

Open Report on behalf of Keith Ireland, Chief Executive

Report to:	Public Protection and Communities Scrutiny Committee
Date:	11 December 2018
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:

In 2017, 49 people were killed and 517 people were seriously injured. This represents a decrease in fatal injuries from 2016 where 59 people were killed but an increase on the 382 people reported as seriously injured in 2016.

2. Lincolnshire:

Lincolnshire is a large, predominantly rural county with a population of 751,171 inhabitants (Office of National Statistics (ONS) - 2017 mid-year 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 23.2% compared with a national average of 18.2% (ONS, 2017 – mid-year estimate).

3. Data Analysis:

In the following analysis

KSI = Killed or Seriously Injured

Unless otherwise stated Lincolnshire casualty data is provided from Stats19. Unless otherwise stated all regional and national comparison data is provided from [Department for Transport: Reported road casualties Great Britain, annual report: 2017](#)

Lincolnshire Road Safety Partnership Rolling Performance Dashboard - 2018

2018 KSI Target 387	1st Jan 2018 to 31st Oct 18	1st Jan 2017 to 31st Oct 17	% Change on Previous Year	MALE FEMALE	West Lindsey DC	East Lindsey	Lincoln City	North Kesteven DC	South Kesteven DC	South Holland DC	Booston BC	District Distribution	URBAN RURAL
KSI Casualties	419	474	-11.6%		66 15.8%	79 18.9%	36 8.6%	68 16.2%	82 19.8%	41 9.8%	47 11.2%		
Car & Taxi KSI Casualties	234	258	-9.3%		36 15.4%	46 19.7%	18 7.7%	44 18.8%	42 17.9%	17 7.3%	31 13.2%		
TWMV KSI Casualties	72	83	-13.3%		17 23.6%	10 13.9%	4 5.6%	9 12.5%	19 26.4%	10 13.9%	3 4.2%		
Low Powered TWMV (upto 125cc) KSI Casualties	4	11	-63.6%		1 25.0%	0 0.0%	0 0.0%	0 0.0%	2 50.0%	1 25.0%	0 0.0%		
High Powered TWMV (over 125cc) KSI Casualties	7	36	-80.6%		1 14.3%	2 28.6%	0 0.0%	2 28.6%	0 0.0%	1 14.3%	1 14.3%		
Pedestrians KSI Casualties	47	63	-25.4%		3 6.4%	8 17.0%	7 14.9%	6 12.8%	6 12.8%	8 17.0%	9 19.1%		
Pedal Cyclist KSI Casualties	32	39	-17.9%		7 21.9%	6 18.8%	6 18.8%	3 9.4%	4 12.5%	4 12.5%	2 6.3%		
Child (0-15) KSI Casualties	24	26	-7.7%		1 4.2%	4 16.7%	3 12.5%	3 12.5%	7 29.2%	1 4.2%	5 20.8%		
KSI Collisions Involving a 17-24 year old Driver	93	104	-10.6%		16 17.2%	20 21.5%	6 6.5%	15 16.1%	17 18.3%	10 10.8%	9 9.7%		
KSI Collisions Involving a 60+ year old Driver	96	115	-16.5%		15 15.6%	17 17.7%	10 10.4%	13 13.5%	20 20.8%	10 10.4%	11 11.5%		
Slight Casualties	1632	1644	-0.7%		268 16.4%	354 21.7%	182 11.2%	223 13.7%	240 14.7%	199 12.2%	166 10.2%		

Table 1 – 2018 Overview

The number of people killed on Lincolnshire's roads in 2016 was higher than 2015 but has reduced in 2017. KSI casualties for 2017 greatly exceeded the number in 2016 and 2015.

Table 2- Casualty Figures

Year	2012	2013	2014	2015	2016	2017
Fatal	39	36	42	39	59	49
Serious	387	379	356	280	382	517
KSI	426	415	398	319	441	566
KSI Target	447	437	427	417	407	397

Figure 1- Fatal Casualties and KSI

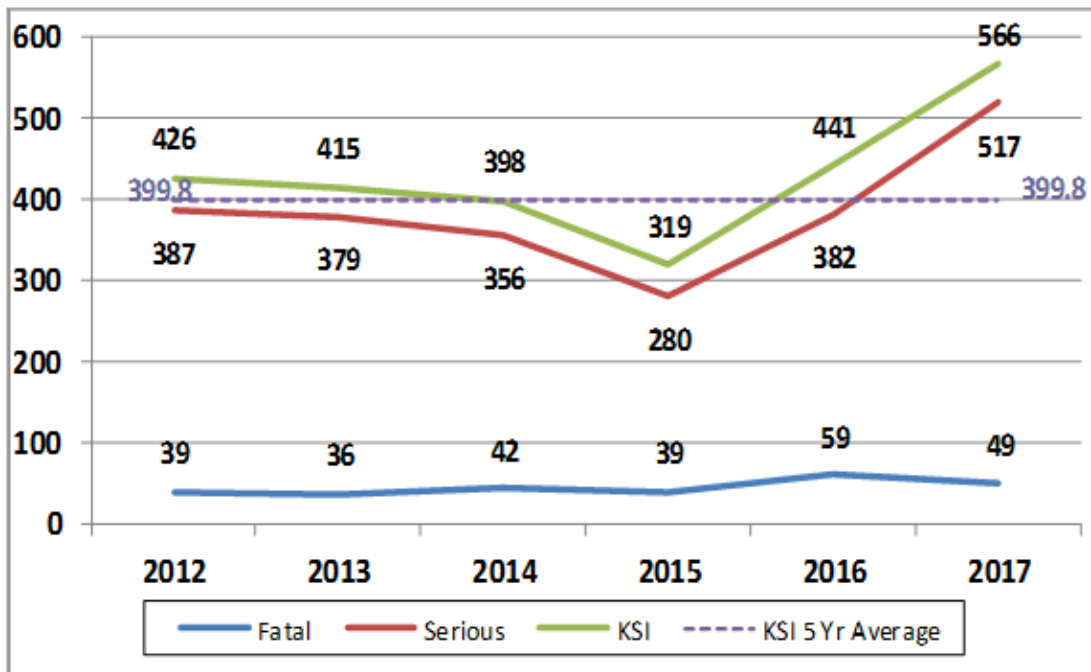
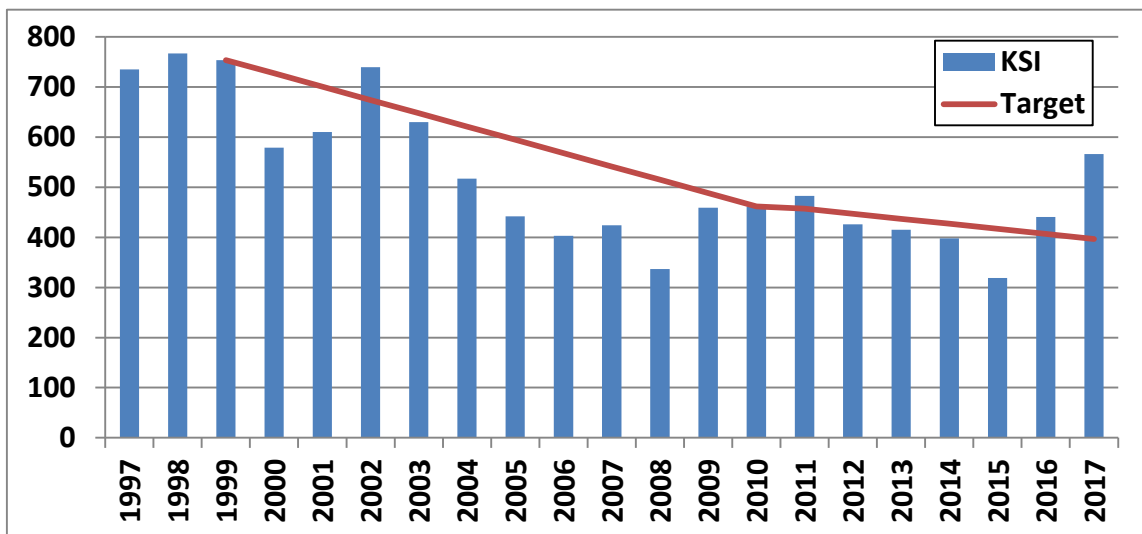


Figure 2 & 3- The following graphs provide an overview of KSI and fatal trends and comparisons to similar counties and the national average:



