



**Public Protection and Communities Scrutiny  
Committee  
8th December 2020  
Road Traffic Collisions in Lincolnshire –  
Supplementary data Report  
December 2020**

**Data Analysis:**

*In the following analysis*

*KSI = Killed or Seriously Injured*

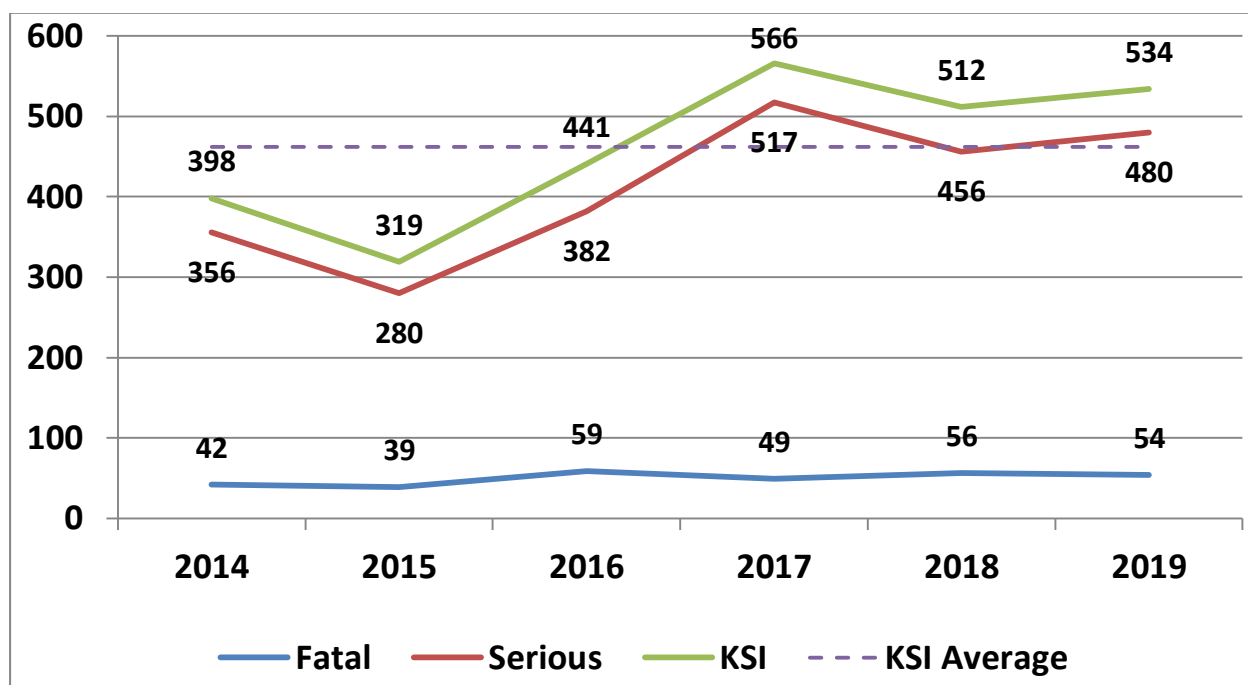
*Unless otherwise stated Lincolnshire casualty data is provided from Stats19.*

*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

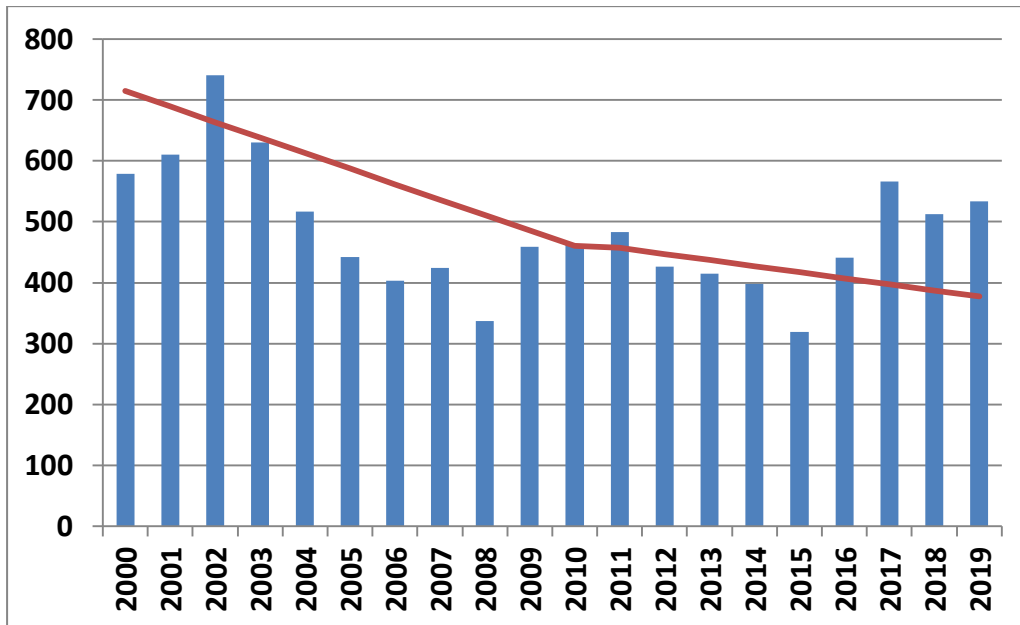
Year	2014	2015	2016	2017	2018	2019
Fatal	42	39	59	49	56	54
Serious	356	280	382	517	456	480
KSI	398	319	441	566	512	534

Figure 1- Fatal Casualties and KSI

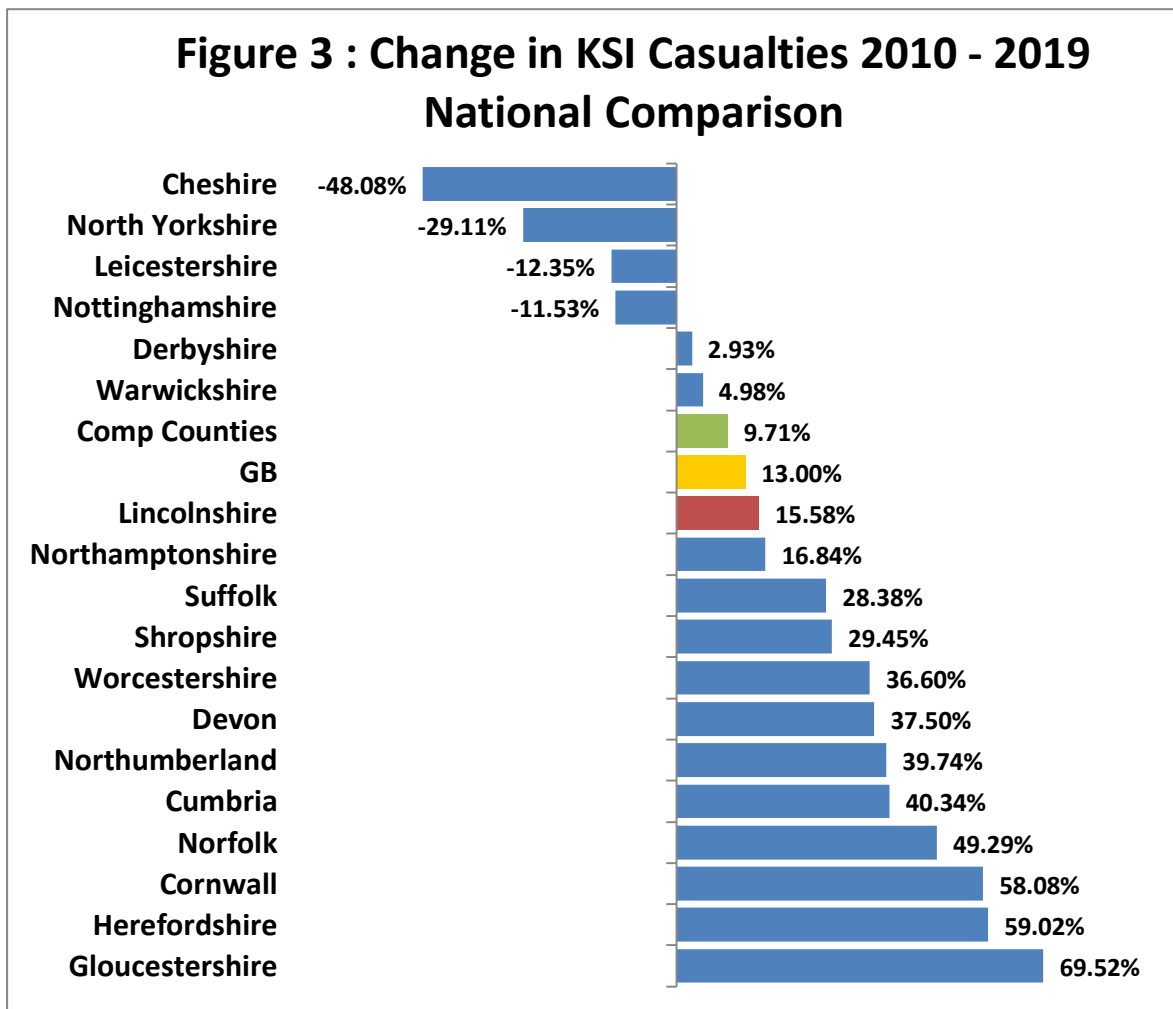


The following graphs provide an overview of KSI and fatal trends and comparisons to similar counties and the national average:

