



**Highways & Planning Scrutiny Committee**  
**29<sup>th</sup> April 2023**  
**Road Traffic Collisions in Lincolnshire –**  
**Supplementary Data Report**

**Data Analysis:**

*In the following analysis*

*KSI = Killed or Seriously Injured*

*Unless otherwise stated Lincolnshire casualty data is provided from Stats19.*

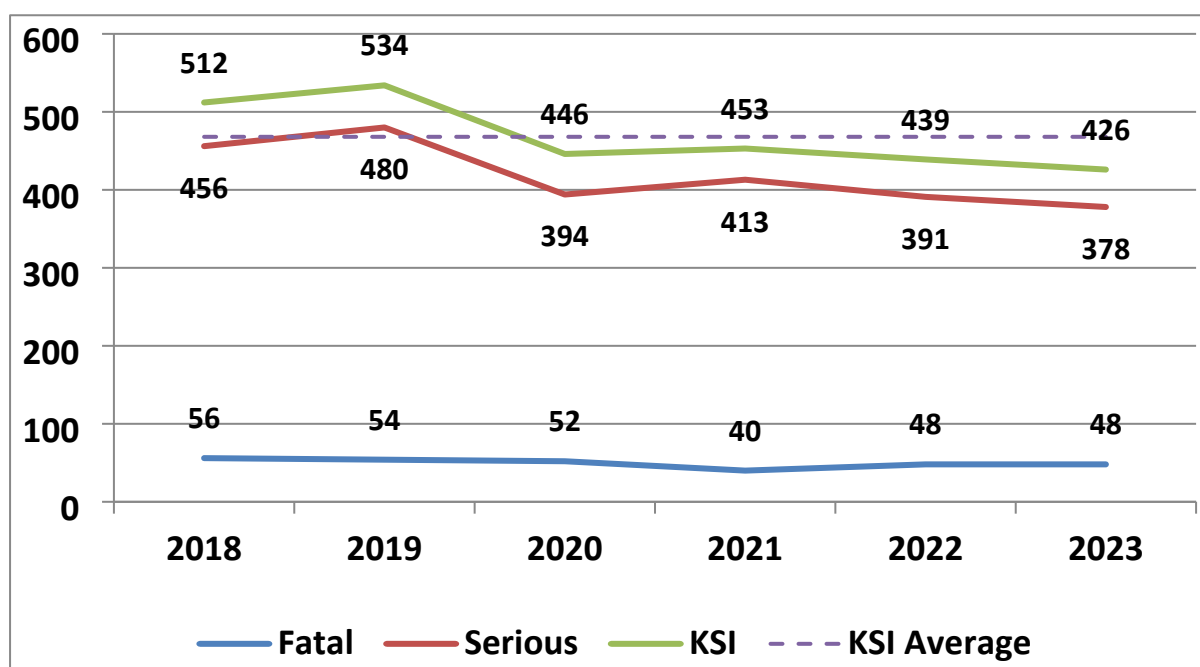
*Unless otherwise stated all regional and national comparison data (up to 2022 – latest validated available) is provided from:*

[Department for Transport: Reported Road Casualties Great Britain, Annual Report:](#) Personal injury accident statistics, on public roads in Great Britain for 2022.

Table 1- Casualty Figures

Year	2018	2019	2020	2021	2022	2023
Fatal	56	54	52	40	48	48
Serious	456	480	394	413	391	378
KSI	512	534	446	453	439	426

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

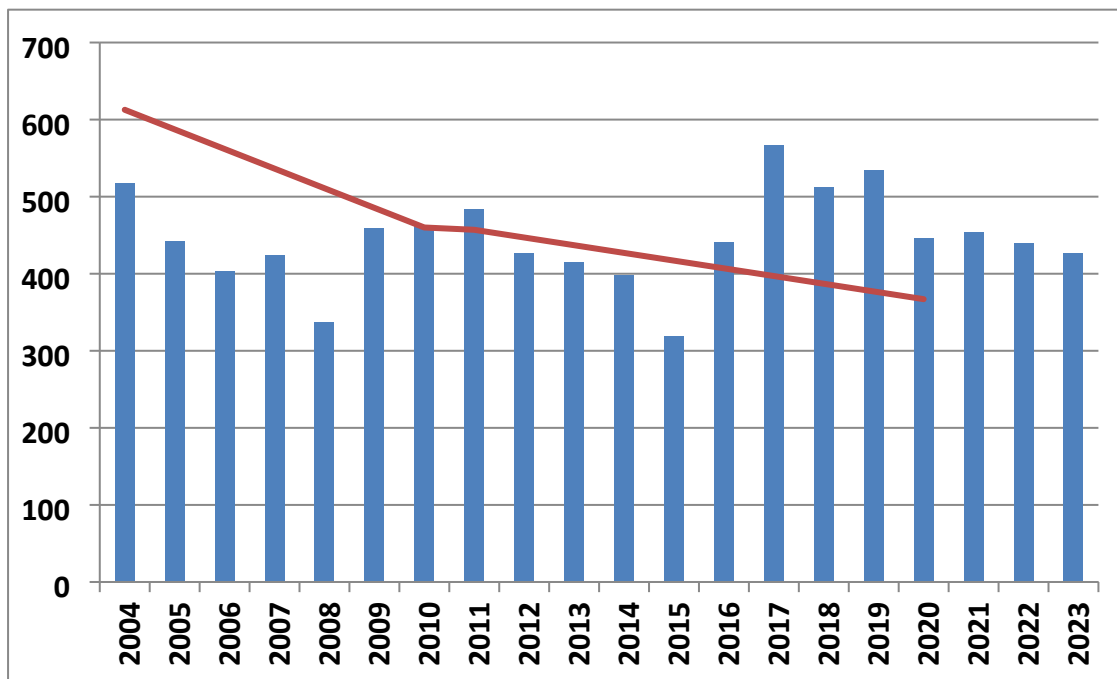
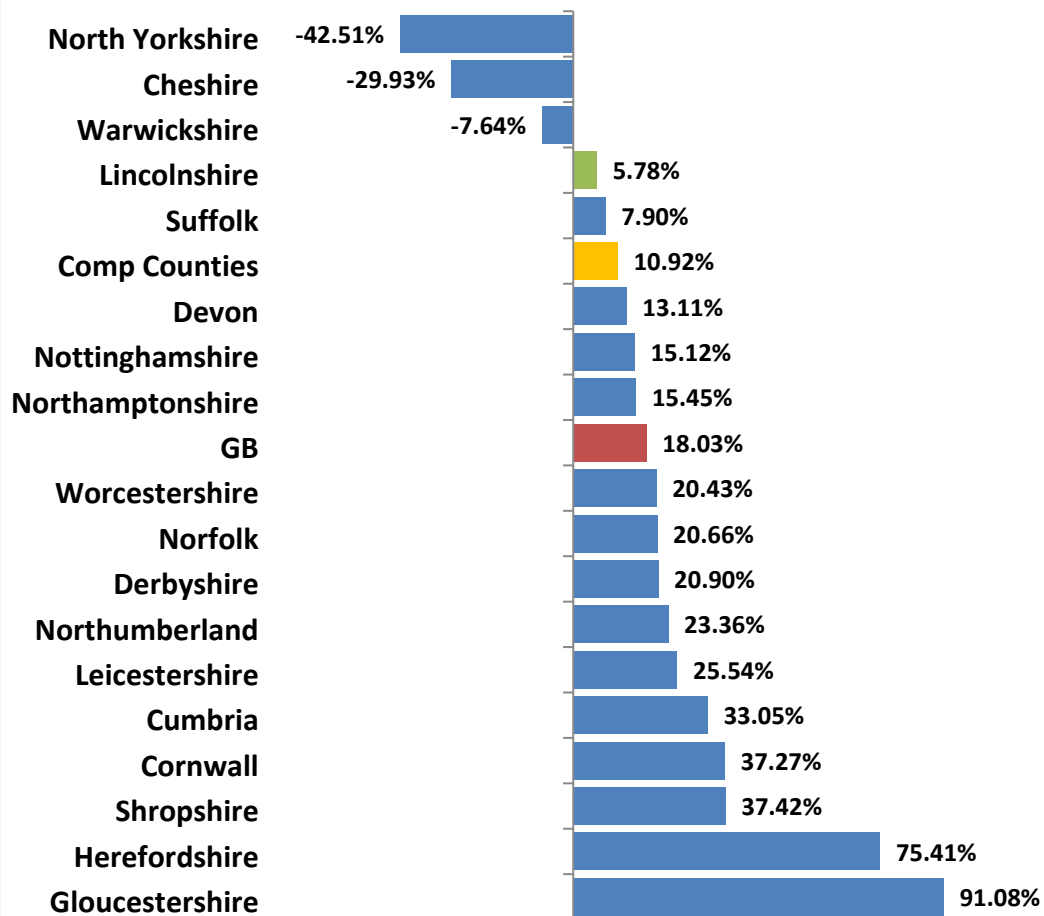


Figure 3 : Change in KSI Casualties 2013 - 2022 National Comparison



**Figure 3b : Change in KSI Casualties 2012 - 2021 National Comparison**

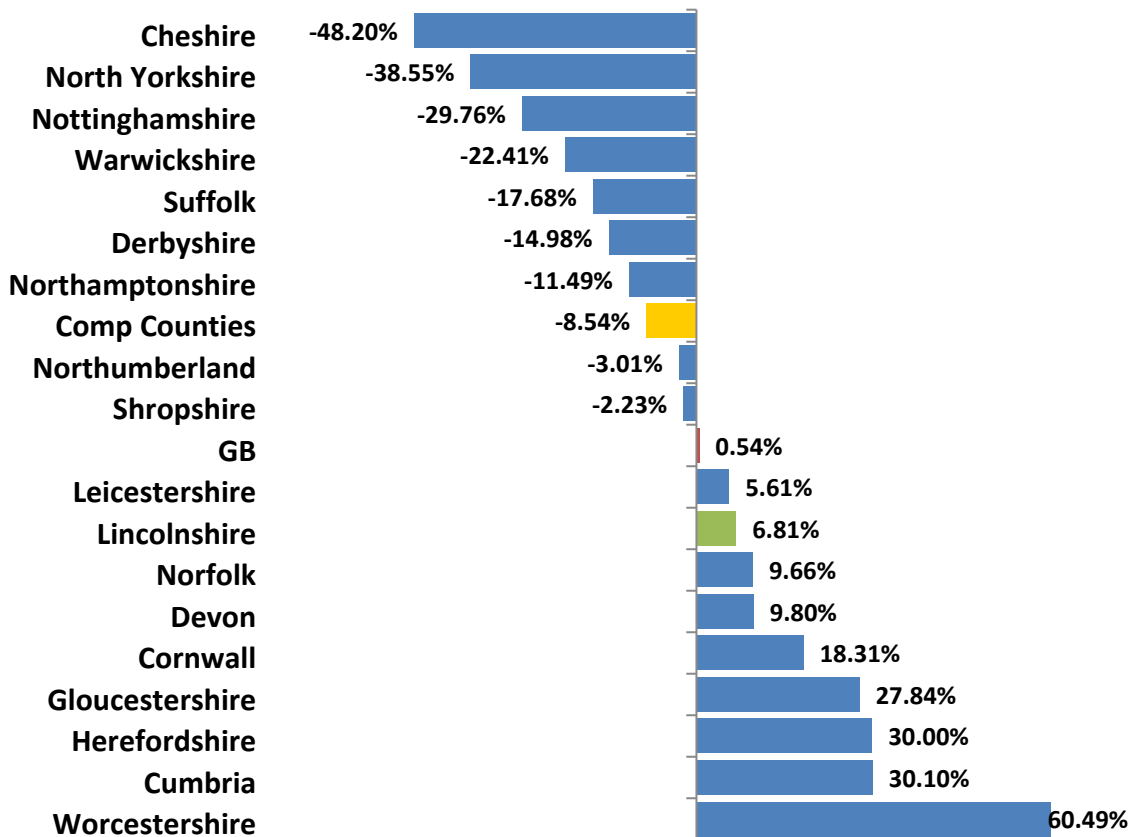


Table 2 and 2b – KSI Analysis 2023 and 2022

**Lincolnshire Road Safety Partnership Rolling Performance Dashboard - 2022**

	1st Jan 2022 to 31st Dec 22	1st Jan 2021 to 31st Dec 21	% 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	439	453	-3.1%		54 12.3% -11.5%	120 27.3% -7.0%	33 7.5% -8.3%	64 14.6% -14.7%	83 18.9% +25.8%	30 6.8% -37.5%	55 12.5% +44.7%		

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KSI Casualties	426	439	-3.0%		82 19.2% +51.9%	115 27.0% -4.2%	30 7.0% -9.1%	52 12.2% -18.8%	77 18.1% -7.2%	36 8.5% +20.0%	34 8.0% -38.2%		

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 and 3b below, provide an overview of KSI casualties by road user groups.

