



**Public Protection and Communities Scrutiny
Committee**

10th December 2019

**Road Traffic Collisions in Lincolnshire –
Supplementary data Report**

December 2019

Introduction:

In 2015, 39 people were killed and 275 people were seriously injured. This represents one of the lowest years on record; however this has subsequently risen. In 2016 to 59 fatalities and 382 seriously injured, in 2017, 49 fatalities and 517 seriously injured and in 2018, 56 fatalities and 456 seriously injured. This is unacceptable both in terms of human and economic loss. The human consequences are impossible to quantify but the August 2017 report '[Evaluating the costs of incidents from the public sector perspective](#)' by UK road safety charity IAM RoadSmart has provided an update on the cost of road deaths to the public purse. In 2016 the cost to the national economy of Lincolnshire road casualties equates to approximately £187M.

Reducing road casualties and tackling risky driver behaviours such as speeding and being under the influence of alcohol or other drugs is incorporated into one of the key principles of the [Community Safety, Policing and Criminal Justice Plan for Lincolnshire 2017-2021](#), published by the Lincolnshire Police and Crime Commissioner. Road safety was also identified as the third highest ranked service in a 2016 extensive Lincolnshire County Council Public Consultation Exercise carried out to identify budget priorities.

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 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

KSI = Killed or Seriously Injured

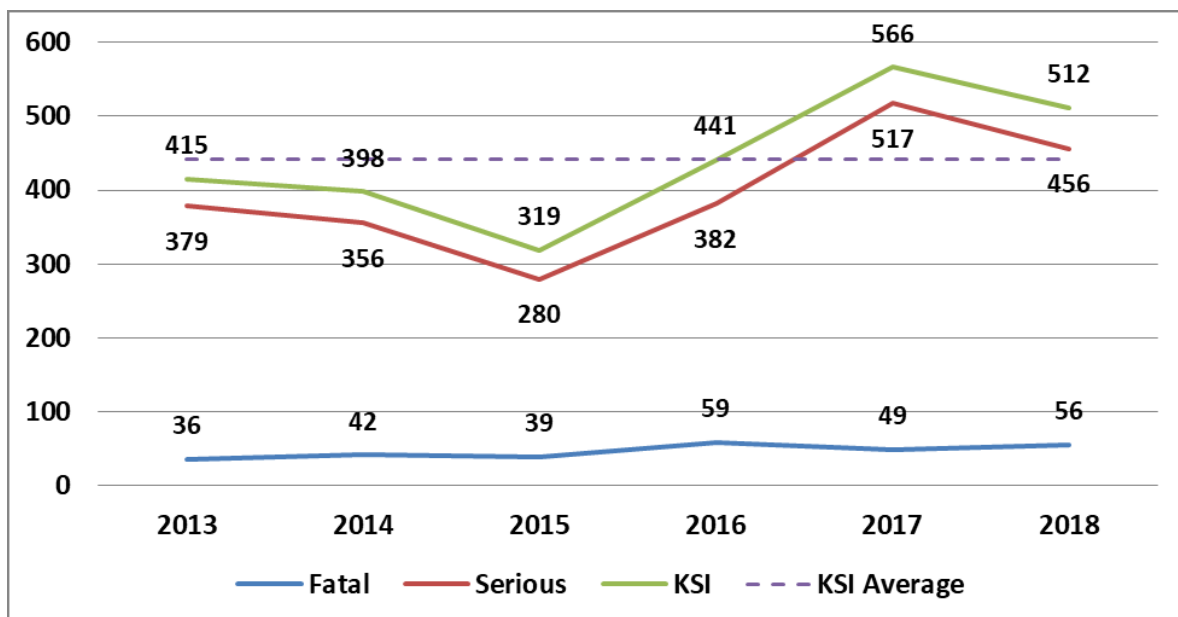
Unless otherwise stated Lincolnshire casualty data is provided from Stats19.

Unless otherwise stated all regional and national comparison data is provided from [Department for Transport: Reported Road Casualties Great Britain, Annual Report:](#)

Table 1- Casualty Figures

Year	2013	2014	2015	2016	2017	2018
Fatal	36	42	39	59	49	56
Serious	379	356	280	382	517	456
KSI	415	398	319	441	566	512
KSITarget	437	427	417	407	397	387

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

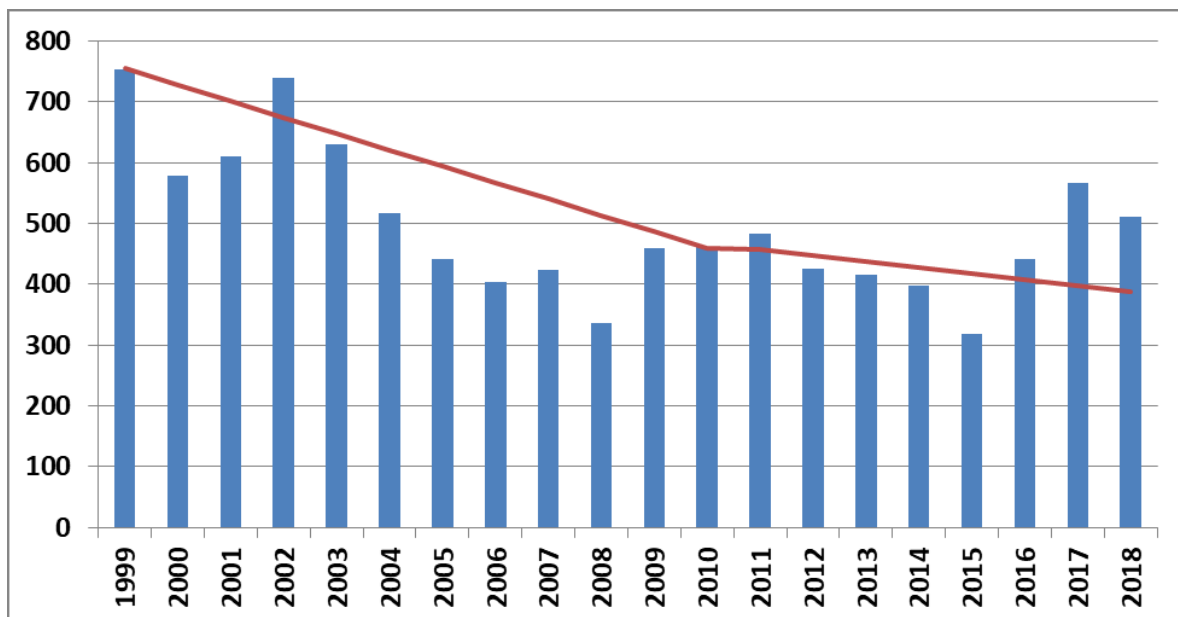


Figure 3: Change in KSI Casualties 2008-17 & National Comparison

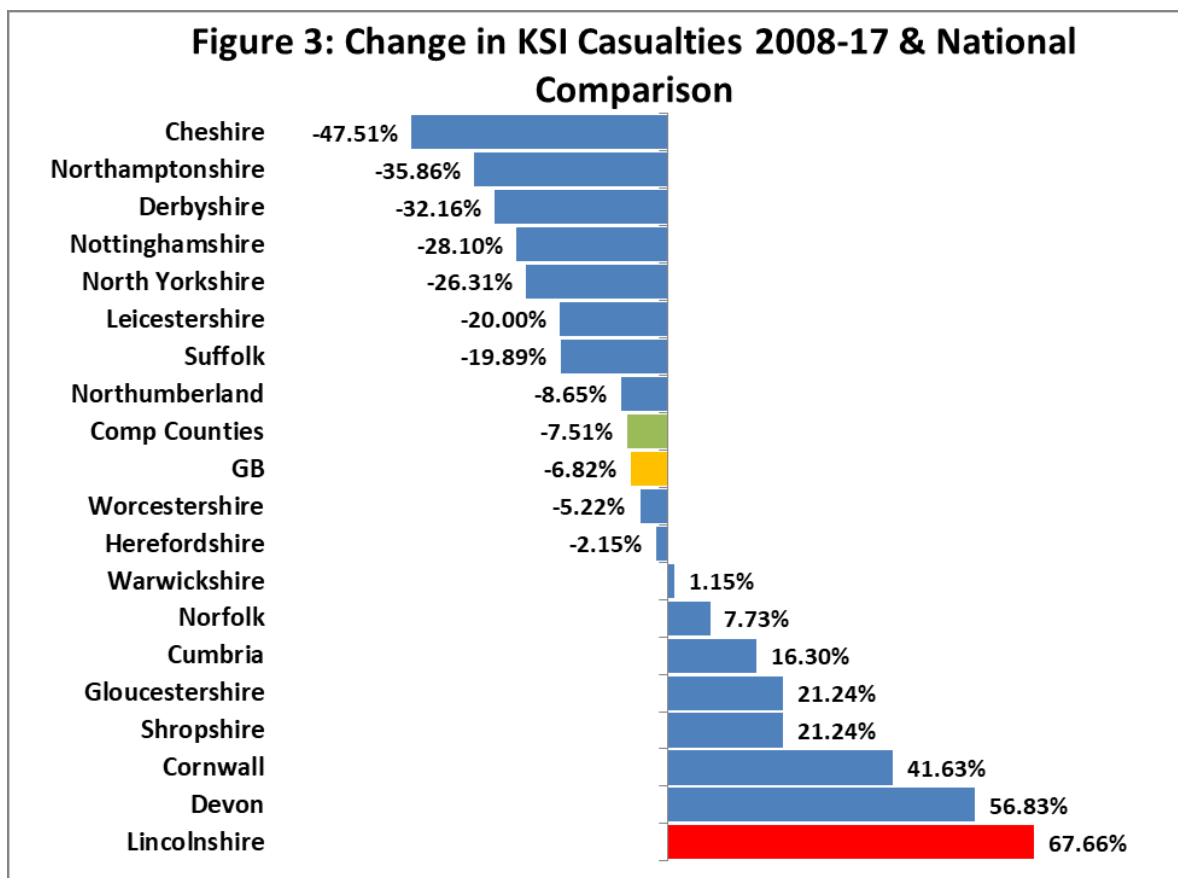






































Table 2 – KSI Analysis

Lincolnshire Road Safety Partnership Rolling Performance Dashboard - 2017													
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
KSI Casualties	508	541	28.3%		101 17.8% +20.2%	135 23.9% +13.4%	49 8.7% +48.5%	77 13.6% +30.5%	84 14.8% +40.0%	74 13.1% +57.4%	46 8.1% +17.9%		