Figure 2 – KSI Casualties



**Figure 3 : Change in KSI Casualties 2010 - 2019  
National Comparison**



**Figure 3b: Change in KSI Casualties 2008-17 & National Comparison (presented in 2019 report)**

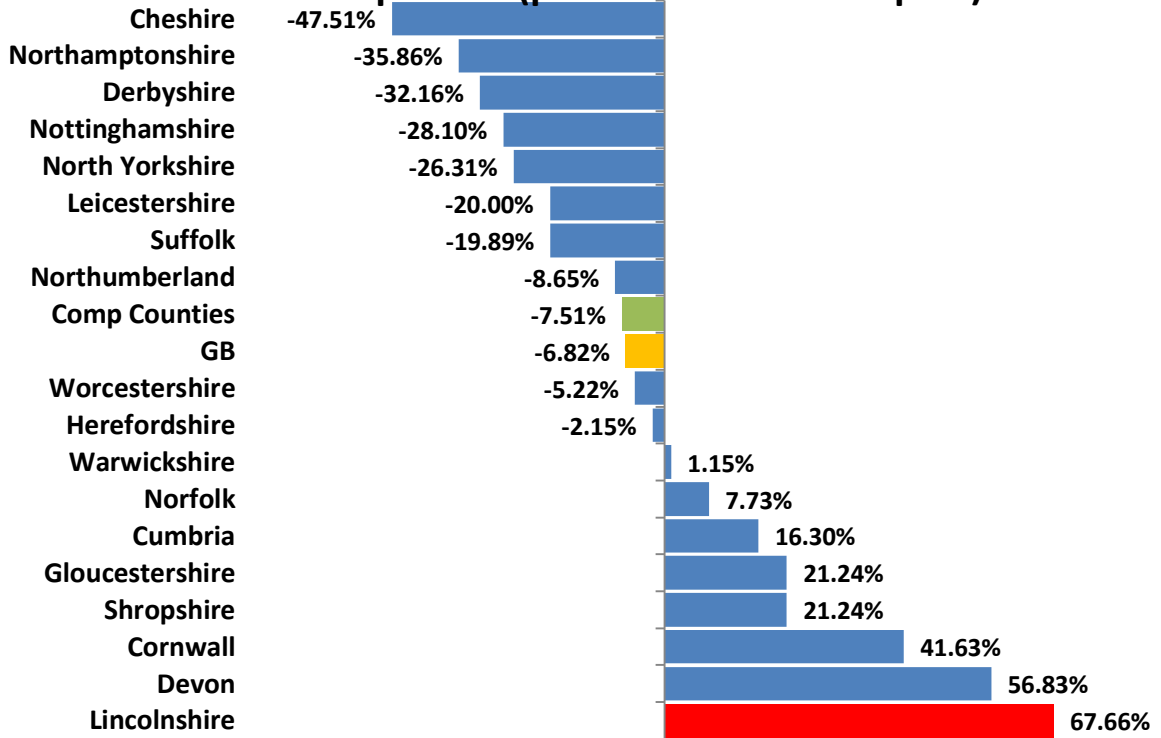


Table 2 – KSI Analysis

**Lincolnshire Road Safety Partnership Rolling Performance Dashboard - 2019**

2019 KSI Target 377	1st Jan 2019 to 31st Dec 19	1st Jan 2018 to 31st Dec 18	% 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	534	512	4.3%		72 13.5% -12.2%	137 25.7% +41.2%	51 9.6% +18.6%	89 16.7% +4.7%	81 15.2% -10.0%	65 12.2% +38.3%	39 7.3% -42.6%		

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 - 2019

2019 KSI Target 377	1st Jan 2019 to 31st Dec 19	1st Jan 2018 to 31st Dec 18	% 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	534	512	4.3%		72 13.5% -12.2%	137 25.7% +41.2%	51 9.6% +18.6%	89 16.7% +4.7%	81 15.2% -10.0%	65 12.2% +38.3%	39 7.3% -42.6%		
Car & Taxi KSI Casualties	313	284	10.2%		49 15.7% +4.3%	85 27.2% +63.5%	14 4.5% -30.0%	62 19.8% +19.2%	47 15.0% 0.0	33 10.5% +57.1%	23 7.3% -48.9%		
TWMV KSI Casualties (All cc's & Unknown)	77	76	1.3%		10 13.0% -44.4%	21 27.3% +90.9%	9 11.7% +125.0%	11 14.3% +10.0%	13 16.9% -23.5%	7 9.1% -36.4%	6 7.8% +20.0%		
Low Powered TWMV (upto 125cc) KSI Casualties	28	27	3.7%		2 7.1% -33.3%	7 25.0% +75.0%	5 17.9% +66.7%	3 10.7% +50.0%	3 10.7% -62.5%	5 17.9% +66.7%	3 10.7% -25.0%		
High Powered TWMV (over 125cc) KSI Casualties	49	44	11.4%		8 16.3% -42.9%	14 28.6% +180.0%	4 8.2% +300.0%	8 16.3% 0.0	10 20.4% +25.0%	2 4.1% -71.4%	3 6.1% +200.0%		
Pedestrians KSI Casualties	69	67	3.0%		6 8.7% +20.0%	11 15.9% -8.3%	24 34.8% +140.0%	5 7.2% -54.5%	11 15.9% +37.5%	8 11.6% -11.1%	4 5.8% -66.7%		
Pedal Cyclist KSI Casualties	34	36	-5.6%		2 5.9% -75.0%	5 14.7% -16.7%	3 8.8% -57.1%	7 20.6% +75.0%	6 17.6% +50.0%	6 17.6% +50.0%	5 14.7% +66.7%		
Child (0-15) KSI Casualties	37	28	32.1%		5 13.5% +150.0%	7 18.9% +75.0%	7 18.9% +133.3%	5 13.5% +25.0%	6 16.2% -14.3%	3 8.1% +50.0%	4 10.8% -33.3%		
KSI Collisions Involving a 17-24 year old Driver	127	104	22.1%		15 11.8% -31.8%	30 23.6% +42.9%	13 10.2% +116.7%	23 18.1% +35.3%	24 18.9% +33.3%	10 7.9% -9.1%	12 9.4% +33.3%		
KSI Collisions Involving a 60+ year old Driver	133	116	14.7%		21 15.8% +16.7%	37 27.8% +85.0%	10 7.5% -16.7%	20 15.0% +5.3%	21 15.8% 0.0	15 11.3% +50.0%	9 6.8% -43.8%		
Slight Casualties	2022	2021	0.0%		266 13.2% -21.1%	473 23.4% +6.5%	245 12.1% +1.2%	279 13.8% +1.8%	290 14.3% +4.3%	246 12.2% -0.4%	223 11.0% +12.1%		

## 2019 Fatal Collision Analysis:

Figure 4 - Gender Distribution:

There have been 54 fatal casualties this year, 72% of those are male and 28% are female. In 2018, 63 % were male and 38% were female. In 2017, 80% were male and 20% were female.

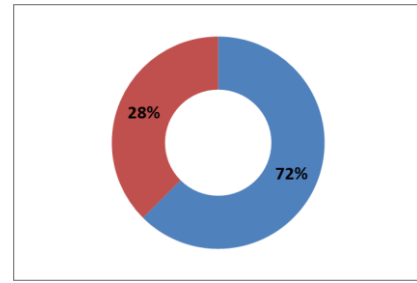
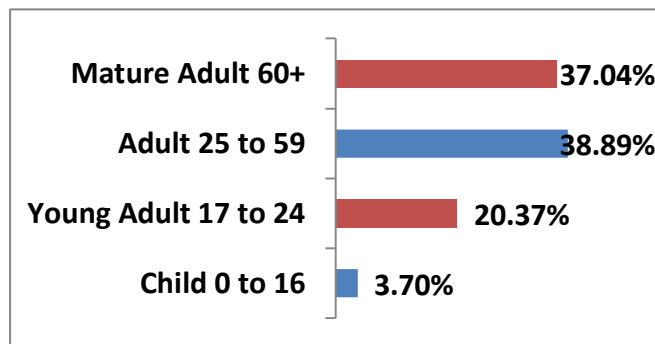


Figure 5 & Table 4 - Age Distribution:

20% of the fatal casualties in 2019 are young adults aged 17-24, an increase from 9% in 2018 but equal to 20% in 2017.

37% are mature adults aged 60+, a slight increase from 36% in 2018.

Together, these groups account for 57% of the total, an increase from the 45% in 2018 and 44% in 2017 but lower than the 60% in 2016.



Age	2019	5 Yrs Avg
Child 0 to 16	2	1.4
Young Adult 17 to 24	11	8.4
Adult 25 to 59	21	22.8
Mature Adult 60+	20	16.4
<b>Fatal Casualty Total</b>	<b>54</b>	<b>49</b>

Figure 6 – Age Distribution Graph

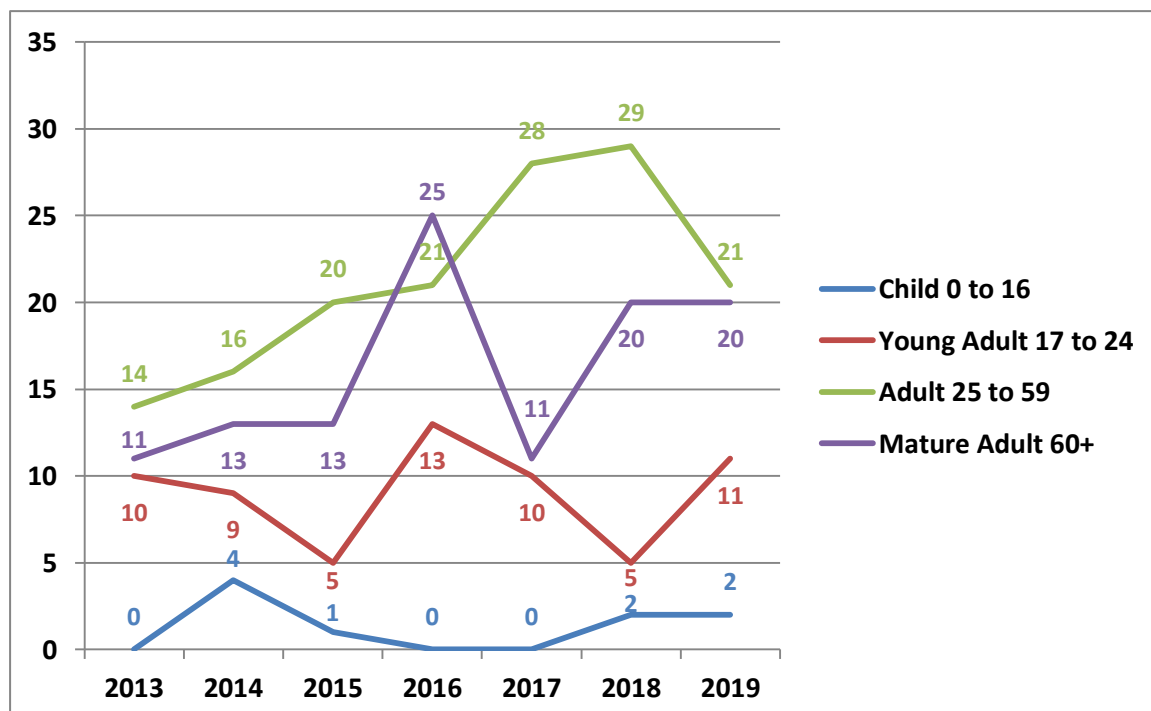


Figure 7 - Time of the day:

In 2016 the majority of fatal casualties occurred 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 no longer a peak between 10am and 11am. In 2018 a new peak between 3-4pm emerged. In 2019, 1-2pm and 7-6pm sees the highest peaks. The data collated throughout 2016-2019 therefore demonstrates that peak times are random.

