

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

Report to:	Public Protection and Communities Scrutiny Committee
Date:	31 October 2017
Subject:	Road Safety Partnership Annual Report

Summary:

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

Actions Required:

Members of the Public Protection and Communities Scrutiny Committee are invited to:

- 1) Consider and comment on the report and highlight any recommendations or further actions required.
- 2) Seek assurance on the work being undertaken by the Road Safety Partnership to reduce the number of people killed and injured on county roads.

1. Overview:

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 2016, 59 people were killed and 382 people were seriously injured. This represents an increase from 2015 where 39 people were killed and 275 people were seriously injured. This is unacceptable both in terms of human and economic loss.

2. 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).

3. Data Analysis Overview:

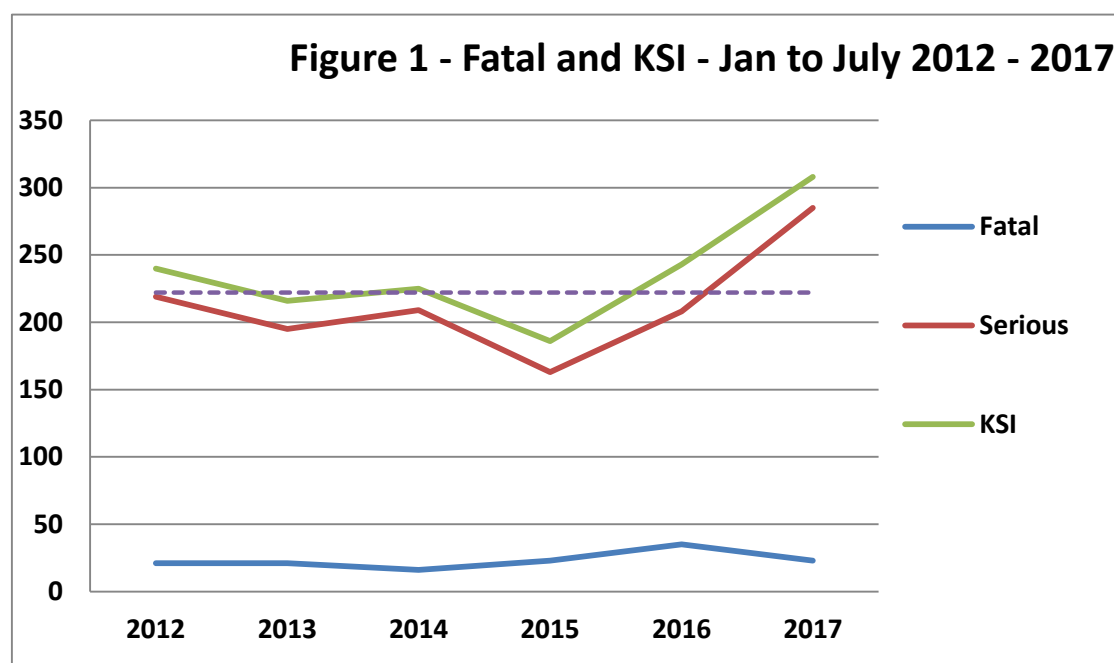
In the following analysis

2017 YTD = 01.01.2017 – 31.07.2017

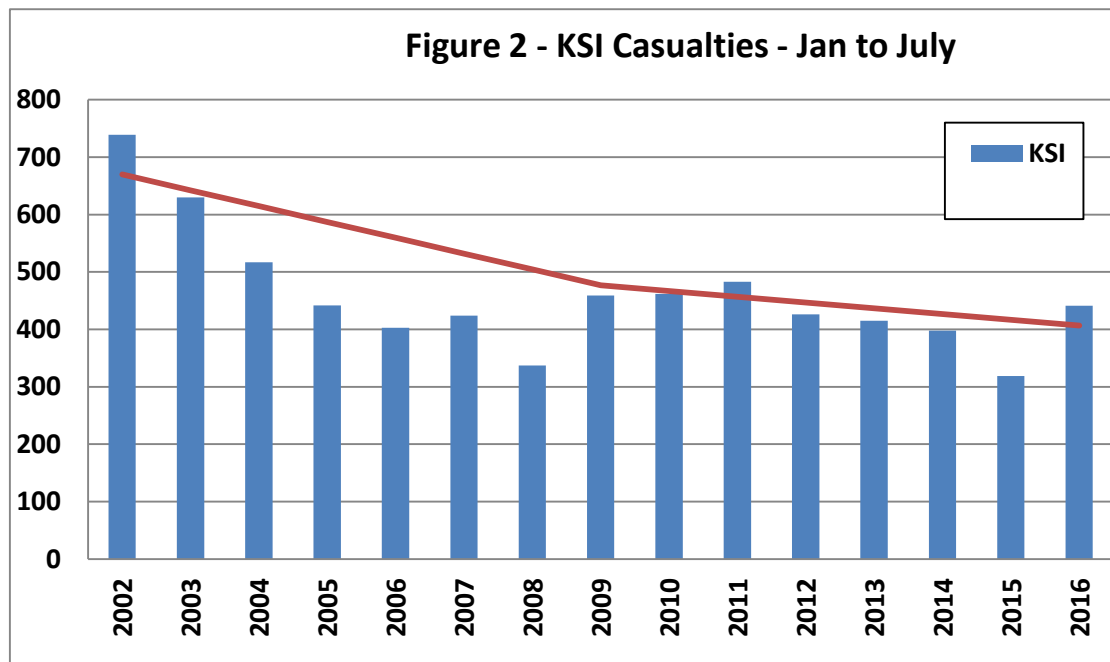
KSI = Killed or Seriously Injured

Table 1- Casualty Figures

	2012	2013	2014	2015	2016	2017 YTD
Fatal	39	36	42	39	59	23
Serious	387	379	356	280	382	285
KSI	426	415	398	319	441	308
KSI target	447	437	427	417	407	397



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



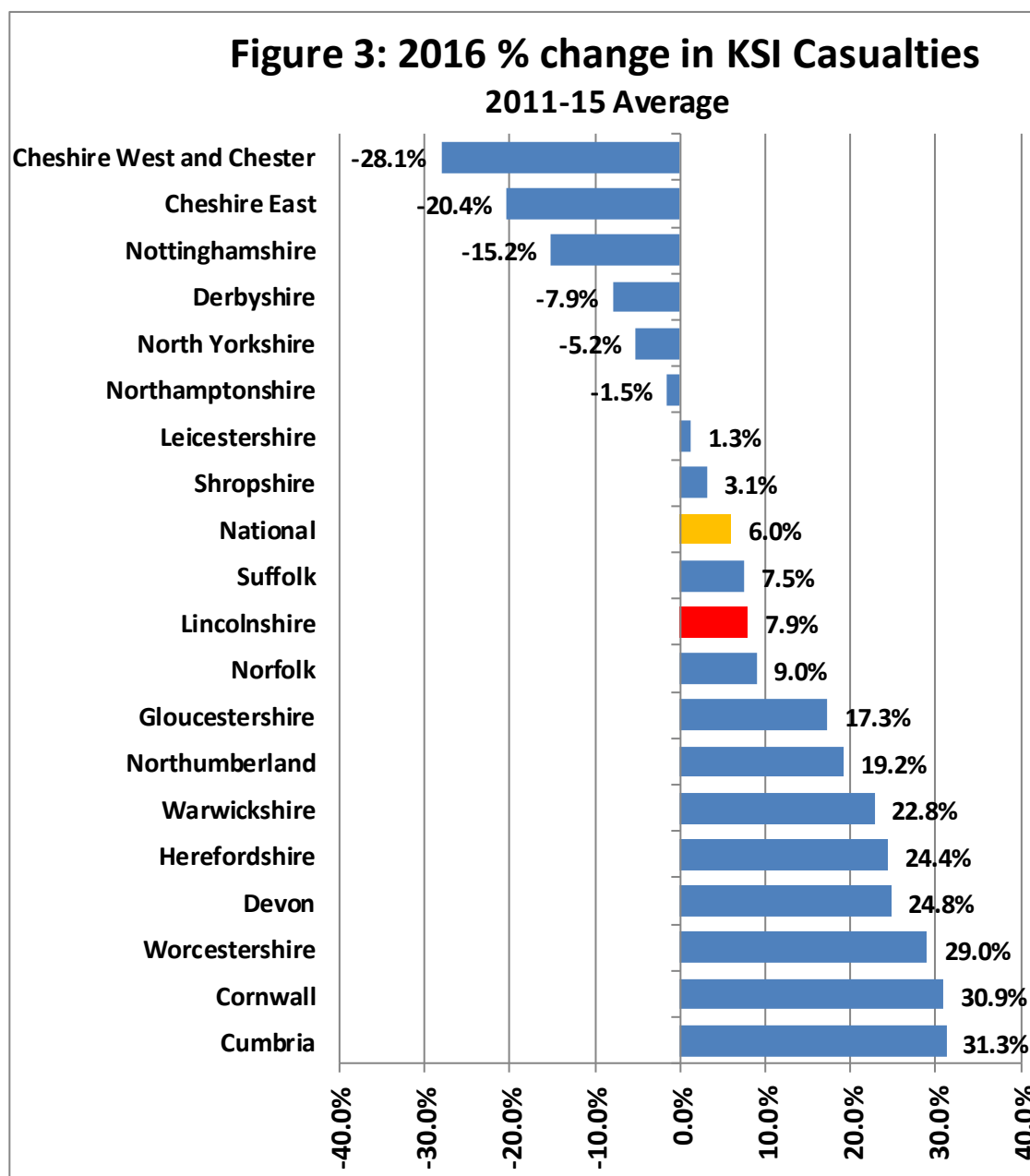


Table 2 – KSI Analysis

2016 KSI Target 407	1st Jan 2016 to 31st Dec 16	1st Jan 2015 to 31st Dec15	% 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	441	319	38.2%		84 19.0%	119 27.0%	33 7.5%	59 13.4%	60 13.6%	47 10.7%	39 8.8%		

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. All of which were also true in 2015.