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 - 2018													
2018 KSI Target 387	1st Jan 2018 to 31st Dec 18	1st Jan 2017 to 31st Dec17	% 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	512	568	-9.5%		82 16.0% -18.8%	97 18.9% -28.1%	43 8.4% -12.2%	85 16.6% +10.4%	90 17.6% +7.1%	47 9.2% -36.5%	68 13.3% +47.8%		
Car & Taxi KSI Casualties	284	316	-10.1%		47 16.5% -11.3%	52 18.3% -35.0%	20 7.0% +11.1%	52 18.3% +10.6%	47 16.5% -13.0%	21 7.4% -52.3%	45 15.8% +125.0%		
TWMV KSI Casualties (All cc's & Unknown)	76	96	-20.8%		18 23.7% +5.9%	11 14.5% -59.3%	4 5.3% -50.0%	10 13.2% -33.3%	17 22.4% +21.4%	11 14.5% +37.5%	5 6.6% -28.6%		
Low Powered TWMV (upto 125cc) KSI Casualties	27	35	-22.9%		3 11.1% -42.9%	4 14.8% -20.0%	3 11.1% -40.0%	2 7.4% -71.4%	8 29.6% +33.3%	3 11.1% 0.0	4 14.8% 0.0		
High Powered TWMV (over 125cc) KSI Casualties	44	61	-27.9%		14 31.8% -37.5%	5 11.4% -20.0%	1 2.3% -33.3%	8 18.2% +37.5%	8 18.2% +14.3%	7 15.9% -25.0%	1 2.3% +20.0%		
Pedestrians KSI Casualties	67	75	-10.7%		5 7.5% -75.0%	12 17.9% -66.7%	10 14.9% 0.0	11 16.4% -20.0%	8 11.9% -20.0%	9 13.4% -20.0%	12 17.9% -50.0%		
Pedal Cyclist KSI Casualties	36	44	-18.2%		8 22.2% -20.0%	6 16.7% 0.0	7 19.4% 0.0	4 11.1% -20.0%	4 11.1% -20.0%	4 11.1% -20.0%	3 8.3% -50.0%		
Child (0-15) KSI Casualties	28	30	-6.7%		2 7.1% -66.7%	4 14.3% -60.0%	3 10.7% 0.0	4 14.3% +300.0%	7 25.0% +40.0%	2 7.1% -33.3%	6 21.4% +200.0%		
KSI Collisions Involving a 17-24 year old Driver	104	132	-21.2%		22 21.2% -8.3%	21 20.2% -27.6%	6 5.8% -57.1%	17 16.3% -5.6%	18 17.3% -10.0%	11 10.6% -31.3%	9 8.7% -18.2%		
KSI Collisions Involving a 60+ year old Driver	116	143	-18.9%		18 15.5% -10.0%	20 17.2% -41.2%	12 10.3% -7.7%	19 16.4% -5.0%	21 18.1% 0.0	10 8.6% -41.2%	16 13.8% -11.1%		
Slight Casualties	2021	2015	0.3%		337 16.7% -2.0%	444 22.0% -4.1%	242 12.0% +0.4%	276 13.7% -9.2%	276 13.7% -4.2%	247 12.2% +12.3%	199 9.8% +28.4%		

2018 Fatal Collision Analysis:

Figure 4 - Gender Distribution:

There have been 56 fatal casualties this year, 63 % of those are male and 38% are female. In 2017, 80% were male and 20% were female.

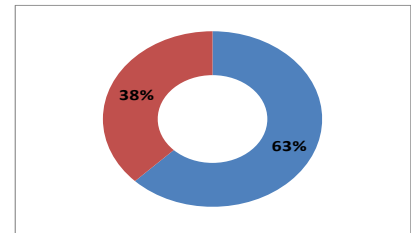
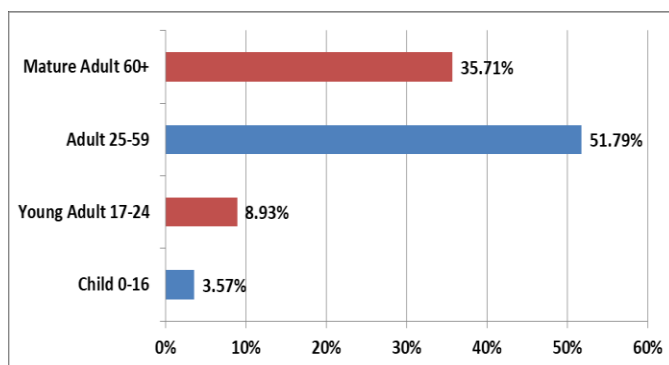


Figure 5 & Table 4 - Age Distribution:

9% of the fatal casualties in 2018 are young adults aged 17-24, a reduction from 20% in 2017; and 36% are mature adults aged 60+, an increase from 22% in 2017. Together, these groups account for 45% of the total, similar to the 44% in 2017 and still lower than the 60% in 2016.



Age	2018	5 Yrs Avg
Child 0-16	2	1
Young Adult 17-24	5	9.4
Adult 25-59	29	19.8
Mature Adult 60+	20	14.6
Fatal Casualties Total	56	44.8

Figure 6 – Age Distribution Graph

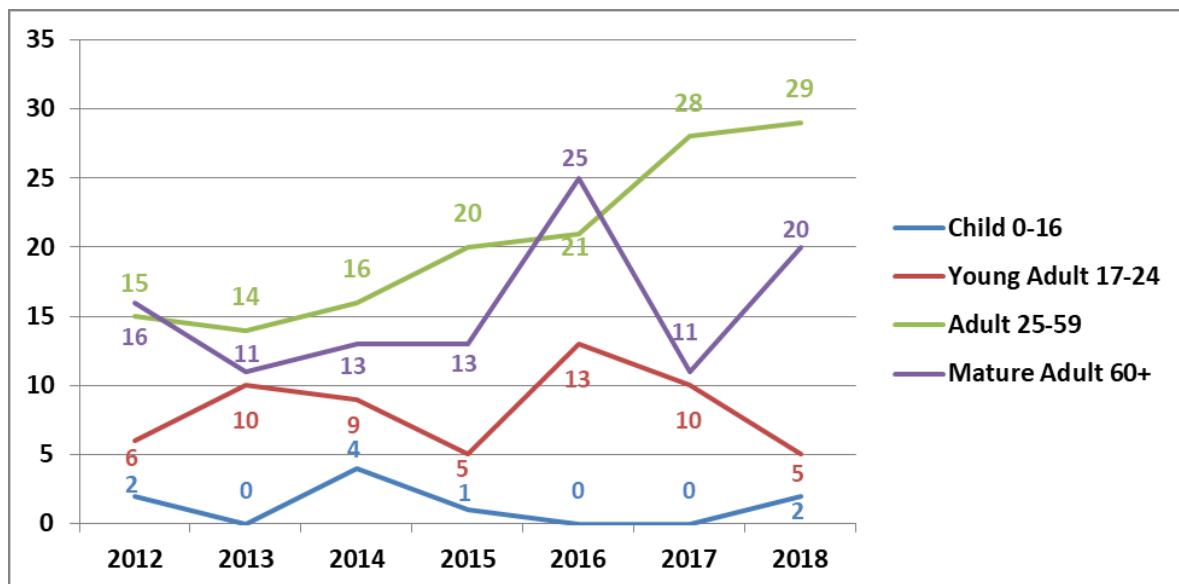


Figure 7 - Time of the day:

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. In 2017 the number of fatal collisions occurring in the morning decreased and there was

longer a peak between 10.00 and 10.59. In 2018 a new peak between 15.00 and 15.59 emerged.

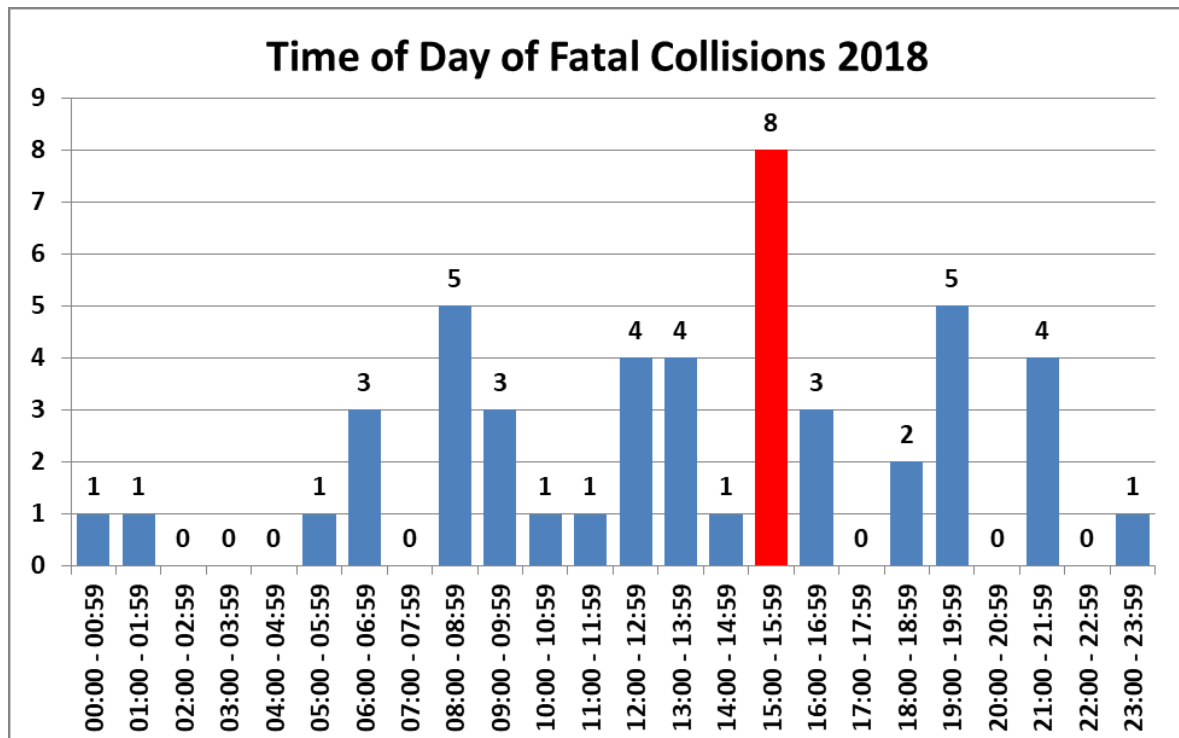


Figure 8 - Causality Class:

Drivers account for the majority of fatal casualties in 2018 with 70%, similar to 75 in 2017 and 68% in 2016.

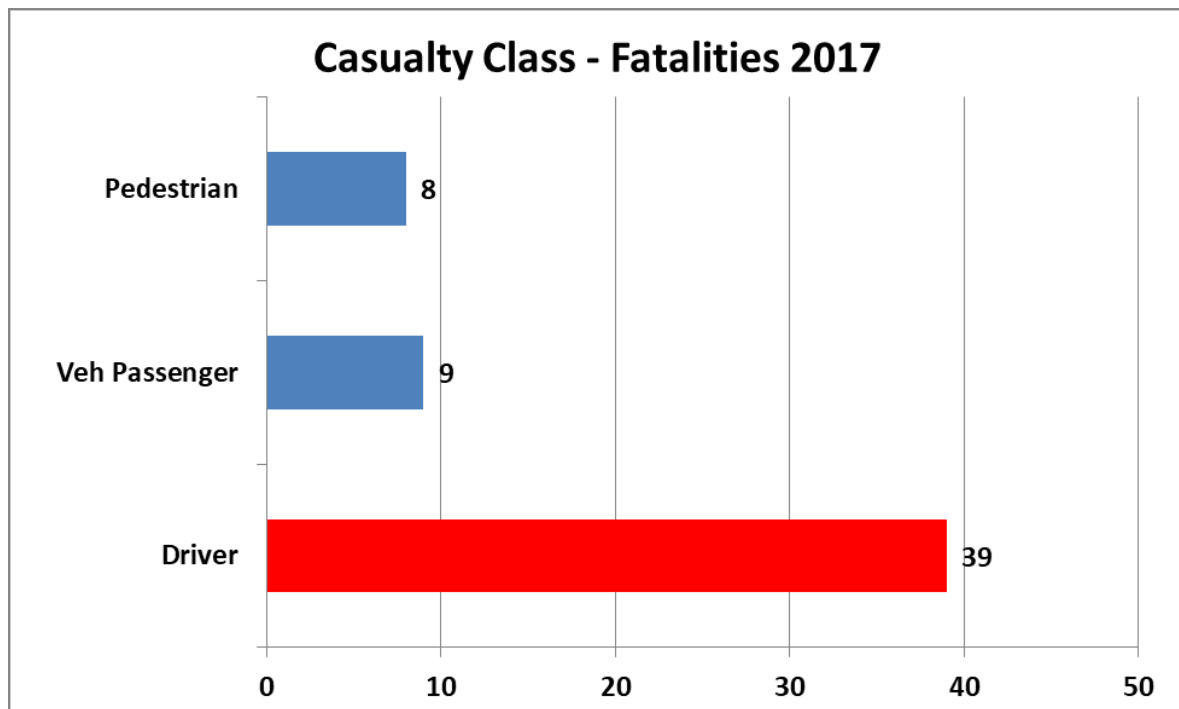


Figure 9 - Weather:

The majority of fatal collisions happened in fine weather without high winds (68%).