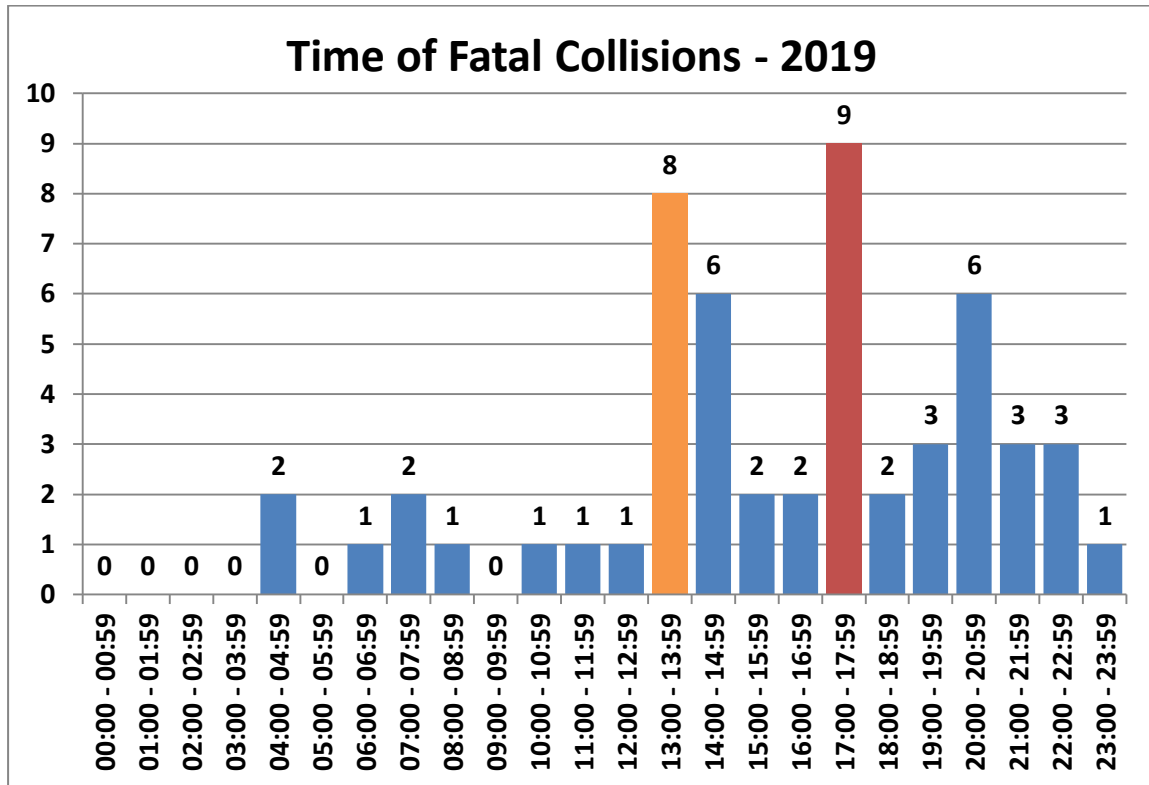


Figure 8 - Causality Class:

Drivers continue to account for the majority of fatal casualties in 2019 with 63%, in 2018 it was 70%, 75 in 2017, and 68% in 2016.

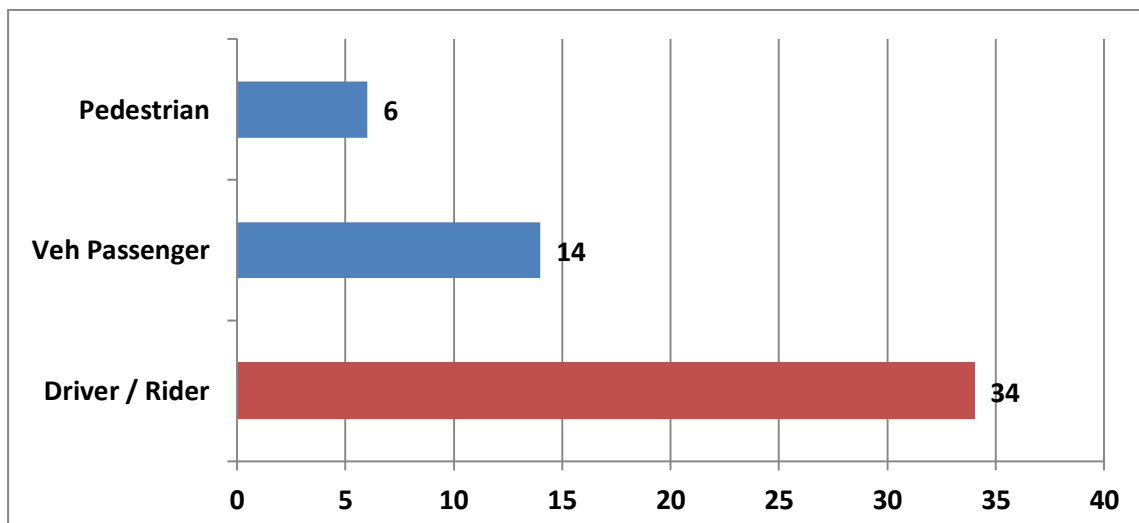


Figure 9 - Weather:  
The majority of fatal collisions happened in fine weather without high winds (90%).

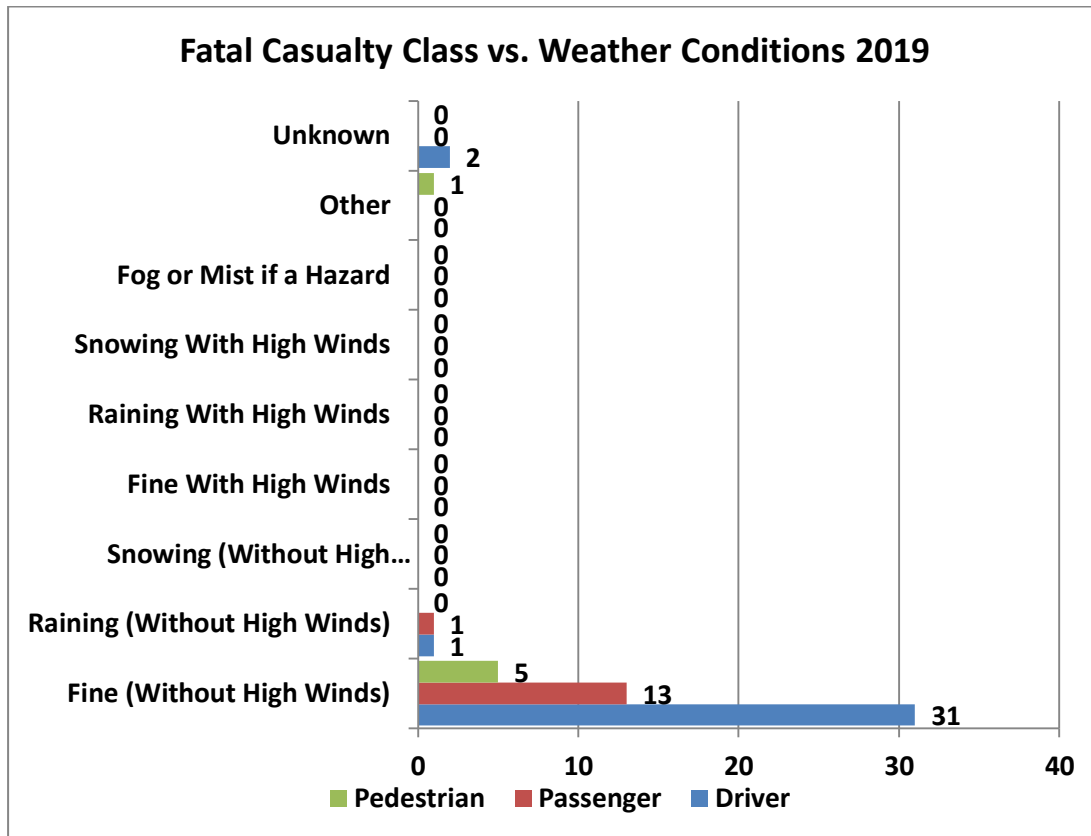


Figure 10 - Causality Vehicle Type:  
STATS 19 data show that the majority of collisions involve a car.

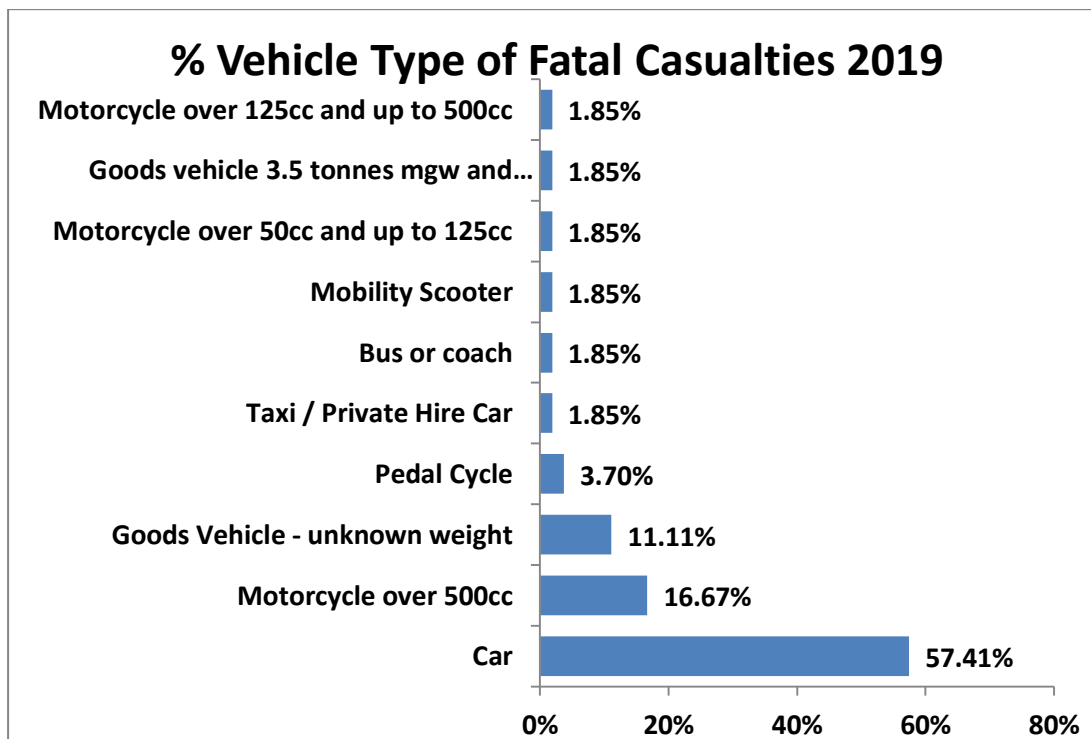




Table 5 – Motorcycle/Mobility Scooter Fatalities

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
2019	0	1	1	9	1	0
5 Yrs Avg	0.6	1.2	1.6	8.8	0.2	0.6

Table 6 - Contributory Factors:

Contributory Factors	
Careless/Reckless/In a hurry	22
Failed to look properly	10
Failed to judge other person's path or speed	8
Loss of control	8
Exceeding speed limit	5
Distraction in vehicle	4
Aggressive driving	4
Other - Please specify below	4
Disobeyed Give Way or Stop sign or markings	3
Defective brakes	2
Swerved	2
Fatigue	2
Illness or disability, mental or physical	2
Dazzling sun	2
Dangerous action in carriageway (eg playing)	2
Animal or object in carriageway	1
Defective lights or indicators	1
Travelling too fast for conditions	1
Following too close	1
Cyclist entering road from pavement	1
Poor or defective road surface	1
Sudden braking	1
Uncorrected, defective eyesight	1
Driver using mobile phone	1
Inexperienced or learner driver/rider	1
Dazzling headlights	1
Impaired by drugs (illicit or medicinal)	1
Passing too close to cyclist, horse rider or pedestrian	1
Disability or illness, mental or physical	1
<b>Total</b>	<b>94</b>