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

Lincolnshire Road Safety Partnership Rolling Performance Dashboard 2017YTD

2017 KSI Target 397	1st Aug 2016 to 31st Jul 17	1st Aug 2016 to 31st Jul 17	% 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	505	376	34.3%		96 19.0%	134 26.5%	45 8.9%	57 11.3%	64 12.7%	69 13.7%	40 7.9%		
Car & Taxi KSI Casualties	277	187	48.1%		55 19.9%	74 26.7%	17 6.1%	33 11.9%	36 13.0%	46 16.6%	16 5.8%		
TWMV KSI Casualties	62	74	-16.2%		14 22.6%	22 35.5%	3 4.8%	10 16.1%	5 8.1%	4 6.5%	4 6.5%		
Low Powered TWMV (upto 125cc) KSI Casualties	15	30	-50.0%		0 0.0%	5 33.3%	1 6.7%	3 20.0%	3 20.0%	2 13.3%	1 6.7%		
High Powered TWMV (over 125cc) KSI Casualties	47	44	6.8%		14 29.8%	17 36.2%	2 4.3%	7 14.9%	2 4.3%	2 4.3%	3 6.4%		
Pedestrians KSI Casualties	66	49	34.7%		7 10.6%	12 18.2%	14 21.2%	4 6.1%	10 15.2%	9 13.6%	10 15.2%		
Pedal Cyclist KSI Casualties	44	34	29.4%		9 20.5%	9 20.5%	8 18.2%	4 9.1%	5 11.4%	4 9.1%	5 11.4%		
Child (0-15) KSI Casualties	28	21	33.3%		3 10.7%	8 28.6%	4 14.3%	2 7.1%	6 21.4%	2 7.1%	3 10.7%		
KSI Collisions Involving a 17-24 year old Driver	112	83	34.9%		21 18.8%	28 25.0%	12 10.7%	14 12.5%	15 13.4%	13 11.6%	9 8.0%		
KSI Collisions Involving a 60+ year old Driver	130	96	35.4%		25 19.2%	34 26.2%	10 7.7%	17 13.1%	14 10.8%	16 12.3%	14 10.8%		
Slight Casualties	2162	2430	-11.0%		340 15.7%	464 21.5%	271 12.5%	292 13.5%	353 16.3%	258 11.9%	184 8.5%		

The increase in KSI casualties has occurred across most road user groups with the exception of two wheeled motor vehicles (TWMV). Numerically, the largest increase can be seen in the car and taxi user group.

There were 268 less recorded slight injuries in the period above.

Part of the increase in serious collisions may be attributed to the reporting mechanisms employed by Lincolnshire Police. The use of mobile data terminals (similar to the CRASH system), replacing paper collision booklets has meant that a higher proportion of collisions are reported in the serious category. This means that statistical accuracy has improved, however it makes a like for like comparison with previous years more difficult. LRSP are currently researching the full impact.

'New evidence from the Department for Transport (DfT) suggests forces using the Collision Recording and Sharing (CRASH) system are recording ten to 15 per cent more serious injuries than their colleagues. The DfT has ruled out officer error as

an explanation for this discrepancy and suggests CRASH forces are providing a more accurate picture than those using older systems.

The Government now plans to research this effect and will publish its findings later in the year – including back-estimates of how past injury data could have differed if forces were using systems like CRASH.'

<http://www.policeprofessional.com> 3rd February 2017

4. 2017 Fatal Collision Analysis to End of July 2017:

Figure 4 - Gender Distribution:

There have been 23 fatal casualties this year, 83 % of those are male and 17% are female
In the 2015 report, 77 % of those were male and 23% were female.

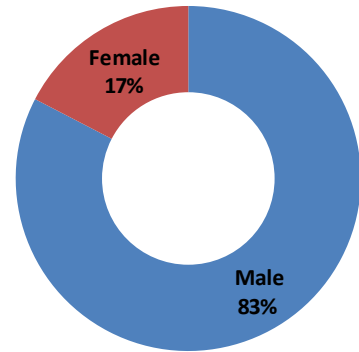
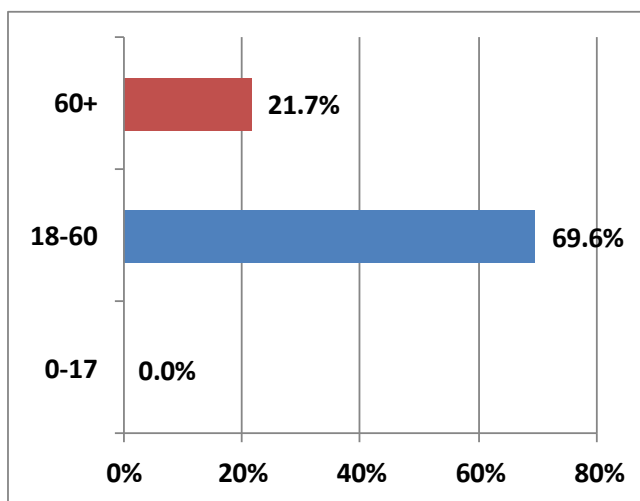


Figure 5 and Table 4 - Age Distribution:

22% of the fatal casualties in 2017 are young adults aged 17-24 and 22% are mature adults aged 60+.



Age	2017 YTD	5 Yrs Avg
Child Aged 0-16	0	0.6
Young Adults Aged 17-24	5	4.4
Adult Aged 25-60	13	10.4
Mature Adult 60+	5	7.6
Fatal Casualties Total	23	23

Figure 6 – Age Distribution Graph 2012 – 2017YTD

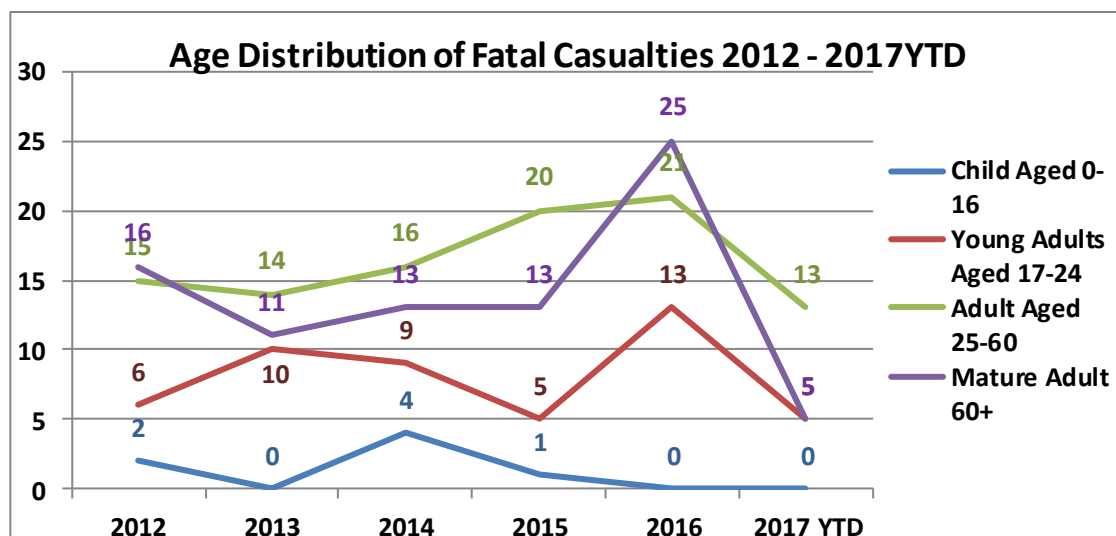


Figure 7 - Time of the day:

No significant pattern can be identified as fatal collisions have been distributed throughout the day and night.

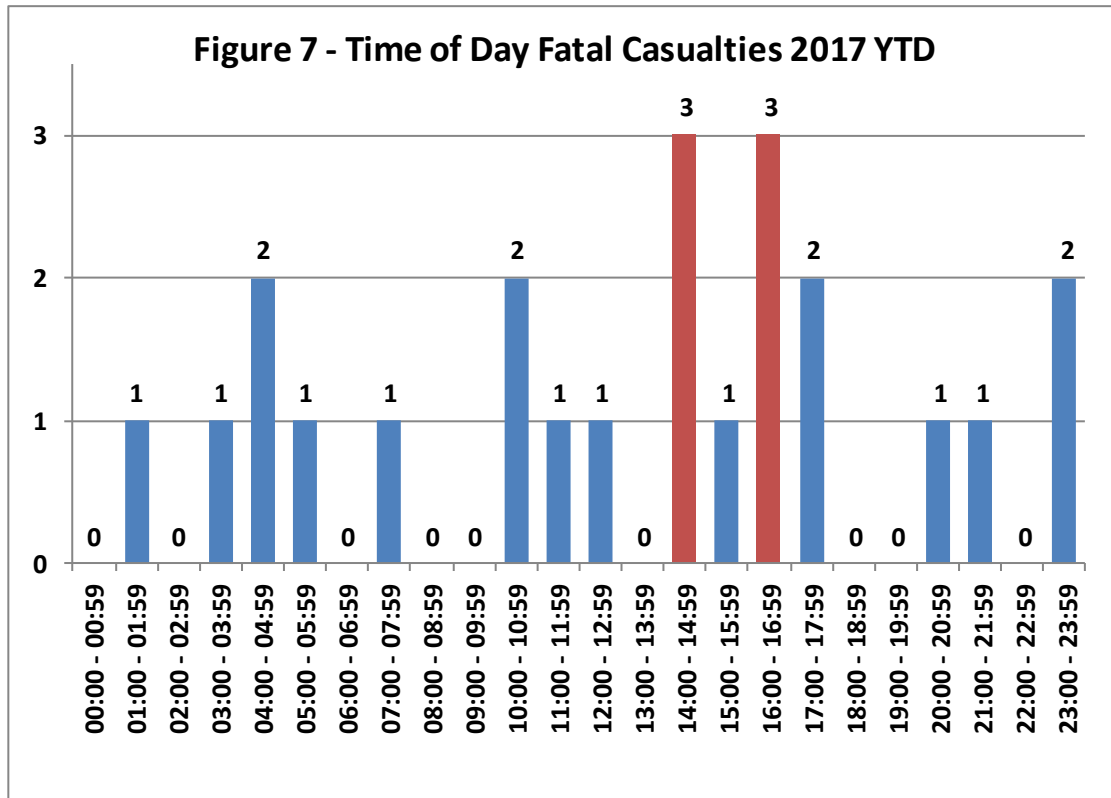


Figure 8 - Causality Class:

As in 2016, drivers (also includes motorcycle riders) account for the majority of fatal casualties in 2017YTD with 74%.