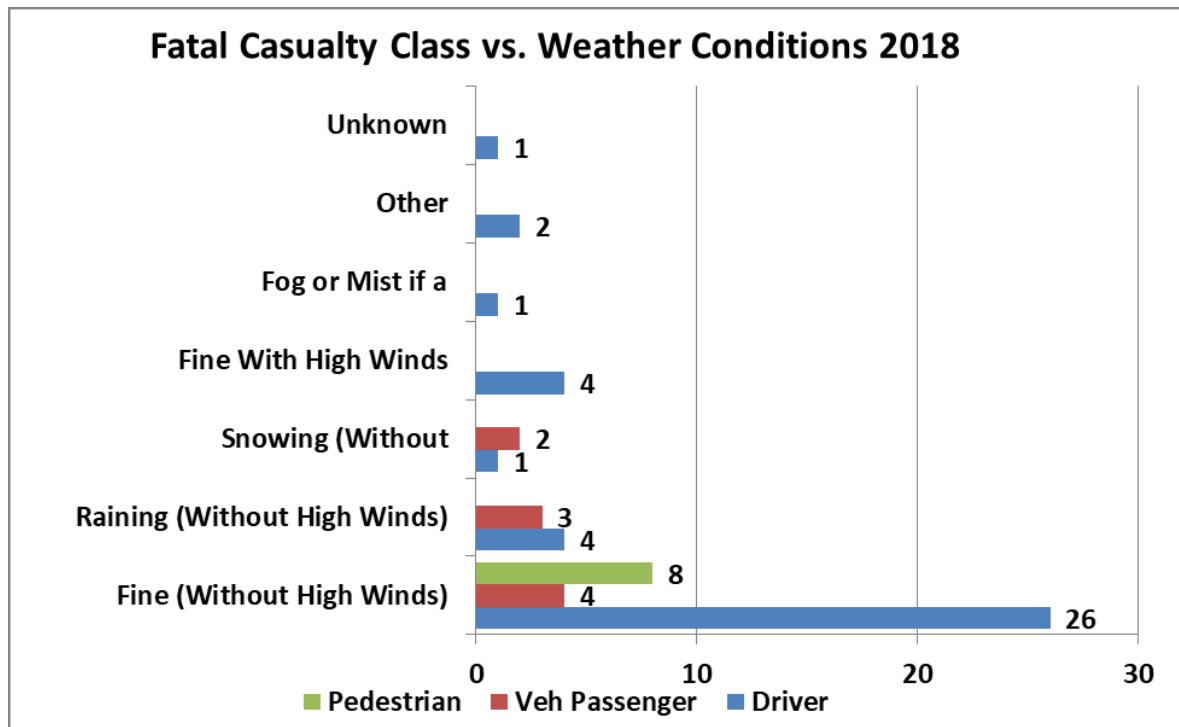


Figure 10 - Causality Vehicle Type:

STATS 19 data show that the majority of collision involve a car.

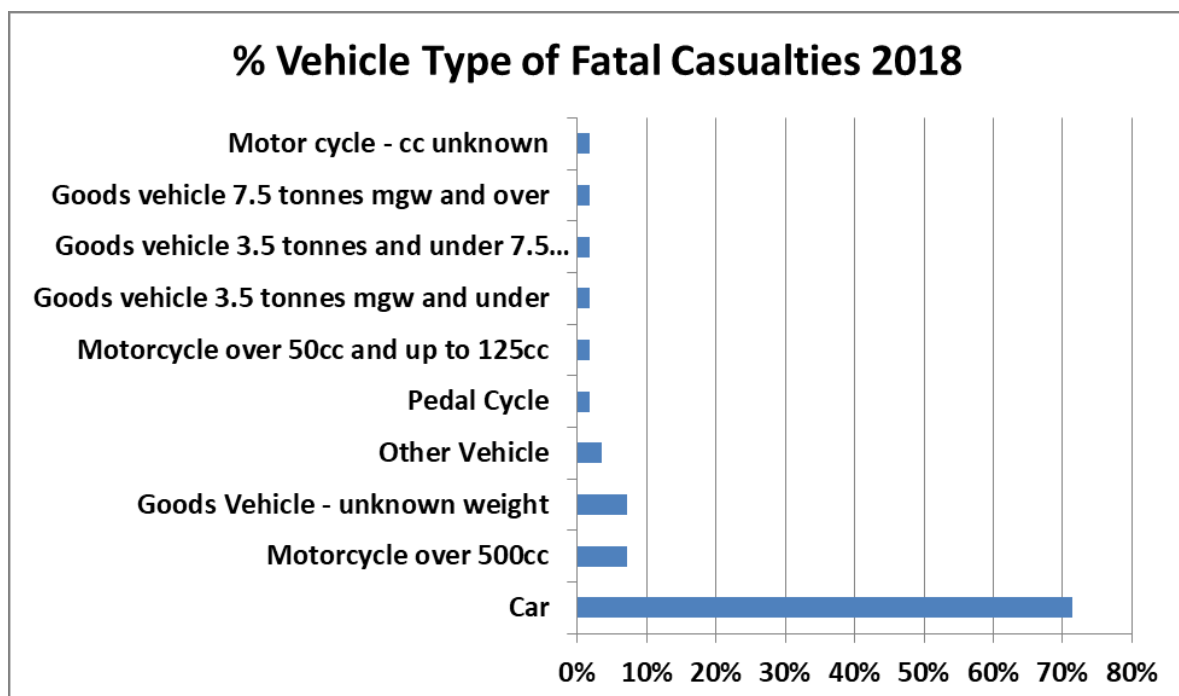


Table 5 – Motorcycle/Mobility Scooter Fatalities

Year	Motorcycle over 50cc and up to 125cc	Motorcycle over 500cc	Motorcycle over 125cc and up to 500cc	Motorcycle 50 cc and under	Motor cycle - cc unknown	Mobility Scooter
2018	1	4	0	0	1	0
5 yr Avg	1	8.6	1.8	0.6	0	1

Table 6 - Contributory Factors:

Contributory Factors	Total
Careless/Reckless/In a hurry	13
Failed to look properly	9
Loss of control	7
Failed to judge other person's path or speed	6
Other - Please specify below	4
Distraction in vehicle	3
Failed to look properly (Pedestrian)	3
Defective steering or suspension	2
Impaired by alcohol	2
Failed to judge vehicle's path or speed	2
Careless/Reckless/In a hurry (Pedestrian)	2
Road layout (eg bend, hill, narrow carriageway)	1
Disobeyed Give Way or Stop sign or markings	1
Exceeding speed limit	1
Travelling too fast for conditions	1
Junction restart	1
Fatigue	1
Driver using mobile phone	1
Aggressive driving	1
Inexperienced or learner driver/rider	1
Rain, sleet, snow, or fog	1
Dangerous action in carriageway (eg playing)	1
Impaired by alcohol (Pedestrian)	1
Total	65

Table 7 - Contributory Factors by Road User Group:

Group	Contributory Factor
17-24	Failed to look properly
	Loss of control
	Distraction in vehicle
	Careless/Reckless/In a hurry
	Defective steering or suspension
	Aggressive driving
	Inexperienced or learner driver/rider
TWMV 500cc+	Failed to look properly
	Careless/Reckless/In a hurry
	Defective steering or suspension
	Disobeyed Give Way or Stop sign or markings
	Driver using mobile phone
TWMV 50cc-125cc	Failed to look properly
Mature Adult 60+	Careless/Reckless/In a hurry
	Failed to look properly
	Failed to judge other person's path or speed
	Loss of control
	Failed to look properly (Pedestrian)
	Travelling too fast for conditions
	Junction restart
	Impaired by alcohol
	Fatigue
	Distraction in vehicle
	Rain, sleet, snow, or fog
	Careless/Reckless/In a hurry (Pedestrian)
	Other - Please specify below

Table 8 - Road Type:

83% of fatal accidents happened on A and B Class roads in 2018, an increase on previous years (80% in 2017, 72% in 2016).

Road Type	Fatal Collisions	%
A Class road	34	70.83%
B Class road	6	12.50%
C Class road	4	8.33%
D Class road	4	8.33%
Total	48	

KSI Analysis – By User Group

Two Wheeled Motor Vehicle (TWMV):

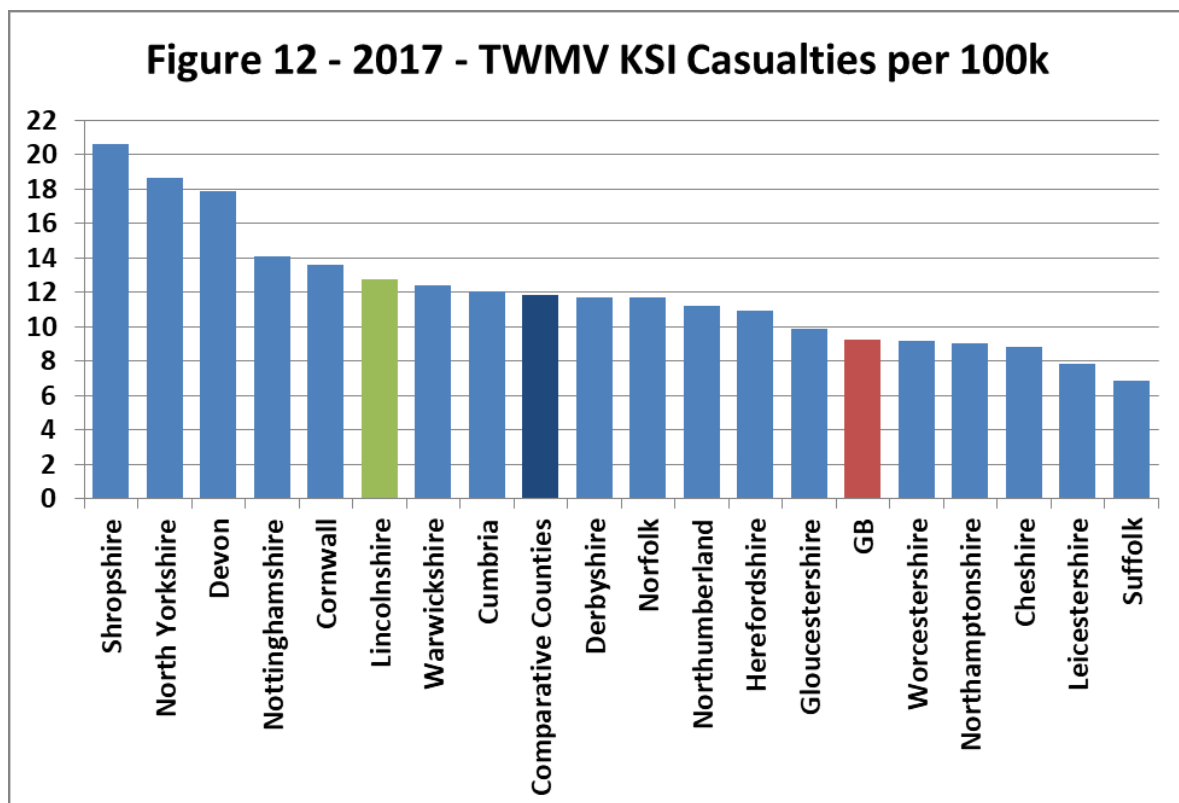
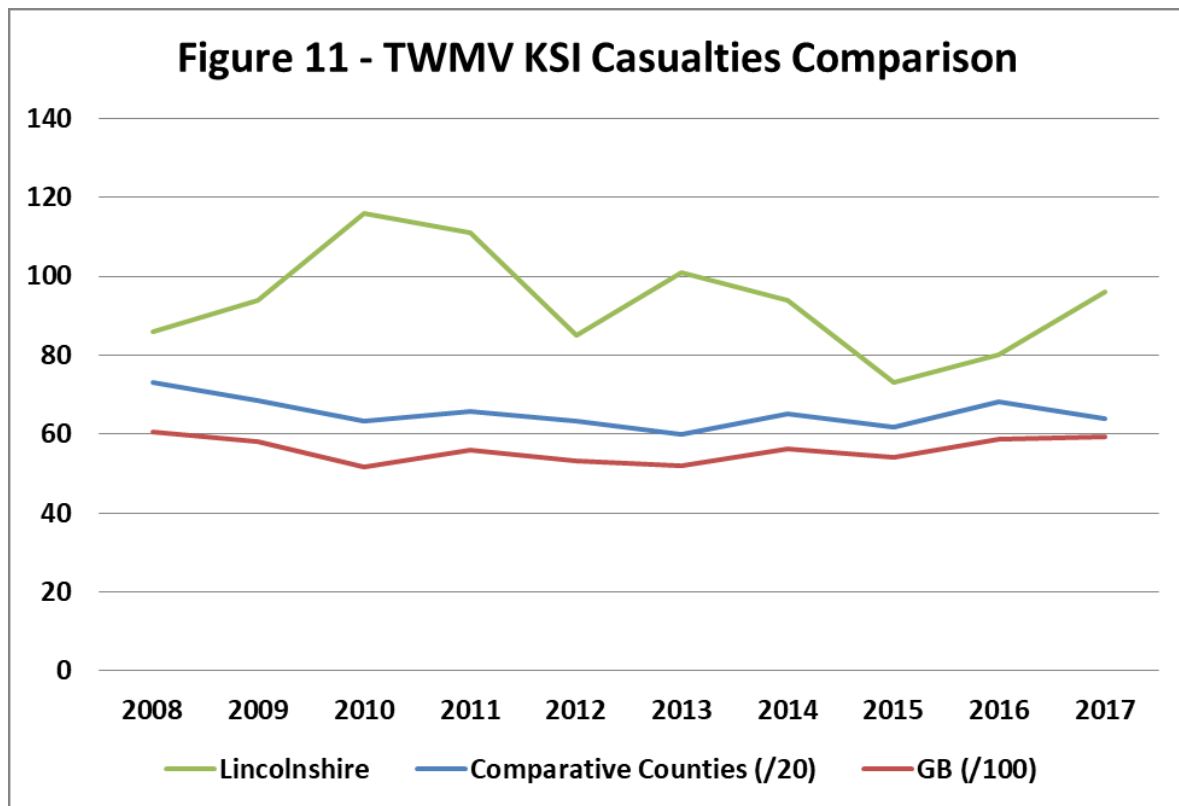