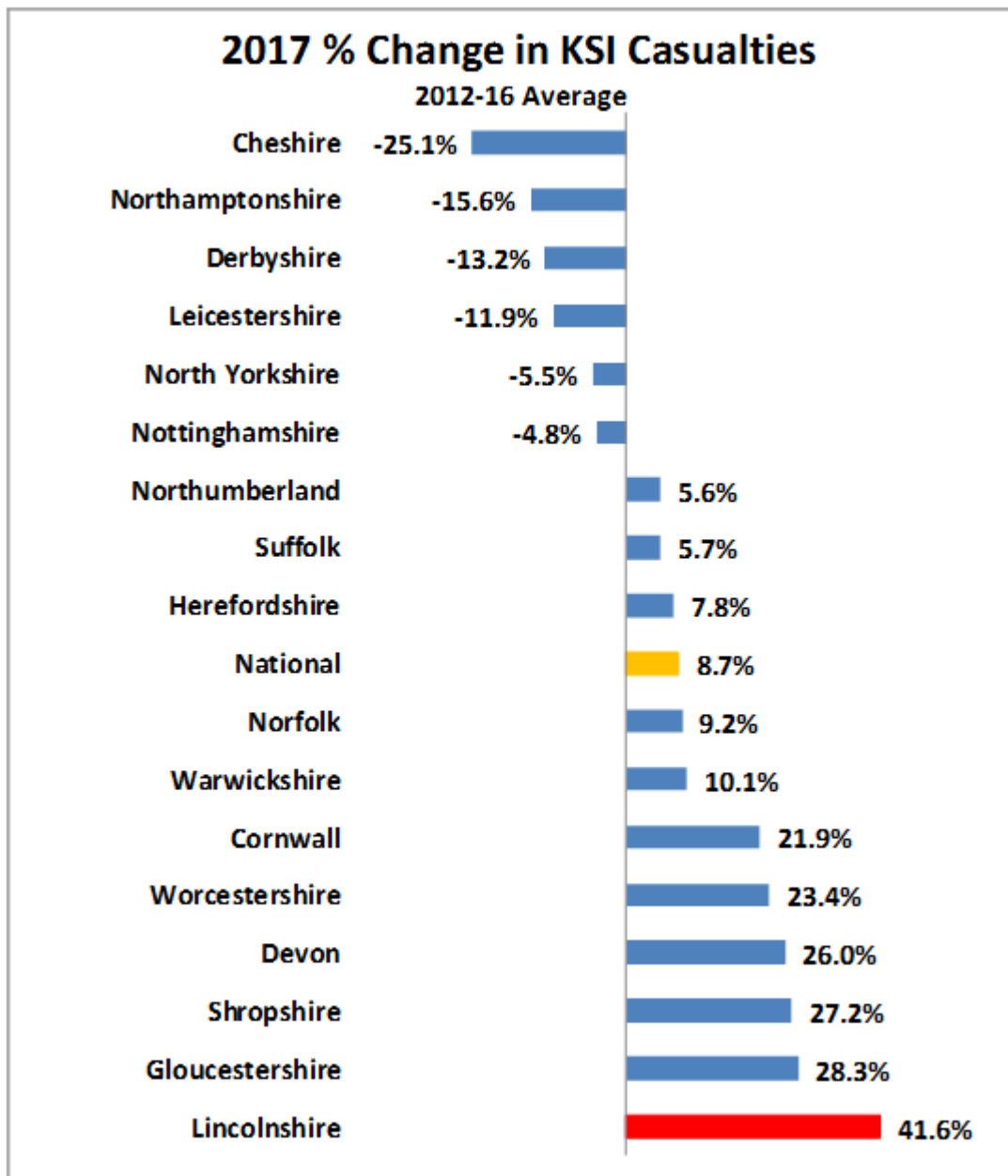


Table 3 – KSI Analysis

2017 KSI Target 397	1st Jan 2017 to 31st Dec 17	1st Jan 2016 to 31st Dec 16	% 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	567	441	28.6%		102 18.0%	135 23.8%	49 8.6%	77 13.6%	83 14.6%	74 13.1%	47 8.3%		

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

Lincolnshire Road Safety Partnership Rolling Performance Dashboard - 2017

2017 KSI Target 397	1st Jan 2017 to 31st Dec 17	1st Jan 2016 to 31st Dec 16	% 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	567	441	28.6%		102 18.0%	135 23.8%	49 8.6%	77 13.6%	83 14.6%	74 13.1%	47 8.3%		
Car & Taxi KSI Casualties	347	231	50.2%		53 15.3%	80 23.1%	18 5.2%	48 13.8%	83 23.9%	45 13.0%	20 5.8%		
TWMV KSI Casualties	48	66	-27.3%		9 18.8%	16 33.3%	3 6.3%	9 18.8%	4 8.3%	4 8.3%	3 6.3%		
Low Powered TWMV (upto 125cc) KSI Casualties	11	28	-60.7%		0 0.0%	2 18.2%	1 9.1%	3 27.3%	2 18.2%	2 18.2%	1 9.1%		
High Powered TWMV (over 125cc) KSI Casualties	37	38	-2.6%		9 24.3%	14 37.8%	2 5.4%	6 16.2%	2 5.4%	2 5.4%	2 5.4%		
Pedestrians KSI Casualties	75	60	25.0%		8 10.7%	15 20.0%	15 20.0%	7 9.3%	7 9.3%	12 16.0%	11 14.7%		
Pedal Cyclist KSI Casualties	45	38	18.4%		11 24.4%	6 13.3%	7 15.6%	5 11.1%	5 11.1%	5 11.1%	6 13.3%		
Child (0-15) KSI Casualties	30	26	15.4%		6 20.0%	10 33.3%	3 10.0%	1 3.3%	5 16.7%	3 10.0%	2 6.7%		
KSI Collisions Involving a 17-24 year old Driver	131	107	22.4%		24 18.3%	29 22.1%	14 10.7%	17 13.0%	20 15.3%	16 12.2%	11 8.4%		
KSI Collisions Involving a 60+ year old Driver	142	104	36.5%		21 14.8%	34 23.9%	13 9.2%	21 14.8%	19 13.4%	17 12.0%	17 12.0%		
Slight Casualties	2009	2296	-12.5%		339 16.9%	463 23.0%	241 12.0%	304 15.1%	287 14.3%	220 11.0%	155 7.7%		

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 287 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 Collison Analysis:

Figure 4 - Gender Distribution:

There were 49 fatal casualties in 2017, 80 % of those are male and 20% are female. In 2016, 83 % were male and 17% were female.

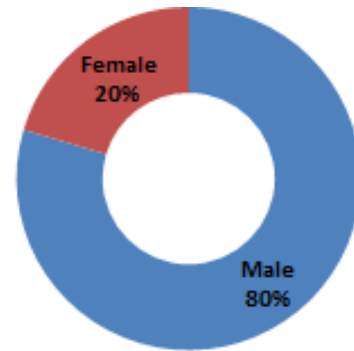
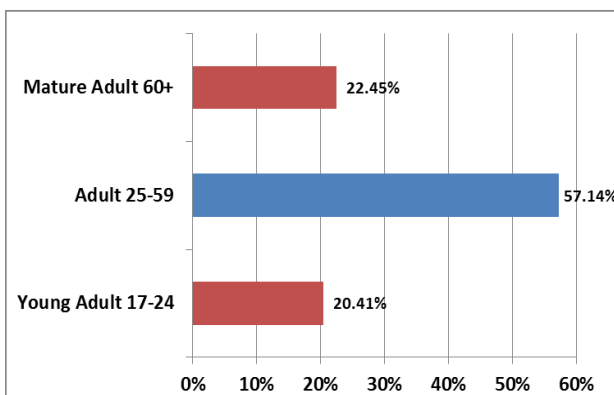


Figure 5 & Table 5 - Age Distribution:

20% of the fatal casualties in 2017 are young adults aged 17-24 and 22% are mature adults aged 60+, accounting together for 44% of the total. In 2016 this was 60% of the total.



Age	2017	5 Yrs Avg
Child 0-16	0	1.4
Young Adult 17-24	10	8.6
Adult 25-59	28	17.2
Mature Adult 60+	11	15.6
Fatal Casualties Total	49	42.8

Figure 6 – Age Distribution Graph 2012 – 2017

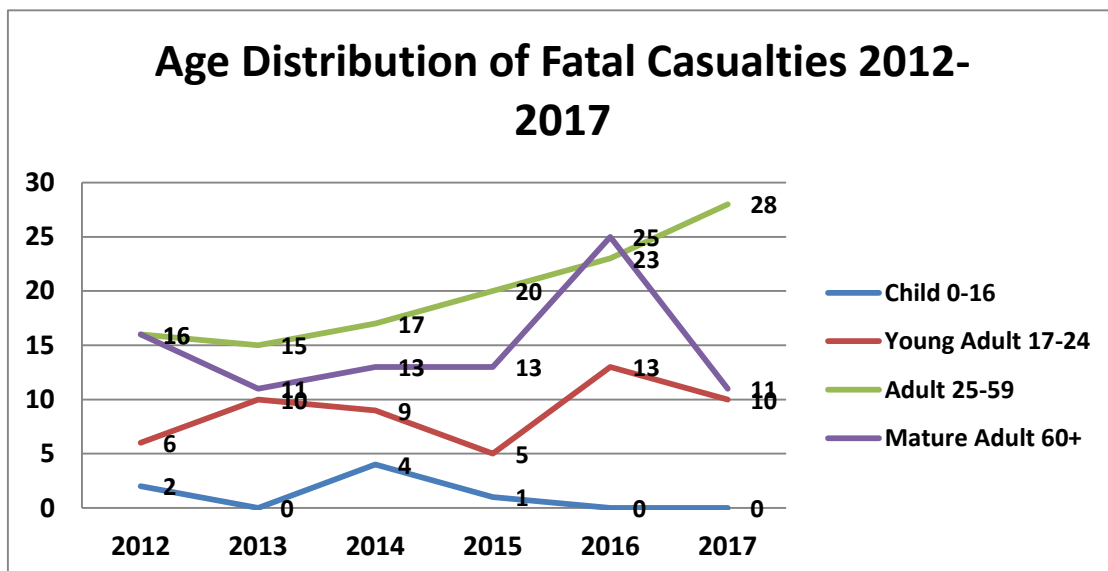


Figure 7 - Time of the day

In 2016 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, in 2017 the number of fatal collisions occurring in the morning has decreased and there is no longer a peak between 10.00 and 10.59.

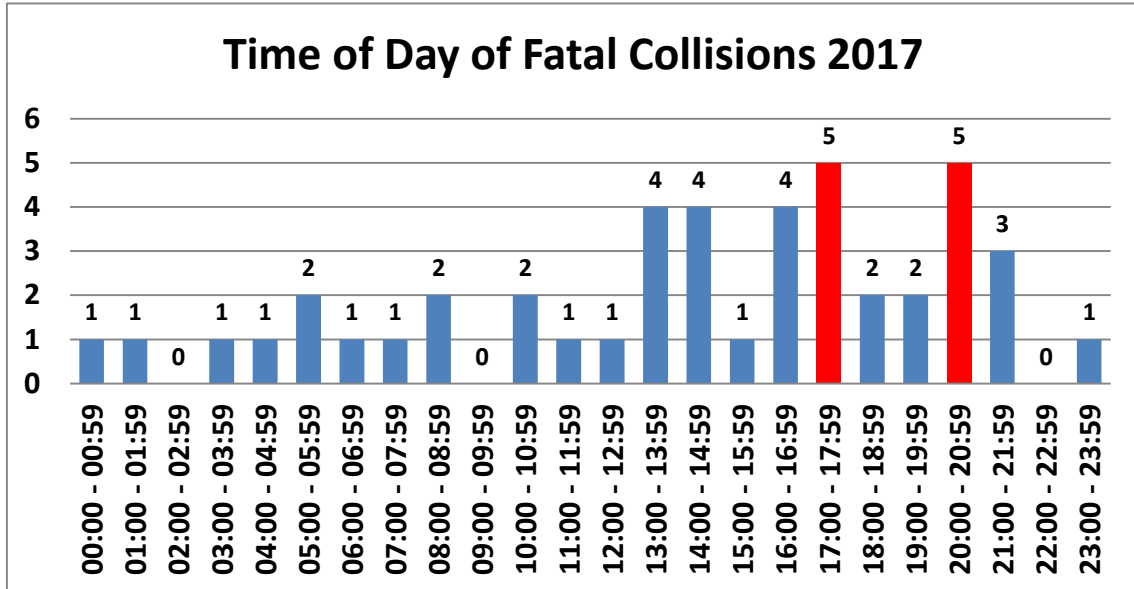


Figure 8 - Causality Class:

Drivers account for the majority of fatal casualties in 2017 with 75%, an increase from 68% in 2016.

