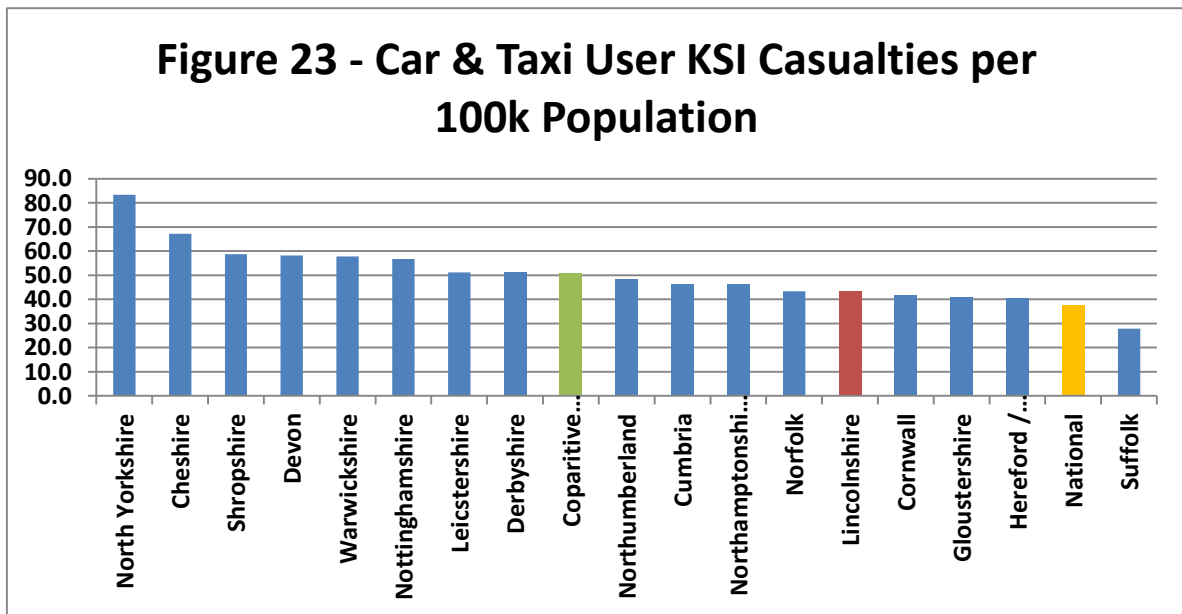
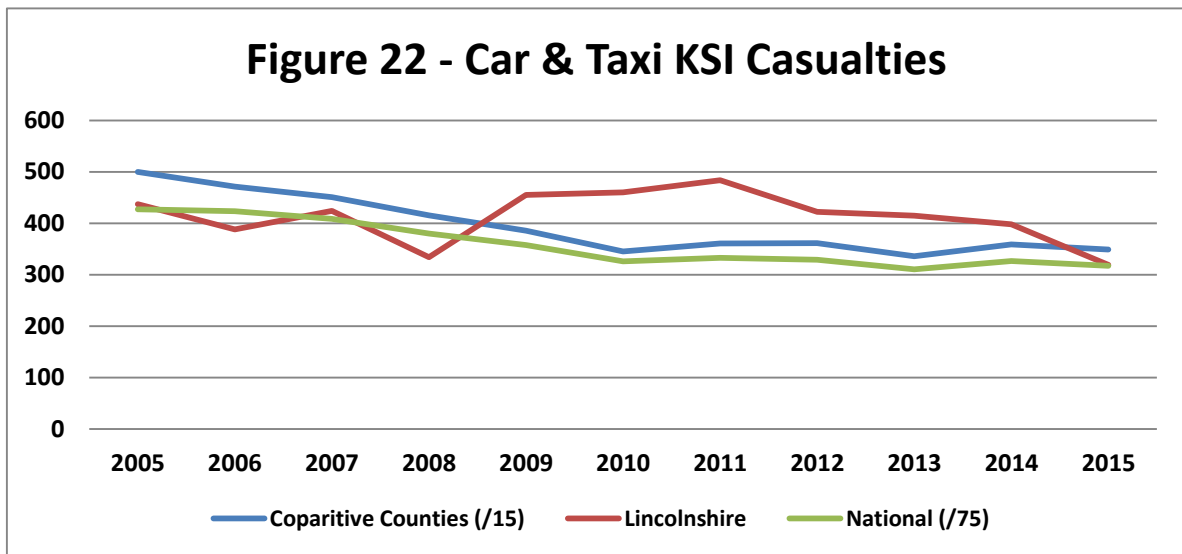
