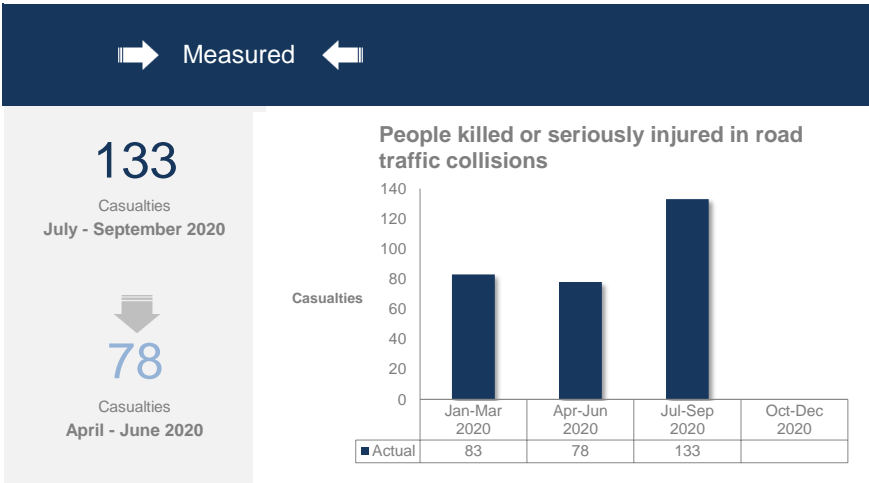


People killed or seriously injured in road traffic collisions

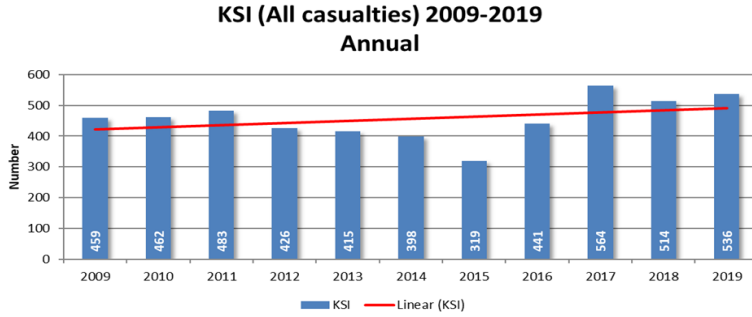
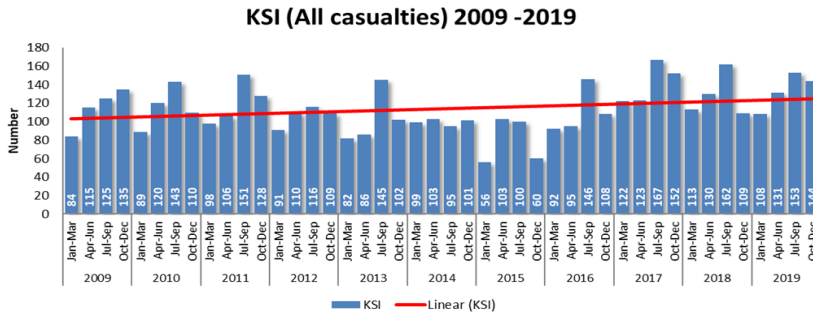
Data is reported by calendar year, with 3 month (1 quarter) lag. Revisions in previously reported data can sometimes occur when the reported severity of an injury can increase or decrease (for example an injury may worsen over time or an unreported injury is later found). Subsequent quarter cumulative totals may include revised figures from previous quarters.



About the latest performance

This figure is higher than the Q1 & Q2 statistics for 2020. This is likely to relate to the easing of traffic/travel restrictions previously introduced due to Covid 19. However, analysis of collision and casualty data does not indicate any clear commonality or patterns. The overall KSI's (people killed or seriously injured) are mirrored across all user groups such as car drivers, motorcyclists, pedestrians etc.

Further details



About the target

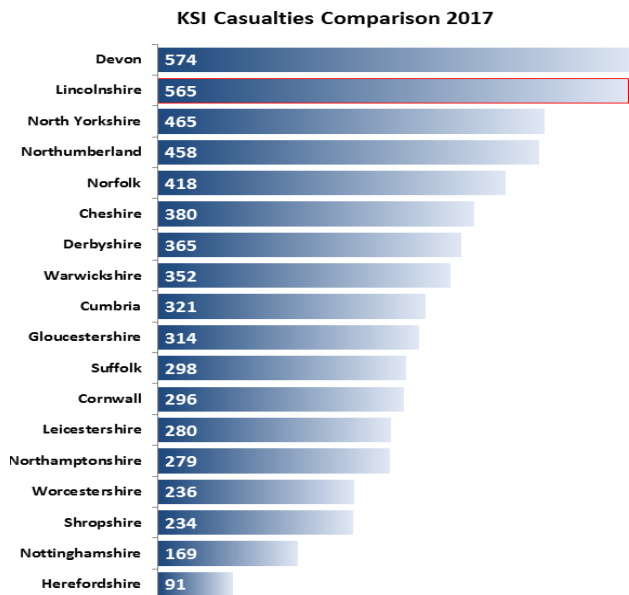
It is not appropriate to set a target for this measure however the Lincolnshire Road Safety Partnership want to see a 20% reduction over 10 years from the 2010/2012 annual average.