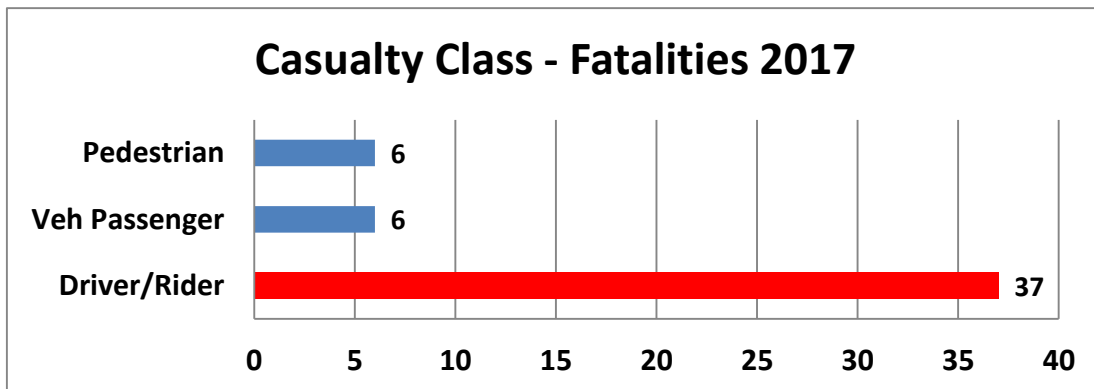


Figure 9 - Weather:

The majority of fatal collisions happened in fine weather without high winds (76%).

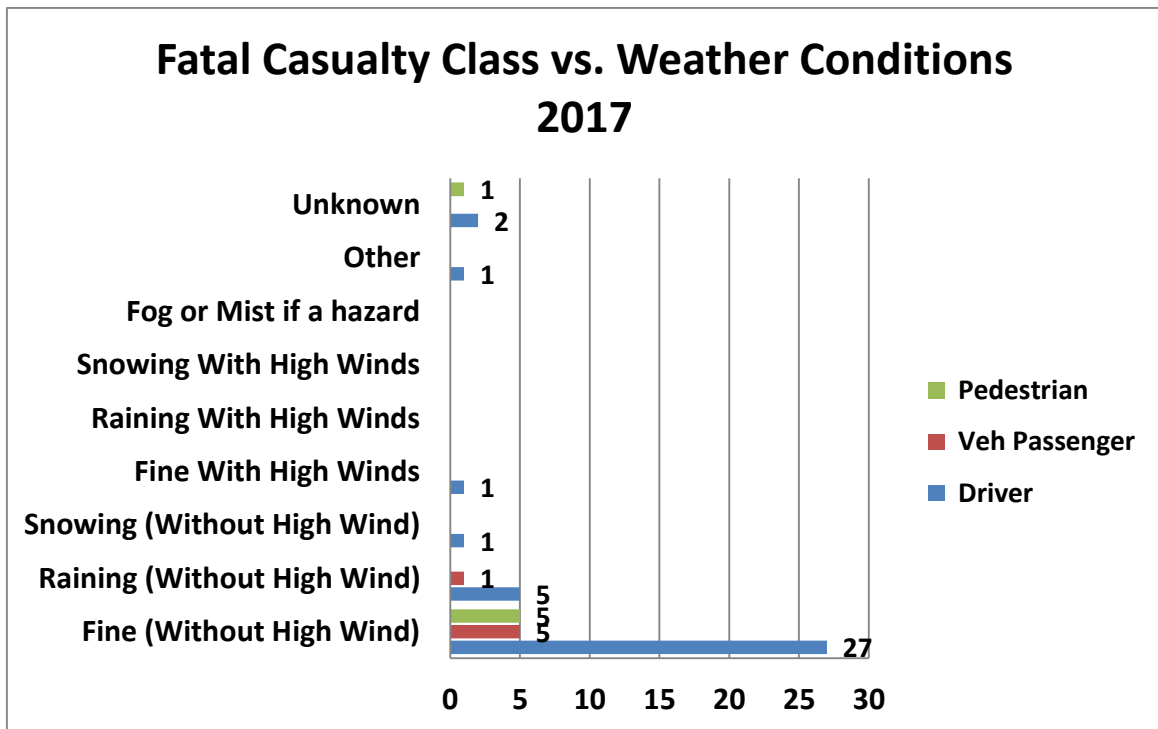


Figure 10 - Causality Vehicle Type:

STATS 19 data show that the County has a disproportionately high number of motorcycle collisions. Motorcycle riders represent approximately 1% of traffic but in 2017 22% of all fatal collisions. However, this has reduced from 30% in 2016.

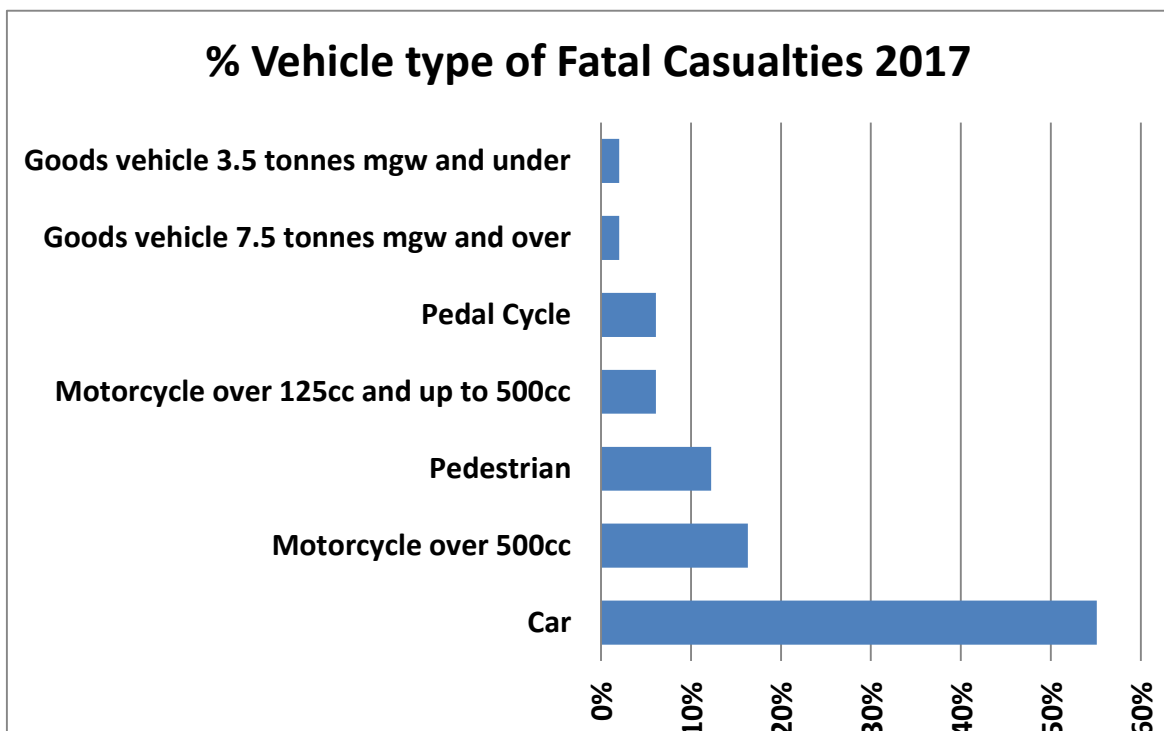


Table 6 – Motorcycle/Mobility Scooter Fatalities

Year	Motorcycle 50cc & under	Motorcycle over 50cc under 125cc	Motorcycle over 125cc under 500cc	Motorcycle over 500cc	Motorcycle unknown cc	Mob Scooter
2017	0	0	3	8	1	0
5 Yrs Avg	0.6	1.2	1.4	7.6	0	1

Table 7 - Contributory Factors:

Contributory Factor		Total
405	Failed to look properly	13
403	Poor turn or manoeuvre	9
306	Exceeding speed limit	7
406	Failed to judge other persons path or speed	7
410	Loss of control	7
602	Careless, reckless or in a hurry	6
501	Impaired by alcohol	5
409	Swerved	5
509	Distraction in vehicle	4
502	Impaired by drugs (illicit or medicinal)	4
601	Aggressive driving	2
503	Fatigue	2
505	Illness or disability, mental or physical	2
605	Learner or inexperienced driver/rider	2
408	Sudden braking	2
810	Disability or illness, mental or physical	1
302	Disobeyed Give Way or Stop sign or markings	1
510	Distraction outside vehicle	1
508	Driver using mobile phone	1
308	Following too close	1
606	Inexperience of driving on the left	1
603	Nervous, uncertain or panic	1
506	Not displaying lights at night or poor visibility	1
999	Other - To be specified	1
809	Pedestrian wearing dark clothing at night	1
101	Poor or defective road surface	1
707	Rain, sleet, snow or fog	1
103	Slippery road (due to weather)	1
201	Tyres illegal, defective or under-inflated	1
Total	Total	91

Table 8 - 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 9 - Road Type:

80% of fatal collisions happened on A and B Class roads; an increase from 72% in 2016.