Figure 13 - TWMV up to 125cc KSI Casualties Comparison

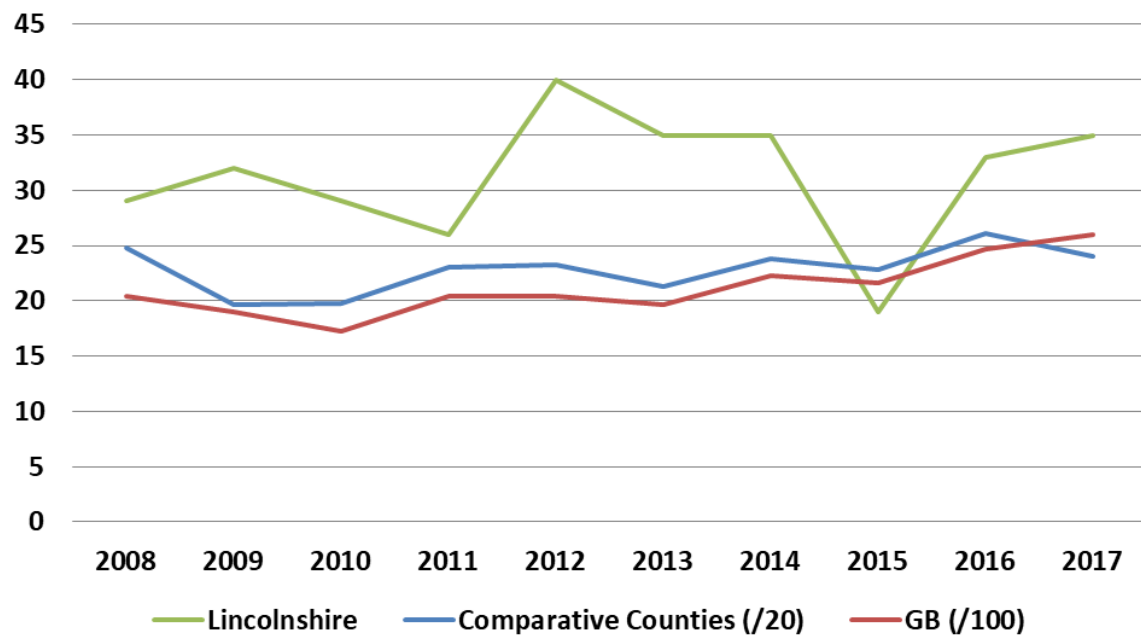


Figure 14 - TWMV Over 125cc KSI Casualties Comparison

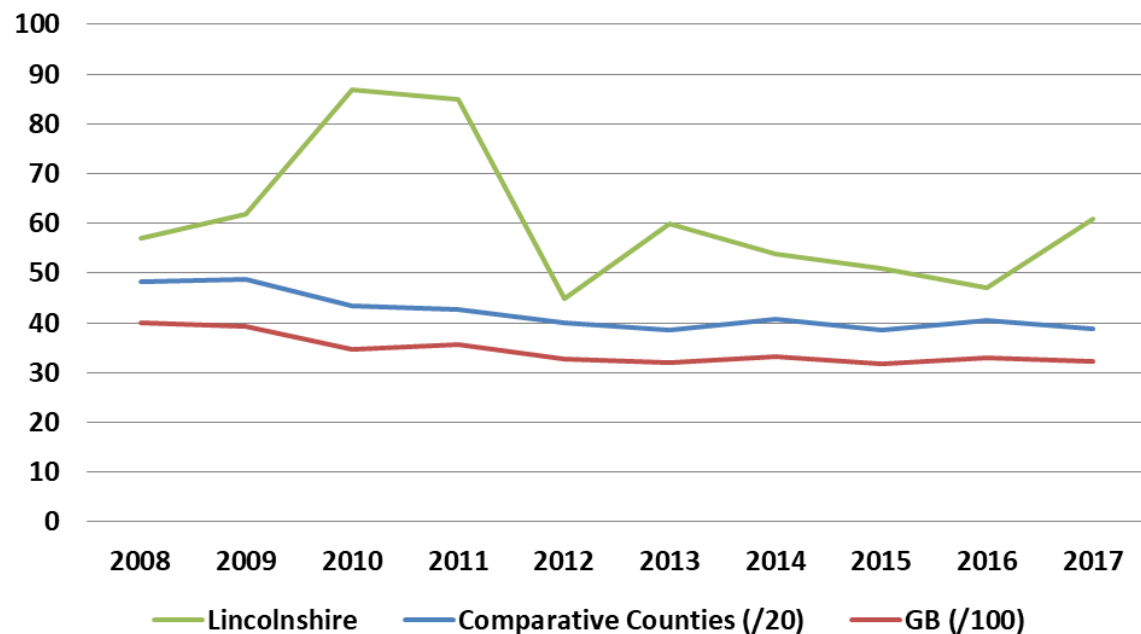


Table 9 - TWMV District Trends

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 (All cc's & Unknown)	946	800	20.0%		17 17.7% -10.5%	27 28.1% +22.7%	8 8.3% 0.0	15 15.6% +36.4%	14 14.6% +75.0%	8 8.3% +100.0%	7 7.3% -12.5%		
Low Powered TWMV (upto 125cc) KSI Casualties	326	260	25.0%		3 8.6% +50.0%	7 20.0% -22.2%	5 14.3% +25.0%	7 20.0% +75.0%	6 17.1% +100.0%	3 8.6% 0.0	4 11.4% +33.3%		
High Powered TWMV (over 125cc) KSI Casualties	161	388	60.5%		14 23.0% +100.0%	20 32.8% +50.0%	3 4.9% +60.0%	8 13.1% +166.7%	8 13.1% +400.0%	5 8.2% 0.0	3 4.9% 0.0		

Pedestrian:

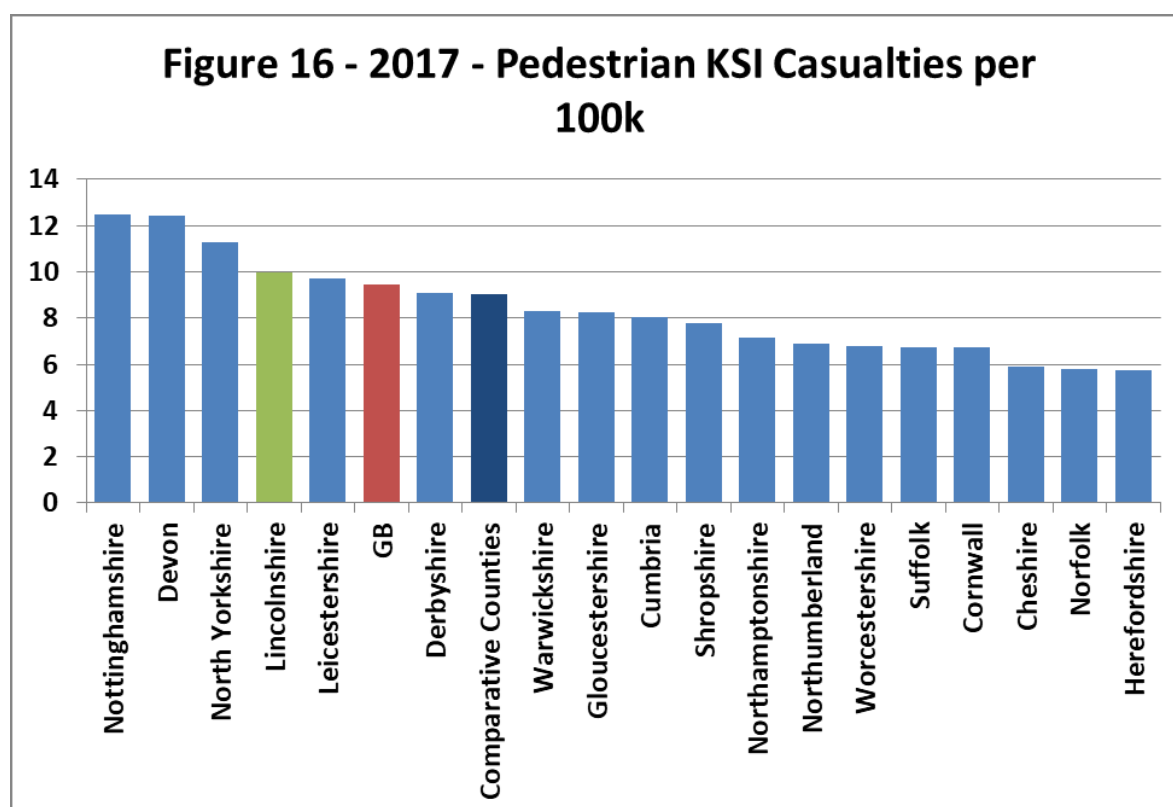
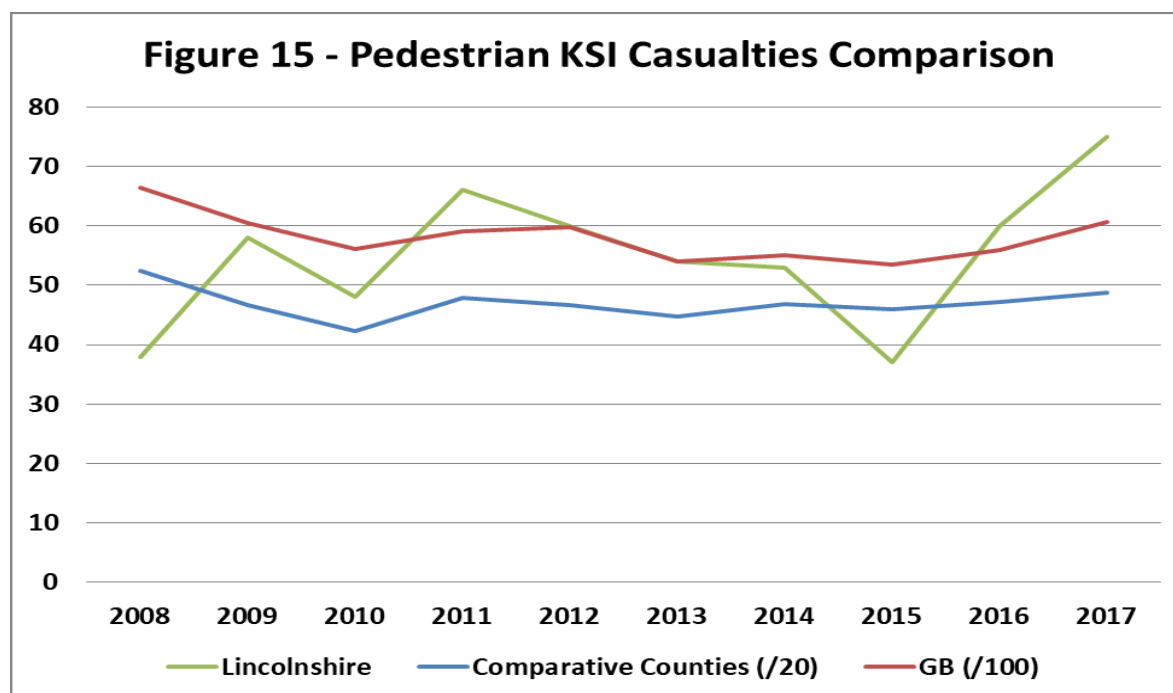