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Car & Taxi KSI Casualties	219	260	-15.8%		53 24.2% +47.2%	58 26.5% -22.7%	6 2.7% -40.0%	29 13.2% -25.6%	48 21.9% -2.0%	15 6.8% -11.8%	10 4.6% -70.6%		
TWMV KSI Casualties (All cc's & Unknown)	80	91	-12.1%		17 21.3% +13.3%	23 28.8% -14.8%	5 6.3% -44.4%	11 13.8% -8.3%	10 12.5% -33.3%	7 8.8% +16.7%	7 8.8% 0.0		
Low Powered TWMV (upto 125cc) KSI Casualties	28	33	-15.2%		6 21.4% +50.0%	8 28.6% +60.0%	3 10.7% -62.5%	4 14.3% -33.3%	3 10.7% -62.5%	4 14.3% +300.0%	0 0.0% -100.0%		
High Powered TWMV (over 125cc) KSI Casualties	52	58	-10.3%		11 21.2% 0.0	15 28.8% -31.8%	2 3.8% +100.0%	7 13.5% +16.7%	7 13.5% 0.0	3 5.8% -40.0%	7 13.5% +16.7%		
Pedestrians KSI Casualties	55	37	48.6%		5 9.1% +150.0%	13 23.6% +62.5%	14 25.5% +100.0%	5 9.1% +25.0%	6 10.9% -14.3%	3 5.5% +200.0%	9 16.4% +12.5%		
Pedal Cyclist KSI Casualties	35	25	40.0%		1 2.9% 0.0	8 22.9% +166.7%	5 14.3% 0.0	3 8.6% -25.0%	6 17.1% 0.0	7 20.0% +600.0%	5 14.3% 0.0		
Child (0-15) KSI Casualties	28	16	75.0%		5 17.9% +150.0%	8 28.6% +100.0%	4 14.3% +100.0%	2 7.1% +100.0%	5 17.9% +150.0%	1 3.6% -50.0%	3 10.7% 0.0		
KSI Collisions Involving a 17-24 year old Driver	69	87	-20.7%		19 27.5% +46.2%	15 21.7% -34.8%	7 10.1% 0.0	9 13.0% -25.0%	10 14.5% -37.5%	6 8.7% +50.0%	3 4.3% -75.0%		
KSI Collisions Involving a 60+ year old Driver	125	127	-1.6%		20 16.0% +42.9%	38 30.4% +5.6%	10 8.0% +11.1%	17 13.6% -5.6%	21 16.8% -19.2%	10 8.0% +66.7%	9 7.2% -50.0%		
Slight Casualties	1836	1740	5.5%		217 11.8% +27.6%	408 22.2% -8.1%	178 9.7% -3.8%	294 16.0% +9.7%	300 16.3% -1.0%	212 11.5% +3.9%	227 12.4% +36.7%		

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Car & Taxi KSI Casualties	260	217	19.8%		36 13.8% +80.0%	75 28.8% 0.0	10 3.8% +11.1%	39 15.0% -9.3%	49 18.8% +63.3%	17 6.5% -29.2%	34 13.1% +112.5%		
TWMV KSI Casualties (All cc's & Unknown)	91	83	9.6%		15 16.5% -21.1%	27 29.7% +17.4%	9 9.9% +80.0%	12 13.2% +71.4%	15 16.5% +25.0%	6 6.6% -40.0%	7 7.7% 0.0		
Low Powered TWMV (upto 125cc) KSI Casualties	33	26	26.9%		4 12.1% +33.3%	5 15.2% -44.4%	8 24.2% +300.0%	6 18.2% +100.0%	8 24.2% +100.0%	1 3.0% -66.7%	1 3.0% -50.0%		
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Child (0-15) KSI Casualties	16	45	-64.4%		2 12.5% 0.0	4 25.0% -60.0%	2 12.5% -71.4%	1 6.3% -85.7%	2 12.5% -71.4%	2 12.5% -50.0%	3 18.8% -62.5%		
KSI Collisions Involving a 17-24 year old Driver	87	95	-8.4%		13 14.9% +62.5%	23 26.4% -30.3%	7 8.0% 0.0	12 13.8% -33.3%	16 18.4% +14.3%	4 4.6% -50.0%	12 13.8% +71.4%		
KSI Collisions Involving a 60+ year old Driver	127	111	14.4%		14 11.0% -12.5%	36 28.3% +24.1%	9 7.1% +12.5%	18 14.2% +5.9%	26 20.5% +52.9%	6 4.7% -50.0%	18 14.2% +50.0%		
Slight Casualties	1740	1546	12.5%		170 9.8% -4.5%	444 25.5% +22.0%	185 10.6% +14.9%	268 15.4% +16.5%	303 17.4% +19.8%	204 11.7% +5.2%	166 9.5% 0.0		

## 2022 Fatal Collision Analysis:

Figure 4 - Gender Distribution:

There have been 48 fatal casualties in 2023, 75% of those are male and 25% are female. In 2022 there were 48 fatal casualties, 69% were male and 31% were female.

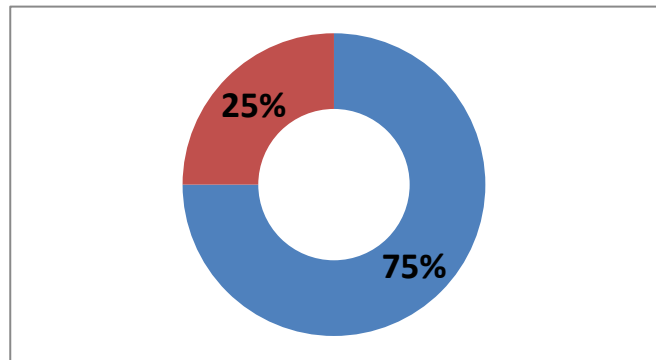


Figure 5 & Table 4 - Age Distribution:

Age	2023	5 Yrs Avg
Child 0 to 16	3	1.2
Young Adult 17 to 24	8	8.2
Adult 25 to 59	15	21.6
Mature Adult 60+	22	17.4
<b>Fatal Casualty Total</b>	<b>48</b>	<b>48.4</b>

16.7% of the fatal casualties in 2023 are young adults aged 17-24, the same as in 2022.

45.8% are mature adults aged 60+, a decrease from 47.9% in 2022.

Together in 2023, these groups account for 62.5% of the total, an small decrease from the 64.6% in 2022.

There was 3 child (0-16yrs) deaths in 2023 and one in 2022.

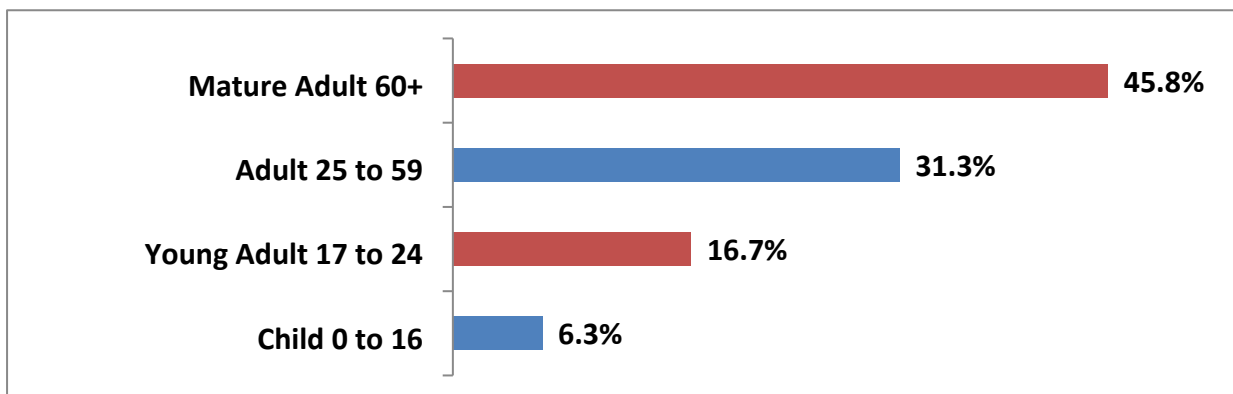


Figure 6 – Age Distribution Graph

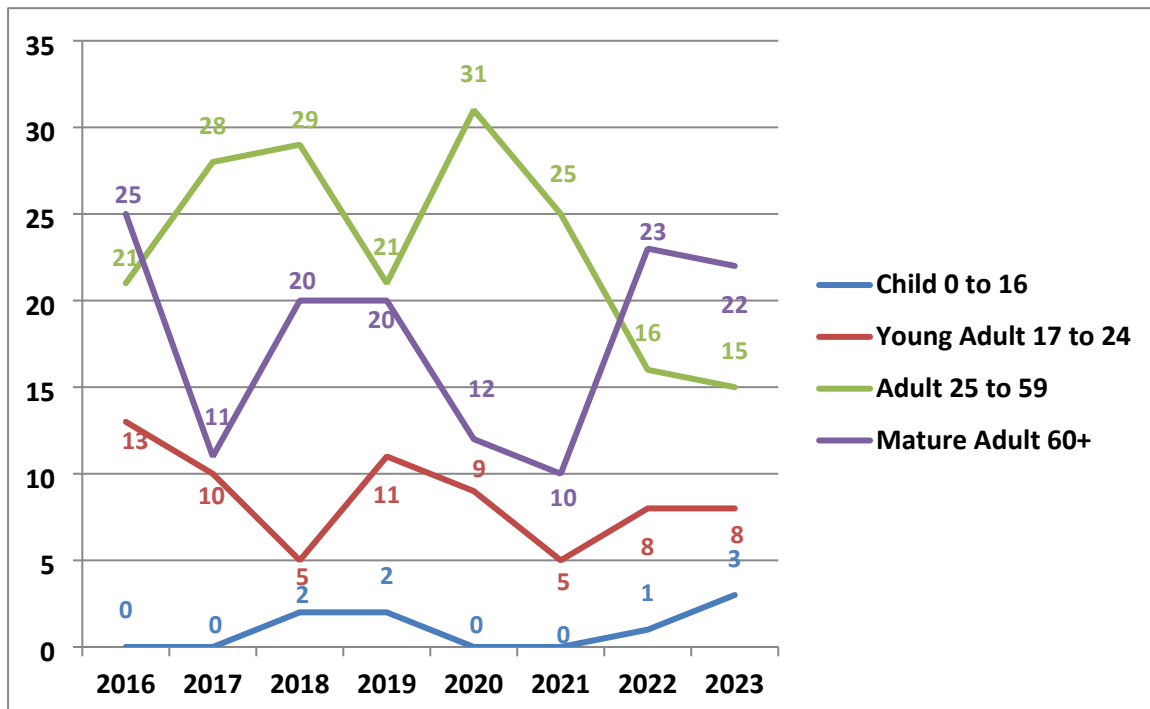


Figure 7 - Time of the day:

The peak has occurred between 15.00-16.00. The data collated throughout 2018-2023 demonstrates that whilst peak times are random more fatal collisions occur in the afternoon and evening than the night and morning.

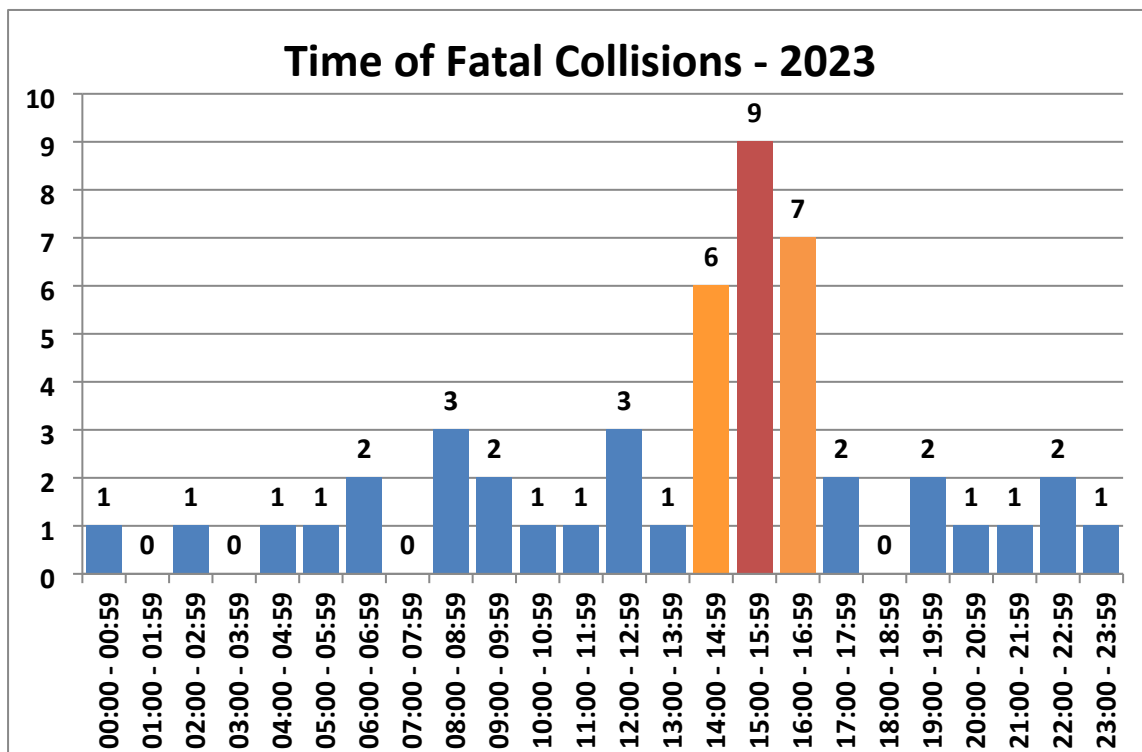


Figure 8 - Causality Class:

Drivers and riders continue to account for the majority of fatal casualties in 2023 with 60%. However, this is a decrease from 66% in 2022 and 82% in 2021.