Road Type	Fatal Collisions	%
A Class road	32	71.11%
B Class road	4	8.89%
C Class road	5	11.11%
D Class road	4	8.89%
Total	45	

KSI Analysis – By User Group

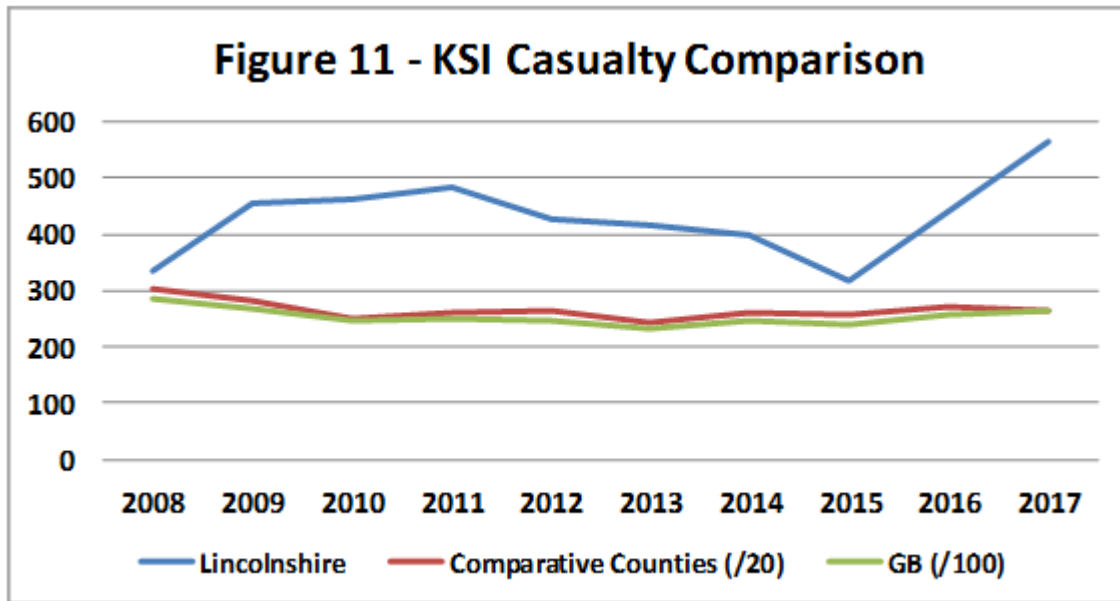


Figure 12 – 2016 KSI Casualties per 100k

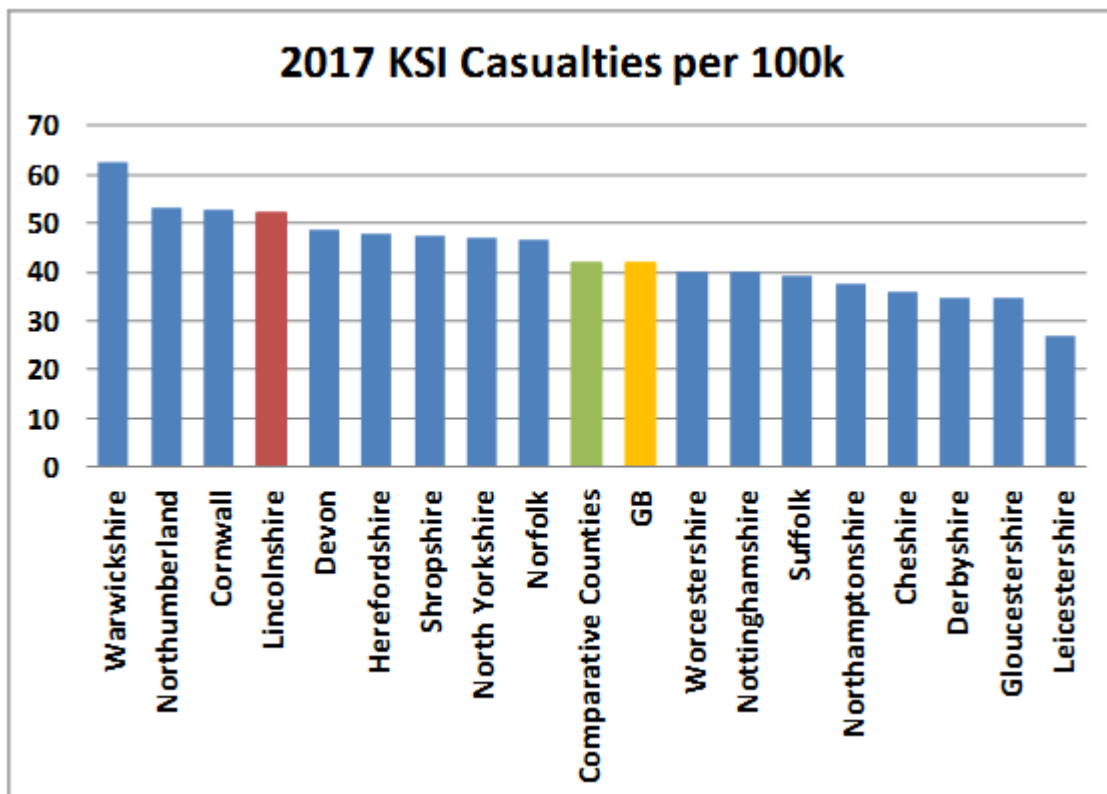


Table 10 – KSI District Trends

2017 KSI Target 397	1st Jan 2017 to 31st Dec 17	1st Jan 2016 to 31st Dec 16	% 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	567	441	28.6%		102 18.0%	135 23.8%	49 8.6%	77 13.6%	83 14.6%	74 13.1%	47 8.3%		

Figure 13 - Two Wheel Motor Vehicles (TWMV)

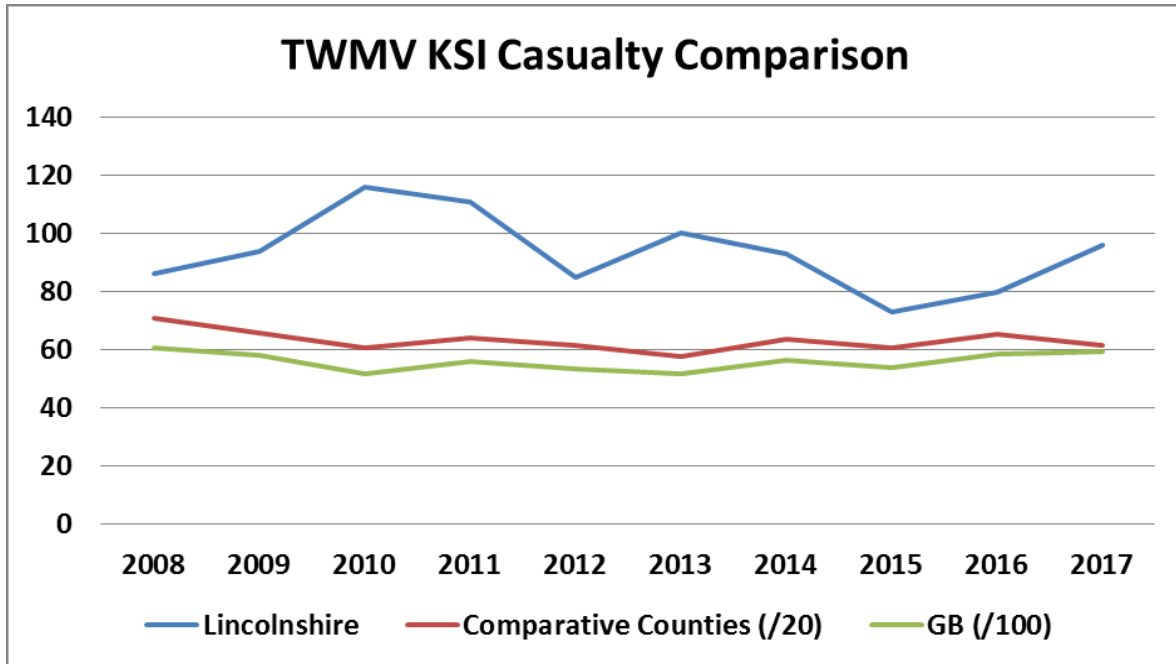


Figure 14 – 2016 TWMV KSI Casualties per 100k

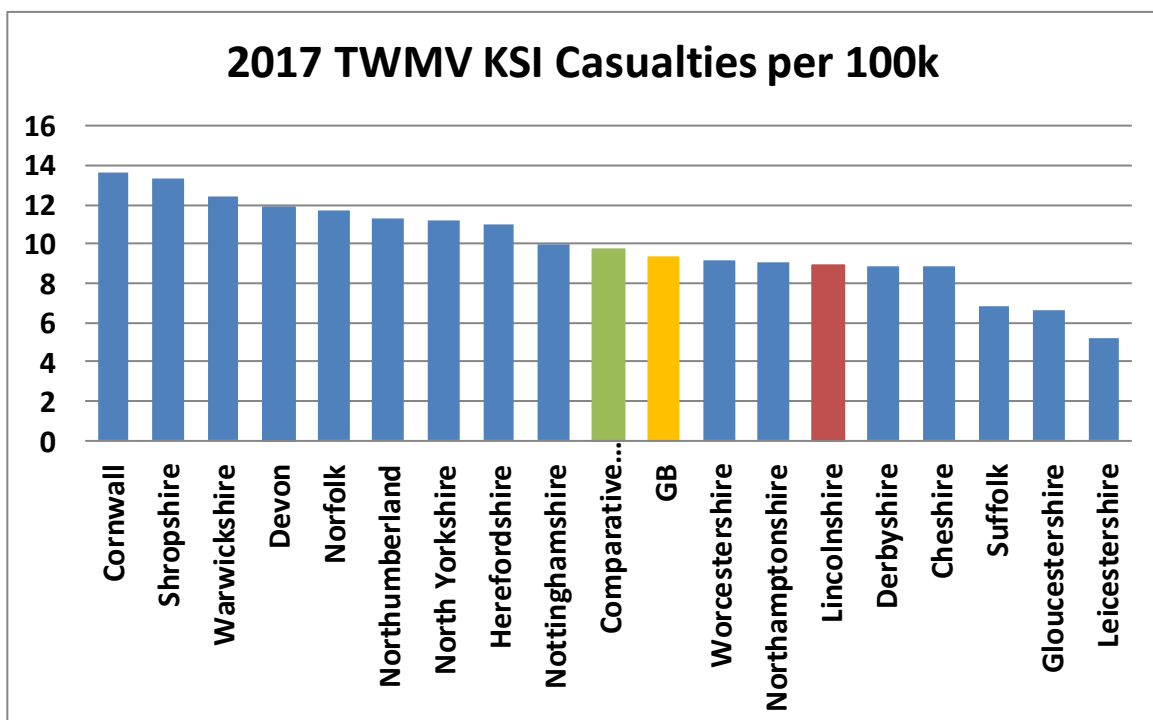


Table11 - TWMV District Trends

2017 KSI Target 397	1st Jan 2017 to 31st Dec 17	1st Jan 2016 to 31st Dec16	% 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	96	80	20.0%		17 17.7%	27 28.1%	8 8.3%	15 15.6%	14 14.6%	8 8.3%	7 7.3%		