Table 10 - Pedestrian District Trends

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
Pedestrians KSI Casualties	397	318	25.0%		8 10.7%	15 20.0%	15 20.0%	8 10.7%	7 9.3%	12 16.0%	10 13.3%		
					+33.3%	+50.0%	+50.0%	+100.0%	-41.7%	+50.0%	0.0		

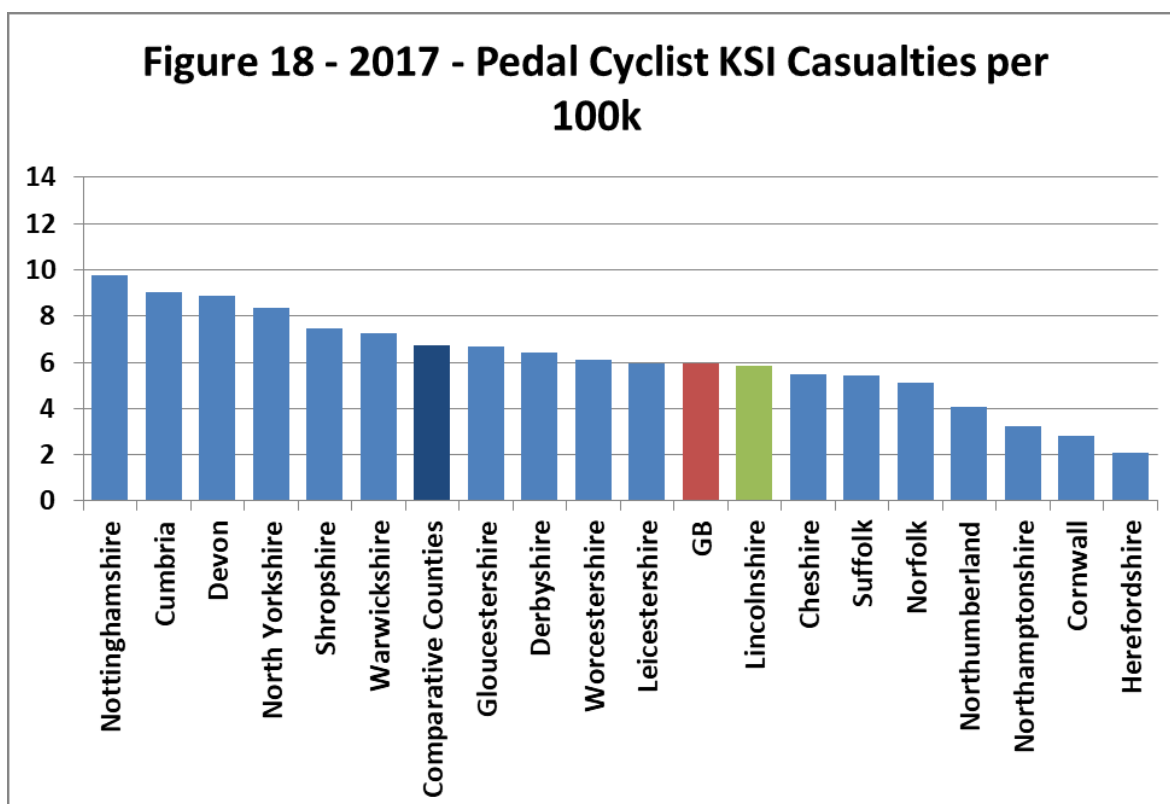
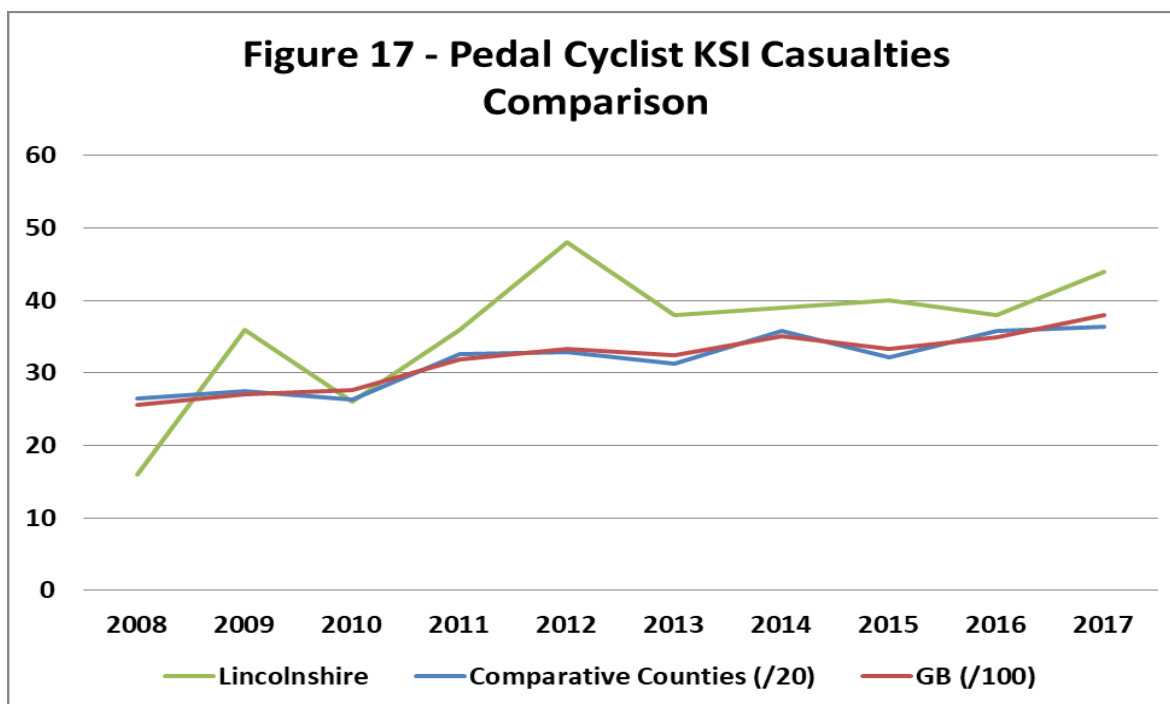


Table 11 - Pedal Cyclist District Trends

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%		
					+150.0%	-33.3%	0.0	-16.7%	-16.7%	+150.0%	+50.0%		

Senior Drivers:

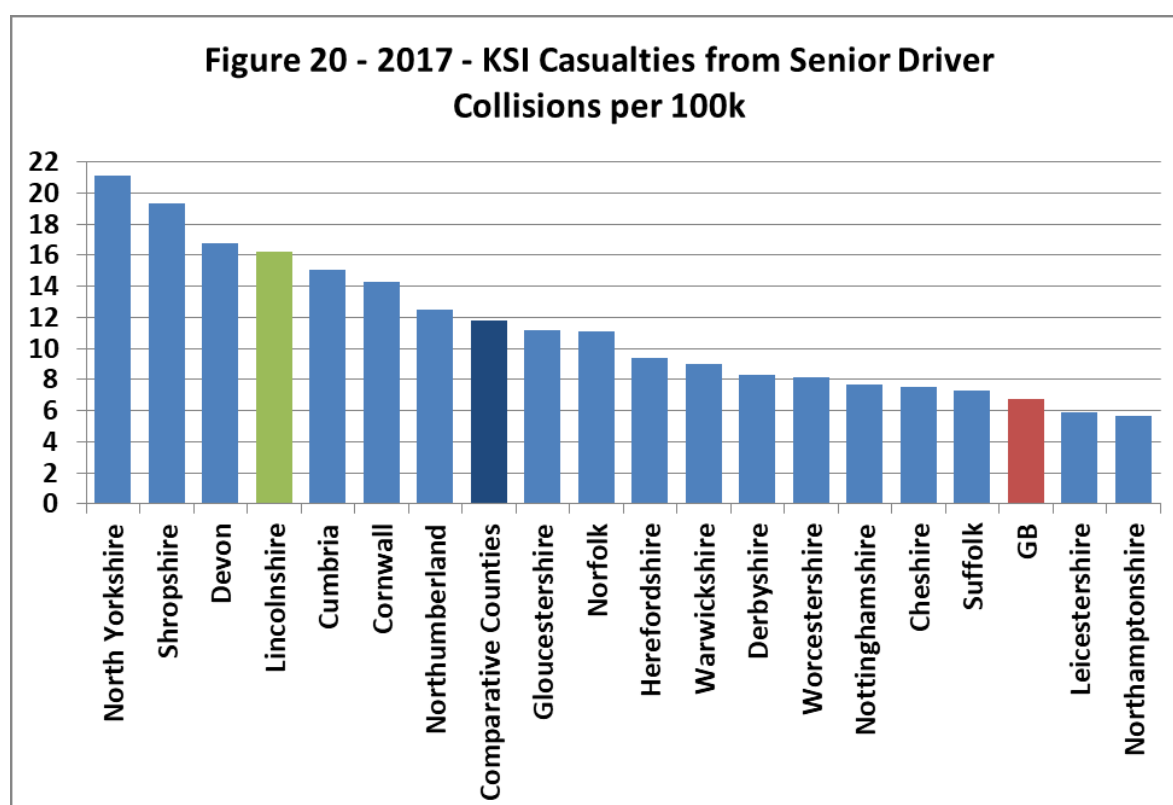
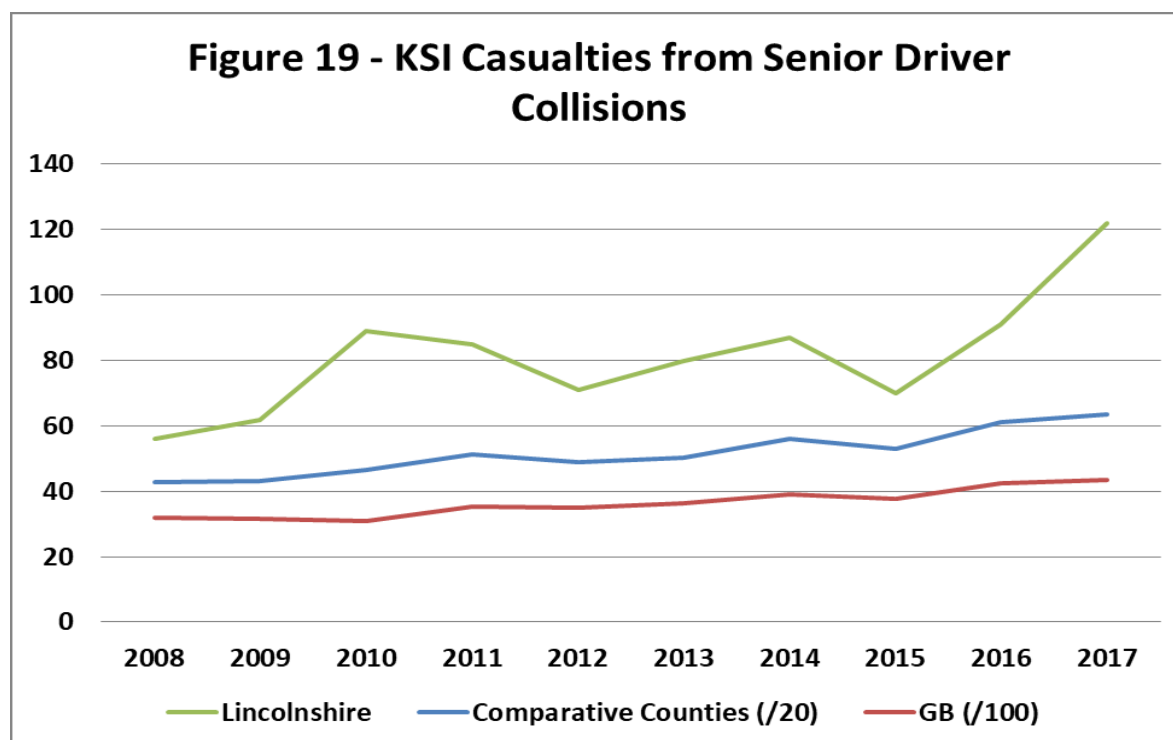