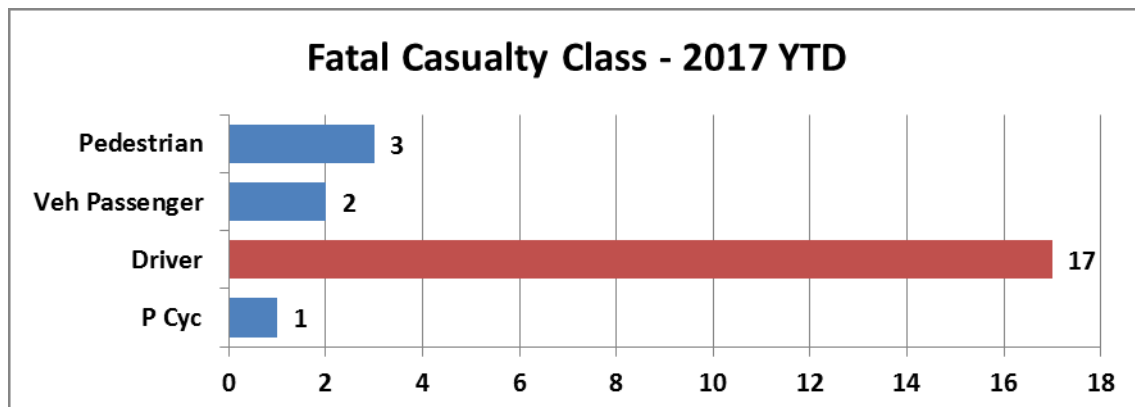


Figure 9 - Weather:

The majority of fatal collisions happened in fine weather without high winds.

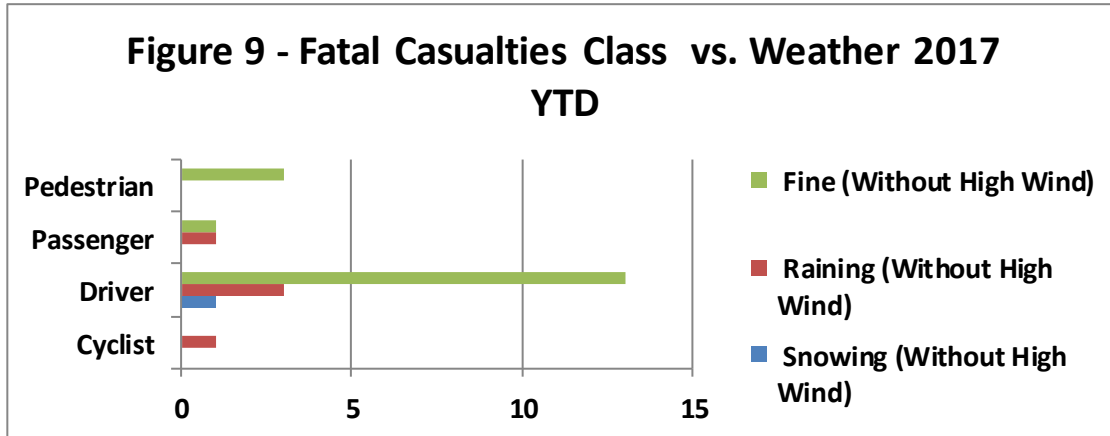


Figure 10 - Causality Vehicle Type:

STATS 19 data continues to show that Lincolnshire has a disproportionately high number of motorcycle collisions. Motorcycle riders represent approximately 1% of traffic but in 2017 31% of all fatal collisions.

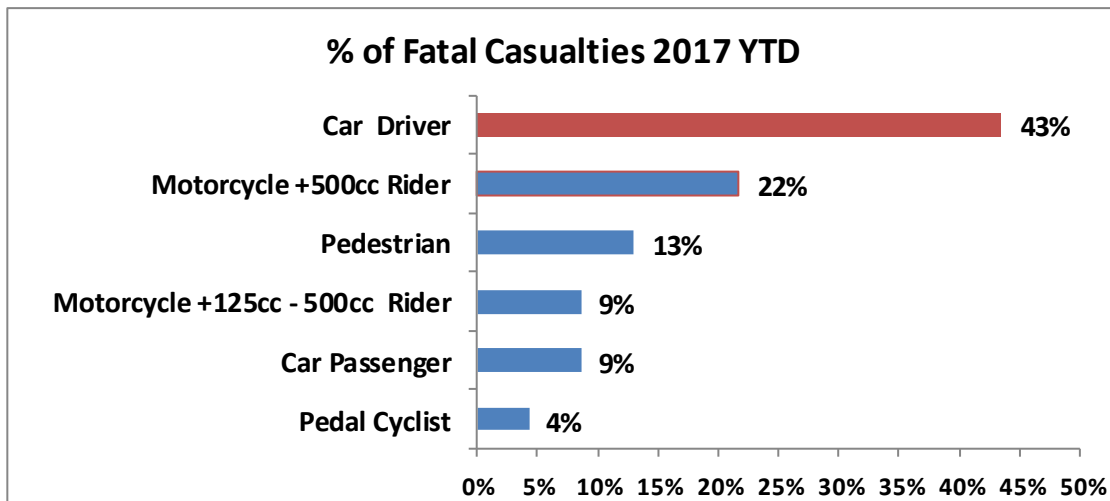


Table 5 - Contributory Factors (more than one may be attributable to a collision):

STATS 19 CONTRIBUTORY FACTORS - 2017 YTD FATAL COLLISIONS	
Failed to look properly	4
Loss of control	4
Careless/Reckless/In a hurry	3
Exceeding speed limit	3
Failed to judge other person's path or speed	2
Poor turn or manoeuvre	2
Aggressive driving	1
Careless/Reckless/In a hurry	1
Distraction in vehicle	1
Distraction outside vehicle	1
Fatigue	1
Impaired by alcohol	1
Inexperience with type of vehicle	1
Inexperienced or learner driver/rider	1
Not displaying lights at night or in poor visibility	1
Poor or defective road surface	1
Rain, sleet, snow, or fog	1
Slippery road (due to weather)	1
Swerved	1

4. KSI Analysis – By User Group

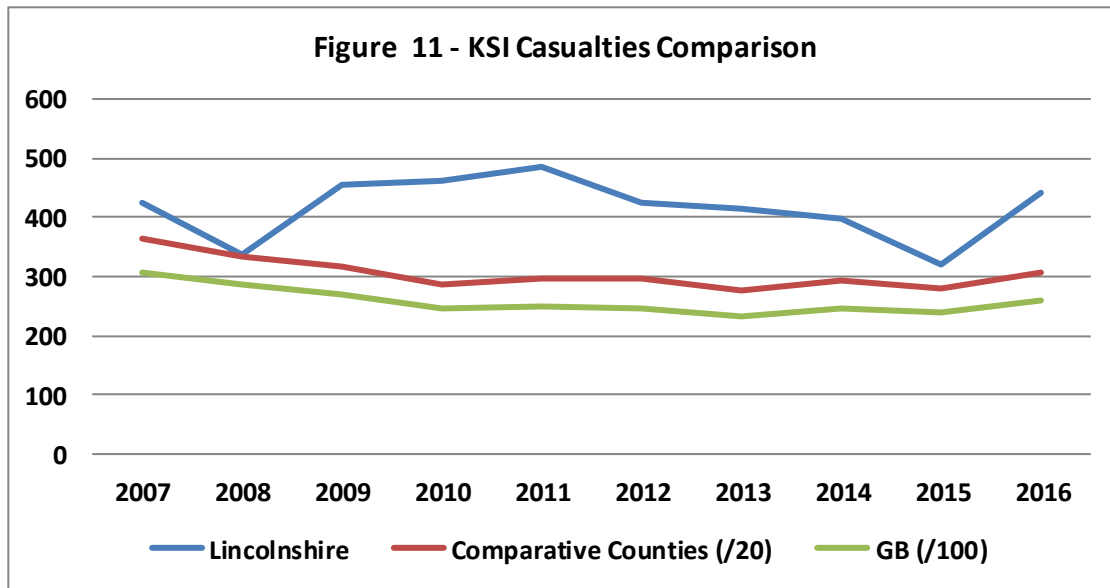


Figure 12 – 2016 KSI Casualties per 100k

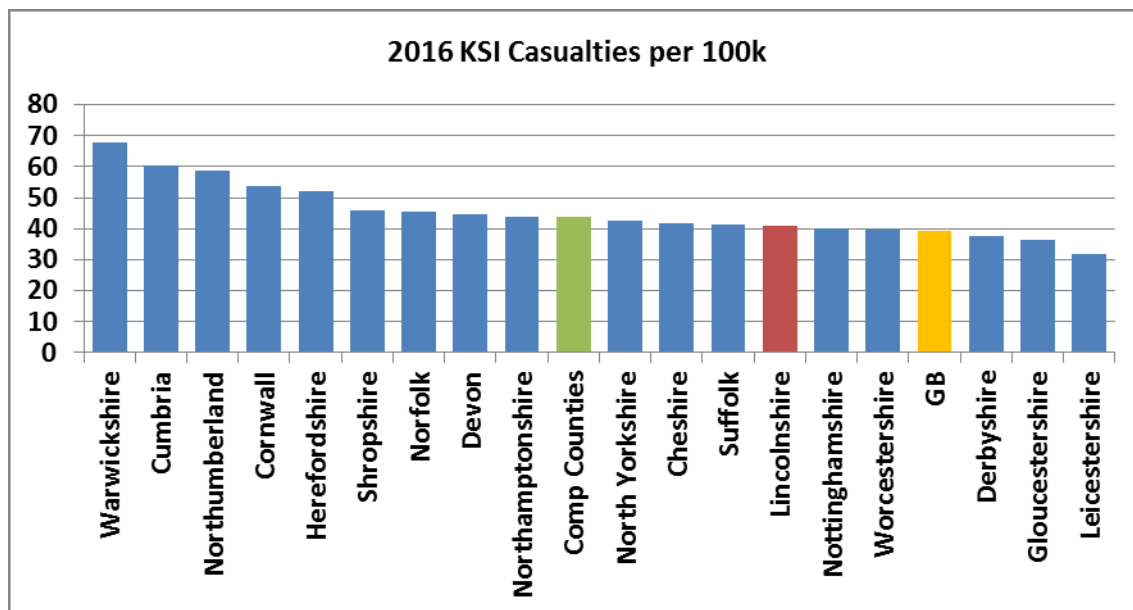


Table 6 – KSI District Trends

2016 KSI Target 407	1st Jan 2016 to 31st Dec 16	1st Jan 2015 to 31st Dec15	% 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	441	319	38.2%		84 19.0%	119 27.0%	33 7.5%	59 13.4%	60 13.6%	47 10.7%	39 8.8%		