Table 7 - Contributory Factors by Road User Group:

Group	Contributory Factor
<b>17-24</b>	Careless/Reckless/In a hurry
	Failed to judge other person's path or speed
	Disobeyed Give Way or Stop sign or markings
	Failed to look properly
	Loss of control
	Uncorrected, defective eyesight
	Illness or disability, mental or physical
	Distraction in vehicle
	Aggressive driving
	Dazzling headlights
	Dazzling sun
<b>TWMV 500cc+</b>	Exceeding speed limit
	Loss of control
	Aggressive driving
	Careless/Reckless/In a hurry
	Animal or object in carriageway
	Travelling too fast for conditions
	Poor turn or manoeuvre
	Failed to look properly
	Failed to judge other person's path or speed
Inexperienced or learner driver/rider	
<b>TWMV 50cc-125cc</b>	Failed to look properly
	Failed to judge other person's path or speed
<b>Mature Adult 60+</b>	Careless/Reckless/In a hurry
	Failed to look properly
	Failed to judge other person's path or speed
	Loss of control
	Distraction in vehicle
	Defective brakes
	Swerved
	Aggressive driving
	Defective lights or indicators
	Disobeyed Give Way or Stop sign or markings
	Exceeding speed limit
	Travelling too fast for conditions
	Following too close
	Poor turn or manoeuvre
	Sudden braking
	Fatigue
Uncorrected, defective eyesight	
Illness or disability, mental or physical	
Driver using mobile phone	

	Dazzling headlights
	Impaired by drugs
	Disability or illness, mental or physical

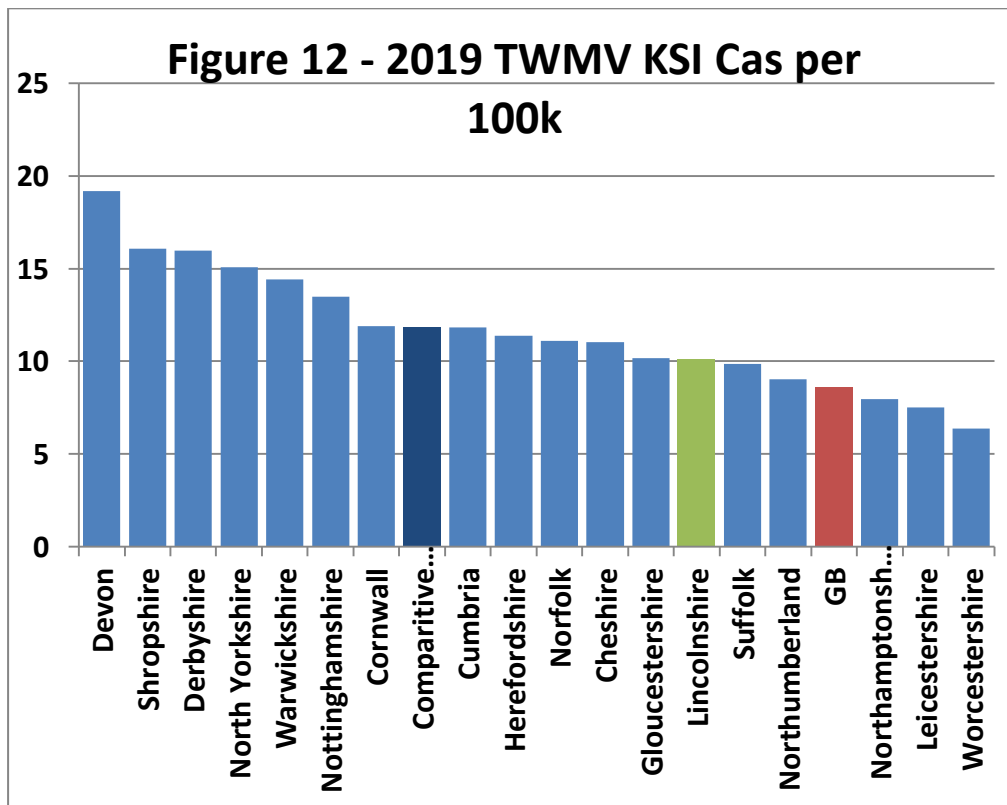
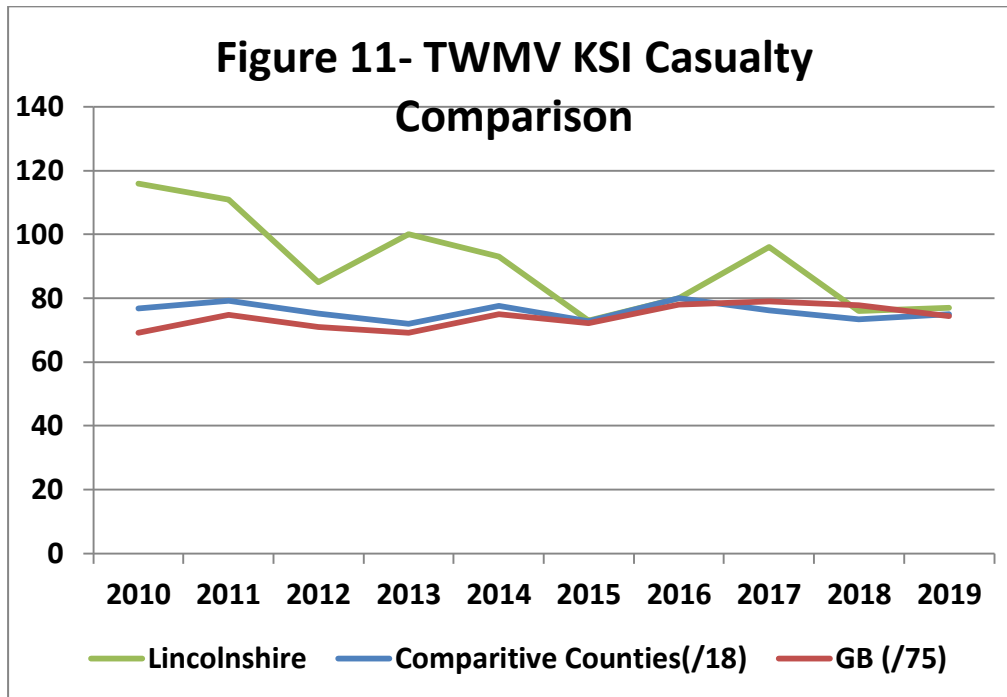
Table 8 - Road Type:

85% of fatal accidents happened on A and B Class roads in 2019, an increase on previous years (83% in 2018, 80% in 2017, 72% in 2016).

Road Type	Fatal Collisions	%
<b>A Class road</b>	33	68.75%
<b>B Class road</b>	8	16.67%
<b>C Class road</b>	1	2.08%
<b>D Class road</b>	6	12.50%
<b>Total</b>	48	

## KSI Analysis – By User Group

Two Wheeled Motor Vehicle (TWMV):



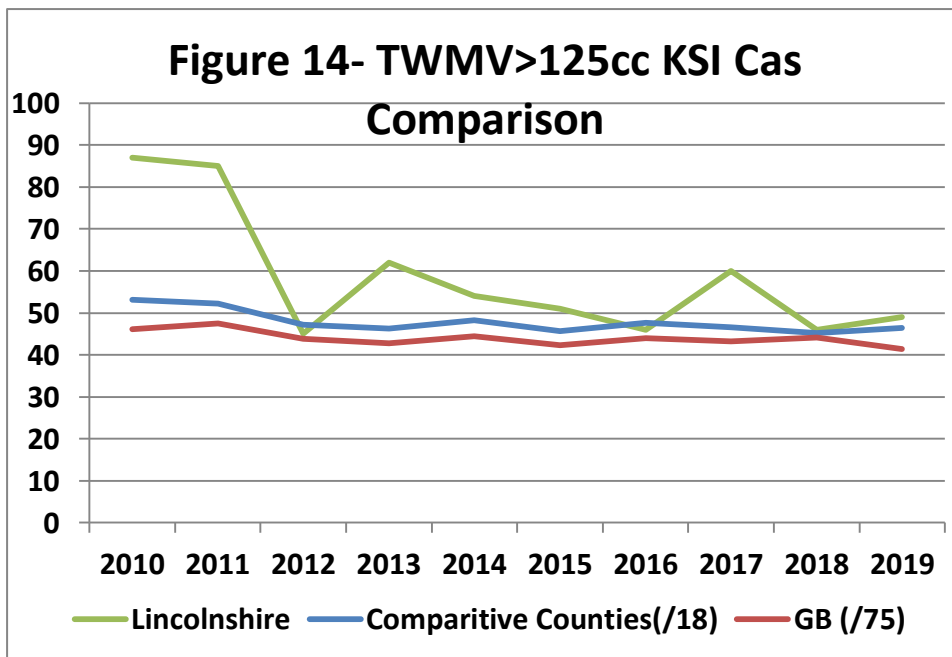
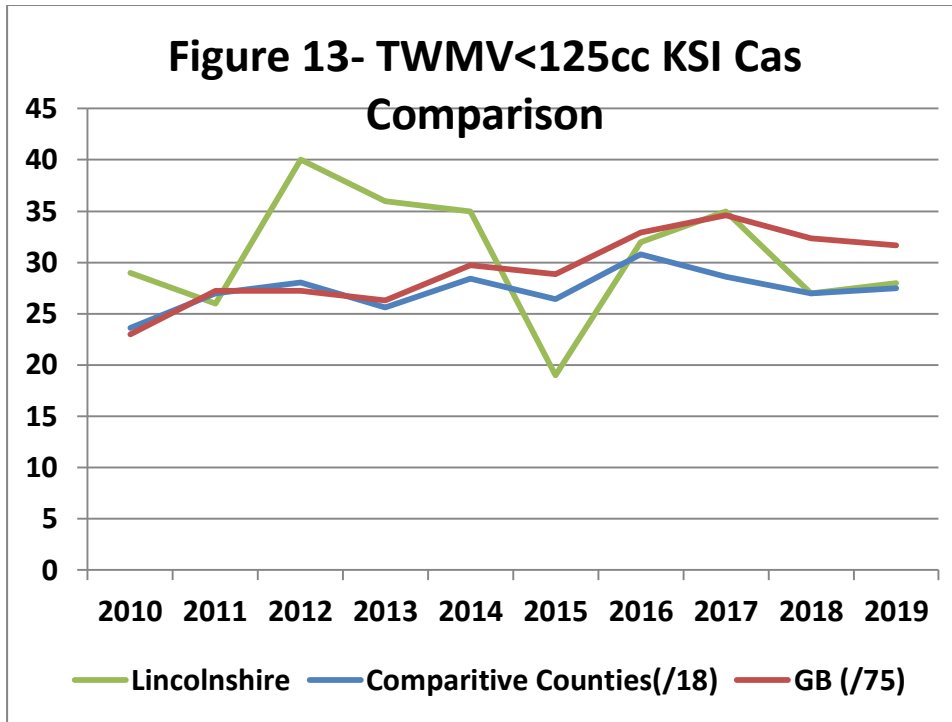