Table 12 - Senior Driver District Trends

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 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%		
					0.0	+160.0%	+150.0%	+61.5%	+112.5%	+12.5%			

Young Driver:

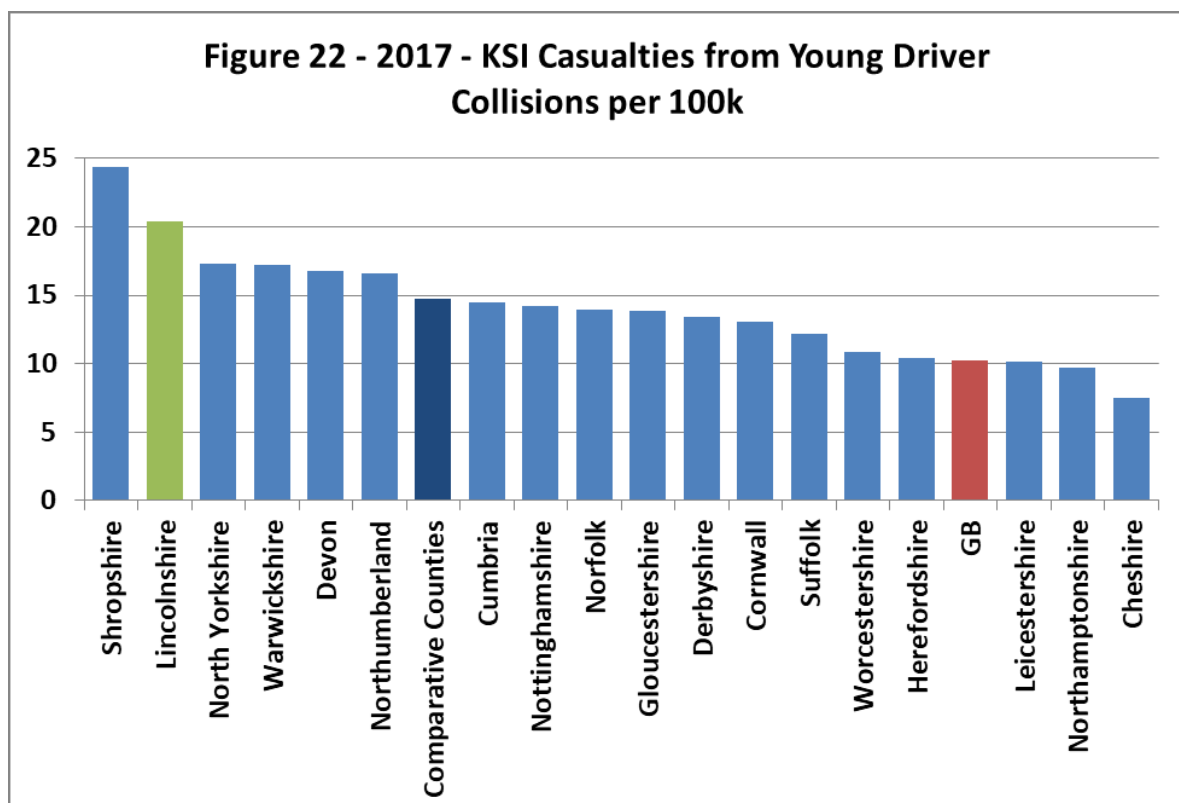
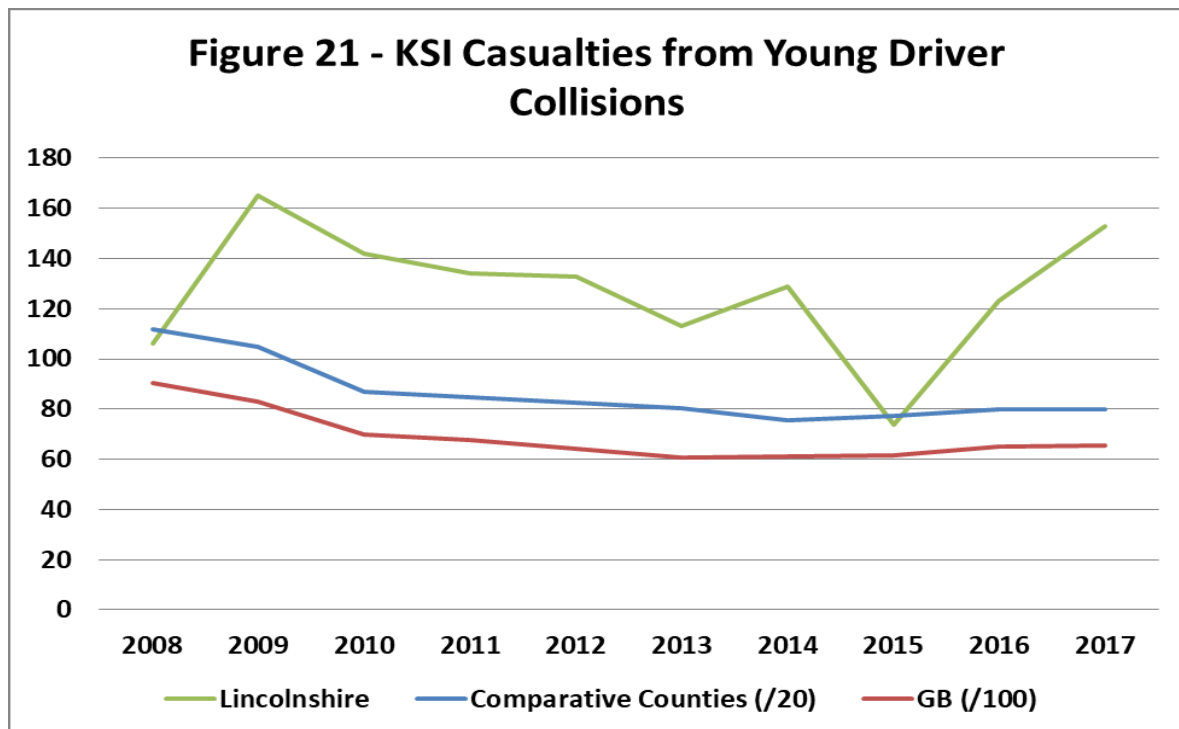


Table 13 - Young Driver District Trends

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% +50.0%	29 22.0% +16.0%	14 10.6% +100.0%	18 13.6% +28.6%	20 15.2% +5.3%	16 12.1% +14.3%	11 8.3% -8.3%		

Figure 23 - Child (aged 0-15) KSI Casualties

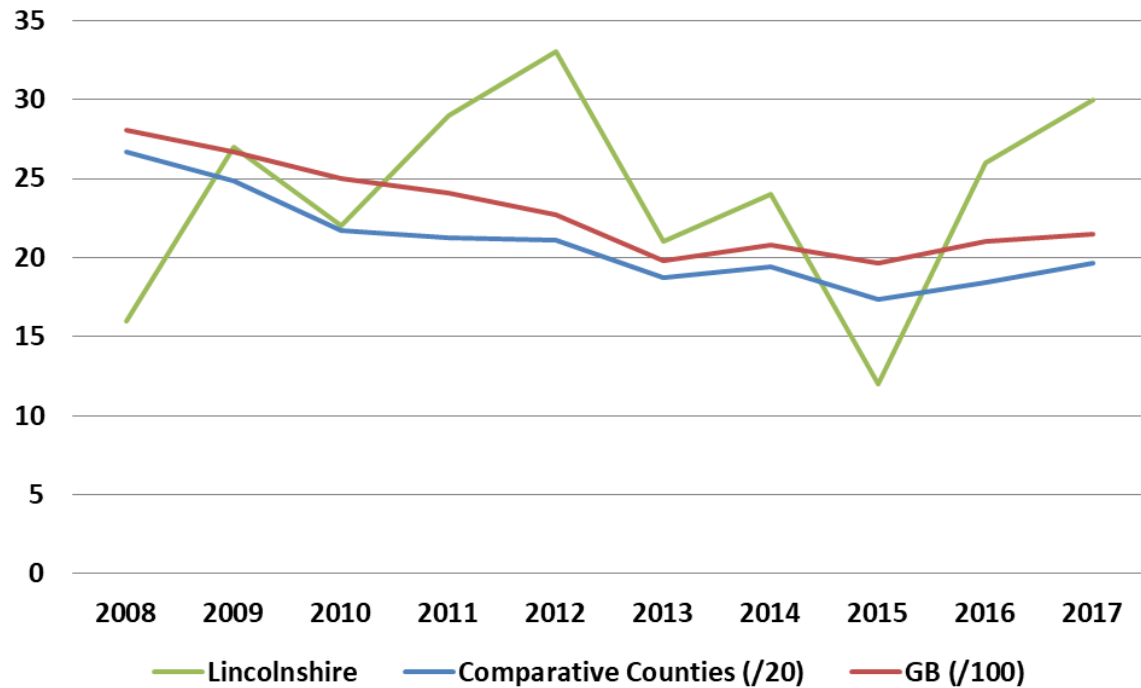
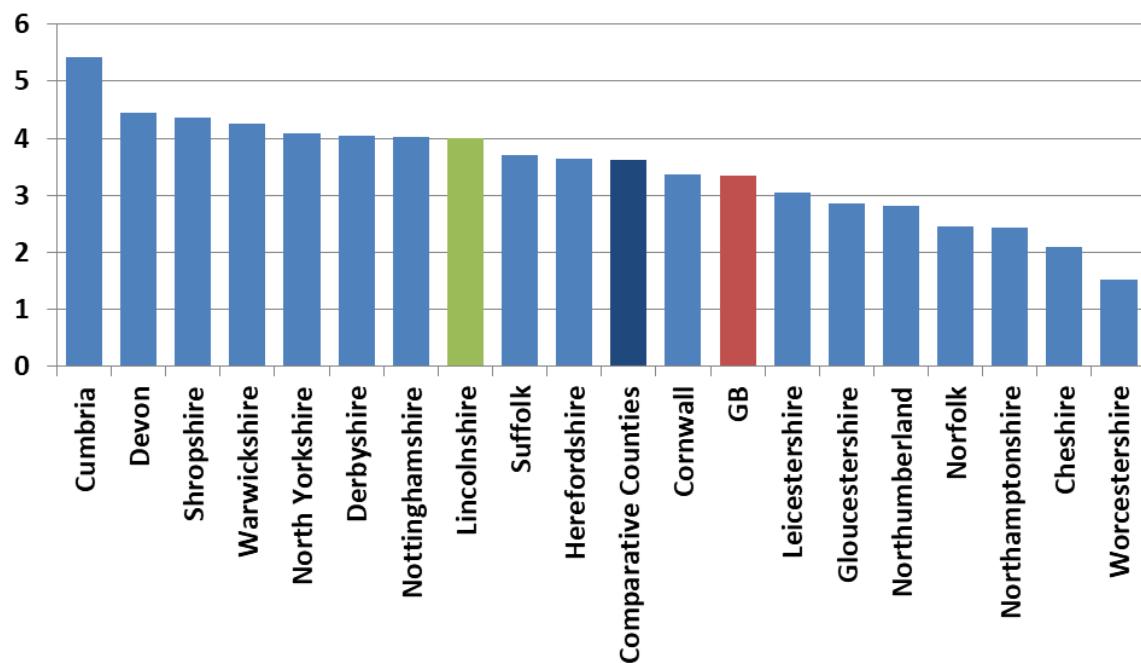