Figure 13 - Two Wheel Motor Vehicles (TWMV)

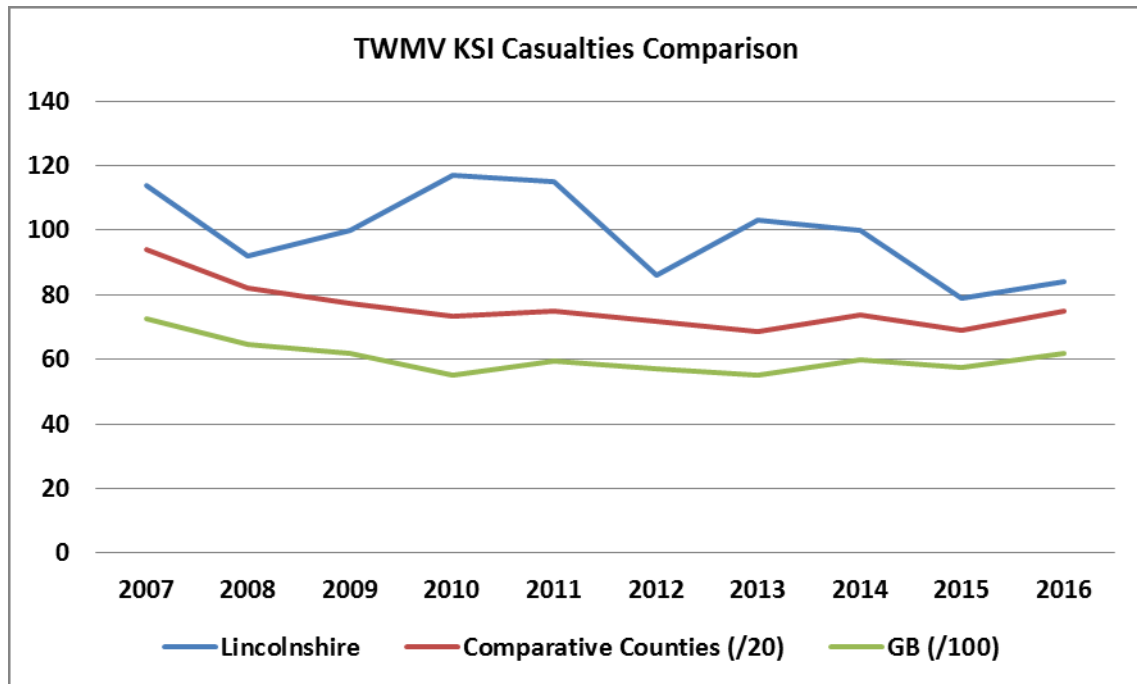


Figure 14 – 2016 TWMV KSI Casualties per 100k

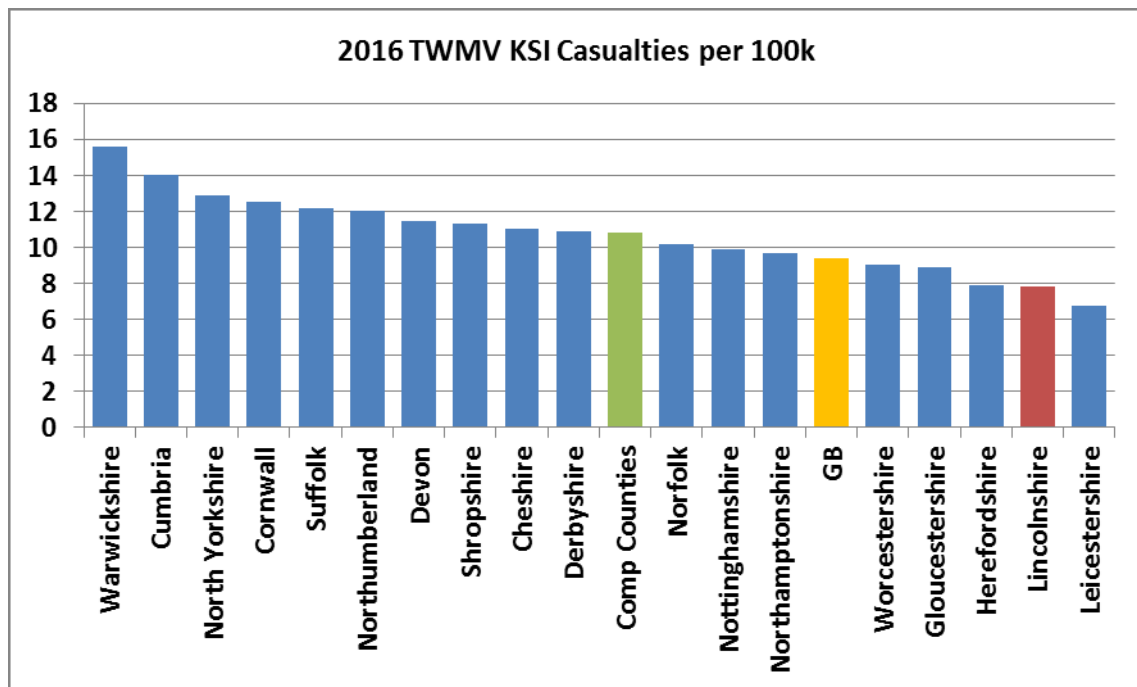


Table 7 - TWMV District Trends

2016 KSI Target 407	1st Jan 2016 to 31st Dec 16	1st Jan 2015 to 31st Dec 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
TWMV KSI Casualties	66	70	-5.7%		16 24.2%	19 28.8%	6 9.1%	9 13.6%	6 9.1%	4 6.1%	6 9.1%		

Figure 15 - Pedal Cycle KSI Casualties Comparison

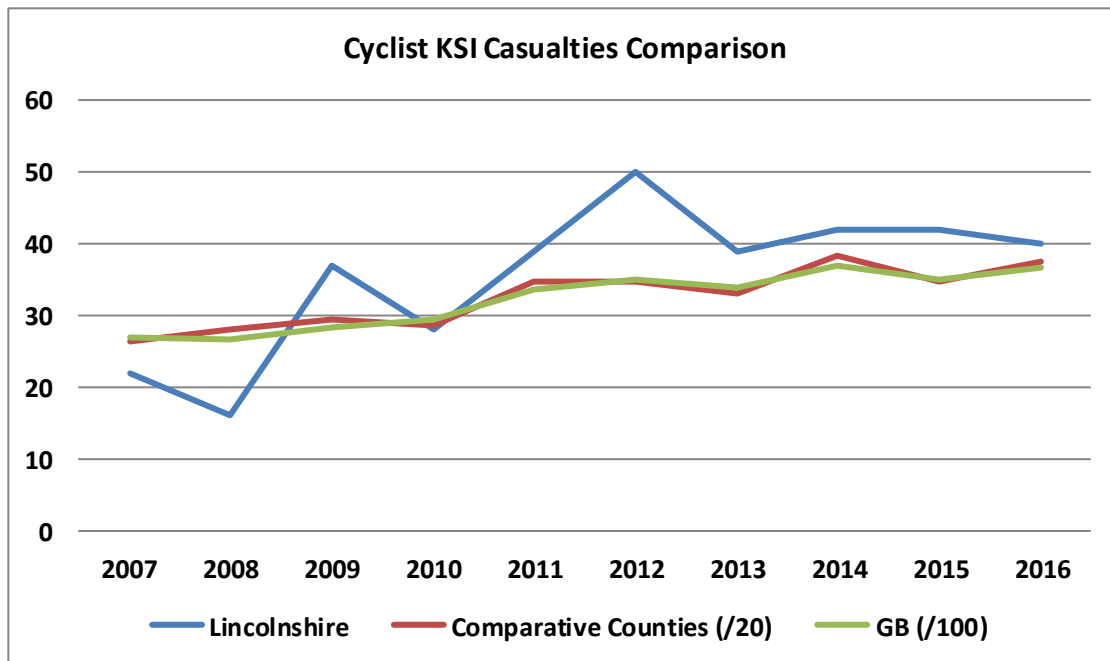


Figure 16 - Pedal Cycle KSI Casualties per 100k

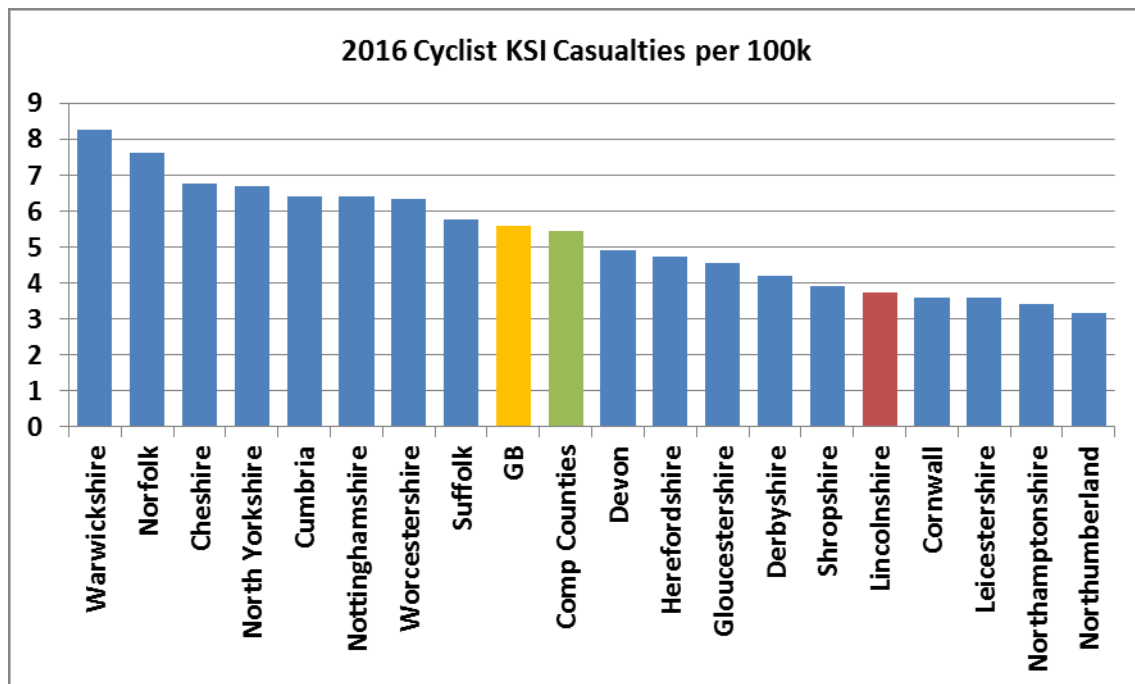


Table 8 – Pedal Cycle District Trends

2016 KSI Target 407	1st Jan 2016 to 31st Dec 16	1st Jan 2015 to 31st Dec 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
Pedal Cyclist KSI Casualties	38	40	-5.0%		4 10.5%	9 23.7%	7 18.4%	6 15.8%	6 15.8%	2 5.3%	4 10.5%		