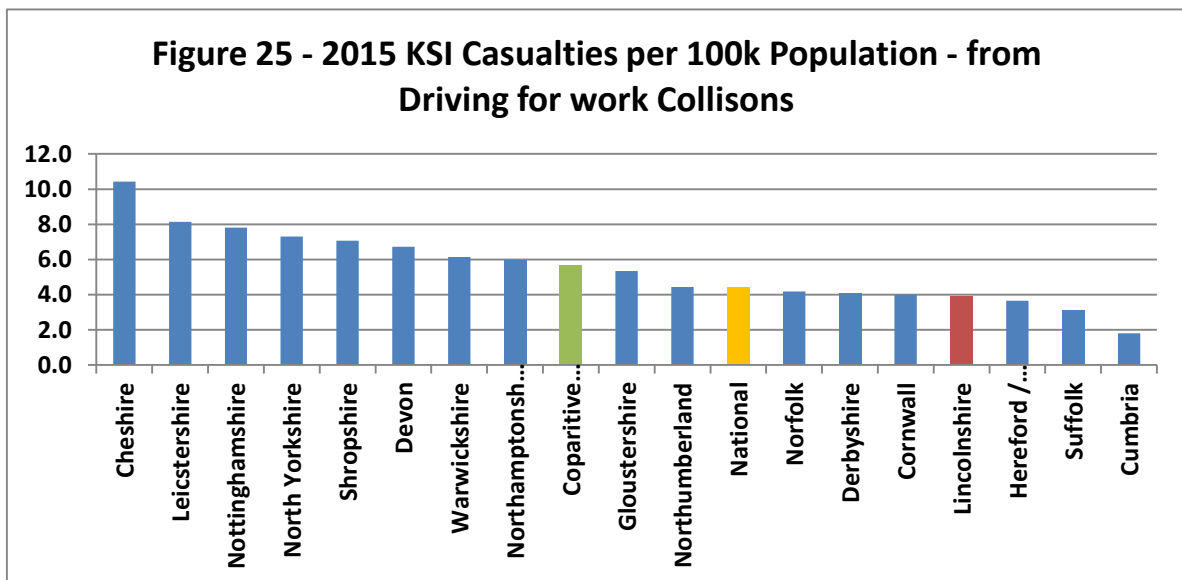
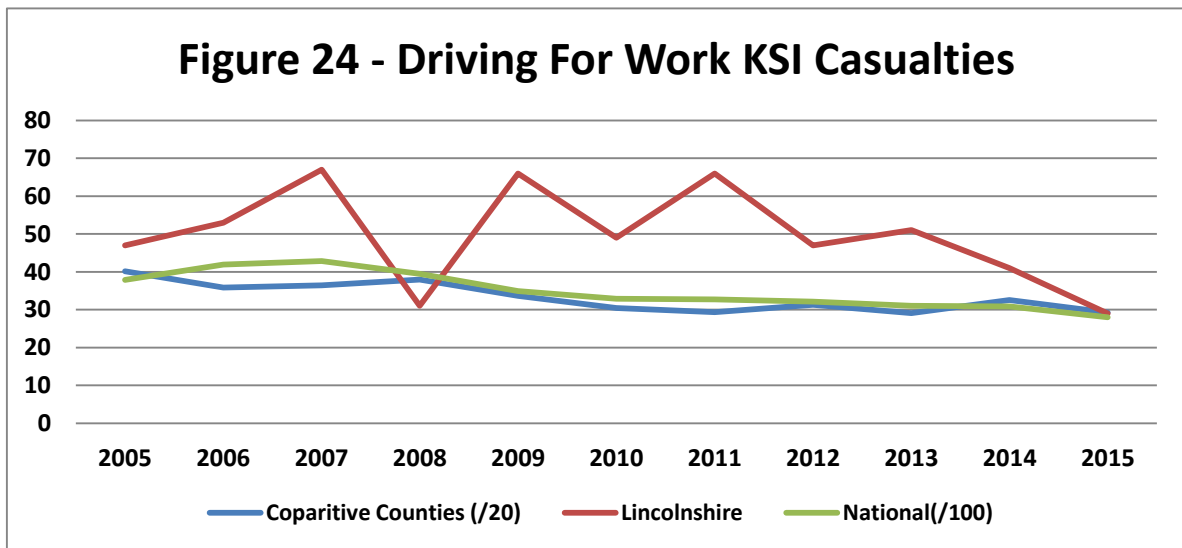