Figure 24 - 2017 - KSI Casualties from Young Driver Collisions per 100k



Car & Taxi:

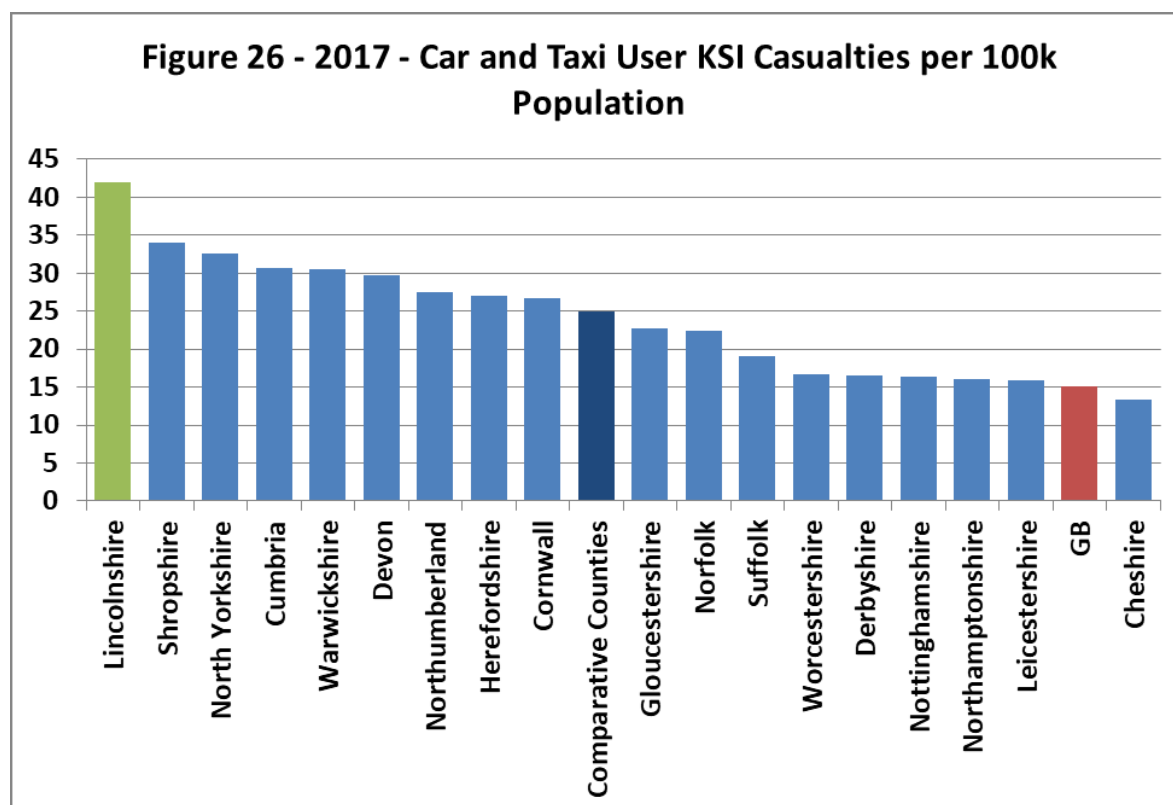
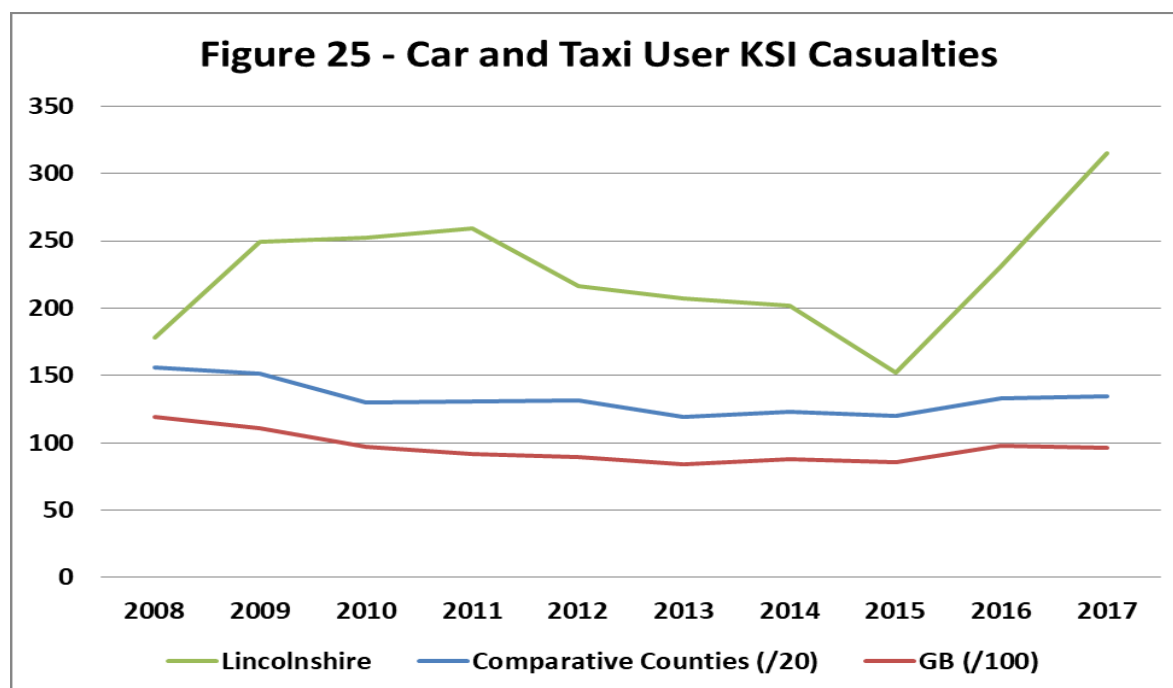
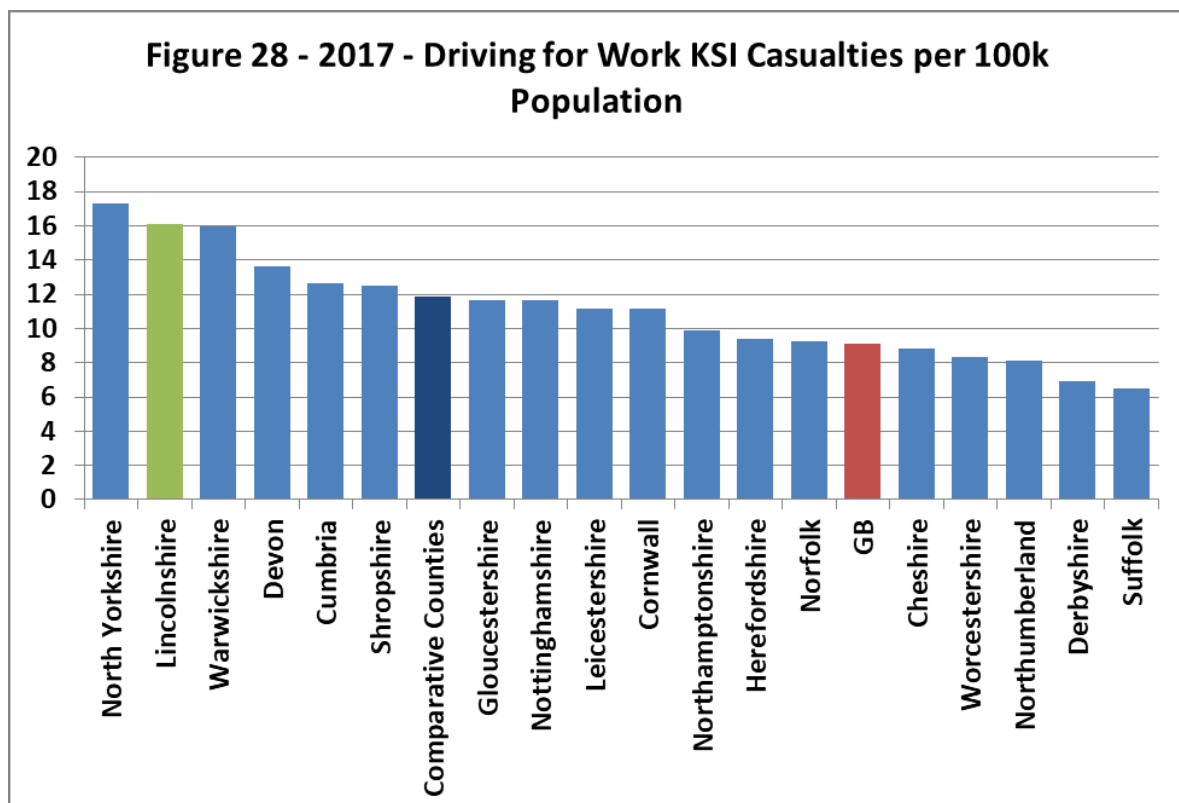
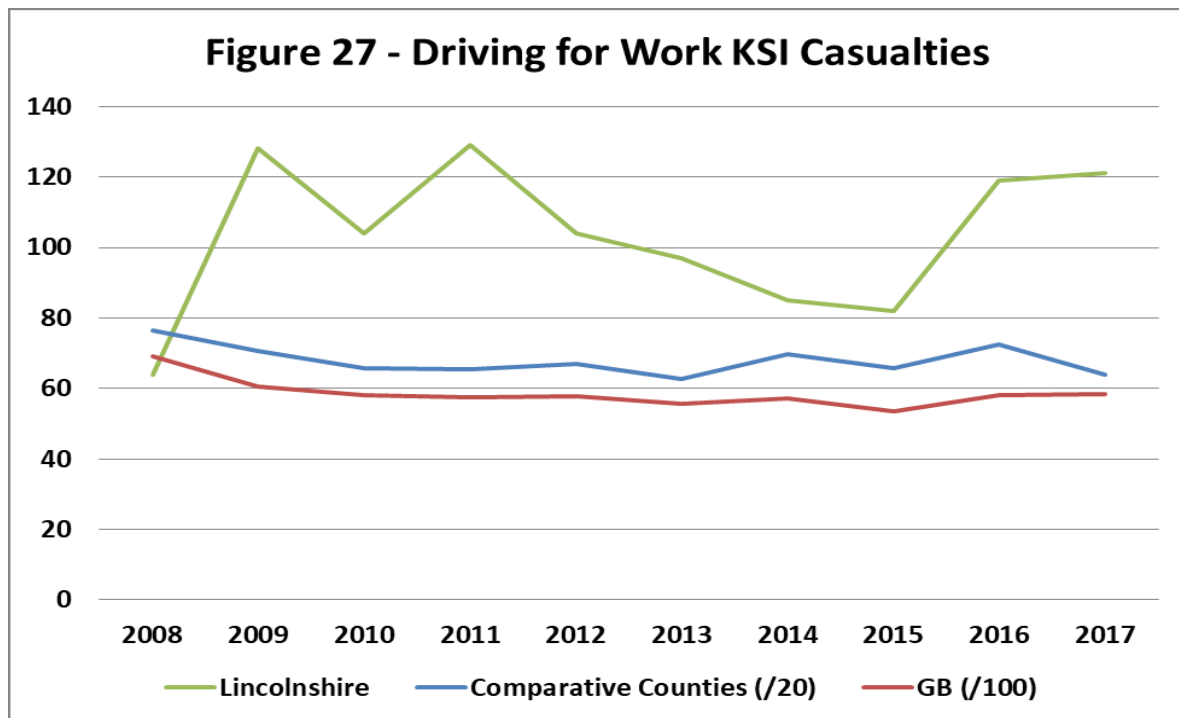