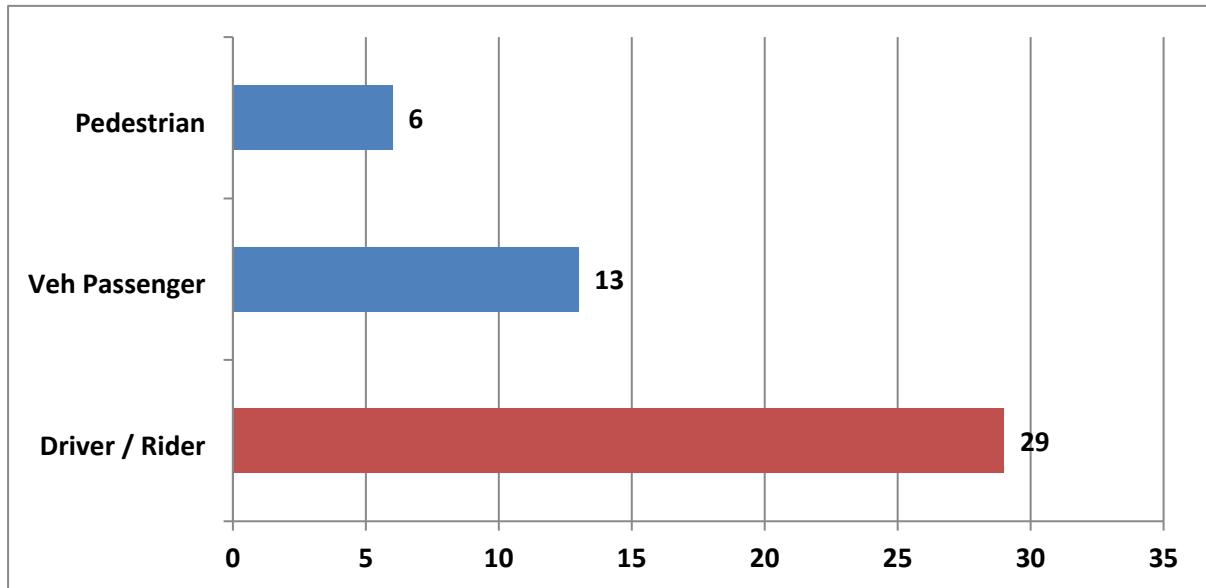


Figure 9 - Weather:

Most fatal collisions (85%) happened in fine weather without high winds, which is a significant increase from 65% in 2023.

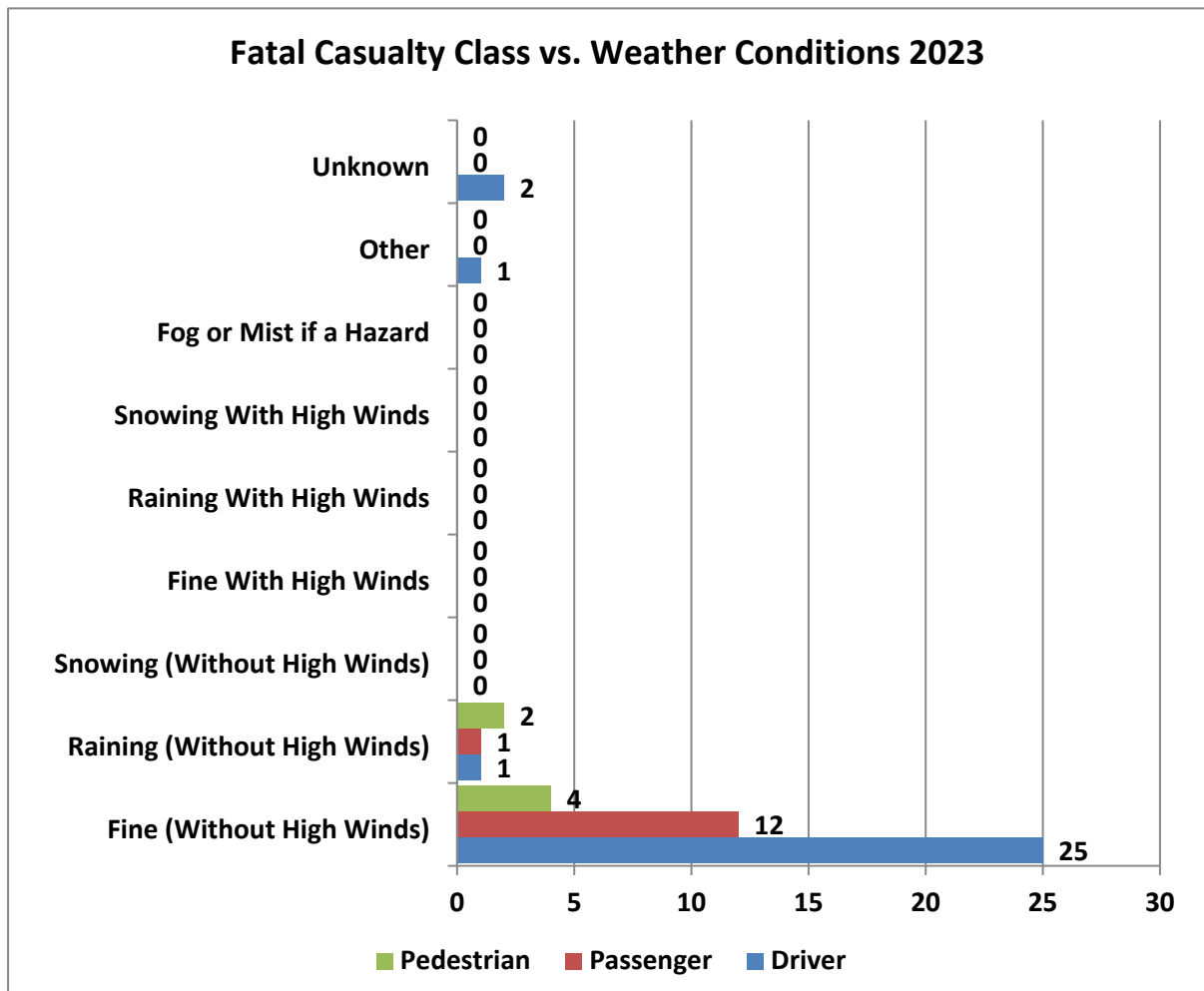




Figure 10 - Causality Vehicle Type:  
 STATS 19 data continue to show that most collisions involve a car.

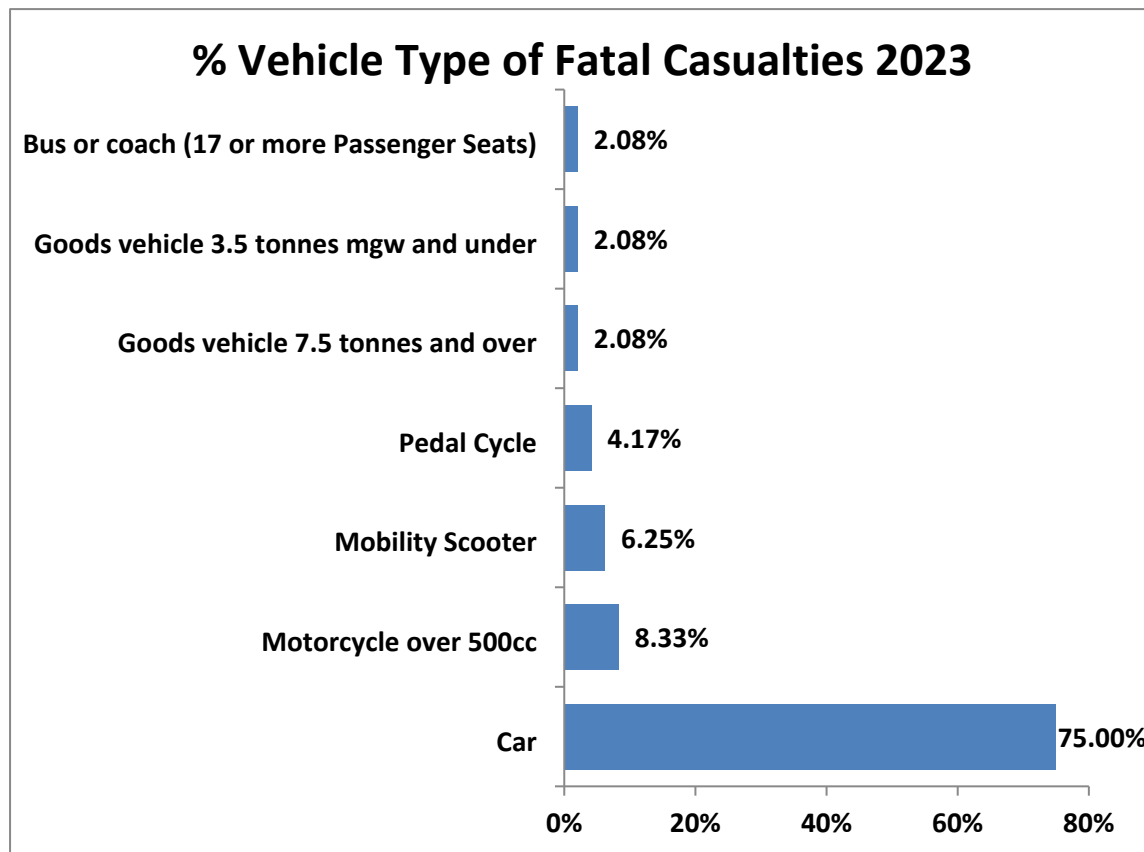


Table 5 – Motorcycle/Mobility Scooter Fatalities

Year	Motorcycle 50 cc and under	Motorcycle over 50cc and up to 125cc	Motorcycle over 125cc and up to 500cc	Motorcycle over 500cc	Motor cycle Unknown cc	Mobility Scooter
<b>2023</b>	0	0	0	4	0	3
<b>5 Yrs Avg</b>	0	1.89	0.4	6.8	0	0.8

Table 6 - Contributory Factors:

Contributory Factors	
Careless/Reckless/In a hurry	15
Aggressive driving	6
Exceeding speed limit	4
Failed to judge other person's path or speed	3
Failed to look properly	3
Illness or disability, mental or physical	3
Impaired by alcohol	3
Loss of control	3
Disobeyed Give Way or Stop sign or markings	2
Failed to look properly (Pedestrian)	2
Fatigue	2
Other - Please specify below	2
Tyres illegal, defective or under inflated	2
Careless/Reckless/In a hurry (Pedestrian)	1
Dangerous action in carriageway (eg playing)	1
Dazzling sun	1
Defective steering or suspension	1
Deposit on road (eg. oil, mud, chippings)	1
Distraction in vehicle	1
Distraction outside vehicle	1
Driver using mobile phone	1
Impaired by drugs (illicit or medicinal)	1
Passing too close to cyclist, horse rider or pedestrian	1
Pedestrian wearing dark clothing at night	1
Poor or defective road surface	1
Swerved	1
Travelling too fast for conditions	1
<b>Total</b>	<b>64</b>

Table 7 - Contributory Factors by Road User Group:

Group	Contributory Factor
<b>17-24</b>	Careless/Reckless/In a hurry
	Failed to look properly
	Failed to judge other person's path or speed
	Inexperienced or learner driver/rider
	Distraction in vehicle
	Exceeding speed limit
	Impaired by alcohol
	Loss of control
	Slippery road (due to weather)

<b>TWMV 500cc+</b>	Careless/Reckless/In a hurry
	Failed to look properly
	Loss of control
	Failed to judge other person's path or speed
	Exceeding speed limit
	Poor turn or manoeuvre
	Dazzling sun
	Deposit on road (eg. oil, mud, chippings)
	Inexperienced or learner driver/rider
<b>TWMV 50cc-125cc</b>	Careless/Reckless/In a hurry
	Failed to look properly
	Inexperienced or learner driver/rider
	Failed to judge other person's path or speed
	Animal or object in carriageway
	Rain, sleet, snow, or fog
	Slippery road (due to weather)
<b>Mature Adults 60+</b>	Careless/Reckless/In a hurry
	Failed to look properly
	Failed to judge other person's path or speed
	Dazzling sun
	Other - Please specify below
	Illness or disability, mental or physical
	Loss of control
	Slippery road (due to weather)
	Exceeding speed limit
	Distraction in vehicle
	Careless/Reckless/In a hurry (Pedestrian)
	Poor turn or manoeuvre
	Aggressive driving
	Rain, sleet, snow, or fog
	Following too close
Fatigue	