Figure 15 - Pedal Cycle KSI Causalities Comparison

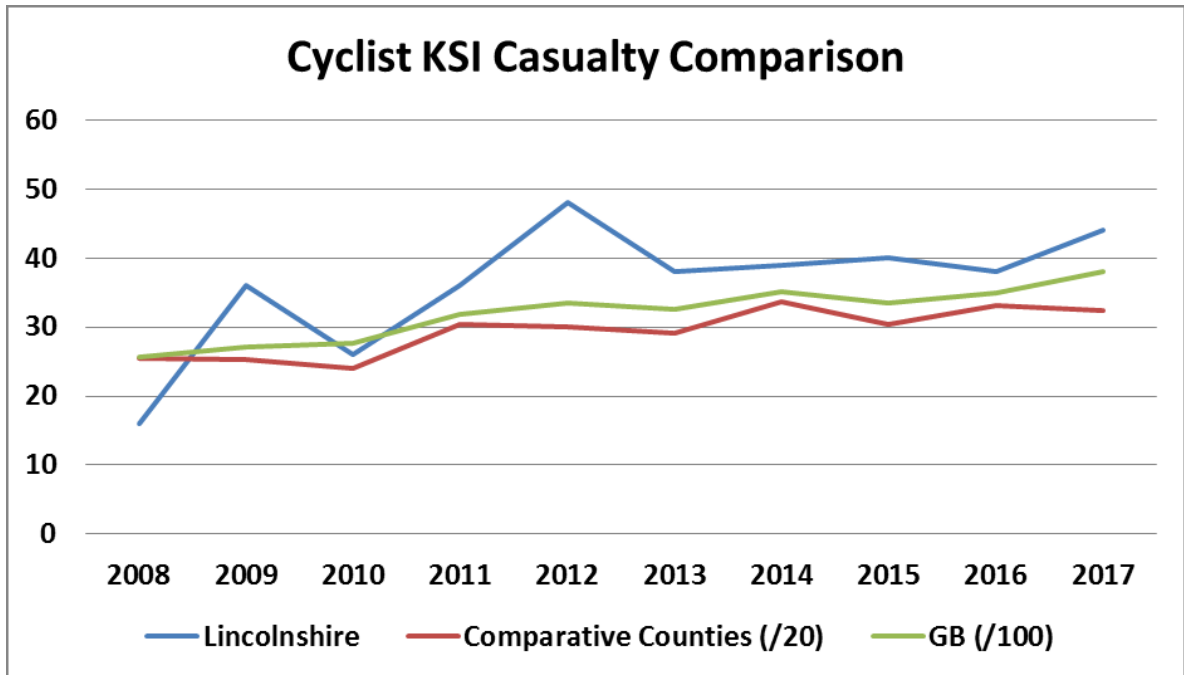


Figure 16 - Pedal Cycle KSI Causalities per 100k

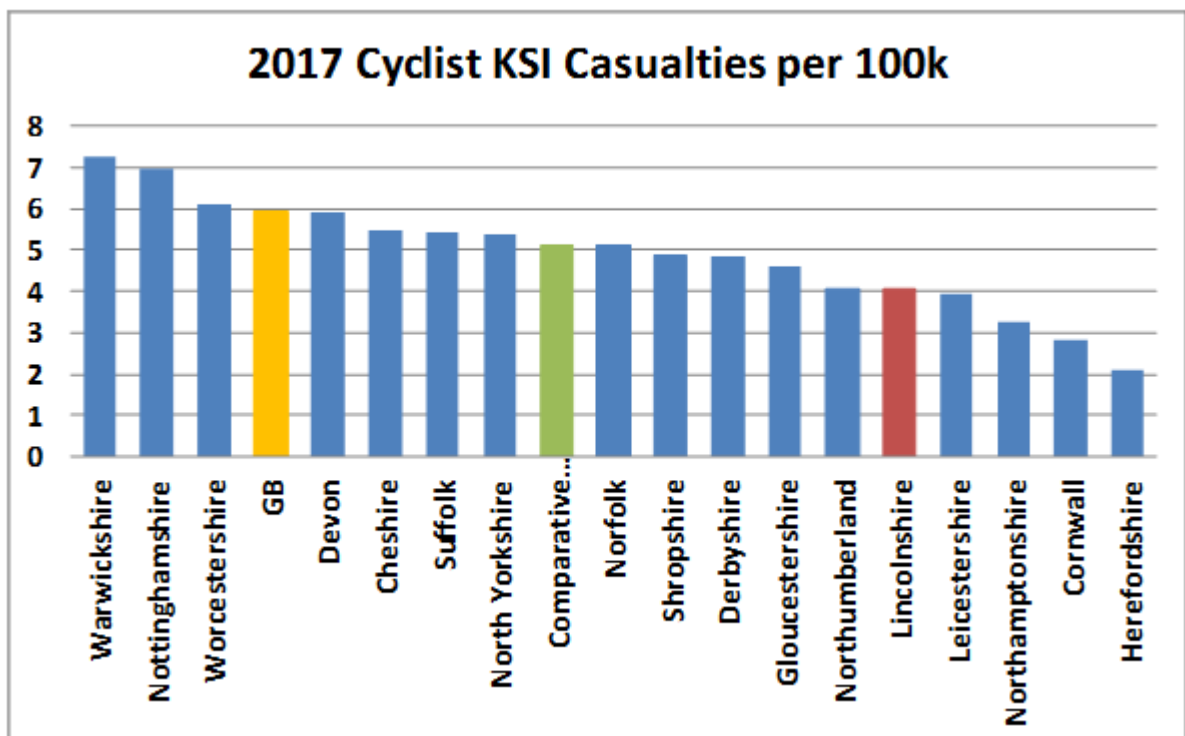


Table 12 – Pedal Cycle District Trends

2017 KSI Target 397	1st Jan 2017 to 31st Dec 17	1st Jan 2016 to 31st Dec 16	% 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	44	38	15.8%		10 22.7%	6 13.6%	7 15.9%	5 11.4%	5 11.4%	5 11.4%	6 13.6%		