Figure 17 – Pedestrian KSI Casualties Comparison

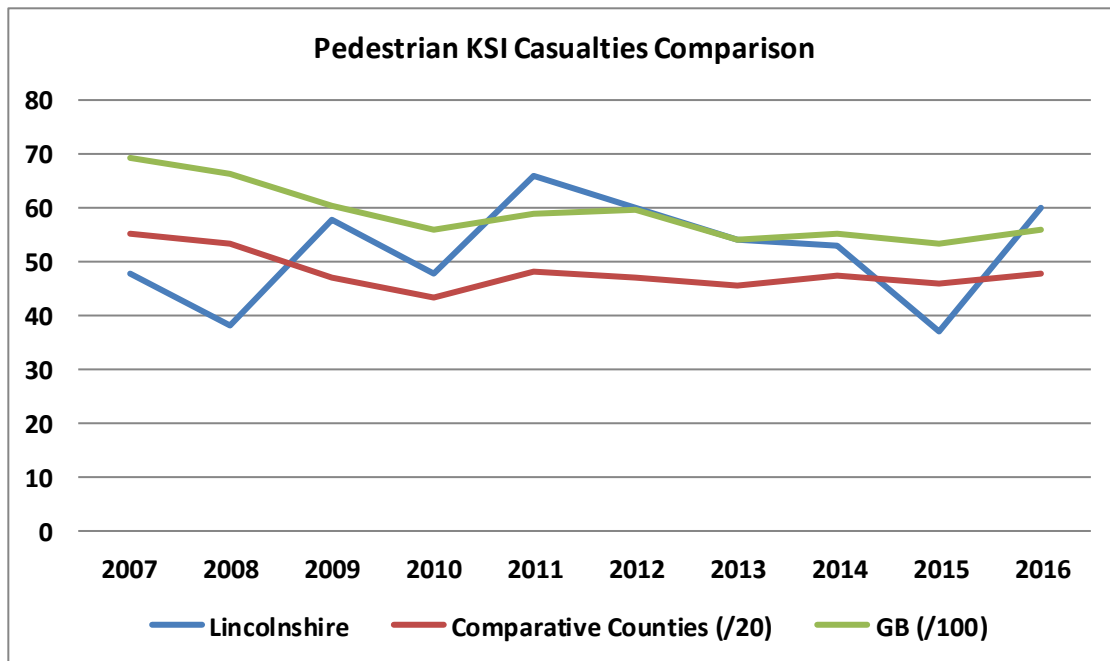


Figure 18 - Pedestrian KSI Casualties per 100k

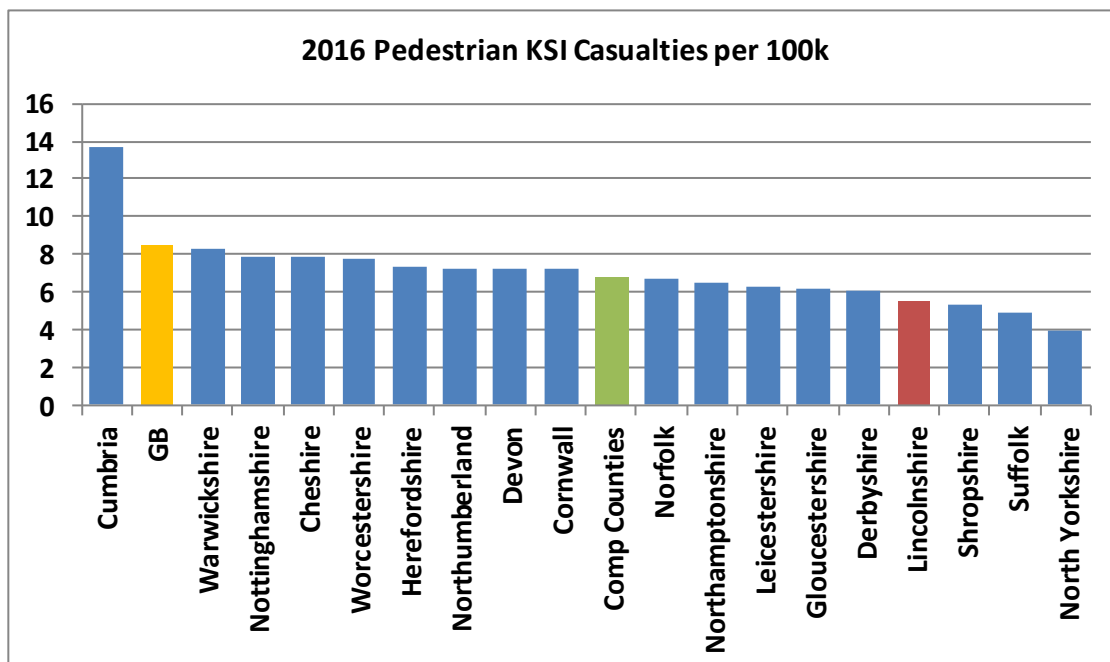


Table 9 – Pedestrian District Trends

2016 KSI Target 407	1st Jan 2016 to 31st Dec 16	1st Jan 2015 to 31st Dec 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
Pedestrians KSI Casualties	60	37	62.2%		6 10.0%	10 16.7%	10 16.7%	4 6.7%	12 20.0%	8 13.3%	10 16.7%		

Figure 19 – Senior Drivers KSI Causalities Comparison

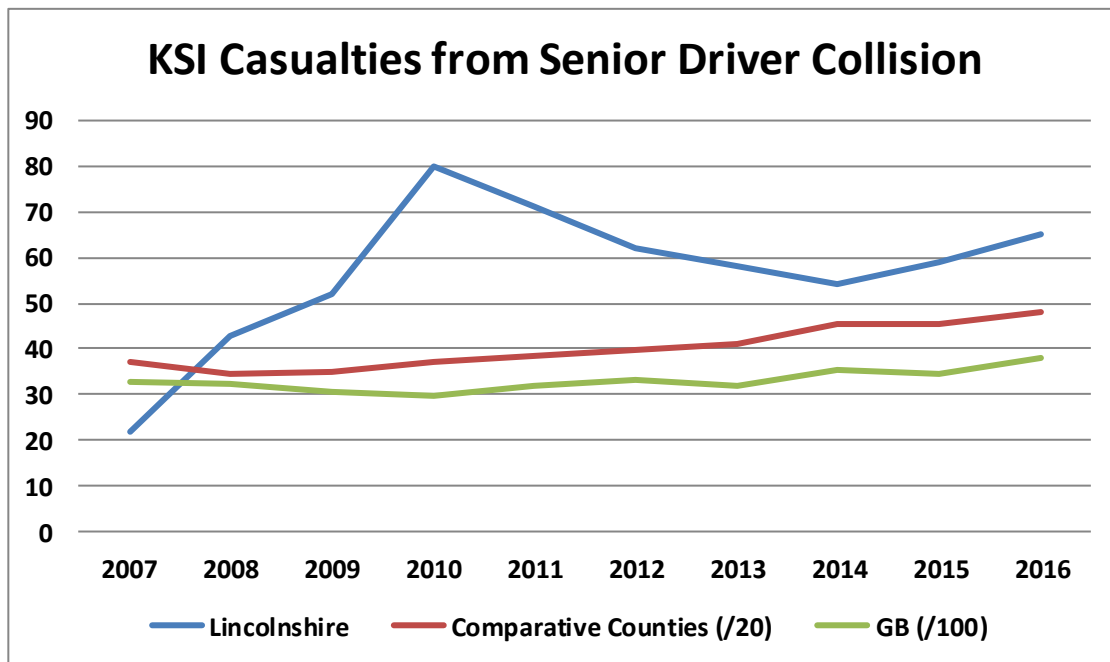


Figure 20 - Senior Drivers KSI Causalities per 100k

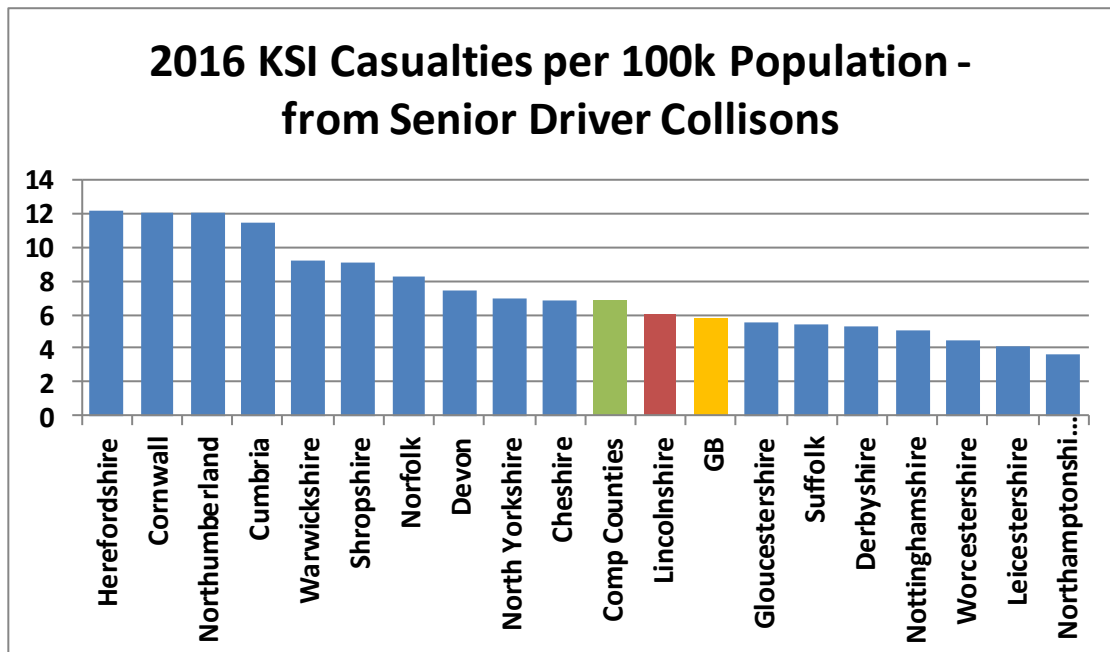


Table 10 – Pedestrian District Trends

2016 KSI Target 407	1st Jan 2016 to 31st Dec 16	1st Jan 2015 to 31st Dec15	% 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	104	90	15.6%		20 19.2%	34 32.7%	5 4.8%	8 7.7%	13 12.5%	8 7.7%	16 15.4%		