Table 9 - TWMV District Trends

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					10 13.0% -44.4%	21 27.3% +90.9%	9 11.7% +125.0%	11 14.3% +10.0%	13 16.9% -23.5%	7 9.1% -36.4%	6 7.8% +20.0%		2 7.1% -33.3%
TWMV KSI Casualties (All cc's & Unknown)	77	76	1.3%		10 13.0% -44.4%	21 27.3% +90.9%	9 11.7% +125.0%	11 14.3% +10.0%	13 16.9% -23.5%	7 9.1% -36.4%	6 7.8% +20.0%		
Low Powered TWMV (upto 125cc) KSI Casualties	28	27	3.7%		2 7.1% -33.3%	7 25.0% +75.0%	5 17.9% +66.7%	3 10.7% +50.0%	3 10.7% -62.5%	5 17.9% +66.7%	3 10.7% -25.0%		
High Powered TWMV (over 125cc) KSI Casualties	49	44	11.4%		8 16.3% -42.9%	14 28.6% +180.0%	4 8.2% +300.0%	8 16.3% 0.0	10 20.4% +25.0%	2 4.1% -71.4%	3 6.1% +200.0%		

Pedestrian:

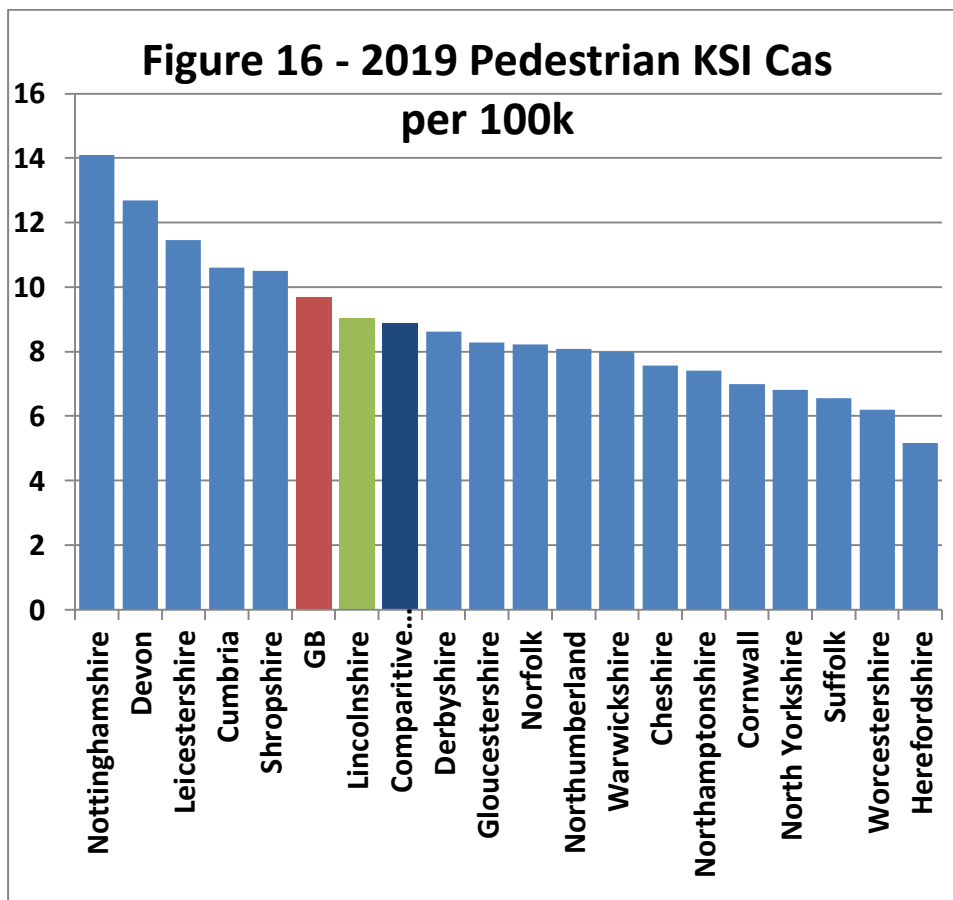
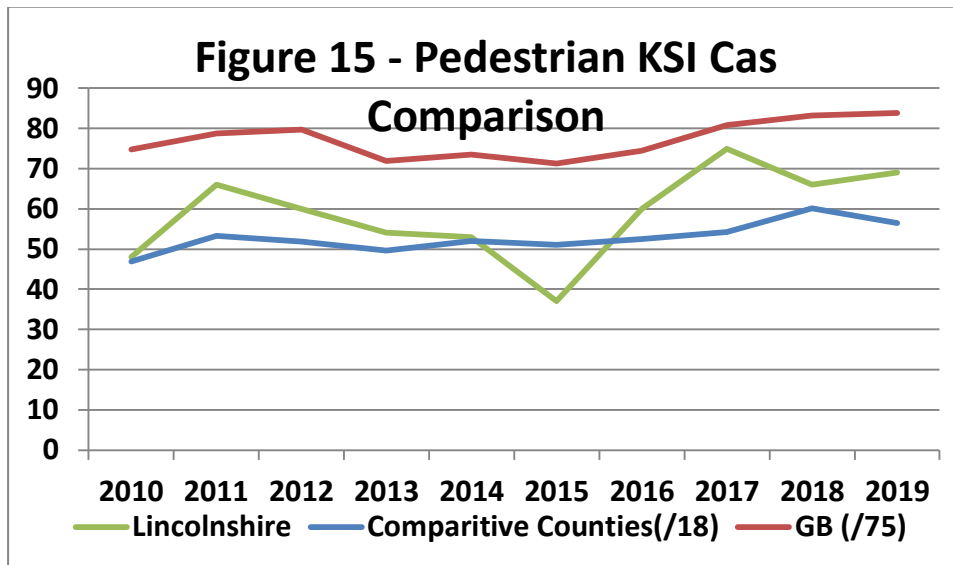


Table 10 - Pedestrian District Trends

Lincolnshire Road Safety Partnership Rolling Performance Dashboard - 2019

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					6 8.7%	11 15.9%	24 34.8%	5 7.2%	11 15.9%	8 11.6%	4 5.8%		+20.0%
Pedestrians KSI Casualties	69	67	3.0%										

Pedal Cyclist:

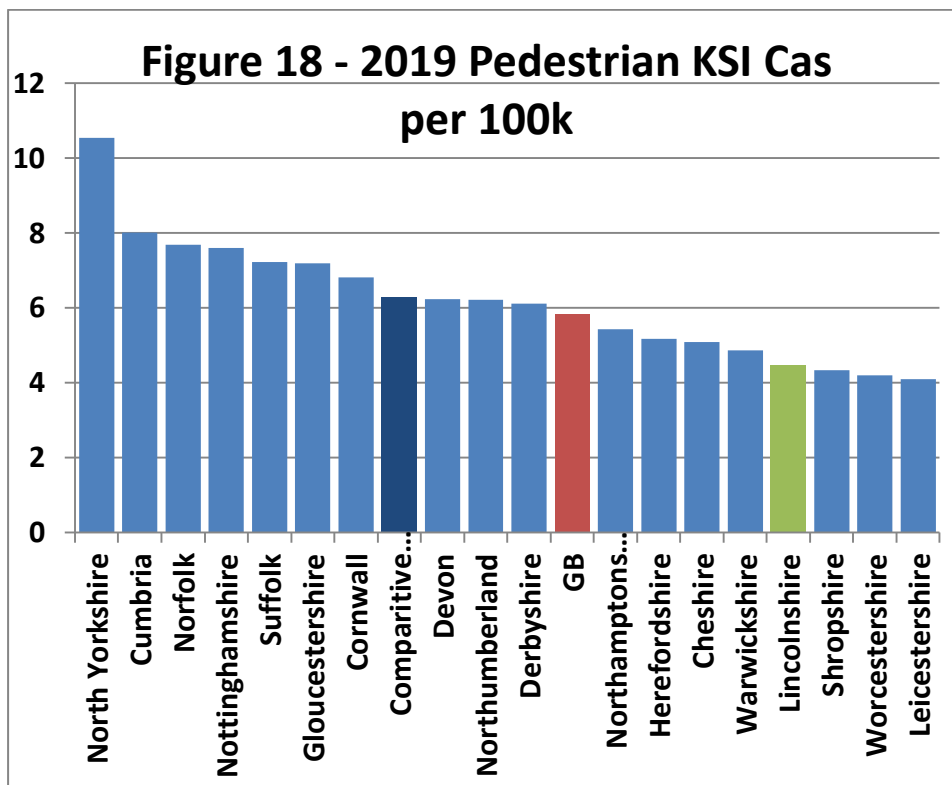
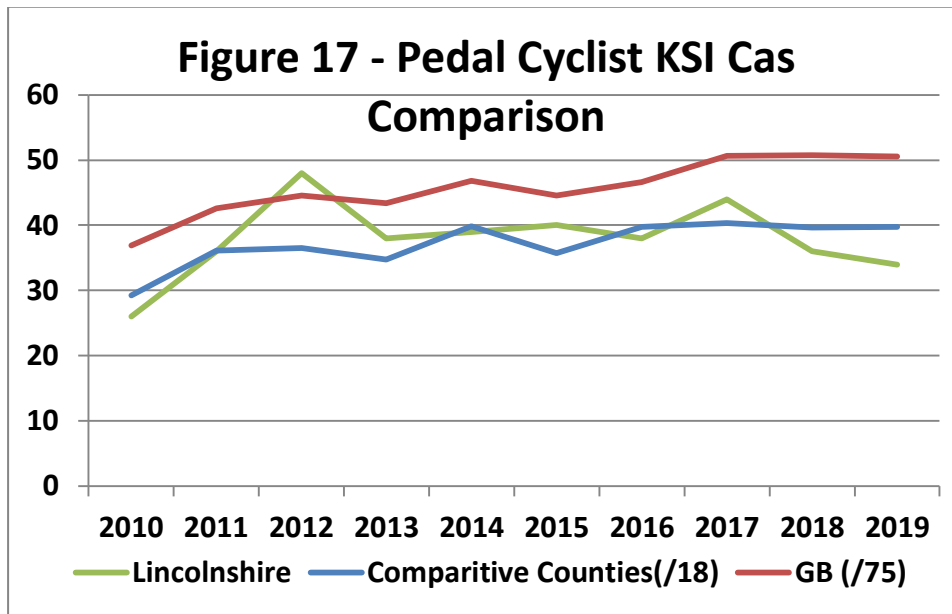