Figure 17 – Pedestrian KSI Casualties Comparison

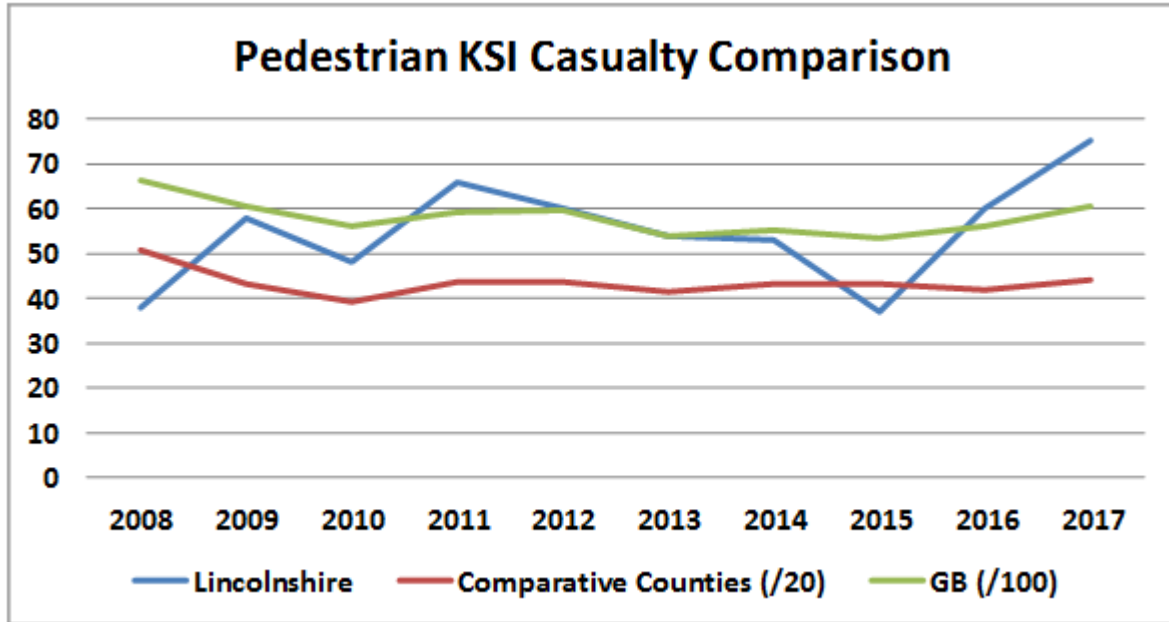


Figure 18 - Pedestrian KSI Casualties per 100k

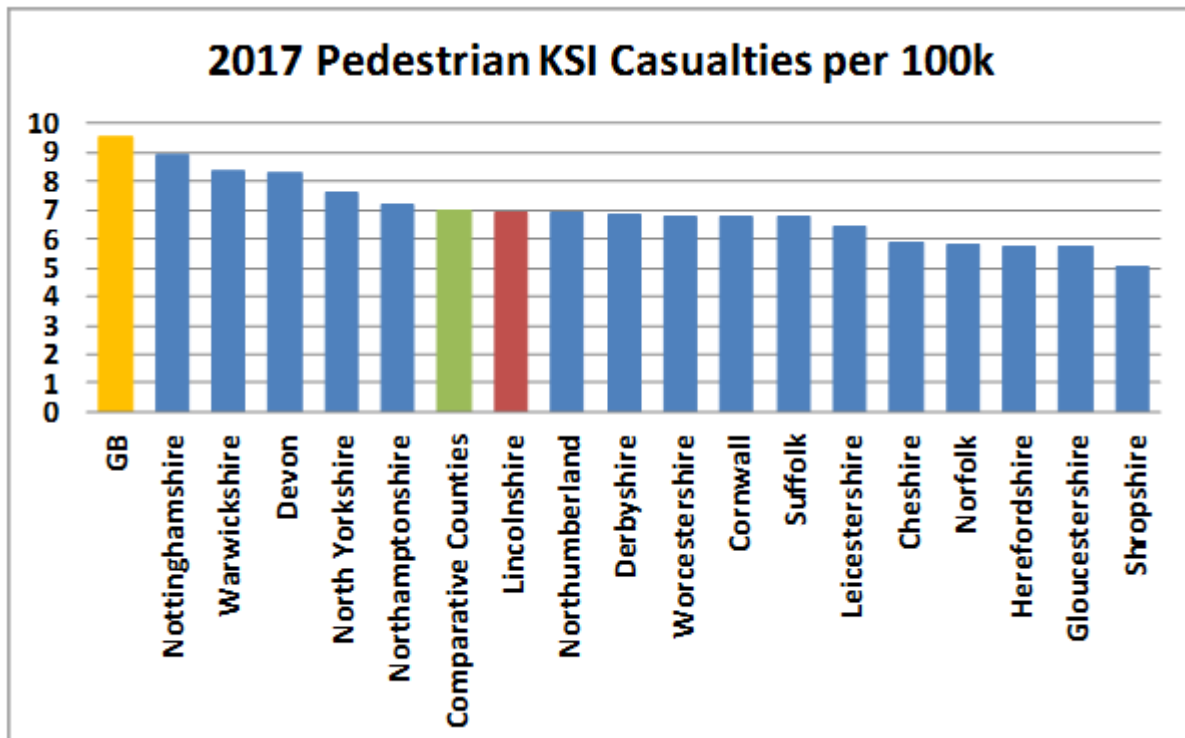


Table 13 – Pedestrian District Trends

2017 KSI Target 397	1st Jan 2017 to 31st Dec 17	1st Jan 2016 to 31st Dec16	% 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	75	60	25.0%		8 10.7%	15 20.0%	15 20.0%	8 10.7%	7 9.3%	12 16.0%	10 13.3%		

Figure 19 – Senior Drivers KSI Causalities Comparison

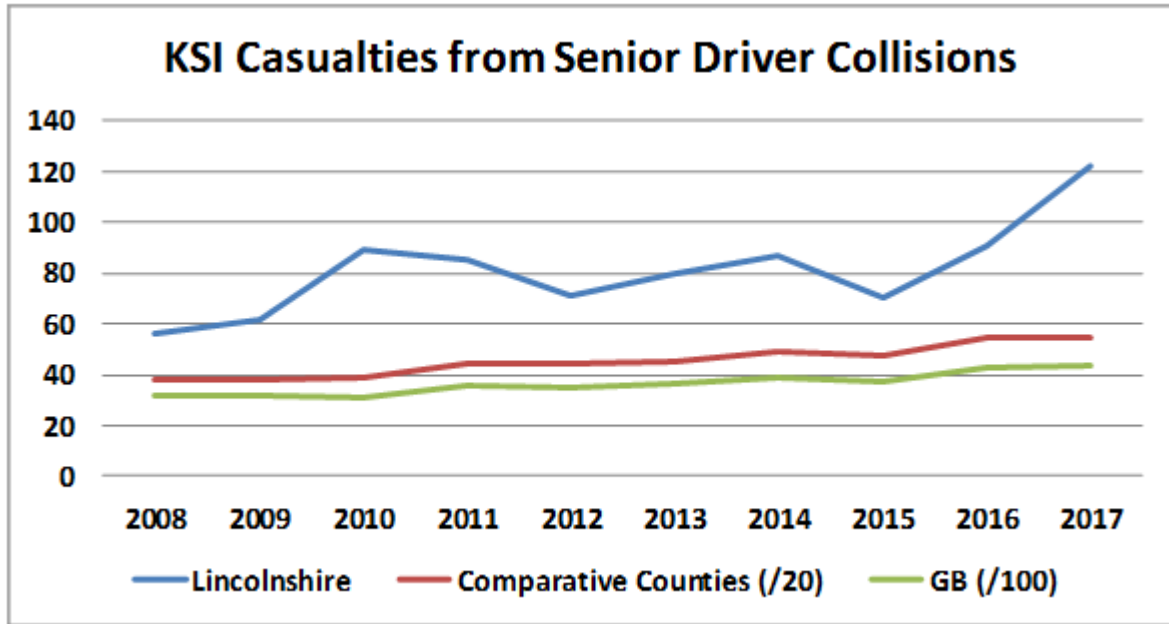


Figure 20 - Senior Drivers KSI Causalities per 100k

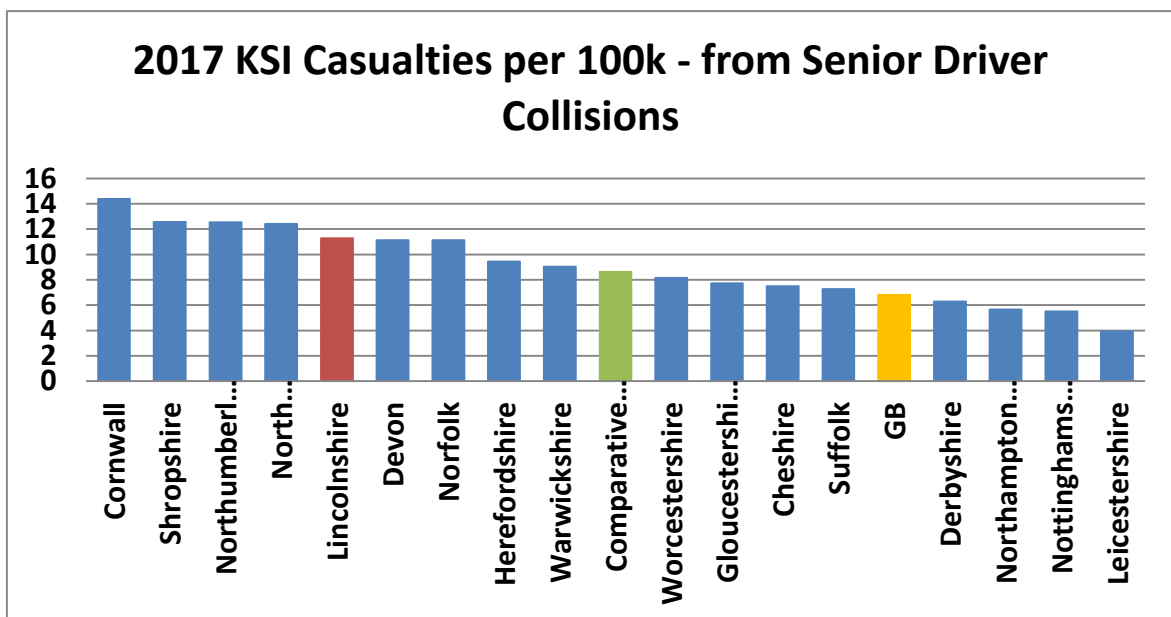


Table 14 – Senior Driver KSI Collisions District Trends

2017 KSI Target 397	1st Jan 2017 to 31st Dec 17	1st Jan 2016 to 31st Dec 16	% 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	143	104	37.5%		20 14.0%	34 23.8%	13 9.1%	20 14.0%	21 14.7%	17 11.9%	18 12.6%		