Table 17 – Car & Taxi District Trends

2015 KSI Target 417	2015	2014	% Change on Previous Year	MALE FEMALE	West Lindsey DC	East Lindsey	Lincoln City	North Kesteven DC	South Kesteven DC	South Holland DC	Boston BC	District Distribution	URBAN RURAL
Car & Taxi KSI Casualties	152	202	-24.8%		21 13.8%	44 28.9%	2 1.3%	21 13.8%	31 20.4%	21 13.8%	12 7.9%		

Driving for Work:



Causation factor trends: (2016 slight figures will not yet be up to date)

Figure 26 – Speed related

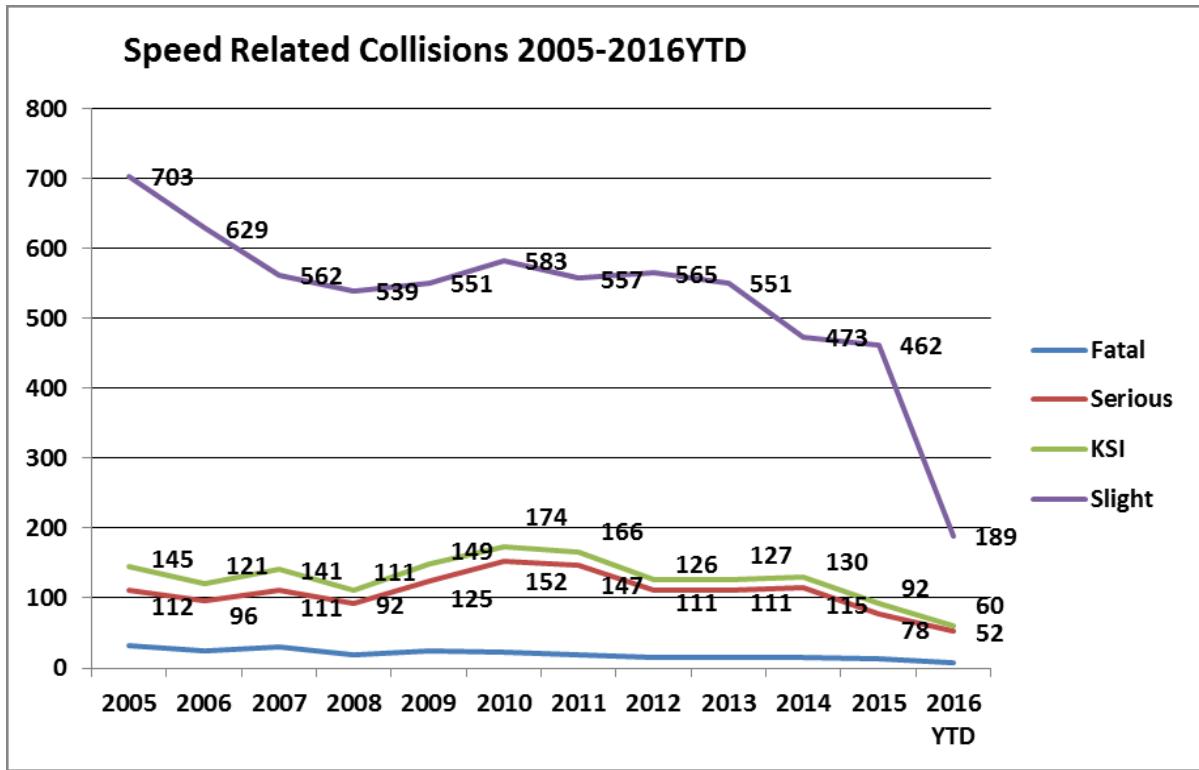


Figure 27 – Vehicle Defect

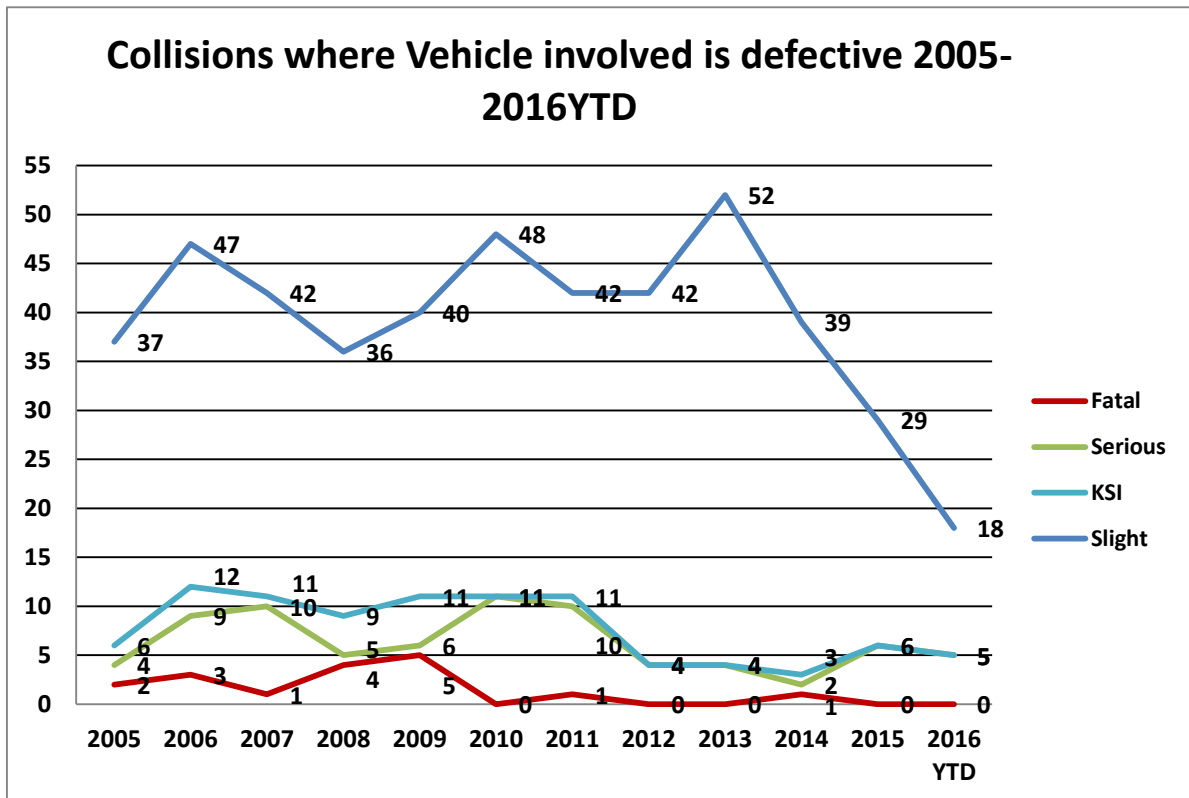
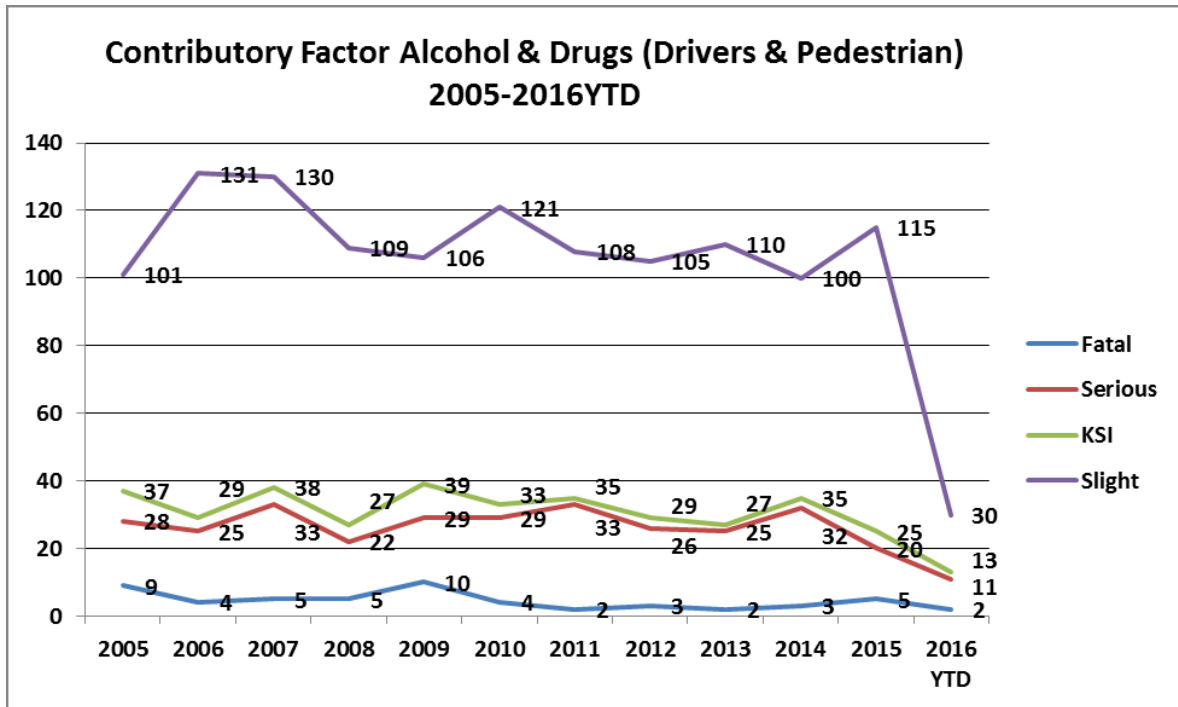