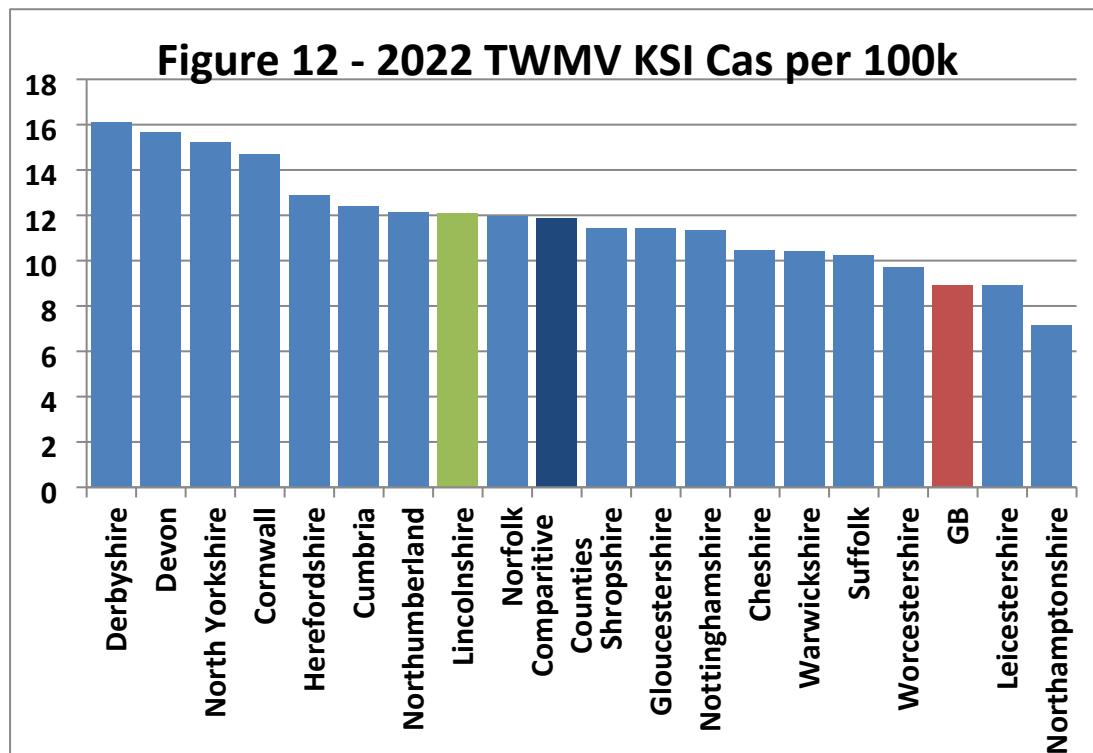
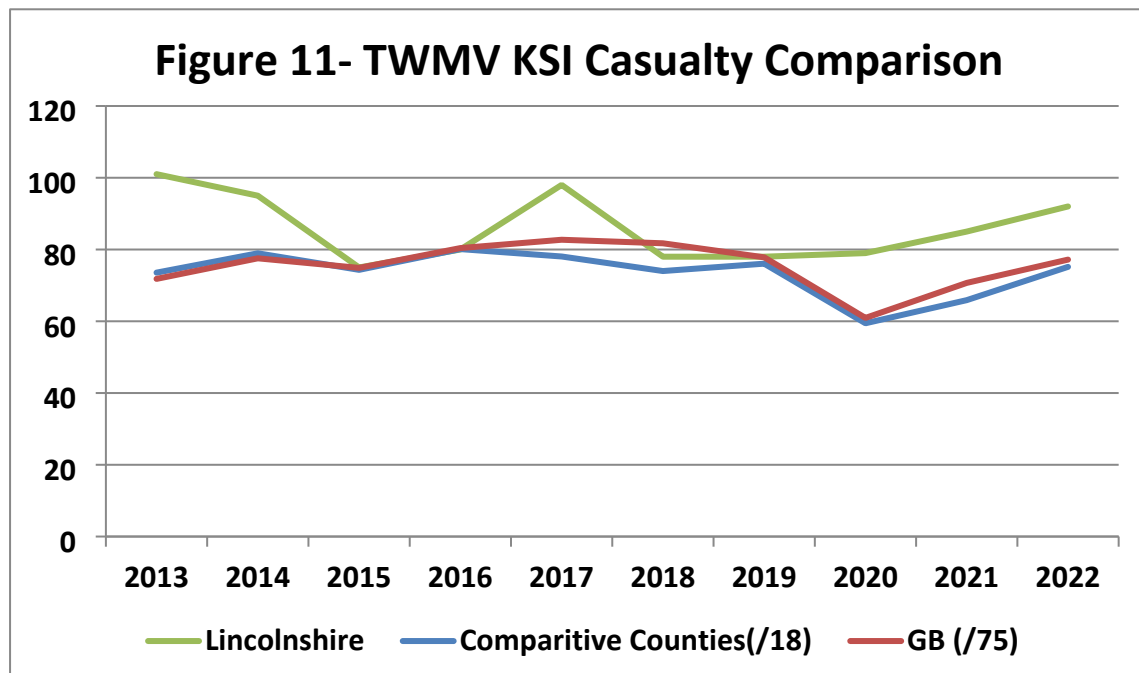
Table 8 - Road Type:

79.55% of fatal collisions happened on A and B Class roads in 2023. In 2022 it was 96%.

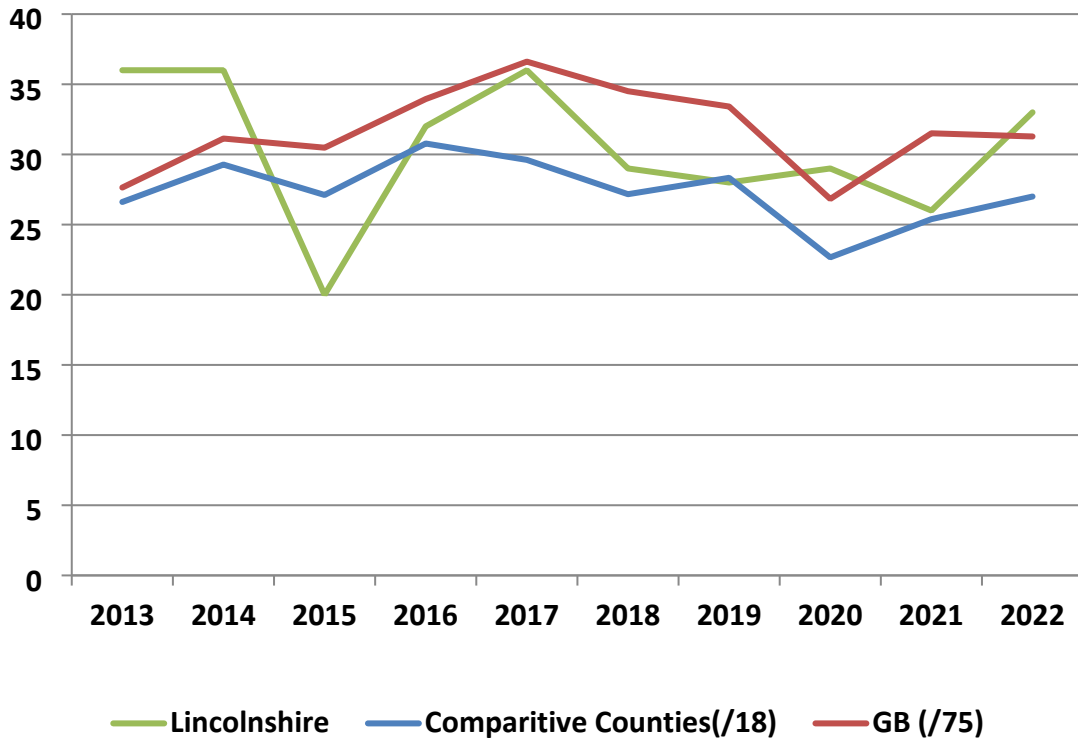
Road Type	Fatal Collisions	%
<b>A Class road</b>	24	54.55%
<b>B Class road</b>	11	25.00%
<b>C Class road</b>	6	13.64%
<b>D Class road</b>	3	6.82%
<b>Total</b>	44	

## KSI Analysis – By User Group

Two Wheeled Motor Vehicle (TWMV):



**Figure 13- TWMV<125cc KSI Cas Comparison**



**Figure 14- TWMV>125cc KSI Cas Comparison**

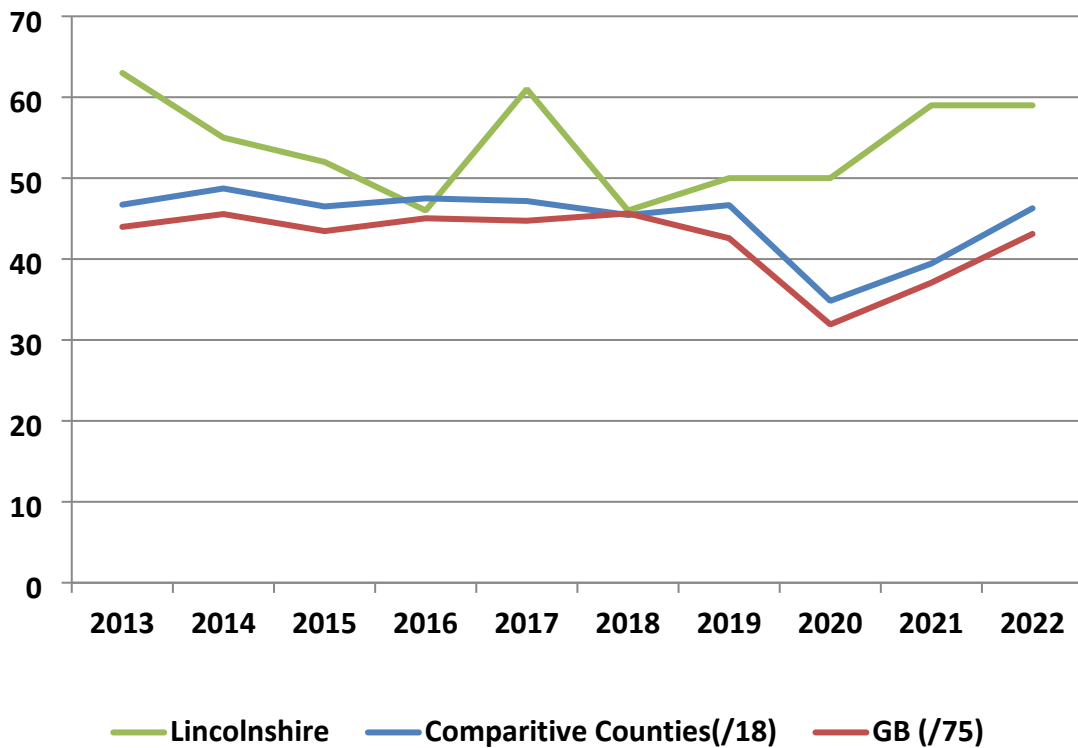


Table 9 and 9b - TWMV District Trends

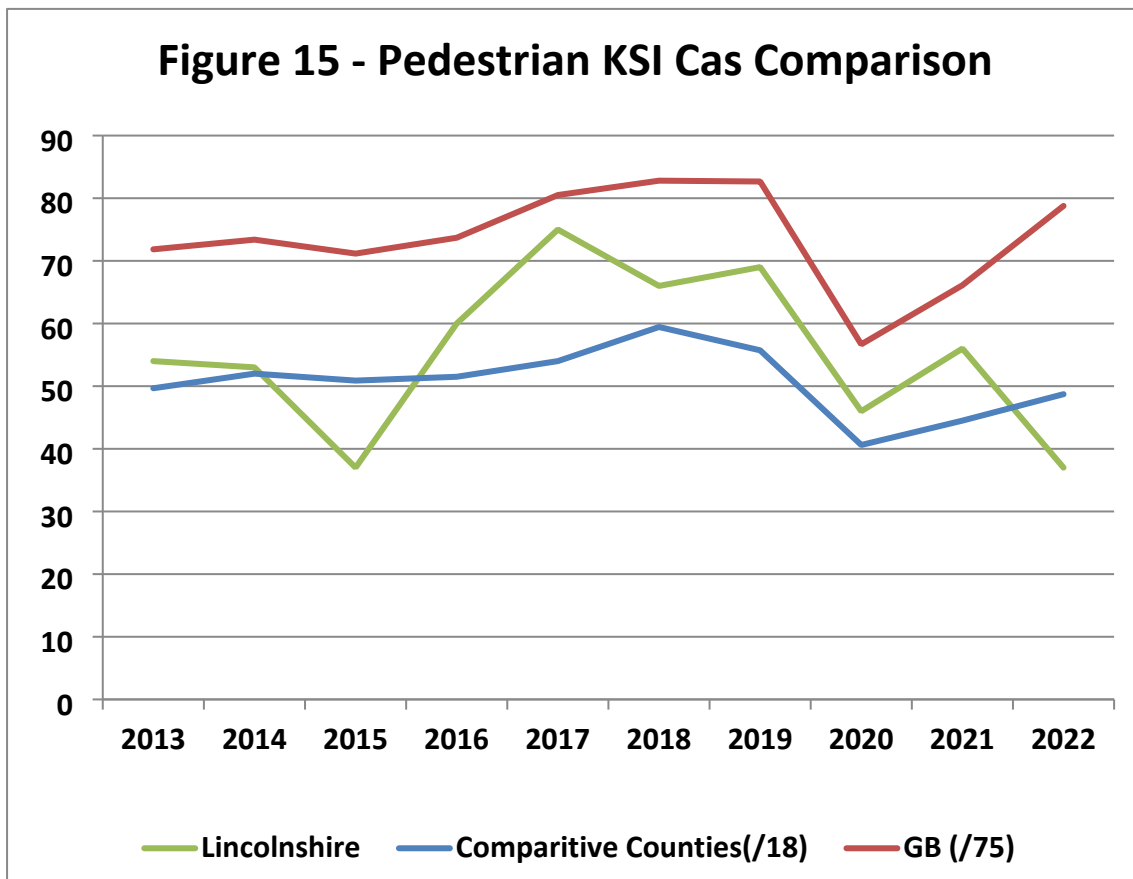
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Low Powered TWMV (upto 125cc) KSI Casualties	28	33	-15.2%		6 21.4% +50.0%	8 28.6% +60.0%	3 10.7% -62.5%	4 14.3% -33.3%	3 10.7% -62.5%	4 14.3% +300.0%	0 0.0% -100.0%		
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Pedestrian:



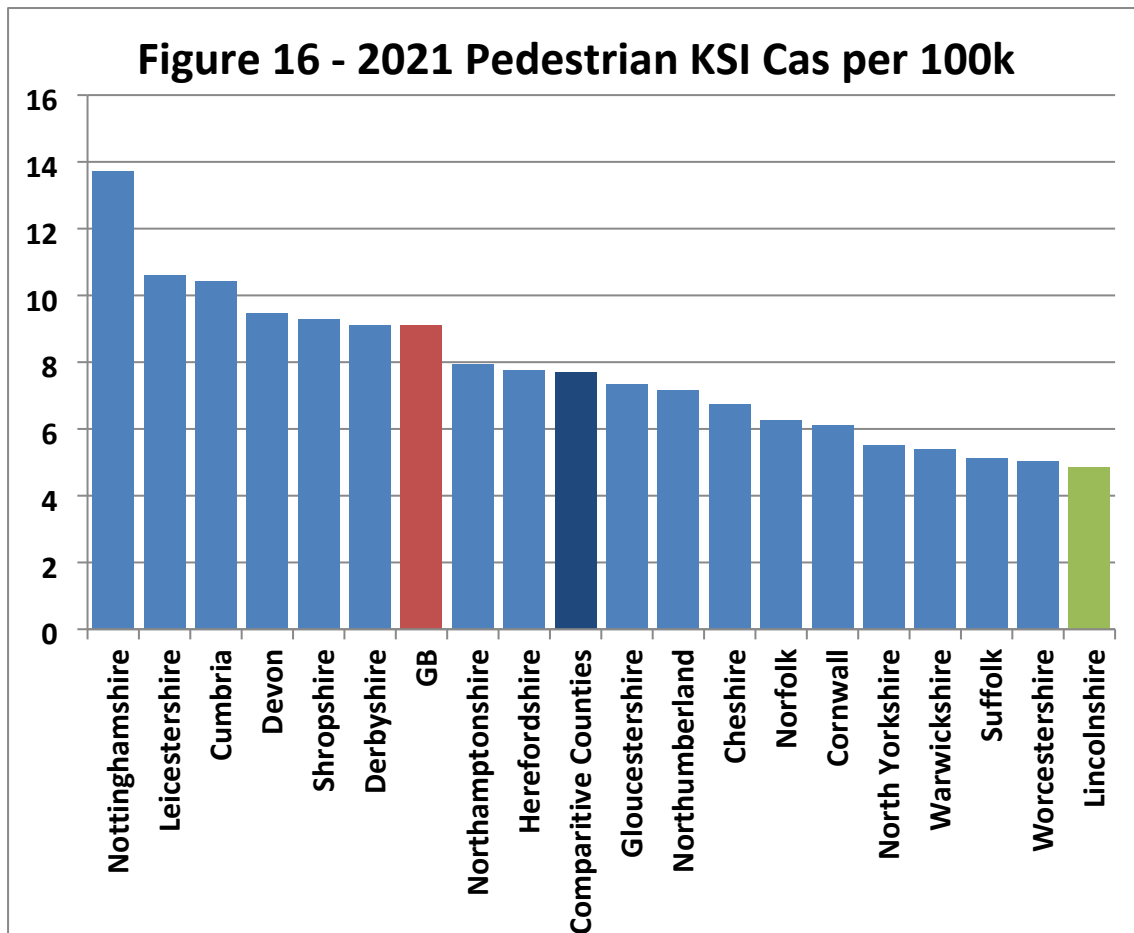


Table 10 and 10b - Pedestrian District Trends

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Pedal Cyclist:

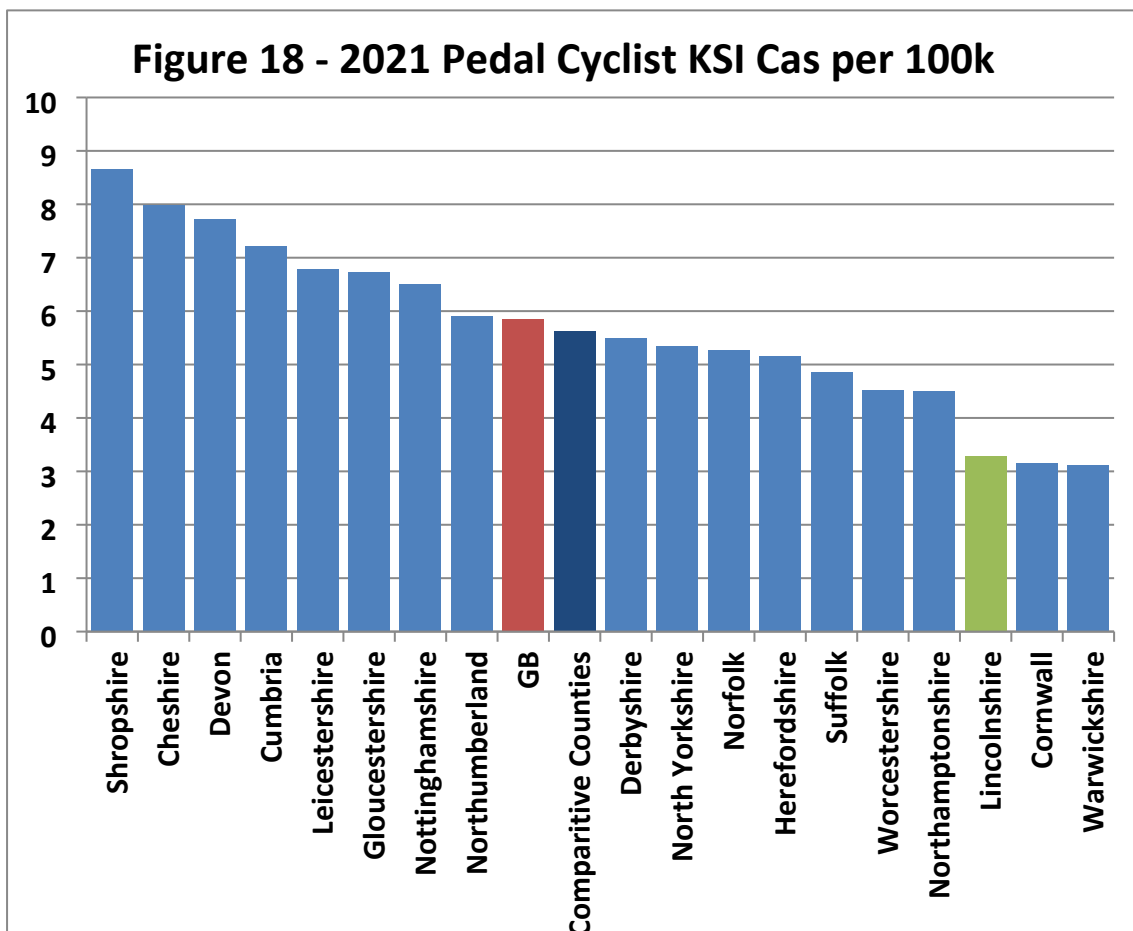
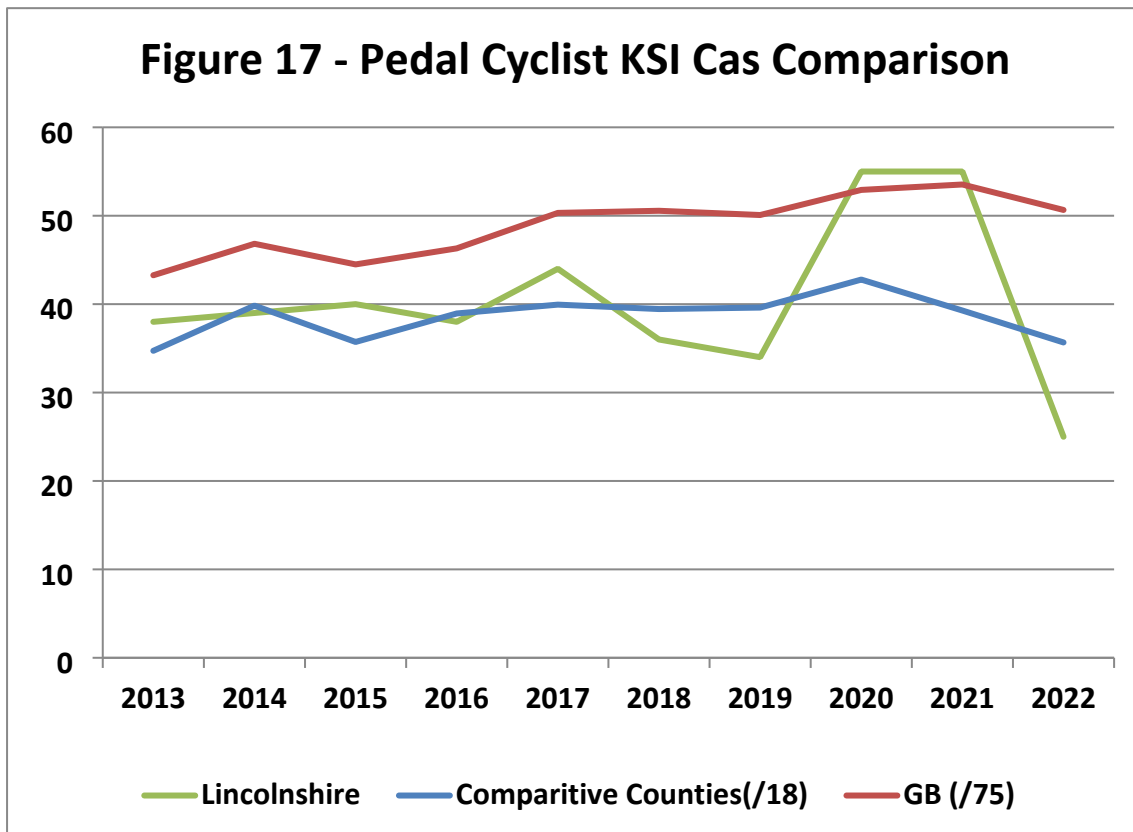




Table 11 and 11.b - Pedal Cyclist District Trends

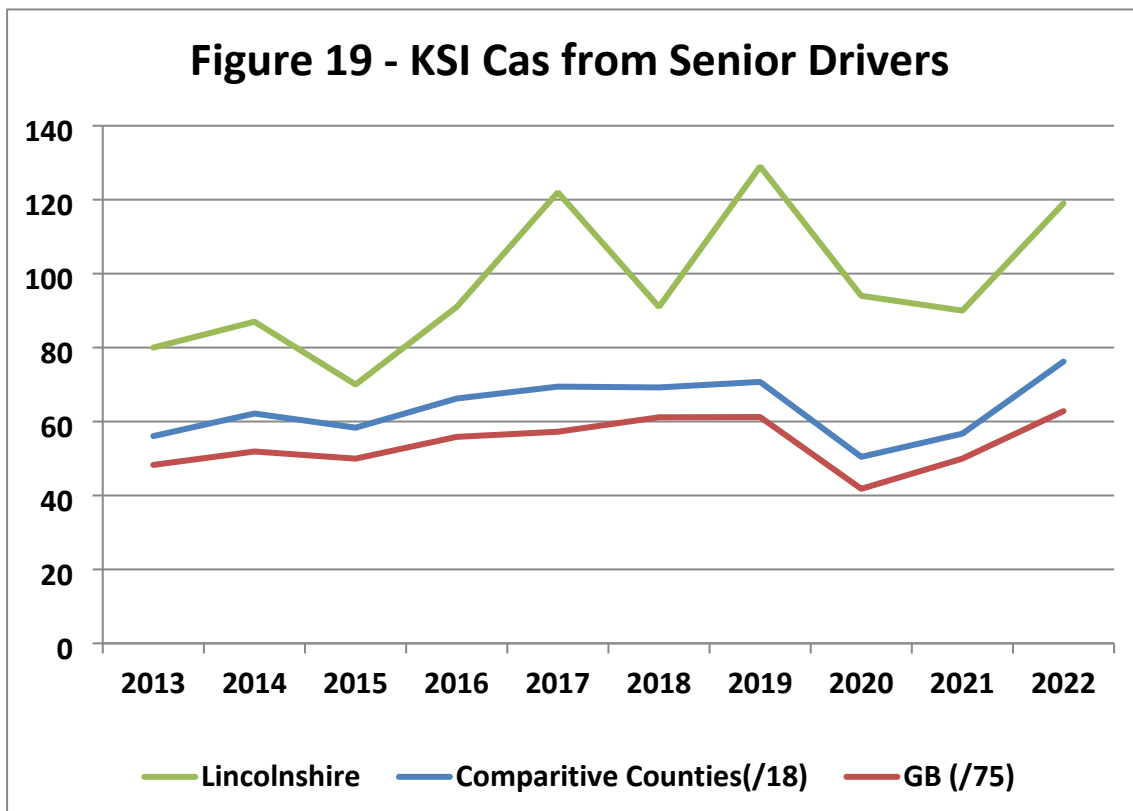
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Senior Drivers:



**Figure 20 - 2022 KSI Cas from Senior Driver Collisions per 100k**

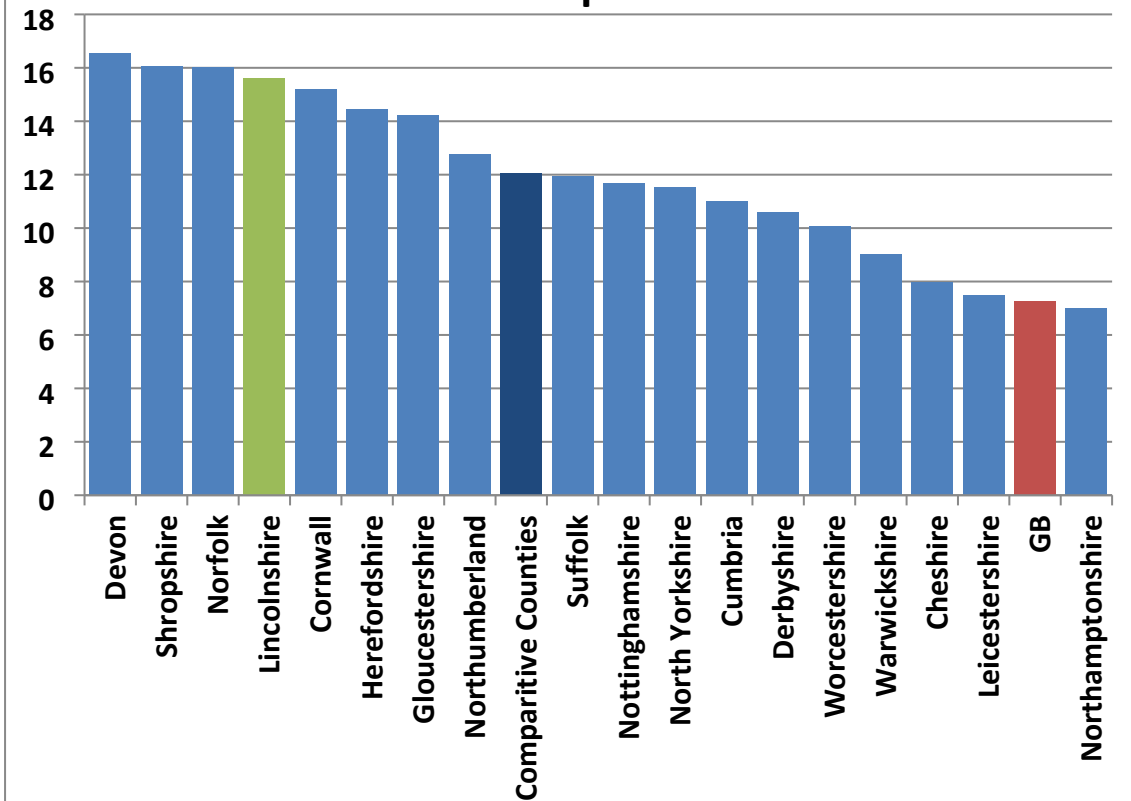


Table 12 and 12b - Senior Driver District Trends

**Lincolnshire Road Safety Partnership Rolling Performance Dashboard - 2023**

	1st Jan 2023 to 31st Dec 23	1st Jan 2022 to 31st Dec 22	% 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	125	127	-1.6%		20 16.0% +42.9%	38 30.4% +5.6%	10 8.0% +11.1%	17 13.6% -5.6%	21 16.8% -19.2%	10 8.0% +66.7%	9 7.2% -50.0%		

**Lincolnshire Road Safety Partnership Rolling Performance Dashboard - 2022**

	1st Jan 2022 to 31st Dec 2022	1st Jan 2021 to 31st Dec 2021	% 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	127	111	14.4%		14 11.0% -12.5%	36 28.3% +24.1%	9 7.1% +12.5%	18 14.2% +5.9%	26 20.5% +52.9%	6 4.7% -50.0%	18 14.2% +50.0%		

Young Driver:

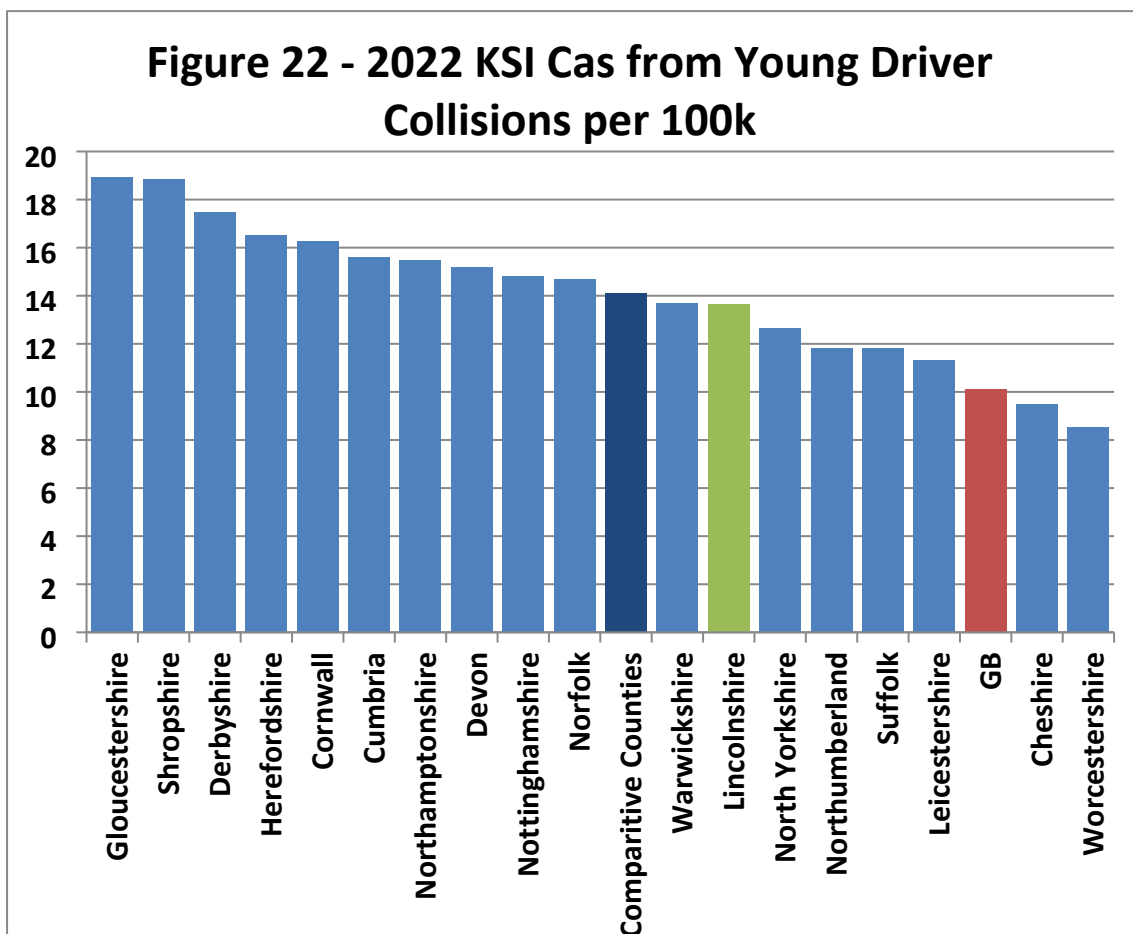
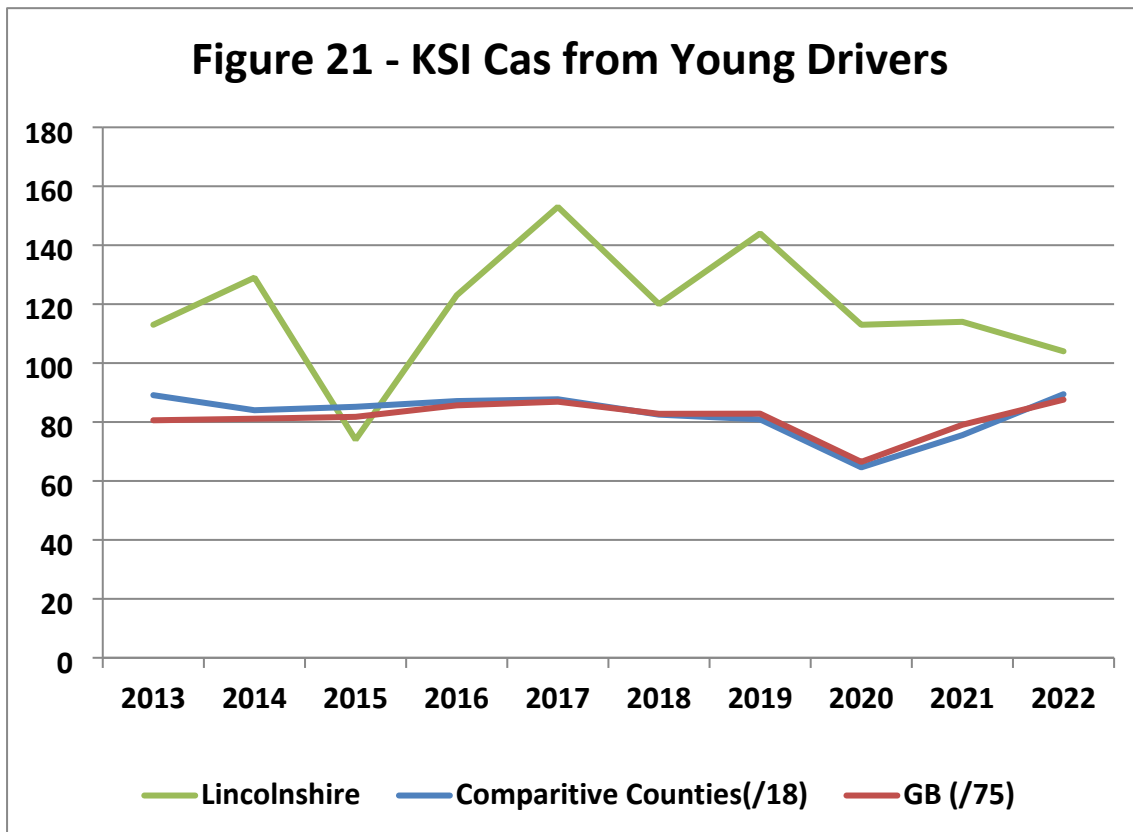


Table 13 and 13b - Young Driver District Trends

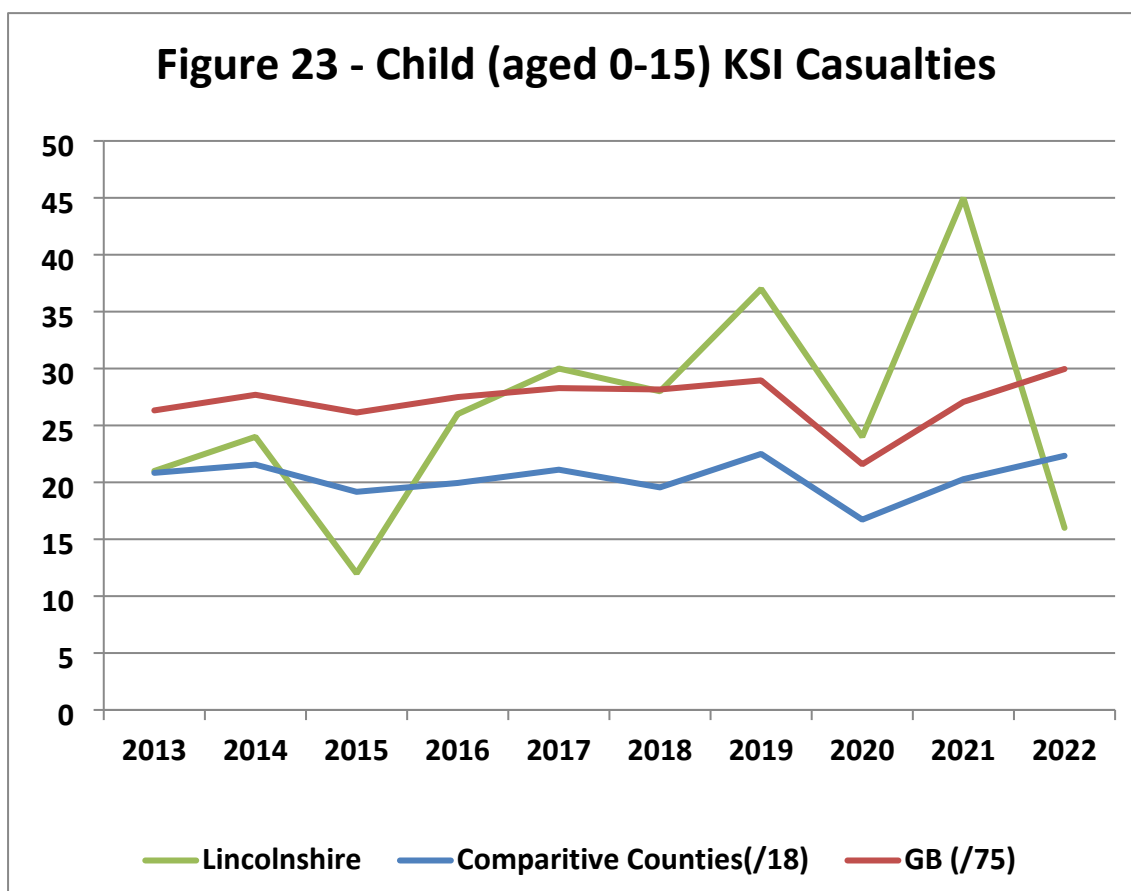
**Lincolnshire Road Safety Partnership Rolling Performance Dashboard - 2023**

	1st Jan 2023 to 31st Dec 23	1st Jan 2022 to 31st Dec 22	% 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	69	87	-20.7%		19 27.5% +46.2%	15 21.7% -34.8%	7 10.1% 0.0	9 13.0% -25.0%	10 14.5% -37.5%	6 8.7% +50.0%	3 4.3% -75.0%		

**Lincolnshire Road Safety Partnership Rolling Performance Dashboard - 2022**

	1st Jan 2022 to 31st Dec 2022	1st Jan 2021 to 31st Dec 2021	% 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	87	95	-8.4%		13 14.9% +62.5%	23 26.4% -30.3%	7 8.0% 0.0	12 13.8% -33.3%	16 18.4% +14.3%	4 4.6% -50.0%	12 13.8% +71.4%		