Figure 21 – Young Driver KSI Casualties Comparison

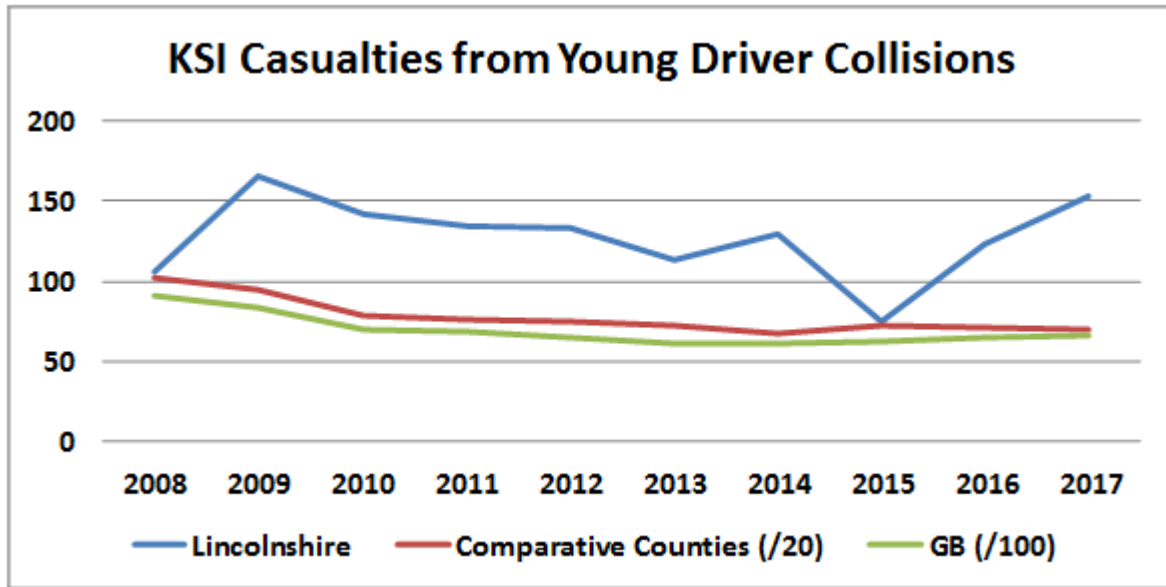


Figure 22 – Young Driver KSI Casualties per 100k

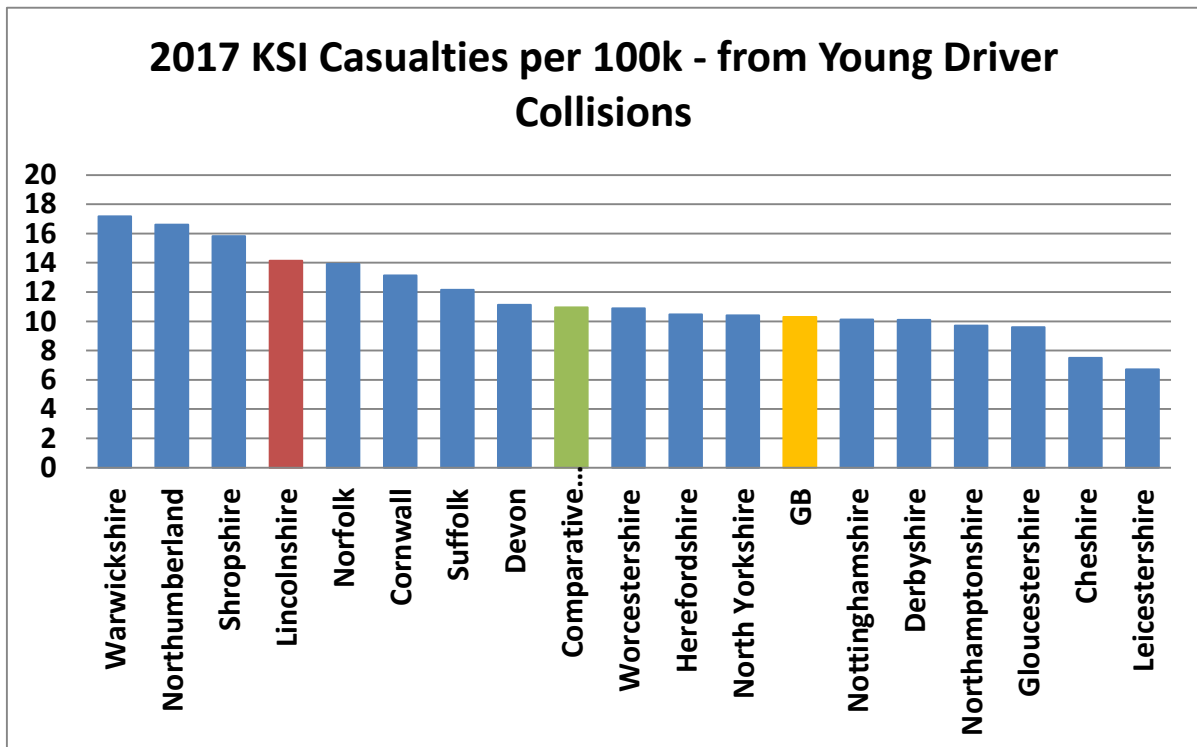


Table 15 – Young Driver District Trends

2017 KSI Target 397	1st Jan 2017 to 31st Dec 17	1st Jan 2016 to 31st Dec 16	% 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	132	107	23.4%		24 18.2%	29 22.0%	14 10.6%	18 13.6%	20 15.2%	16 12.1%	11 8.3%		

Figure 23 – Child KSI Casualties Comparison

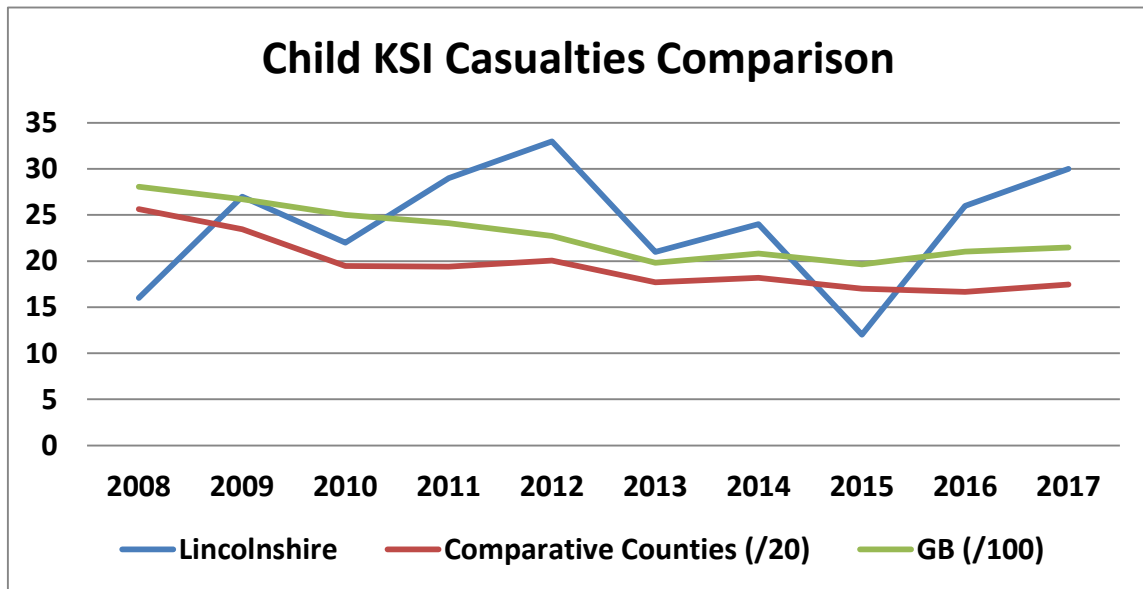


Figure 24 – Child KSI Casualties per 100k

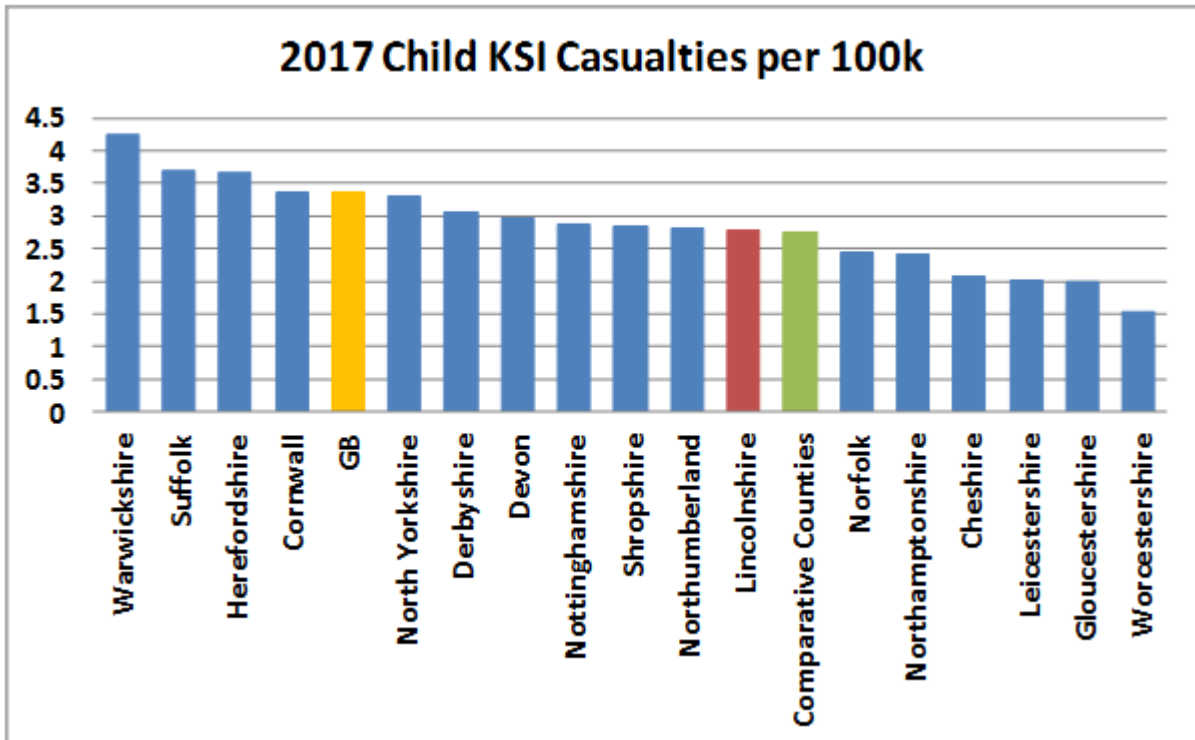


Table 16 – Child District Trends

2017 KSI Target 397	1st Jan 2017 to 31st Dec 17	1st Jan 2016 to 31st Dec 16	% 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	30	26	15.4%		6 20.0%	10 33.3%	3 10.0%	1 3.3%	5 16.7%	3 10.0%	2 6.7%		