Figure 28 – Alcohol & Drugs



Current LRSP Activity

Data:

- LRSP continually analysing fatal casualties to see if there are any common factors in the collisions.
- Mobile and fixed speed camera site allocation process reviewed. Increasing enforcement at sites with higher frequency of offences has resulted in more offenders receiving training through diversionary courses.
- Information Analyst team identifying new requirements for local campaigns to target offenders and reduce speed related collisions

Speed Enforcement:

- New average speed camera system on the A1 at Stoke Rochford became operational on the 20th May 2016. Per week it is detecting approximately 150 offences. The system is enforcing in the north bound and south bound carriageways and has replaced the two fixed Gatso style installations. The old style units were detecting approximately 190 offences per week during the same period. We would expect the number of offences to decrease over time as road users become more familiar with the system.
- Lincolnshire Police have issued a contract to install an average speed camera system on the A16 at Crowland. All equipment has been ordered and work between the manufacturer, LCC and Lincolnshire Police to coordinate the installation are well under way. Completion expected w/c 24th October.
- 15 new fixed digital upgrade sites are now operational; all offence processing software and hardware has been installed and is operational.

- Full enforcement programme of 50 fixed, 80 mobile and 3 average speed camera sites ongoing.
- Operation Octane – motorcycle enforcement and education campaign completed for 2016 and being planned for next year.
- Operation Stealth – The reintroduction of specifically targeted covert and overt enforcement for high end offenders being considered.
- The following outlines a comparison of clients completing training courses in Lincolnshire in 2016 and 2015:

	Up to end July 2016	Up to end July 2015	Difference
Speed Awareness	8359	7149	+1210
Driver Alertness	148	208	-60
What's Driving Us	441	560	-119
Driving 4 Change	7	3	+4
Ride	15	8	+7
Taxi Driver	28	23	+5
Pass Plus	31	26	+5
Mature Driver	6	74	-68

Engineering:

- 53 road safety audits completed with 5 more requests yet to carry out for road improvements between January and end of August.
- A list of over 900 sites with high numbers of injury collisions over the last five years was generated in December 2015. Analysis identified just over 50 sites requiring more detailed investigation work. This is currently being undertaken by the Accident Investigation and Prevention Team.
- Similarly the initial list of 455 links (linear clusters) on the A and B road network have resulted in around a dozen sites for treatment. Work is currently ongoing to develop our forward programme of engineering interventions with around 16 sites already issued for works on site.