Table 11 - Pedal Cyclist District Trends

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Pedal Cyclist KSI Casualties	34	36	-5.6%		2 5.9%	5 14.7%	3 8.8%	7 20.6%	6 17.6%	6 17.6%	5 14.7%		

Senior Drivers:

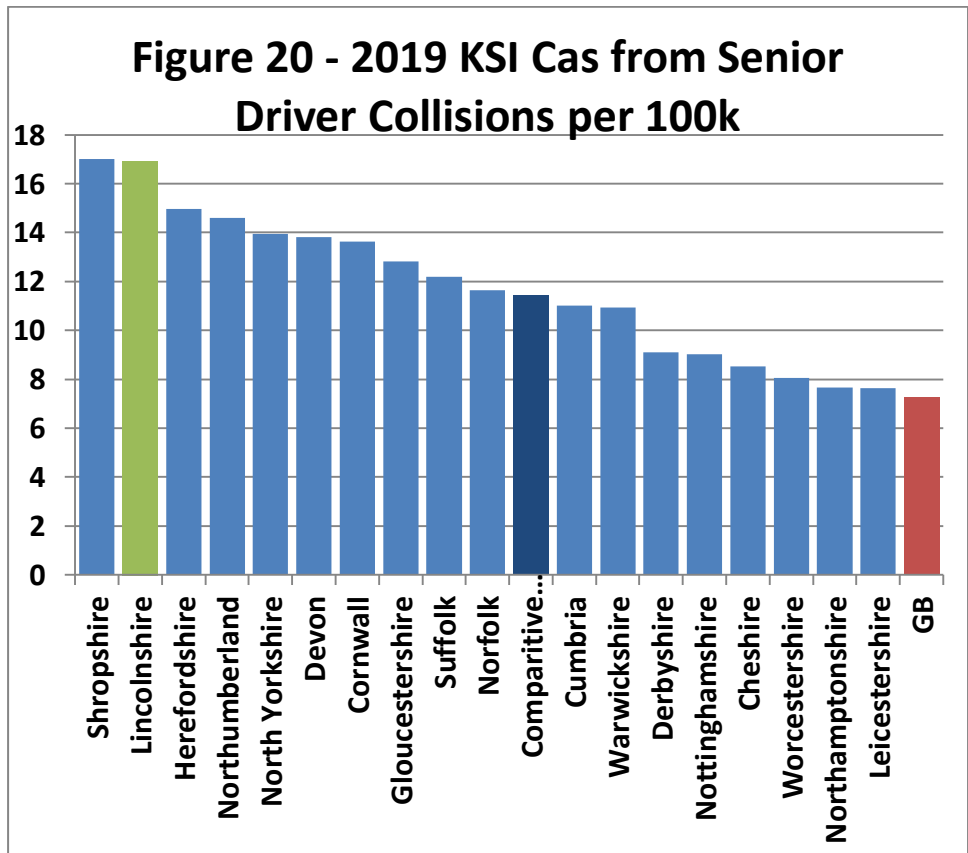
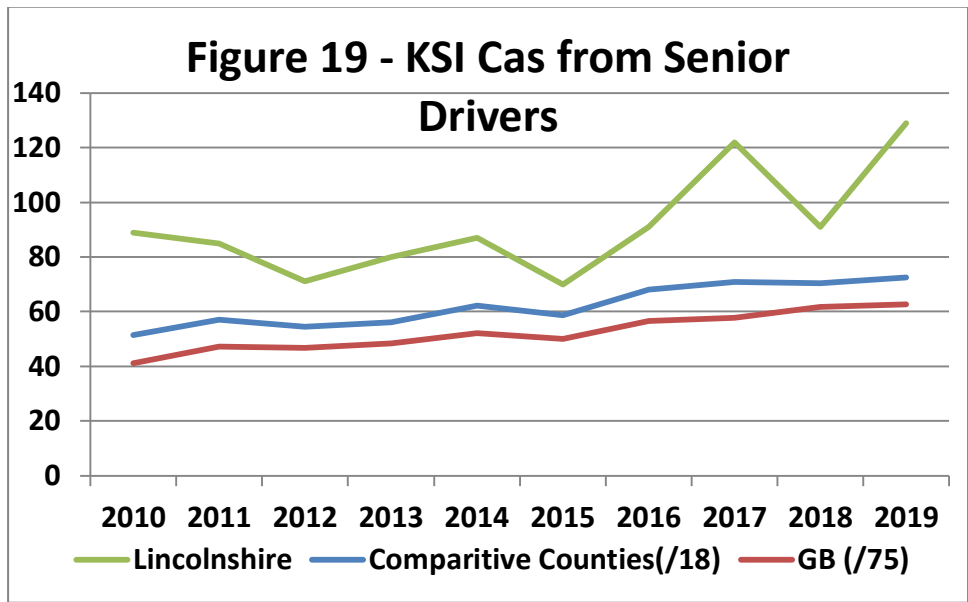


Table 12 - Senior Driver District Trends

Lincolnshire Road Safety Partnership Rolling Performance Dashboard - 2019

2019 KSI Target 377	1st Jan 2019 to 31st Dec 19	1st Jan 2018 to 31st Dec 18	% 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	133	116	14.7%		21 15.8% +16.7%	37 27.8% +85.0%	10 7.5% -16.7%	20 15.0% +5.3%	21 15.8% 0.0	15 11.3% +50.0%	9 6.8% -43.8%		



Young Driver:

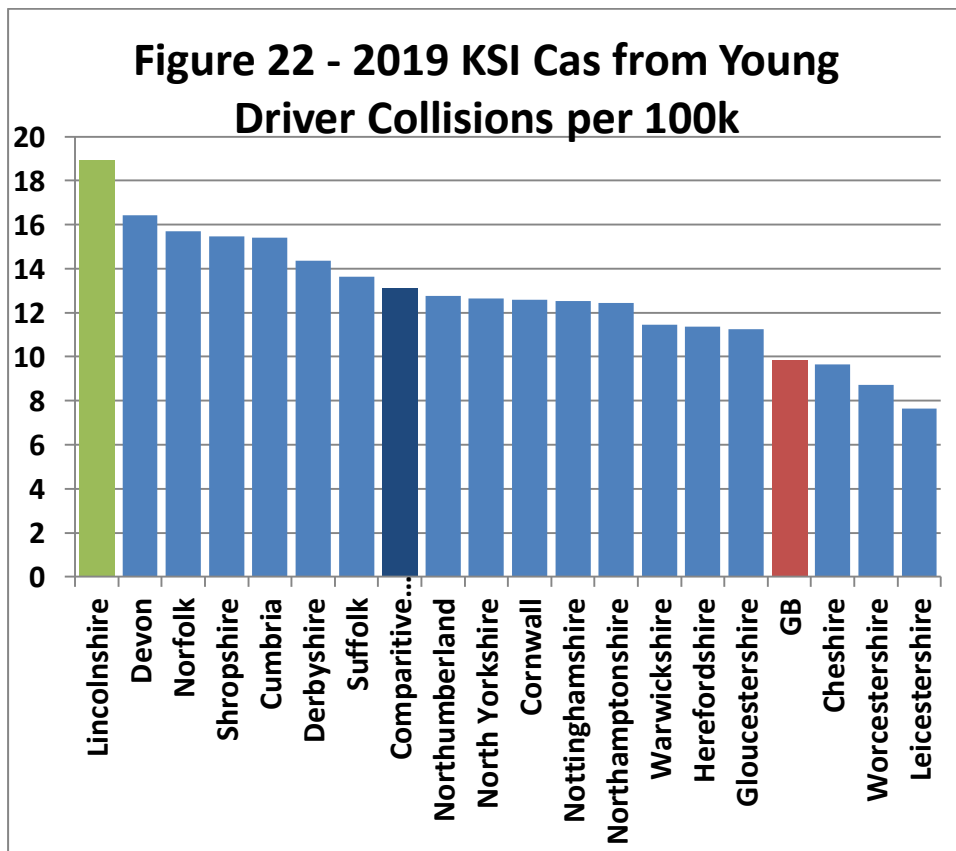
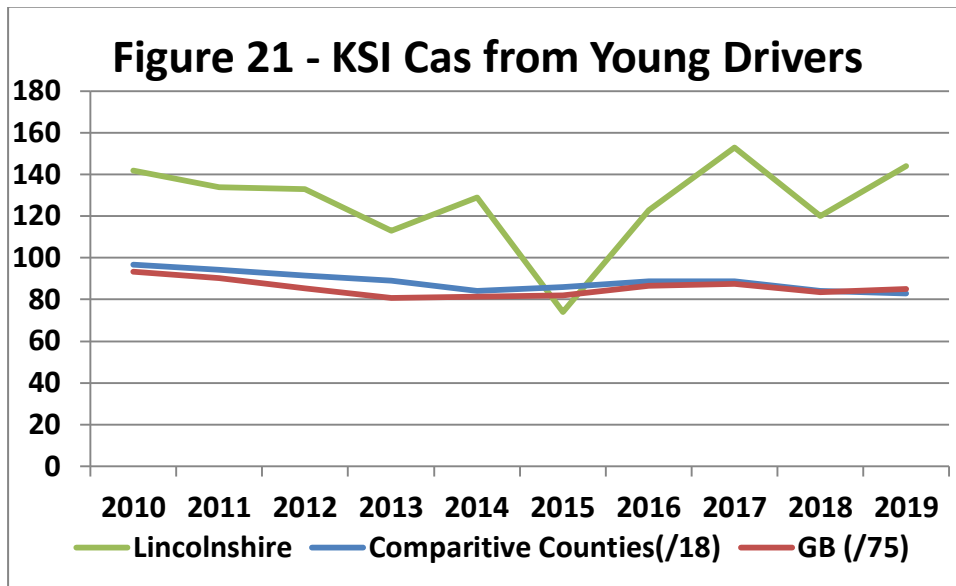


Table 13 - Young Driver District Trends

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KSI Collisions Involving a 17-24 year old Driver	127	104	22.1%		15 11.8% -31.8%	30 23.6% +42.9%	13 10.2% +116.7%	23 18.1% +35.3%	24 18.9% +33.3%	10 7.9% -9.1%	12 9.4% +33.3%		

Children aged 0-15:

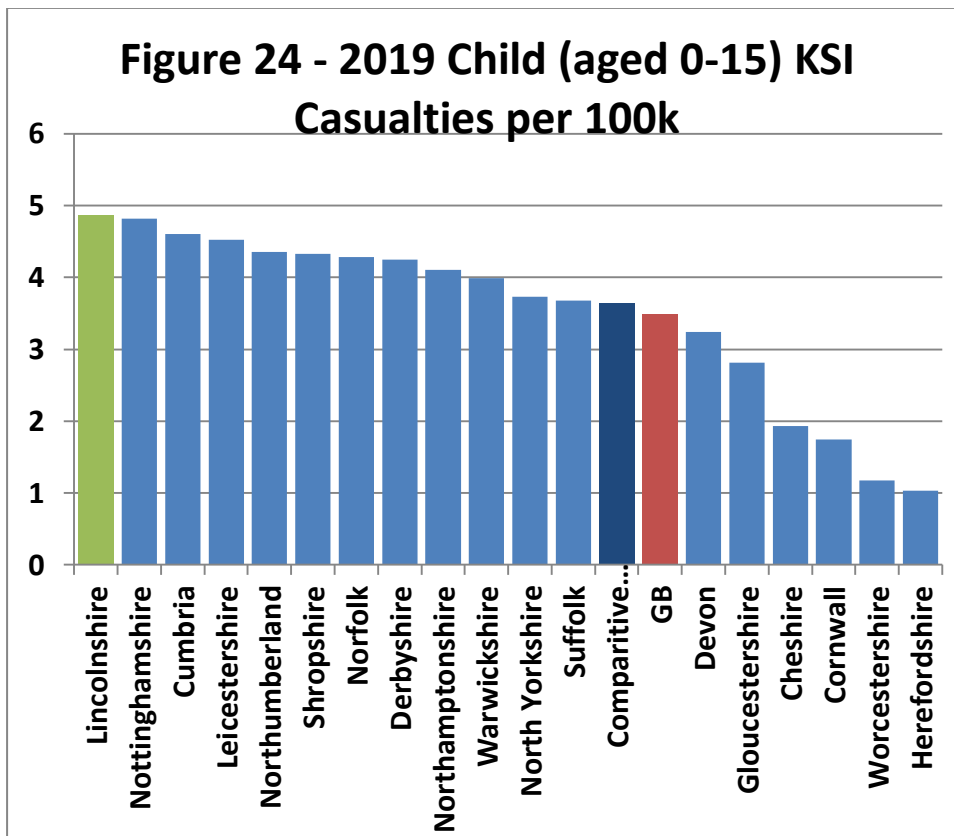
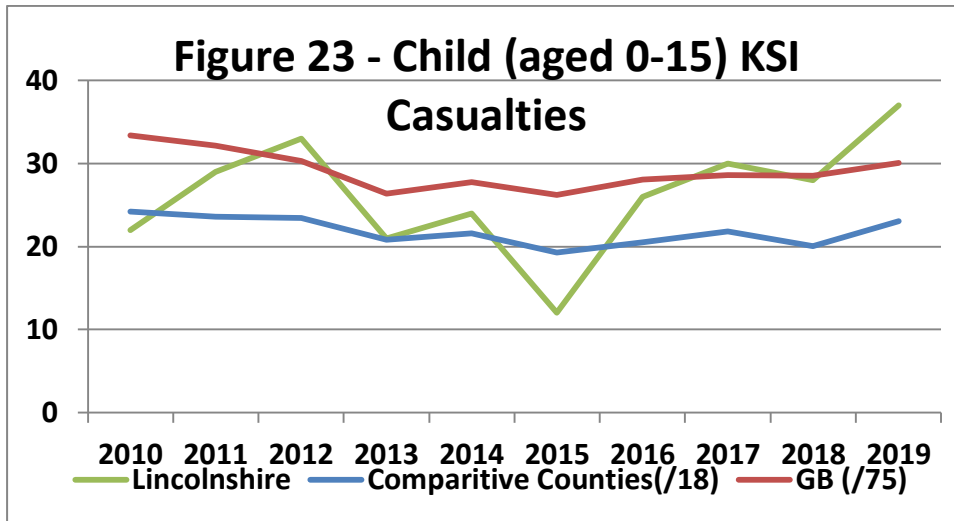


Table 14 – Child aged 0-15yrs District Trends

Lincolnshire Road Safety Partnership Rolling Performance Dashboard - 2019

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Child (0-15) KSI Casualties	37	28	32.1%		5 13.5% +150.0%	7 18.9% +75.0%	7 18.9% +133.3%	5 13.5% +25.0%	6 16.2% -14.3%	3 8.1% +50.0%	4 10.8% -33.3%		

Car & Taxi:

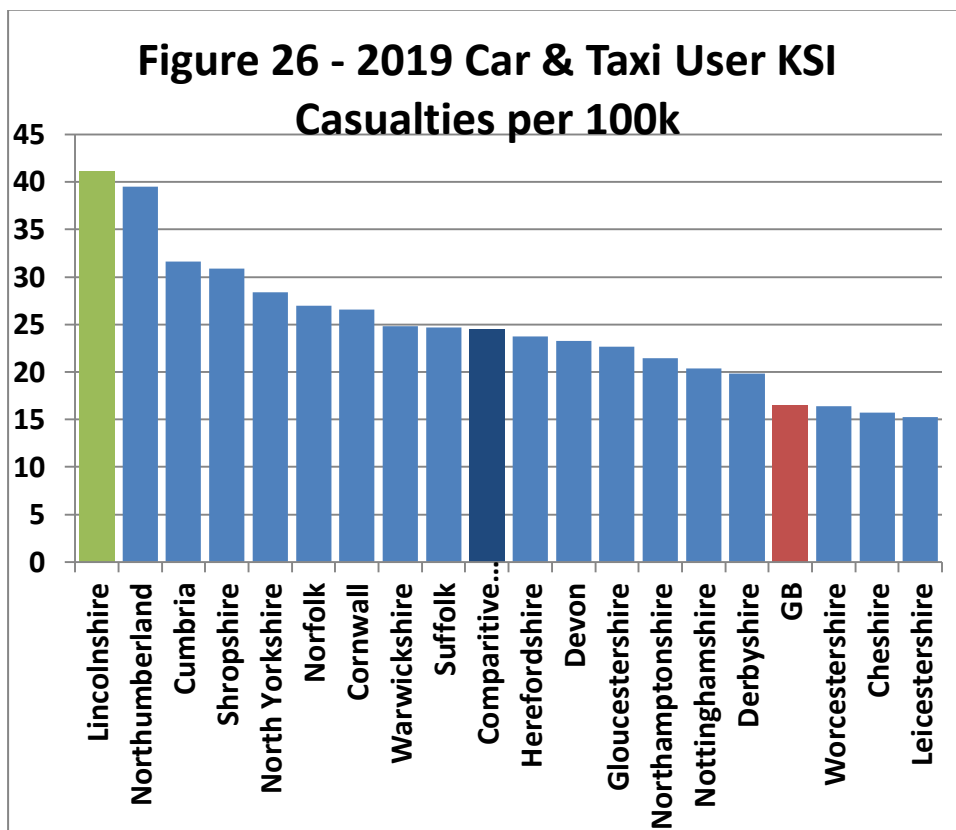
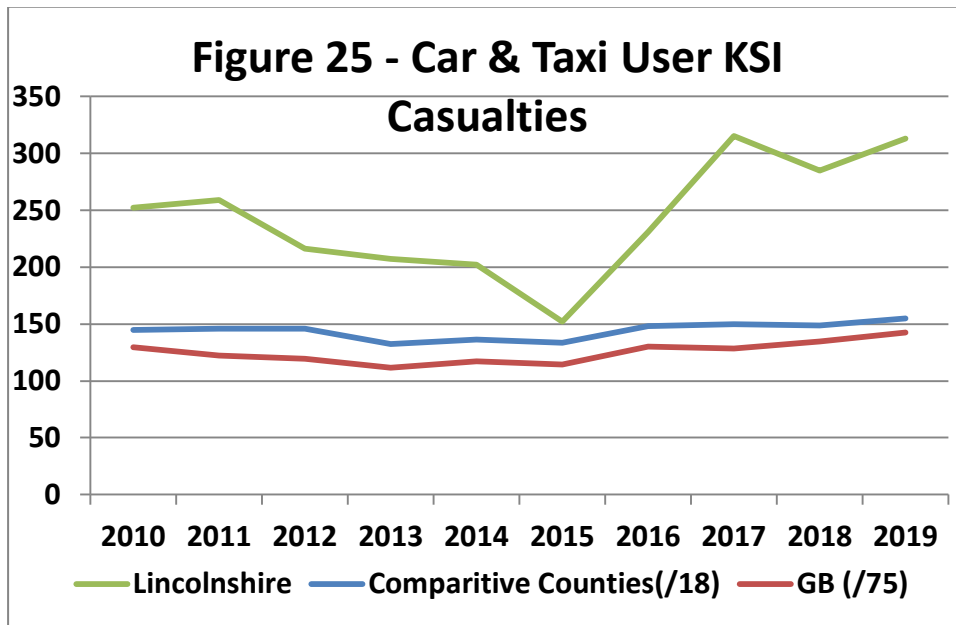
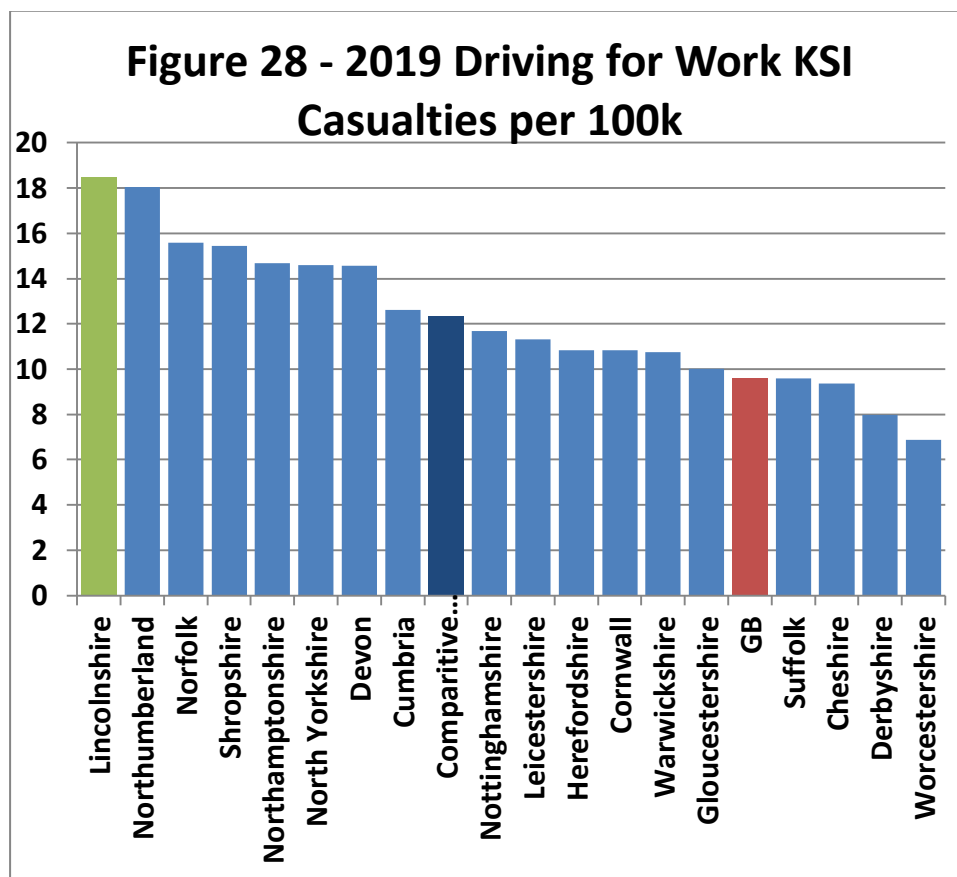
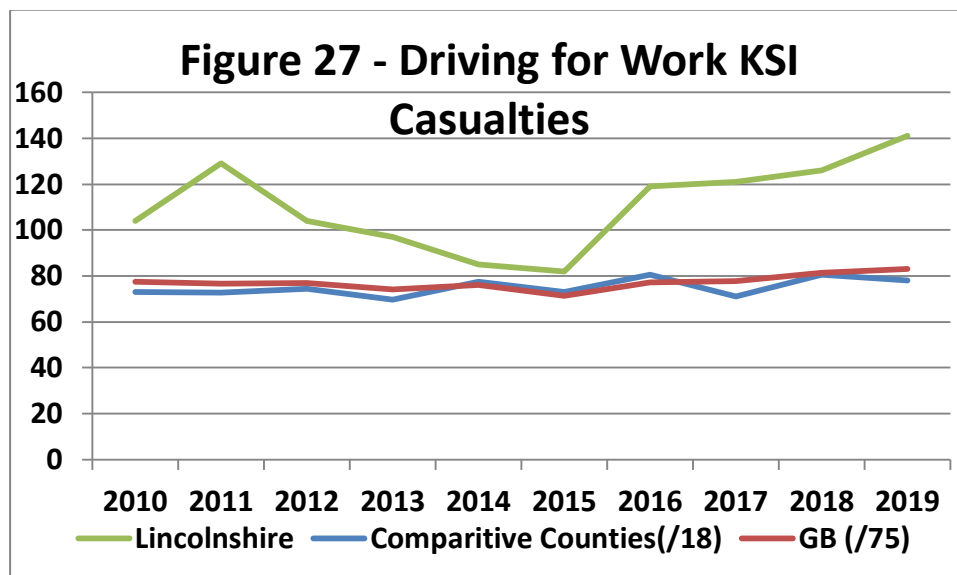