Figure 25 – Car KSI Casualties Comparison

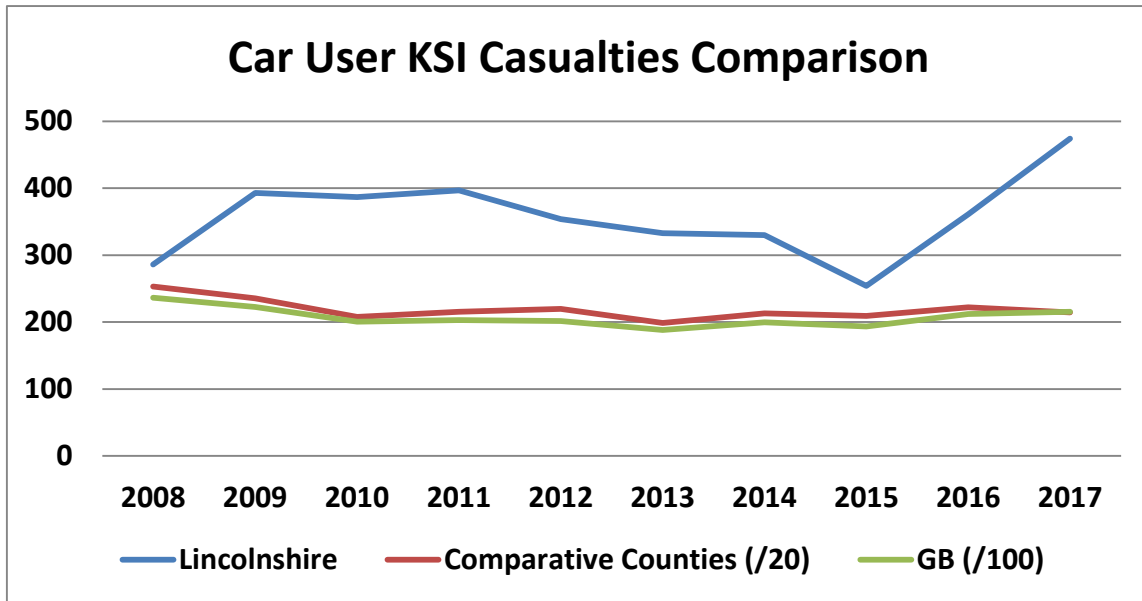


Figure 26 – Car KSI Casualties per 100k

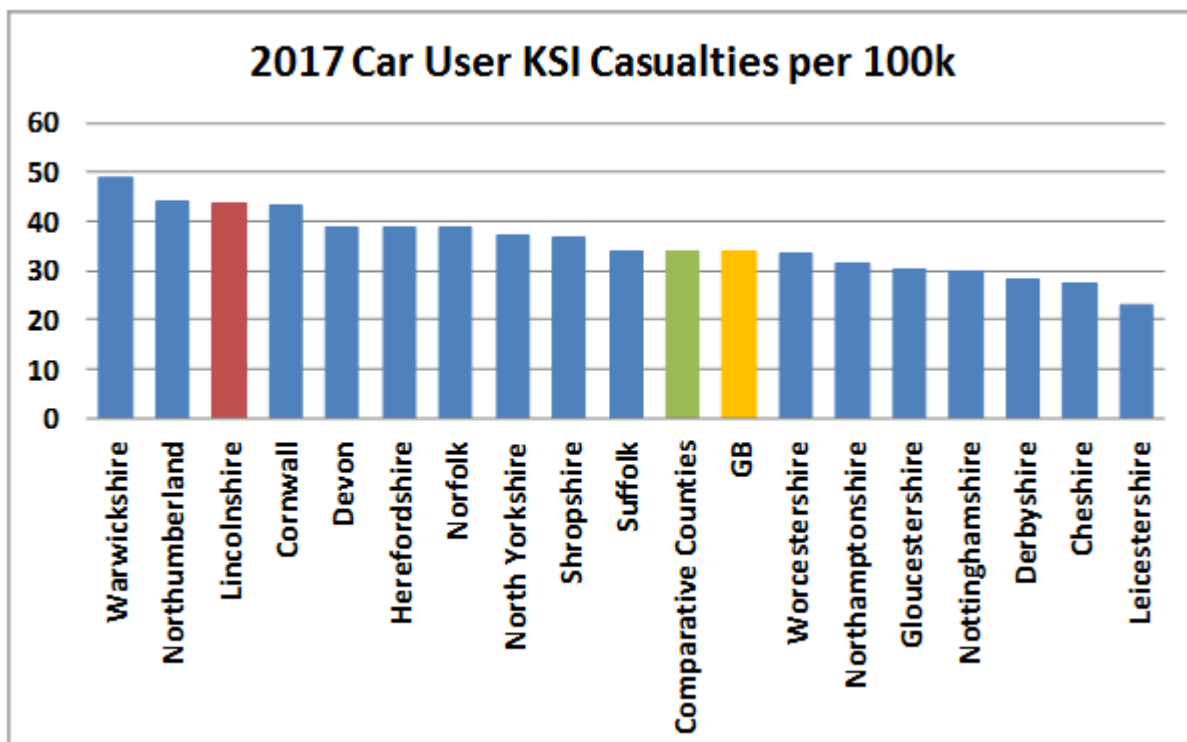


Table 17 – Car District Trends

2017 KSI Target 397	1st Jan 2017 to 31st Dec 17	1st Jan 2016 to 31st Dec 16	% 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	316	231	36.8%		53 16.8%	80 25.3%	18 5.7%	47 14.9%	54 17.1%	44 13.9%	20 6.3%		

Figure 27 – Driving for Work KSI Casualties Comparison

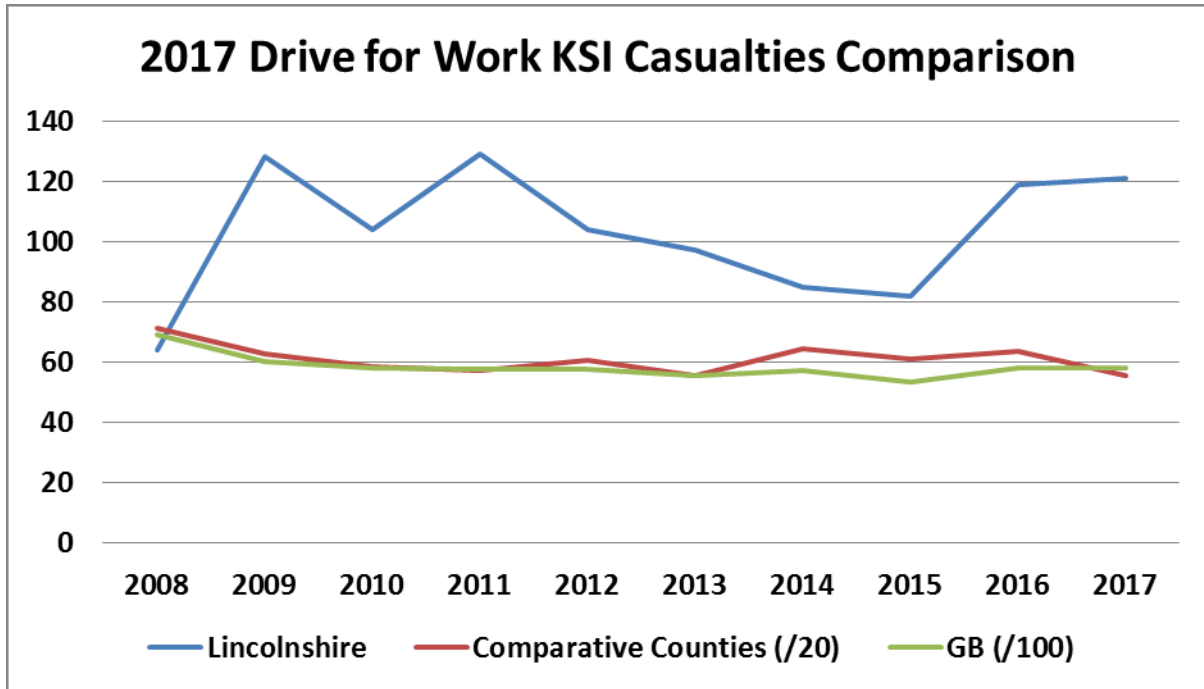
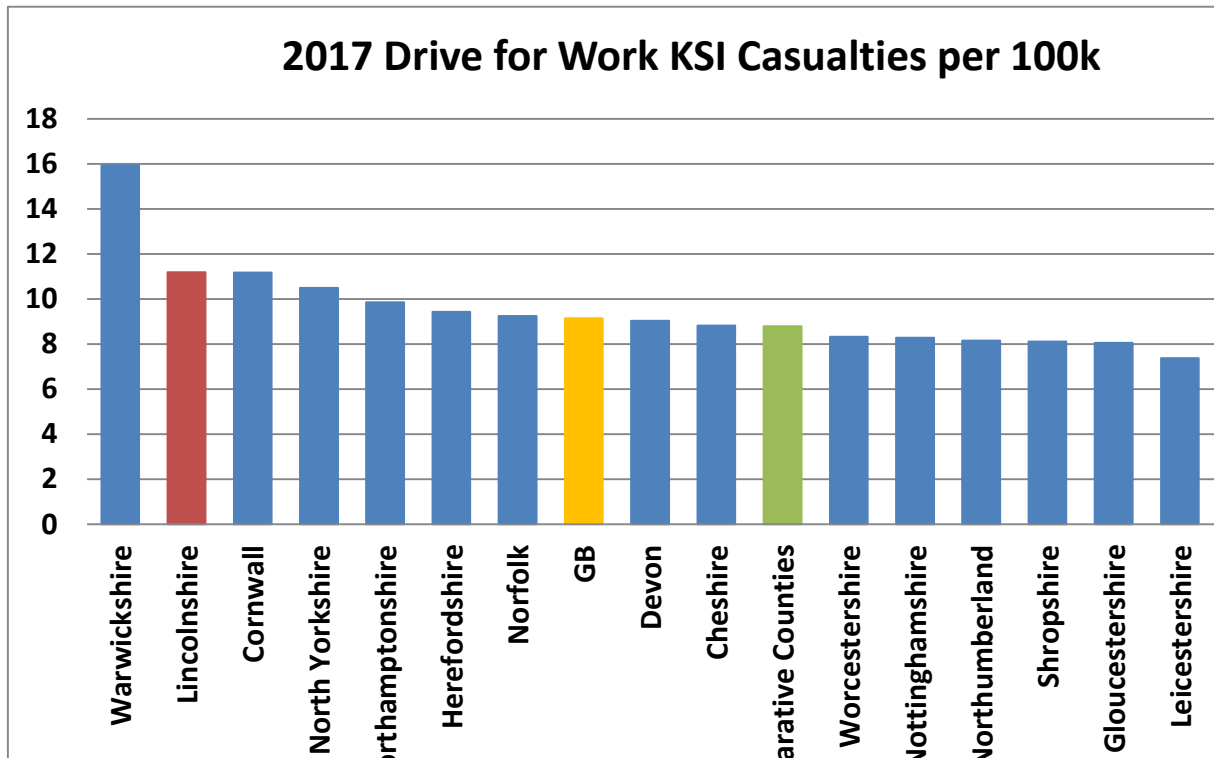


Figure 28 – Driving for Work KSI Casualties per 100k



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