Children aged 0-15:



**Figure 24 - 2022 Child (aged 0-15) KSI Casualties per 100k**

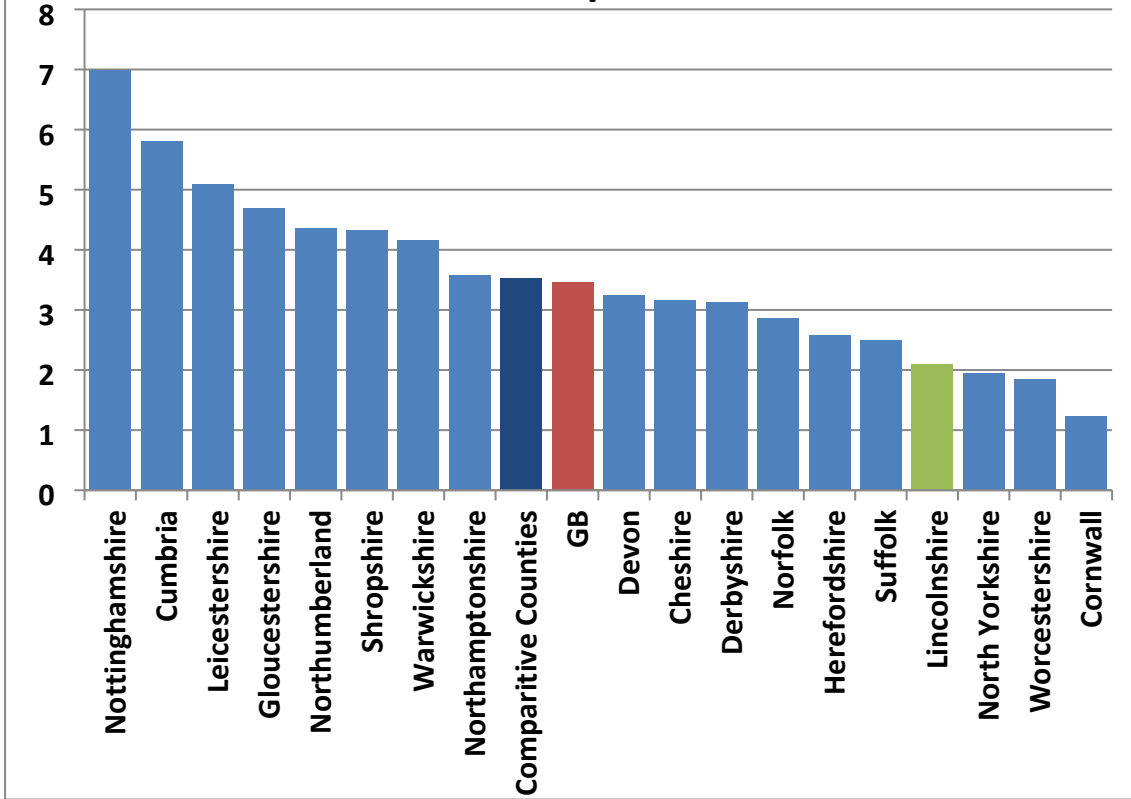


Table 14 and 14b – Child aged 0-15yrs District Trends

**Lincolnshire Road Safety Partnership Rolling Performance Dashboard - 2023**

	1st Jan 2023 to 31st Dec 23	1st Jan 2022 to 31st Dec 22	% 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	28	16	75.0%		5 17.9% +150.0%	8 28.6% +100.0%	4 14.3% +100.0%	2 7.1% +100.0%	5 17.9% +150.0%	1 3.6% -50.0%	3 10.7% 0.0		

**Lincolnshire Road Safety Partnership Rolling Performance Dashboard - 2022**

	1st Jan 2022 to 31st Dec 2022	1st Jan 2021 to 31st Dec 2021	% 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	16	45	-64.4%		2 12.5% 0.0	4 25.0% -60.0%	2 12.5% -71.4%	1 6.3% -85.7%	2 12.5% -71.4%	2 12.5% -50.0%	3 18.8% -62.5%		

Car & Taxi:

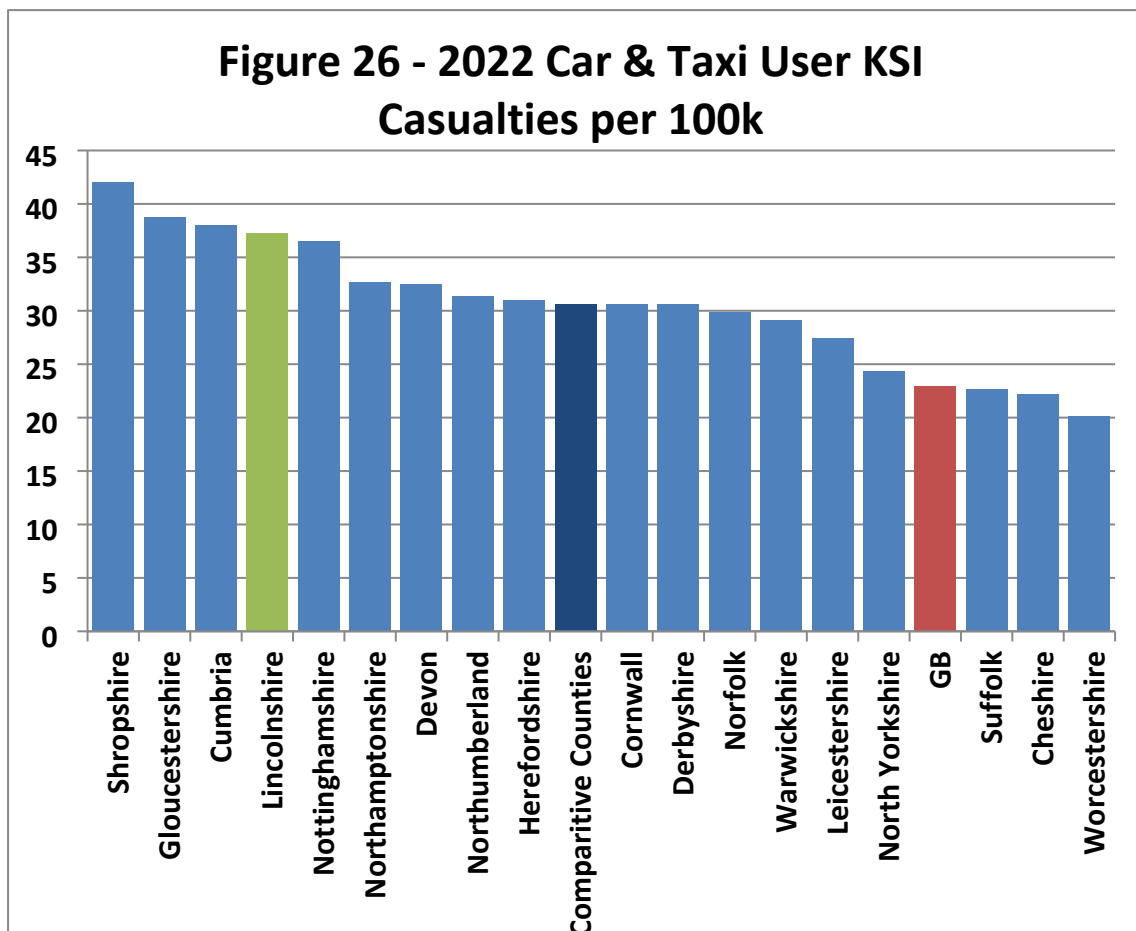
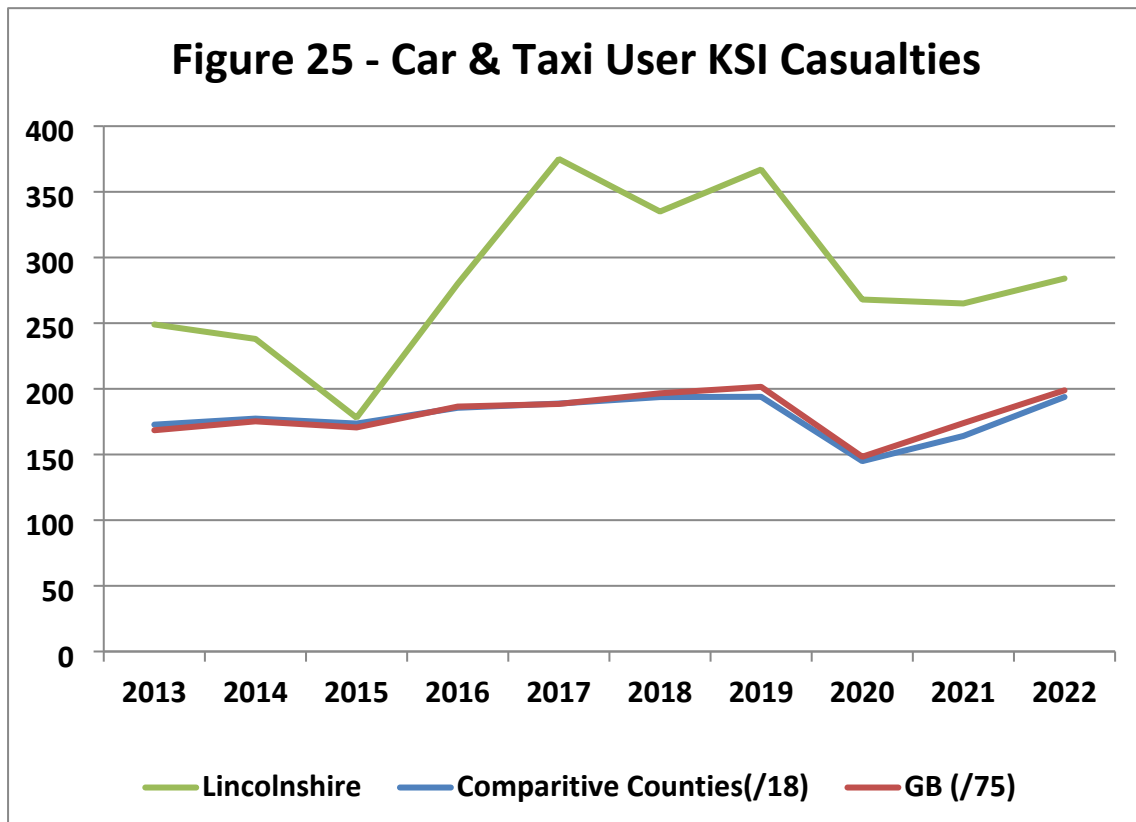


Table 15 and 15b- Car & Taxi District Trends

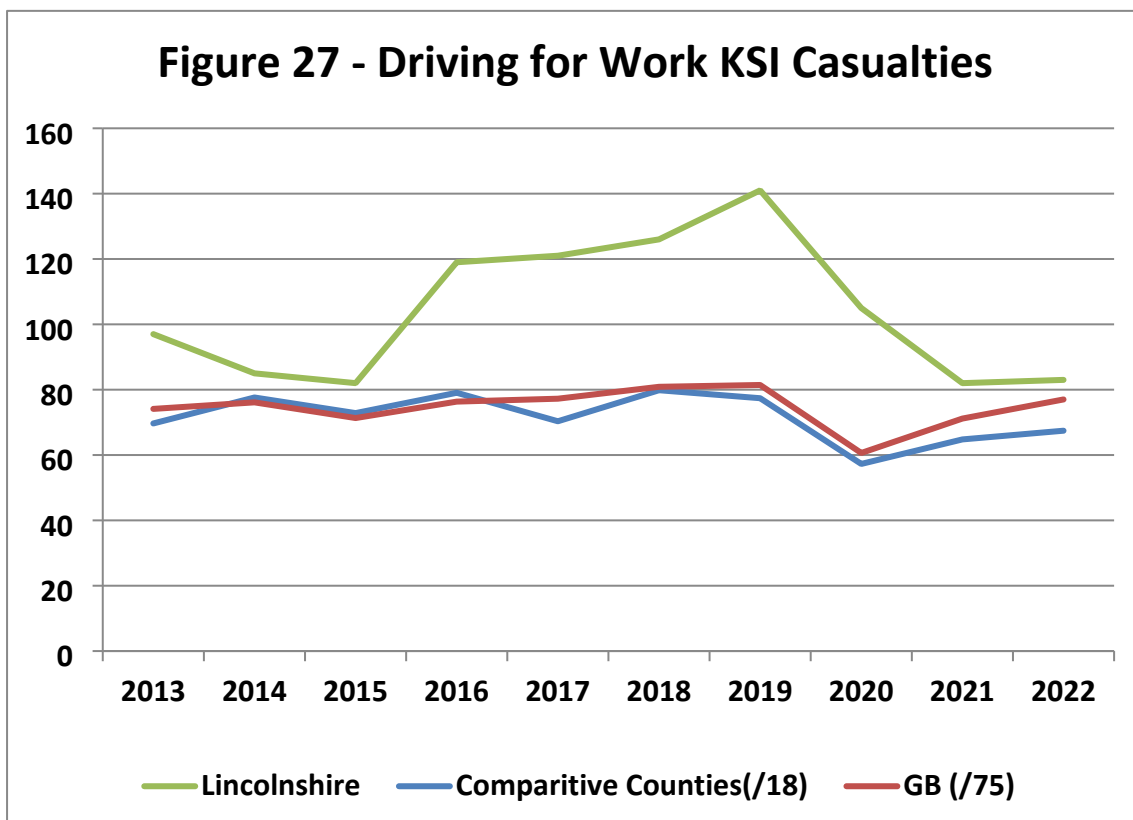
Lincolnshire Road Safety Partnership Rolling Performance Dashboard - 2023