Figure 21 – Young Driver KSI Casualties Comparison

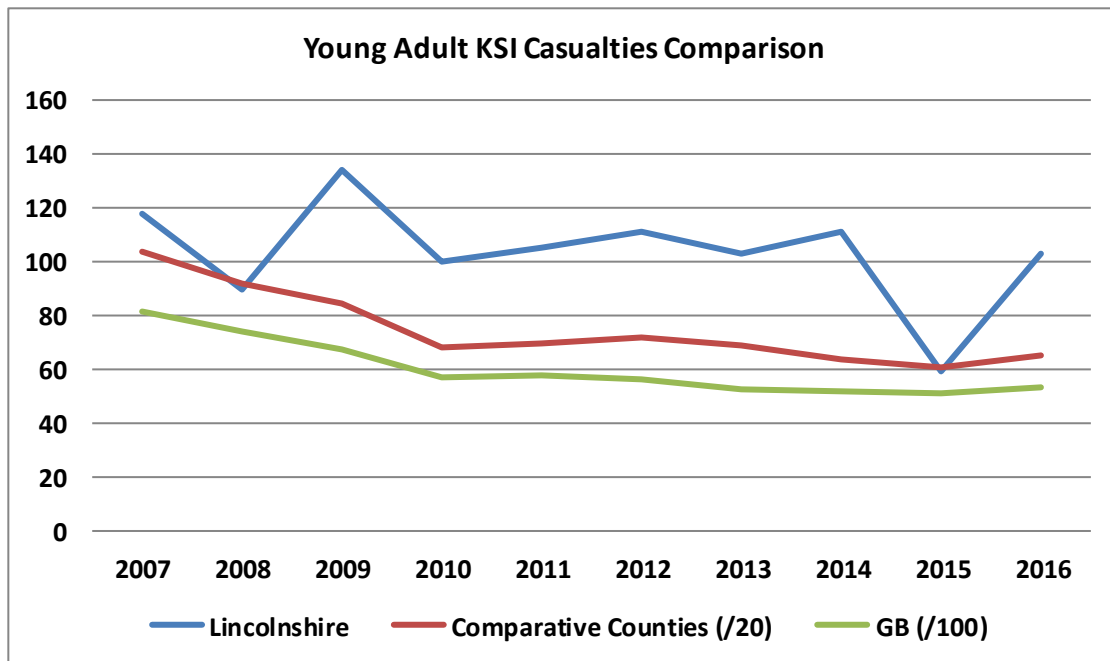


Figure 22 – Young Driver KSI Casualties per 100k

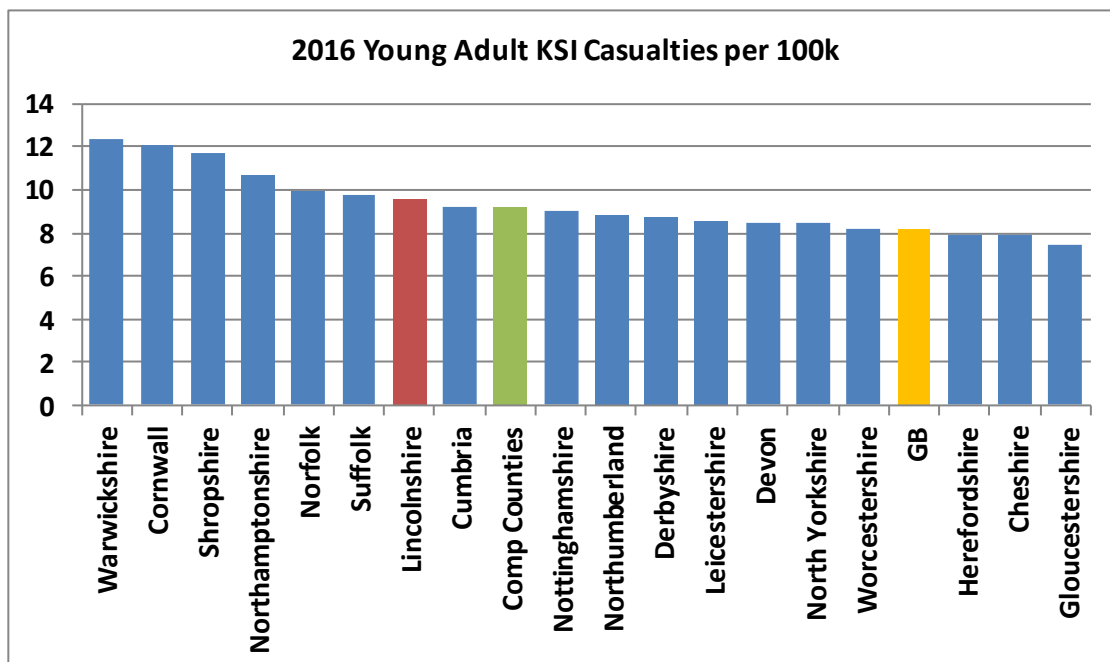


Table 11 – Young Driver District Trends

2016 KSI Target 407	1st Jan 2016 to 31st Dec 16	1st Jan 2015 to 31st Dec 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 Collisions Involving a 17-24 year old Driver	107	73	46.6%		16 15.0%	25 23.4%	7 6.5%	14 13.1%	19 17.8%	14 13.1%	12 11.2%		

Figure 23 – Child KSI Casualties Comparison

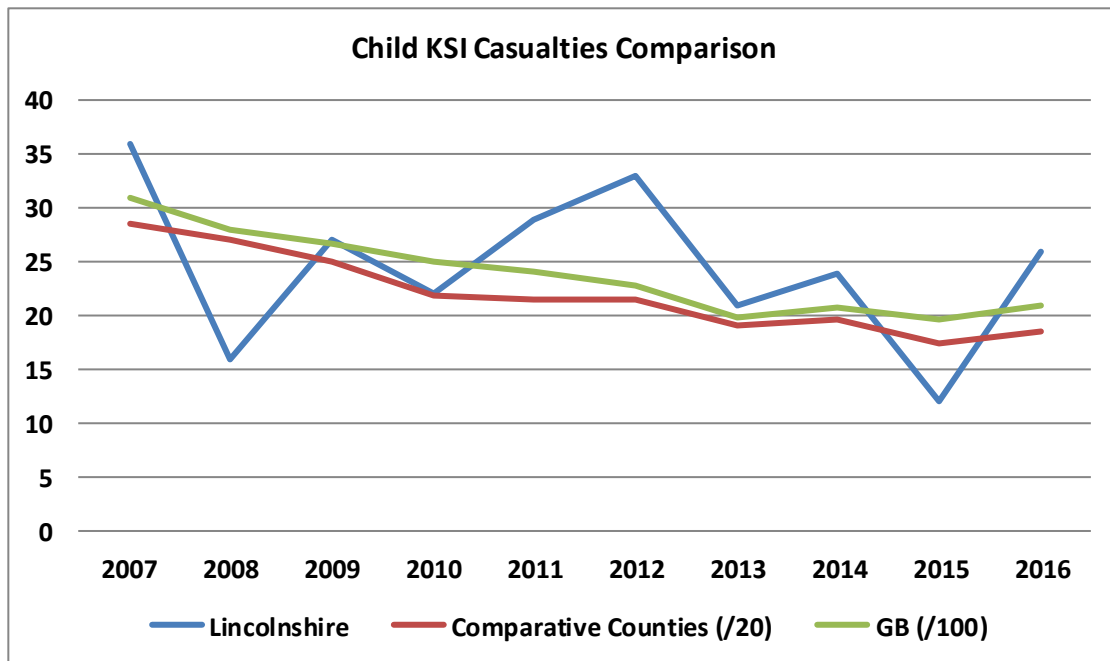


Figure 24 – Child KSI Casualties per 100k

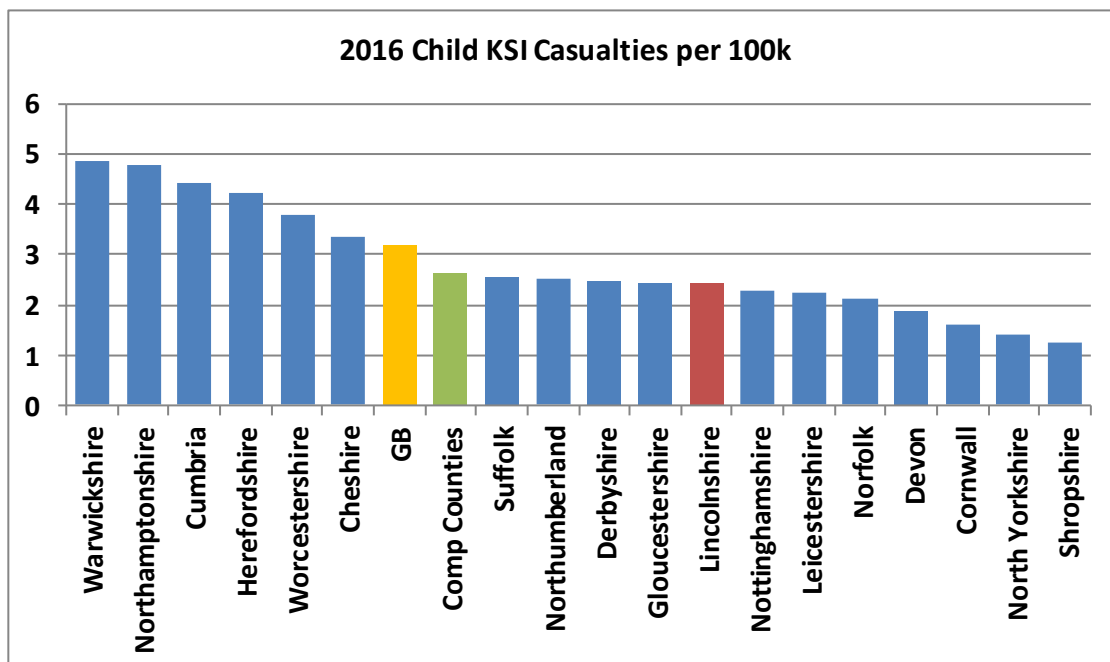


Table 12 – Child District Trends

2016 KSI Target 407	1st Jan 2016 to 31st Dec 16	1st Jan 2015 to 31st Dec 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
Child (0-15) KSI Casualties	26	12	116.7%		1 3.8%	7 26.9%	4 15.4%	1 3.8%	5 19.2%	4 15.4%	4 15.4%		