About the target range

A target range is not applicable as this is a contextual measure.

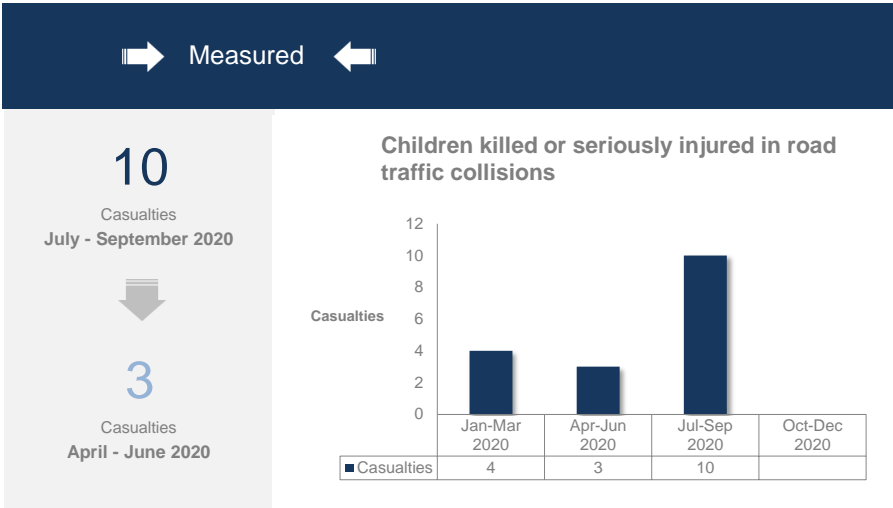
About benchmarking

The Department for Transport publish data which allow comparisons to be made with other Councils. Comparison has been made against the CIPFA group of local authorities. The Chartered Institute of Public Finance and Accountancy (CIPFA) facilitates benchmarking services to enable Local Authority performance to be monitored against other similar local authorities. We benchmark against other Local Authorities within our CIPFA Group of 16 authorities.



Children killed or seriously injured in road traffic collisions

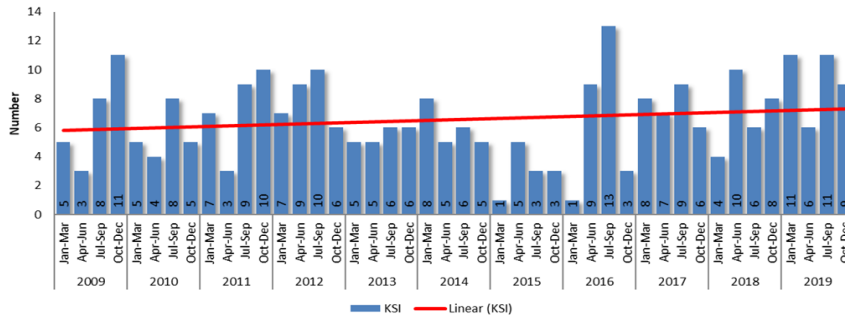
Data is reported by calendar year, with 3 month (1 quarter) lag. Revisions in previously reported data can sometimes occur when the reported severity of an injury can increase or decrease (for example an injury may worsen over time or an unreported injury is later found). Subsequent quarter cumulative totals may include revised figures from previous quarters.



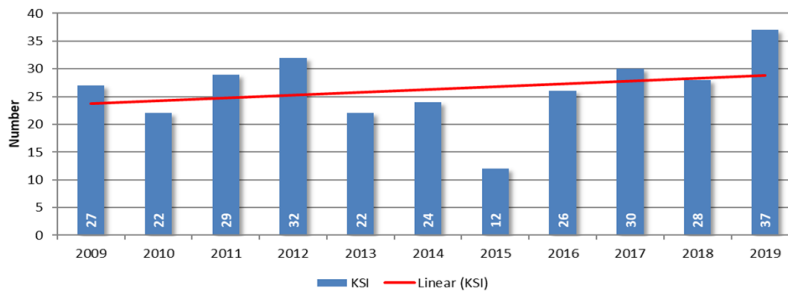
About the latest performance

This figure is higher than the Q1 & Q2 statistics for 2020. This is likely to relate to the easing of traffic/travel restrictions previously introduced due to Covid 19. Analysis of collision & casualty data does not indicate any clear commonality or pattern regarding child KSI's.

KSI (Child casualties) 2009 -2019



KSI (Child casualties) 2009-2019 Annual



About the target

It is not appropriate to set a target for this measure however the Lincolnshire Road Safety Partnership want to see a 20% reduction over 10 years from the 2010/2012 annual average.

About the target range

A target range is not applicable as this is a contextual measure.

About benchmarking

The Department for Transport publish data which allow comparisons to be made with other Councils. Comparison has been made against the CIPFA group of local authorities. The Chartered Institute of Public Finance and Accountancy (CIPFA) facilitates benchmarking services to enable Local Authority performance to be monitored against other similar local authorities. We benchmark against other Local Authorities within our CIPFA Group of 16 authorities.

Child KSI Casualties Comparison 2017