	1st Jan 2023 to 31st Dec 23	1st Jan 2022 to 31st Dec 22	% 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	219	260	-15.8%		53 24.2% +47.2%	58 26.5% -22.7%	6 2.7% -40.0%	29 13.2% -25.6%	48 21.9% -2.0%	15 6.8% -11.8%	10 4.6% -70.6%		

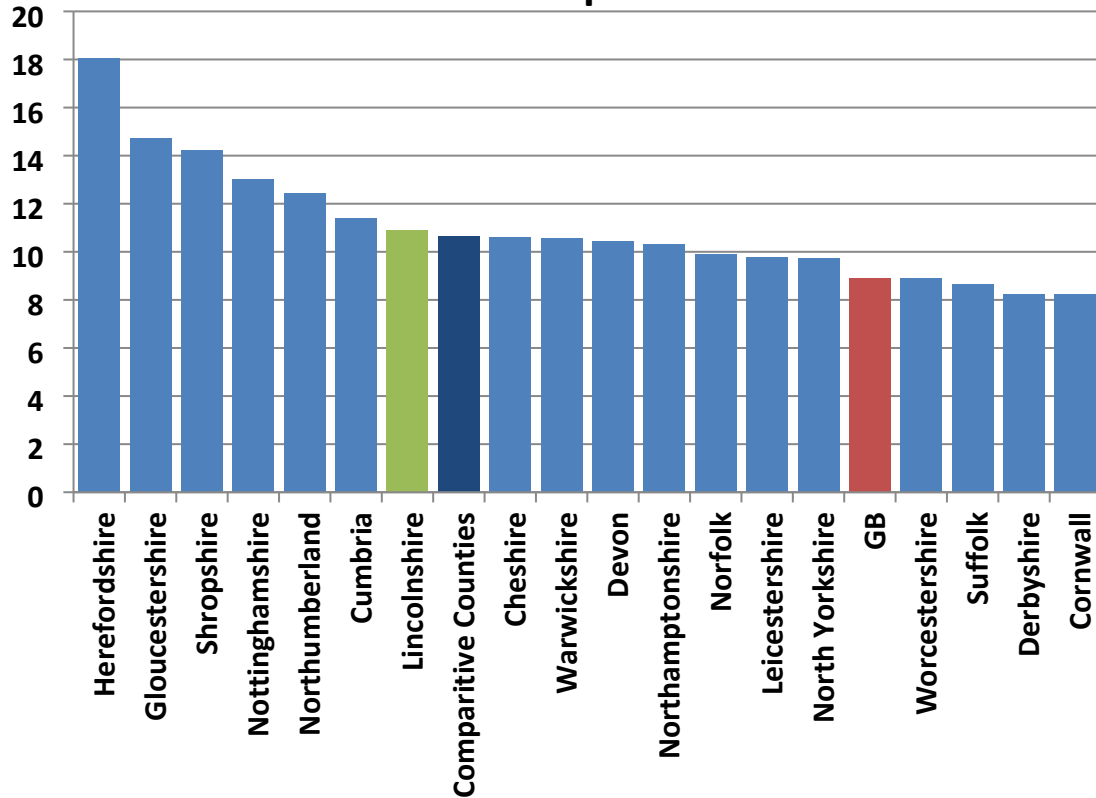
Lincolnshire Road Safety Partnership Rolling Performance Dashboard - 2022

	1st Jan 2022 to 31st Dec 2022	1st Jan 2021 to 31st Dec 2021	% 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	260	217	19.8%		36 13.8% +80.0%	74 28.5% -1.3%	10 3.8% +11.1%	39 15.0% -9.3%	49 18.8% +63.3%	17 6.5% -29.2%	35 13.5% +118.8%		

Driving for Work:

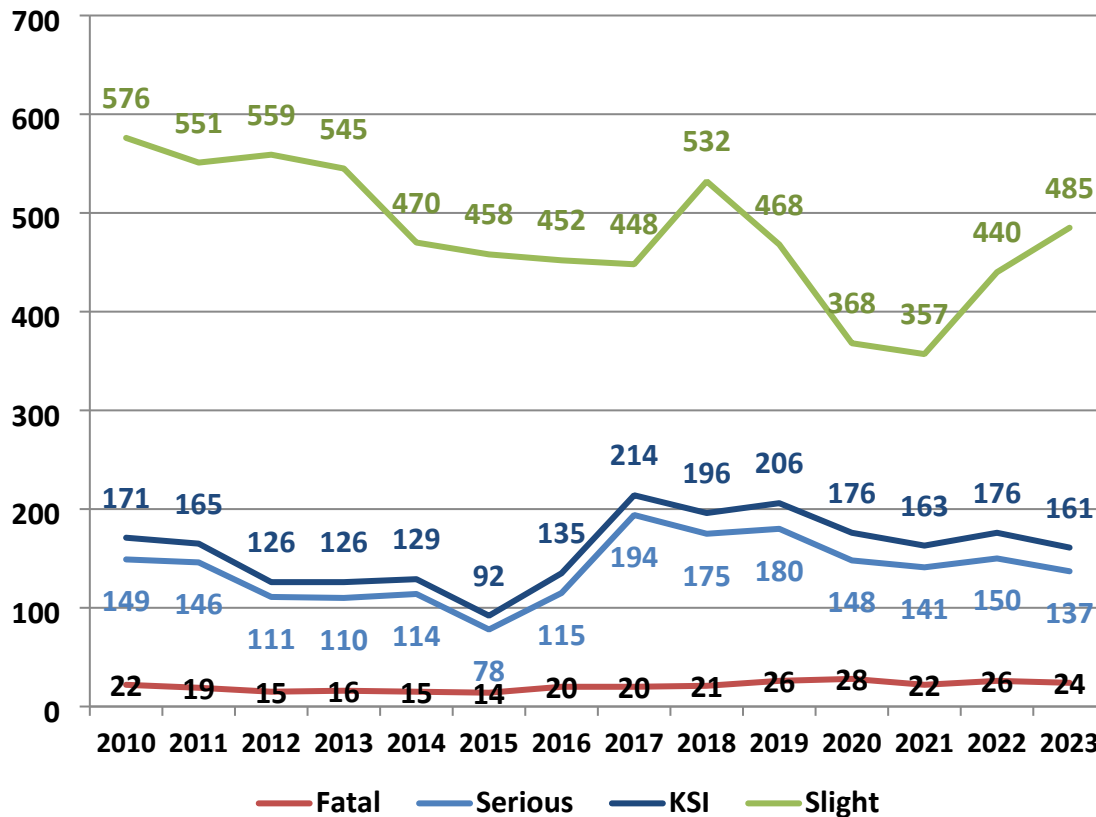


**Figure 28 - 2022 Driving for Work KSI Casualties per 100k**

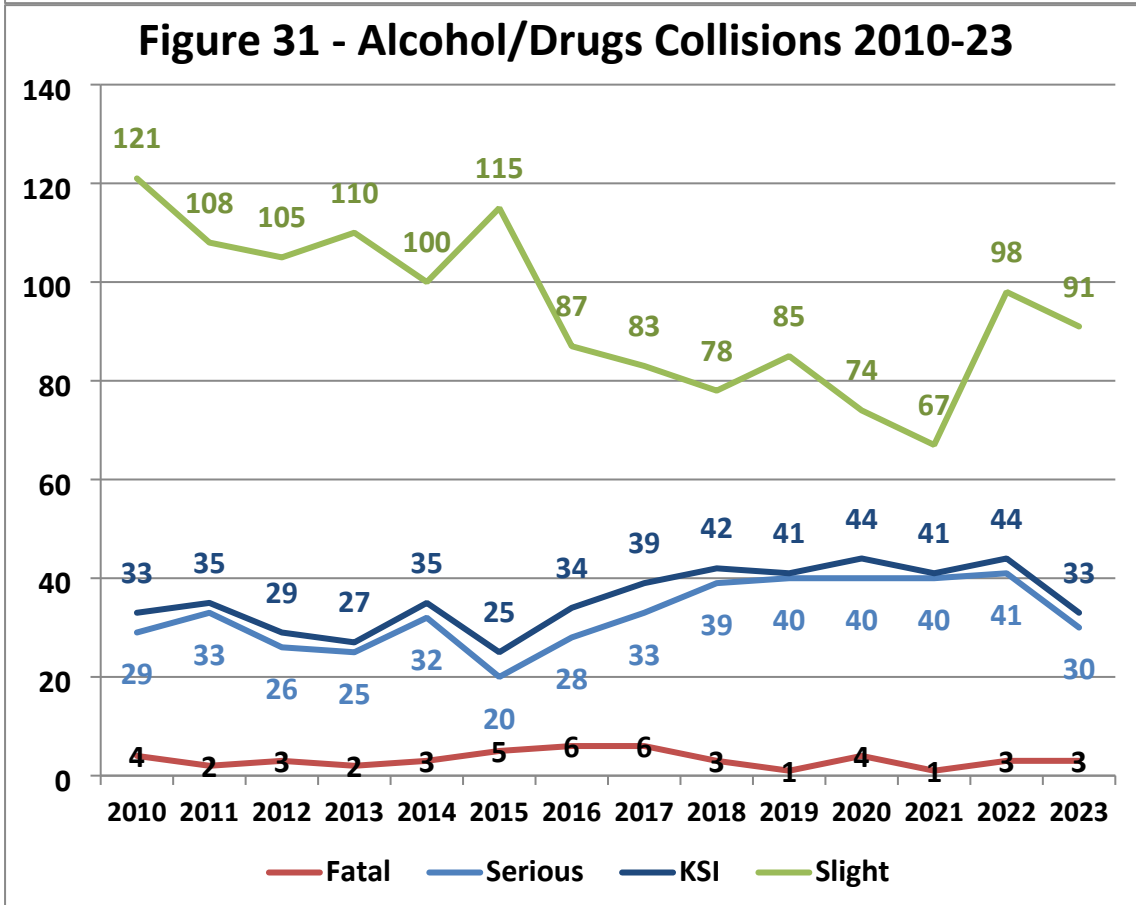
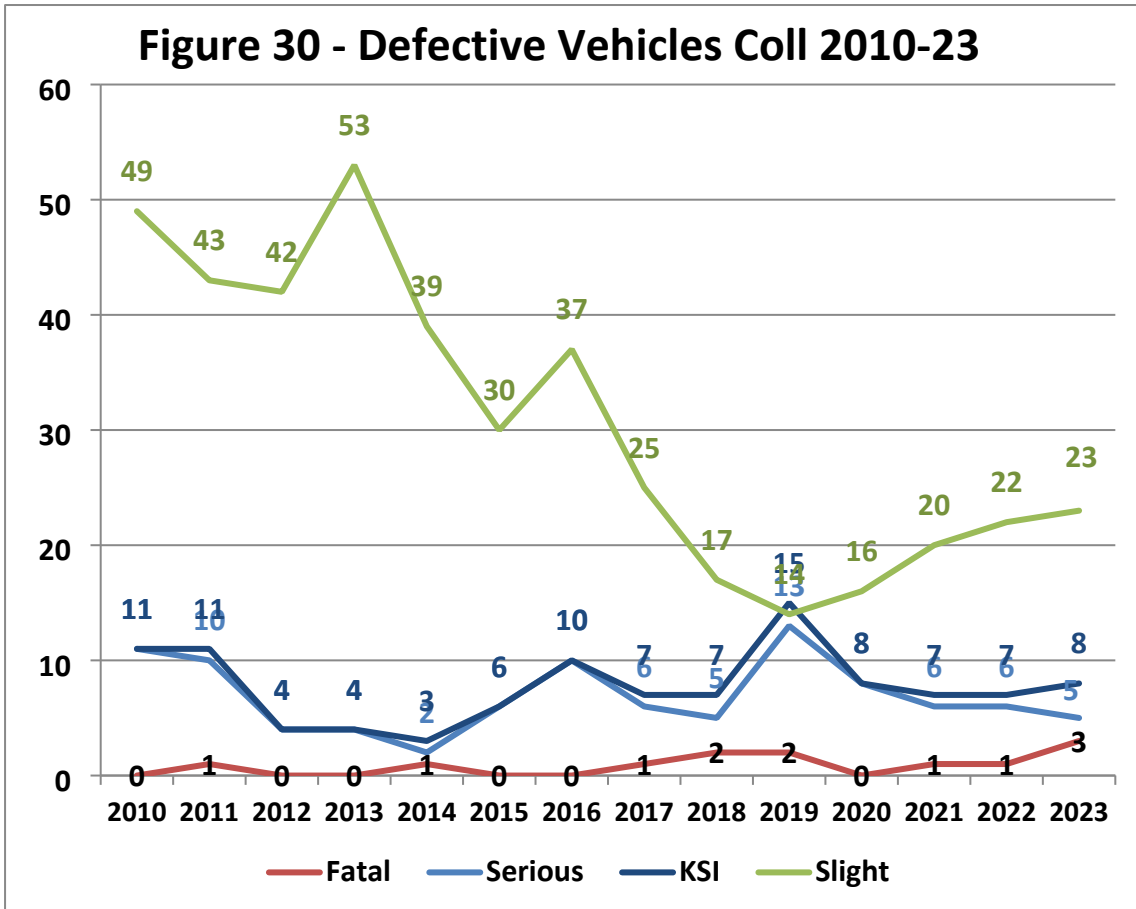


Causation factor trends:

**Figure 29 - Speed Related Collisions 2010-23**







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