Figure 25 – Car KSI Casualties Comparison

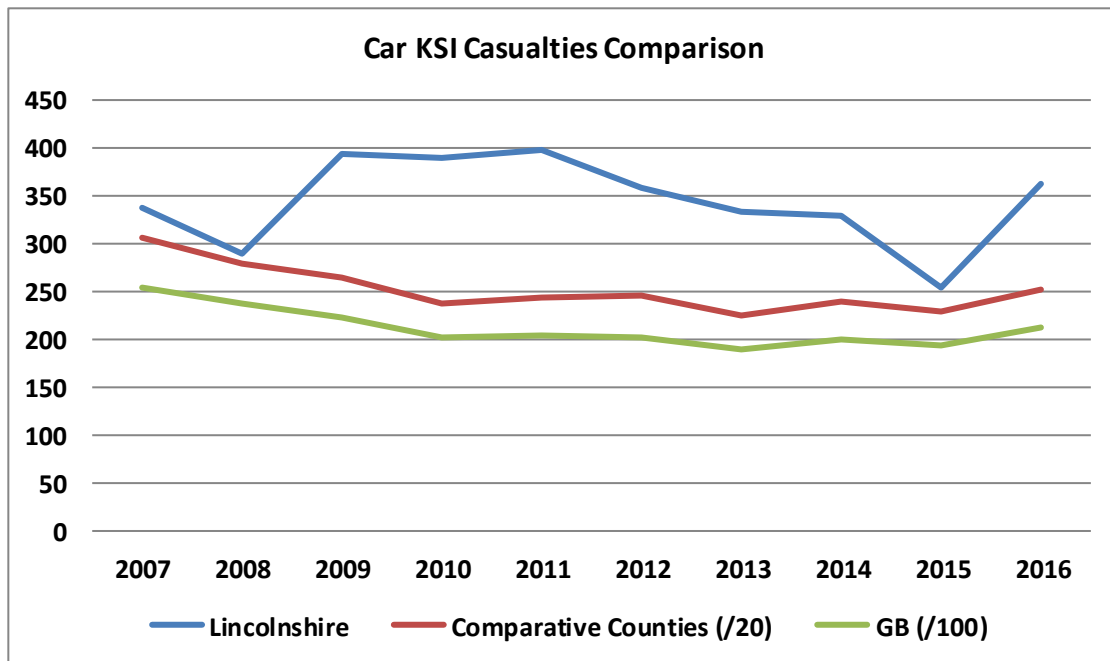


Figure 26 – Car KSI Casualties per 100k

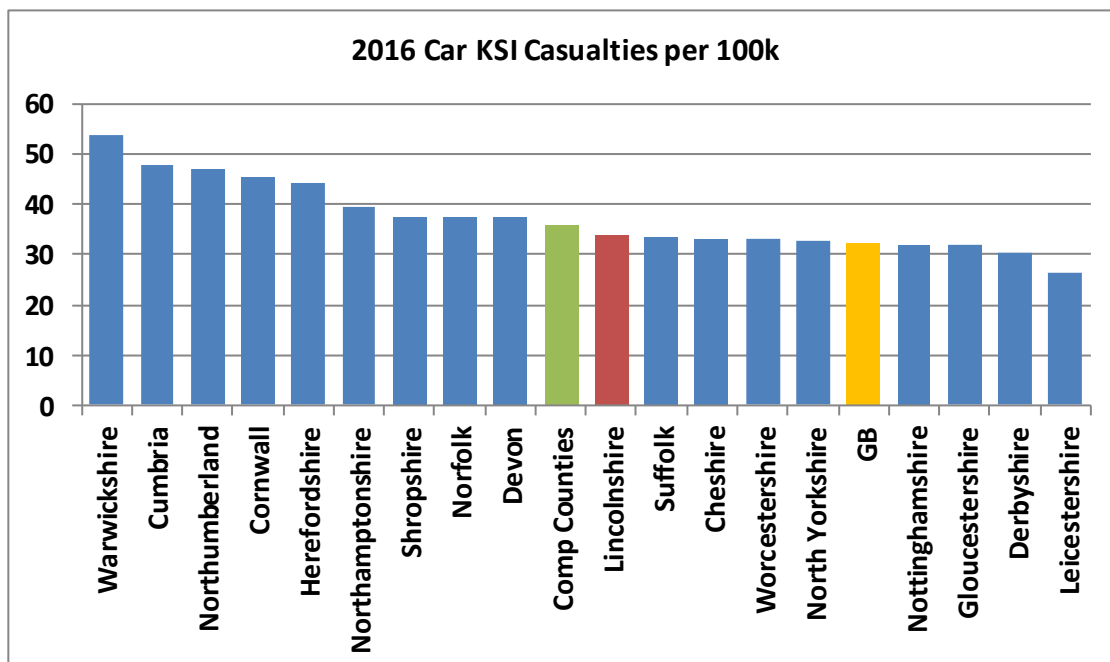


Table 13 – Car District Trends

2016 KSI Target 407	1st Jan 2016 to 31st Dec 16	1st Jan 2015 to 31st Dec 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
Car & Taxi KSI Casualties	231	152	52.0%		48 20.8%	67 29.0%	5 2.2%	30 13.0%	33 14.3%	31 13.4%	17 7.4%		