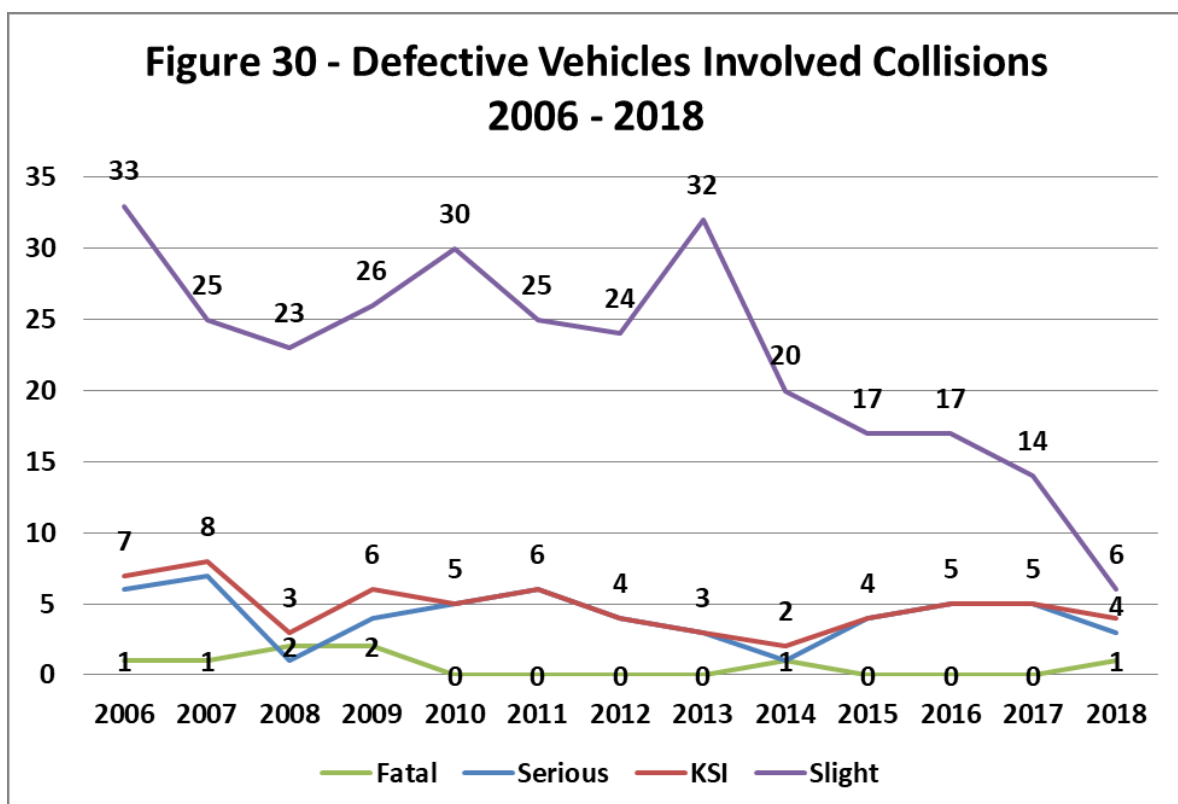
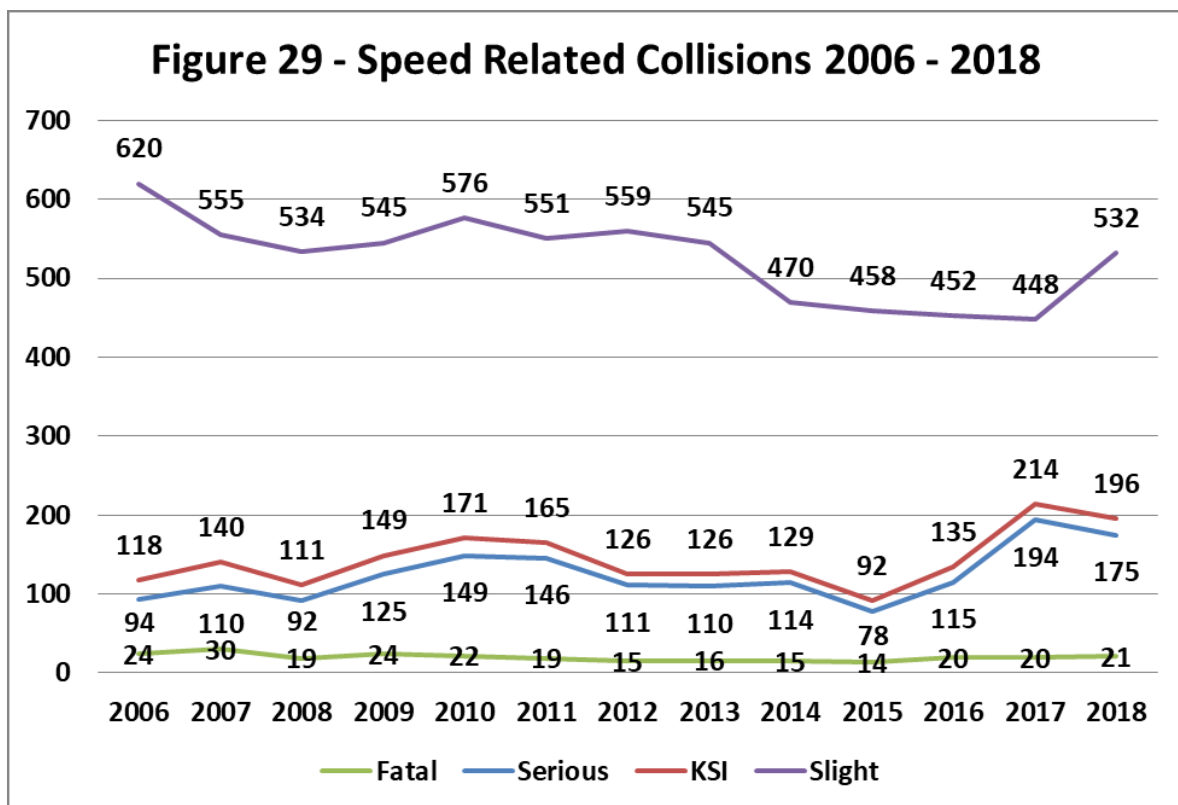
Table 14 - Car & Taxi District Trends

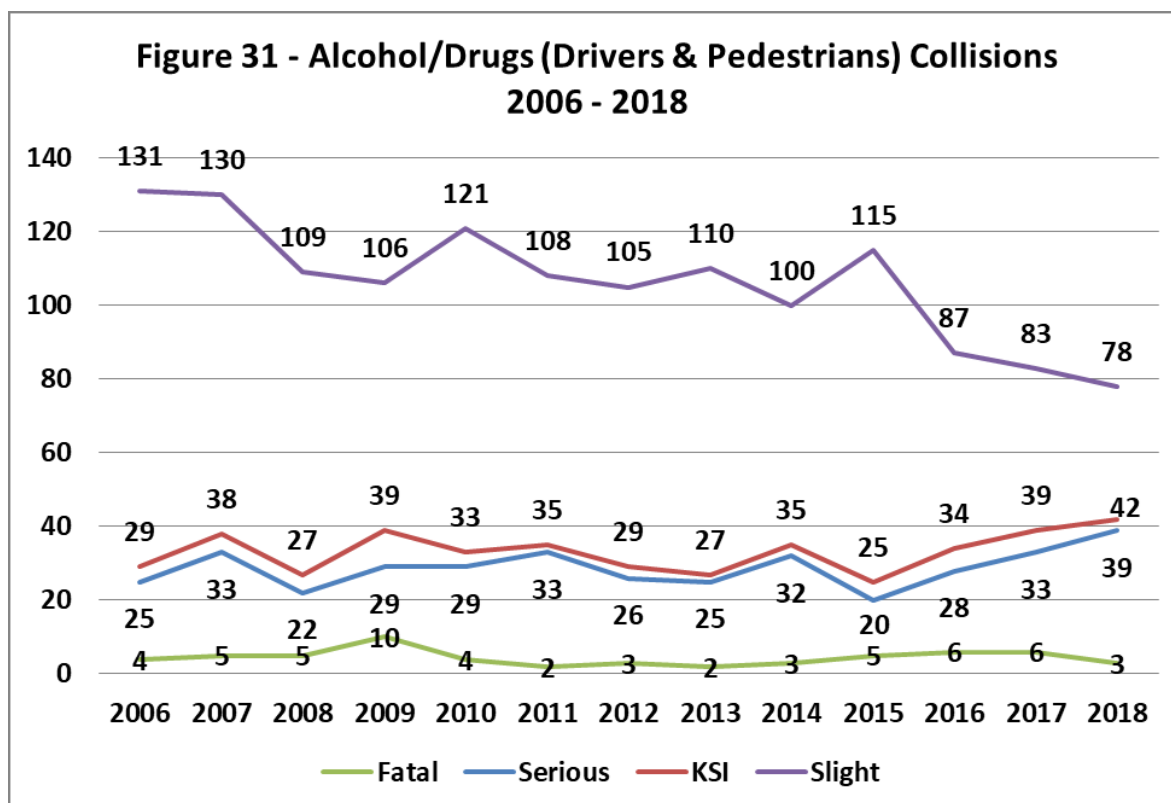
2017 KSI Target 397	1st Jan 2017 to 31st Dec 17	1st Jan 2016 to 31st Dec 16	% Change on Previous Year	MALE FEMALE	West Lindsey DC	East Lindsey	Lincoln City	North Kesteven DC	South Kesteven DC	South Holland DC	Boston BC	District Distribution	URBAN RURAL
Car & Taxi KSI Casualties	397	281	36.8%		53 16.8%	80 25.3%	18 5.7%	47 14.9%	54 17.1%	44 13.9%	20 6.3%		
					+10.4%	+19.4%	+260.0%	+56.7%	+63.6%	+41.9%	+17.6%		

Driving for Work:



Causation factor trends:





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