Education, Training & Publicity (ETP):

- Summer Drink & Drug Driving campaign completed. Campaign included reintroduction of anonymous text service allowing the public to text DRINK or DRUGS to 80800 with details of offenders so the Force can respond. Posters and radio advertising were also created.
- Creating a series of short films for social media, outlining in car issues such as; drinking coffee, kid's distraction, animals in the car, couple arguing etc.
- 'Competing Perspectives' filming – aimed at all roads users promoting sharing the road safety.
- Walking Bus Schemes
- Extensive event and show attendance allowing community engagement and educational opportunities.
- Community Speed Watch passive and interactive warning signs now being utilised by more than 150 parishes.

- The ETP team continues to deliver it's suite of Primary and Secondary focussed road safety education across the County with school aged children and young adults. This is supported at an upper Secondary level with the continued successful delivery of our 2fast2soon programme, Jason's Story a bespoke theatre production and workshops focussing on risk, consequences and peer pressure; influencing behaviour change among our new and future road users.
- Continue to deliver driver training opportunities from our Scampton driver training facility utilising our skid cars and crash car simulator to achieve practical, relevant and fun experiences and solutions to drivers of all ages.
- Further promotion and uptake of team building days aimed at encouraging fun and developing behaviour change in road safety practices with businesses.
- Continue to deliver non-Police referral suite of courses including Mature Driver, Pass Plus+, corporate programmes and Taxi course delivered from various venues and targeting identified priority groups.
- Following an internal review highlighting client attendances LRSP has extended the number of locations delivering National Driver Offender Retraining Scheme (NDORS) programmes. Courses are now offered at four venues across the County; North Kyme, Lincoln, Louth and Market Deeping. Boston and Grantham. As part of the locality review, the frequency and timing of the courses has also been considered. The majority of our courses are run weekdays 08:30 – 12:30 and 13:00 – 17:00. Trials are currently underway extending our evening course (17:00 – 21:00) in more venues and introducing a middle of the day course option from 10:00 – 14:00, it is expected this may attract those clients who struggle with child care.
- School Safety Watch currently being trialled. This allows schools to purchase interactive speed warning devices.
- Currently developing 2fast2soon Corporate and a further suite of corporate resources to assist organisations with Managing Operational Road Risk (MORR)
- Working with LCC centrally in Lincolnshire Commercial Offer to be part of the 'Edulinks' brochure for schools.
- Developing new online booking system under channel shift to achieve the best customer experience for NDORs clients and streamlining processes.
- Working with Churches Together in all Lincolnshire to plan annual remembrance service and also work on development of memorial site.
- Planning and promotion of Performance Plus motorcycle training dates in 2016
- Continued management of SCPs across the county.
- Deliver in-house Eco training to improve fuel efficiency and create savings.

2. Conclusion

LRSP are currently undertaking a complete review of its road safety services and are implementing a series of recommendations in an effort to increase efficiency and improve effectiveness.

LRSP are also undertaking a fundamental review of our motorcycle provision and recently set up a working group to look specifically at young motorcyclists riding under 125cc bikes.

Further, another working group is currently redesigning our mature driver courses and targeting a significant increase in the number of training through increased funding as cost and travel requirements have been identified as factors preventing participation.

LRSP are currently completing an extensive public consultation exercise, the results of which will help guide our engagement campaigns for next year;

<https://snapsurveys.lincolnshire.gov.uk/snapwebhost/s.asp?k=147334412662>

LRSP have been working with Lincolnshire Police to develop a new enforcement tasking process for EMOpSS roads policing officers. LRSP also have an open agenda item on the LRSP Strategic Board Agenda for developing increased enforcement opportunities at local policing level.

3. Consultation

a) Policy Proofing Actions Required

n/a

4. Background Papers

No background papers within Section 100D of the Local Government Act 1972 were used in the preparation of this report.

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