Table 15 - Car & Taxi District Trends

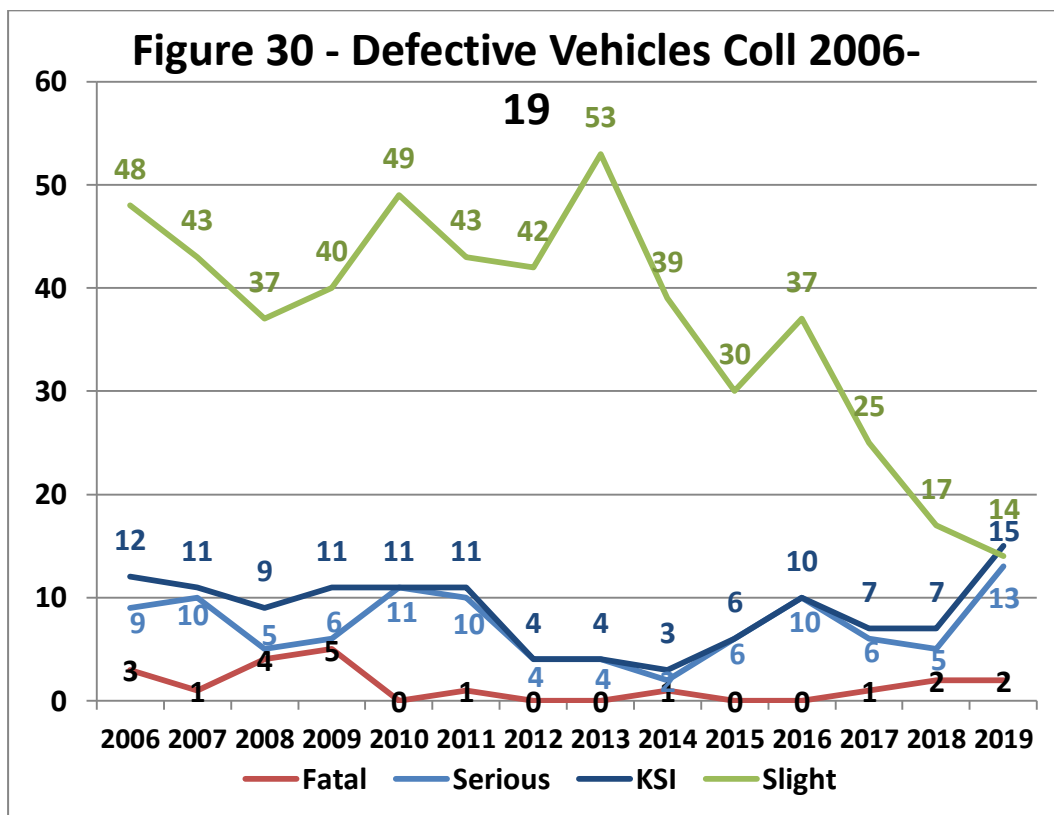
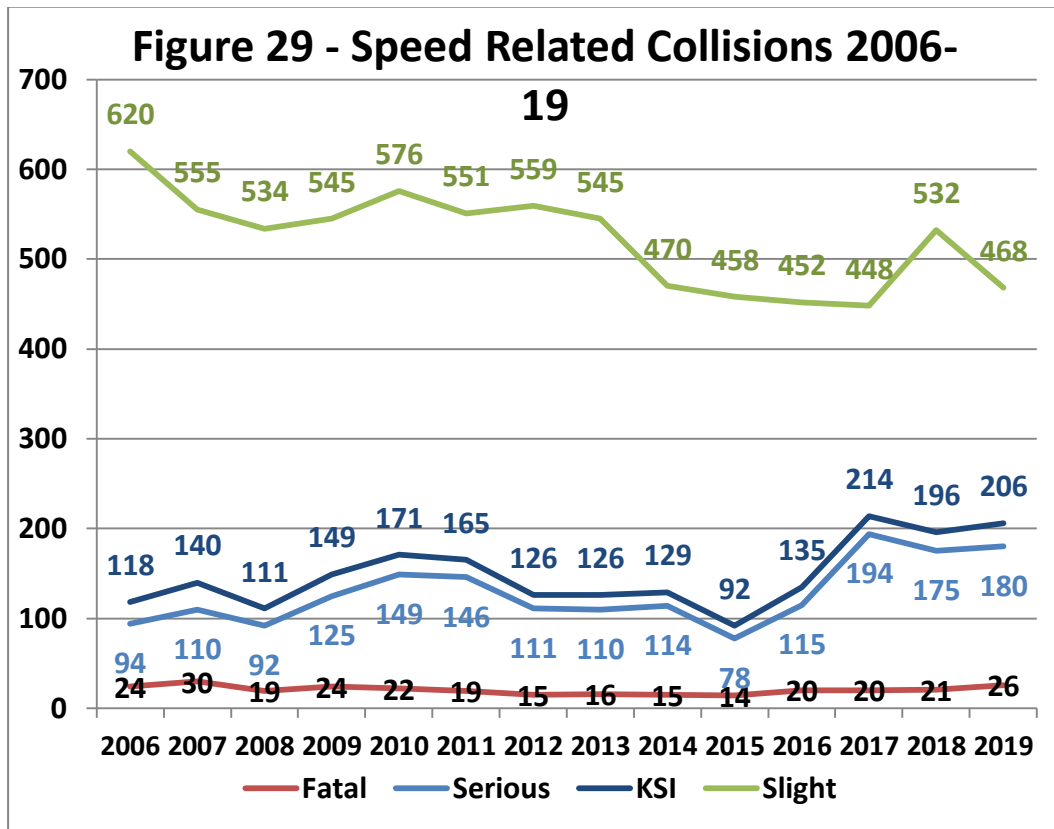
**Lincolnshire Road Safety Partnership Rolling Performance Dashboard - 2019**

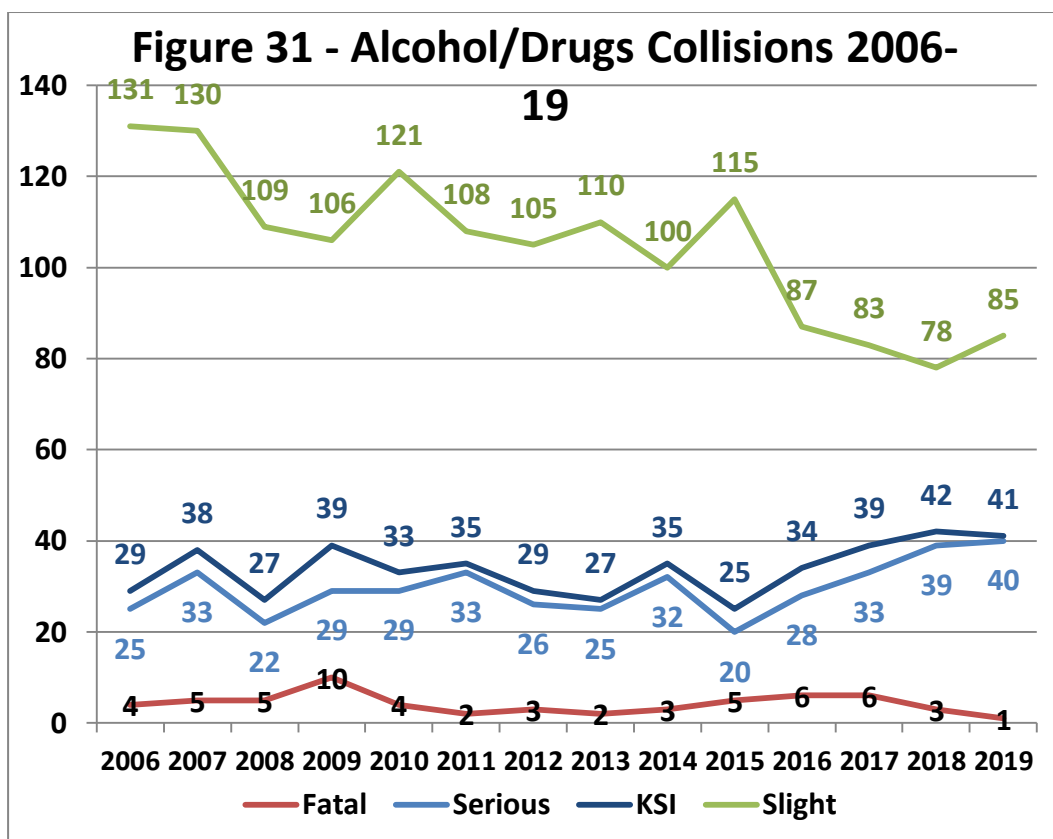
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Driving for Work:



Causation factor trends:





This report was written by Steve Batchelor, who can be contacted on 01522 805800 or [steven.batchelor@lincolnshire.gov.uk](mailto:steven.batchelor@lincolnshire.gov.uk)