Figure 27 – Driving for Work KSI Casualties Comparison

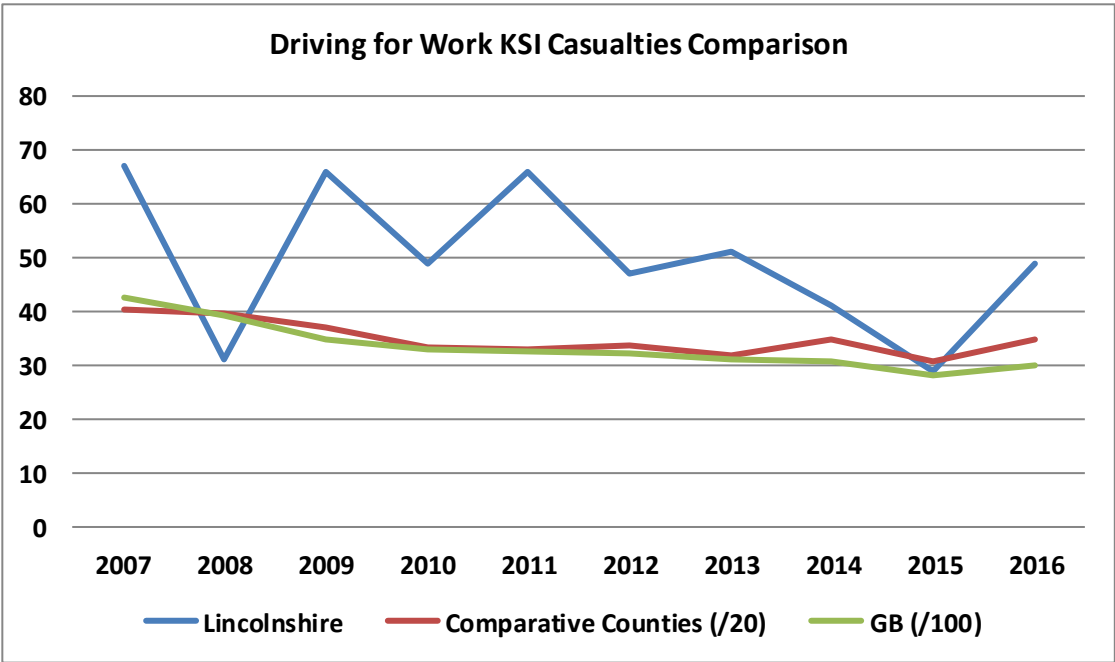


Figure 28 – Driving for Work KSI Casualties per 100k

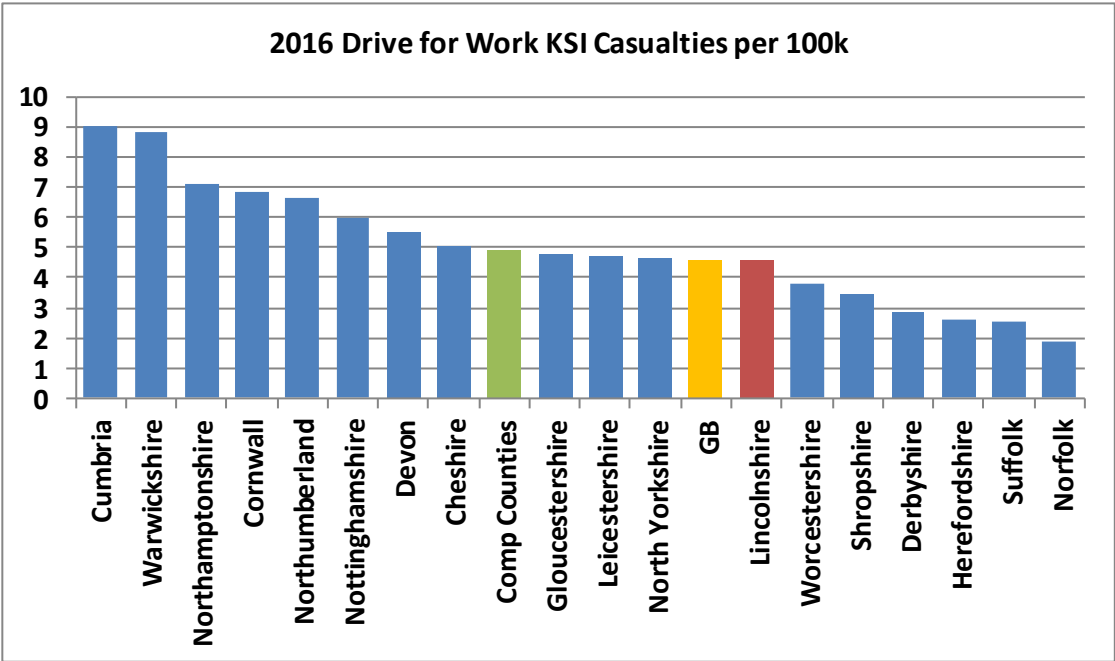
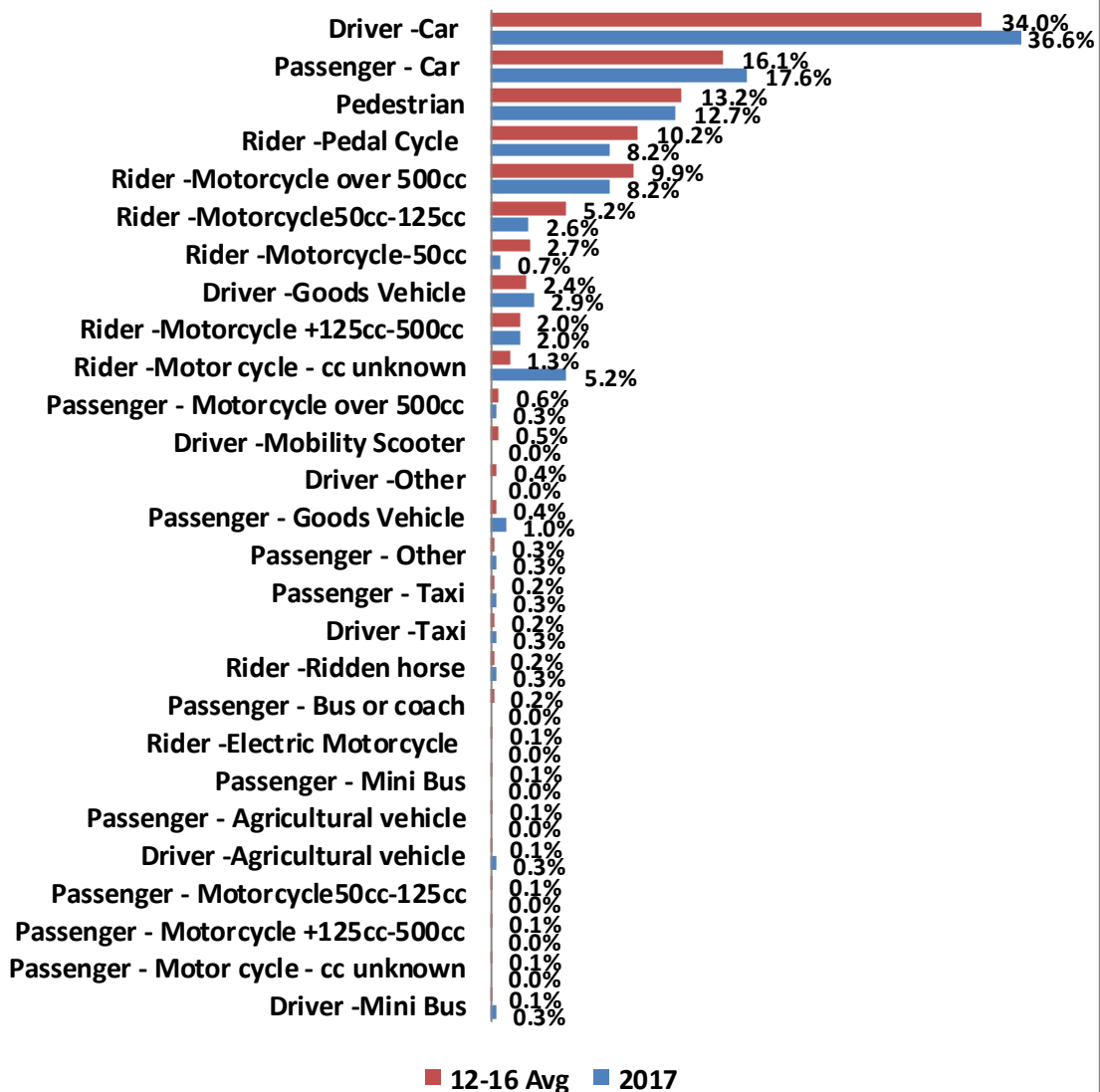


Figure 29 - 2017YTD KSI Casualty Class vs 12-16Avg



Current LRSP Activity

Data:

- Independent analysis of Lincolnshire data commissioned by LRSP. Results to be published in November 2017.
- LRSP continually analysing fatal casualties to see if there are any common factors in the collisions.
- Mobile and fixed speed camera site allocation and priority setting continually reviewed. Mobile enforcement officer shift pattern review occurring with the aim of improving targeted enforcement.
- Information Analyst team identifying new requirements for local campaigns to target offenders and reduce speed related collisions

Speed Enforcement:

- Full enforcement programme of 50 fixed, 80 mobile and 4 average speed camera sites ongoing.
- Average speed camera system on the A16 Crowland bypass operational.
- Upgrade of A52 Ropsley average speed camera system to occur November 2017.
- A program to update a further 13 fixed speed camera locations to digital systems is now underway. Part of the upgrade program includes replacing fixed spot speed roadside installations with an average system speed camera solutions similar to those already in operation. The completion of the project, with all systems in place, is expected to be before the end of this financial year.
- The mobile speed camera team are continuing to perform well with over 4500 offences detected in the first 7 months of the year.
- Mobile speed camera enforcement vehicles have assisted the police with the Rural Community Safety program and in particular Operation Galileo. The vehicles have been strategically placed at pre-planned enforcement locations to gather intelligence, assist with prosecutions if needed and provide a visible deterrent.
- Currently exploring the feasibility of processing driver dashcam footage offences at LRSP.

The following outlines a comparison of clients completing training courses in Lincolnshire in 2017 and 2016:

	Up to end August 2017	Up to end August 2016	Difference
Speed Awareness	9724	9825	-101
Driver Alertness	219	178	+41
What's Driving Us	222	475	-253
Driving 4 Change	1	7	-6
Ride	6	15	-9
Taxi Driver	47	32	+15
Pass Plus	29	23	-6
Mileage for Life	90	7	+83

- Attendance at the revamped mature driver scheme (now Mileage for Life) has significantly increased since a zero charge to attend has been introduced.
- National Motorway Speed Awareness Course NMSAC are now being delivered by Lincolnshire.

Engineering:

- Over 25 Road Safety Audits at various stages (Preliminary Design/Final Design/Works Completed) have been carried out by the AIP team in the 5 month period between 1st April 2017 – 31st August 2017
- 3 Department for Transport Safer Roads Fund bids have been submitted. This includes working with the adjacent authorities of North Lincolnshire & North East Lincolnshire Councils. The bids totalling £4,615,000 are seeking to reduce collisions on some of our high risk roads (A18/A631/A1084).
- Capital improvement works are ongoing at a number of sites throughout the County where safety improvements have been identified following the cluster runs. Locations and schemes have been identified to reduce accident and / or casualty numbers and their severity.
- Work is also ongoing with the Highways Surface Treatments teams with respect to addressing lengths of road highlighted in the AIP cluster runs. Programmes / schemes are being pursued at areas where surfacing schemes could result in reducing accidents with adjustments to length and/or type of surfacing used.
- The temporary motorcycling awareness / warning signs relating to the Shiny Side Up project have been deployed at a number of high risk sites throughout the County and will stay in place until October 2017.

Education, Training & Publicity (ETP):

- A review of our Young Passenger Awareness (YPA) Programme is now complete and the revised programme will be delivered through school requests. The tailored education to vulnerable young people embeds skills required for hazard perception along with techniques to avoid undesirable road related circumstances and aims to reduce the likelihood of young people being involved in road traffic collisions as passengers.
- 2fast2soon Jason's Story continues to be successfully delivered to sixth forms and colleges across Lincolnshire targeting approaching and newly qualified drivers and passengers. The programme was delivered on 32 occasions in 2016/17 reaching an audience of approximately 4000 students. Some examples of feedback from students attending a session in June 2017 follows; *"It was really informative and made us realise the reality of dangerous driving."* *"Really enjoyed the production as it taught me a lot of things I need to be aware about when I start driving and also highlighted bad habits my mum has picked up when driving."* *"Hi, I really like the drama cuz it gives me a chance to experience how it's like to be in trouble being in an accident which really stuck in my mind."*
- 2fast2soon Corporate is a bespoke approach in addressing and improving road related behaviour in those who drive for work. As part of a Corporate package businesses have opportunity to engage in a toolkit of options most appropriate for them and their business. 2f2s corporate focusses on prevention messages through Theatre in Employment for those who drive for work. The provisional launch date is 3rd November 2017..
- LRSP has developed a targeted promotion aimed at highlighting issues associate with drink/drunken driving in conjunction with LCC's Substance Misuse coordinator. The messages will be promoted in the run up to and during the Christmas period.
- LRSP continues to engage at a variety of public facing events across the County.
- The Young Rider engagement package continues to be developed following the closure of an on-line survey. We expect to complete and begin delivery of the programme from the start of 2018 to increase the safety of vulnerable young riders across Lincolnshire.
- 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.
- 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. .

- Working with Churches Together in all Lincolnshire to plan annual remembrance service and also work on development of memorial site.
- Successfully delivered two Performance Plus motorcycle training dates in 2017 and currently planning for 2018.
- Continued management of School Crossing Patrols across the county.

Further Actions:

- Developing Road Safety Summit. The Road Safety Summit will occur on the 3rd November 2017. The venue will likely be Belton Woods Hotel in Grantham (but that is to be finalised). The aim of the event is to visibly demonstrate that there is a continued commitment to tackle issues of road safety in an energetic and innovative way throughout Lincolnshire. The event will bring together practitioners and partners to consider best practice from around the UK, assess the particular problems we face in this county, and focus on the way forward. Draft agenda attached:
- In response to public requests, LRSP are working with Lincolnshire Police to develop its Community Speed Watch (CSW) scheme to incorporate speed enforcement monitoring by local volunteers. A working group has undertaken extensive consultation with other Forces who operate CSW and has made good progress in creating a Lincolnshire scheme that will be launched in 2018.
- LRSP have completed a comprehensive review of its road safety services and are implementing a series of recommendations in an effort to increase efficiency and improve effectiveness.

5. Consultation

a) Have Risks and Impact Analysis been carried out?

Not Applicable

b) Risks and Impact Analysis

Not Applicable

6. Background Papers

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

This report was written by Steve Batchelor, who can be contacted on 01522 805800 or steven.batchelor@lincolnshire.gov.uk