



**Highways and Transport Scrutiny Committee
7th March 2022**

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

March 2022

Data Analysis:

In the following analysis

KSI = Killed or Seriously Injured

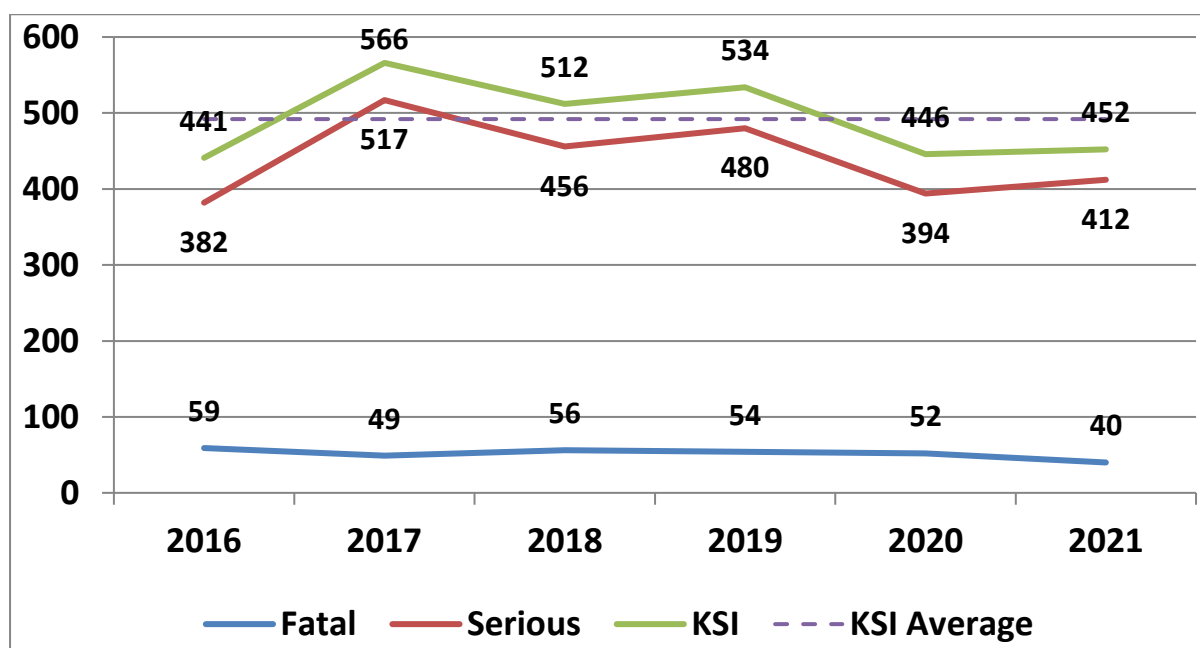
Unless otherwise stated Lincolnshire casualty data is provided from Stats19.

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	2016	2017	2018	2019	2020	2021
Fatal	59	49	56	54	52	40
Serious	382	517	456	480	394	412
KSI	441	566	512	534	446	452
KSI Target	407	397	387	377	367	-

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

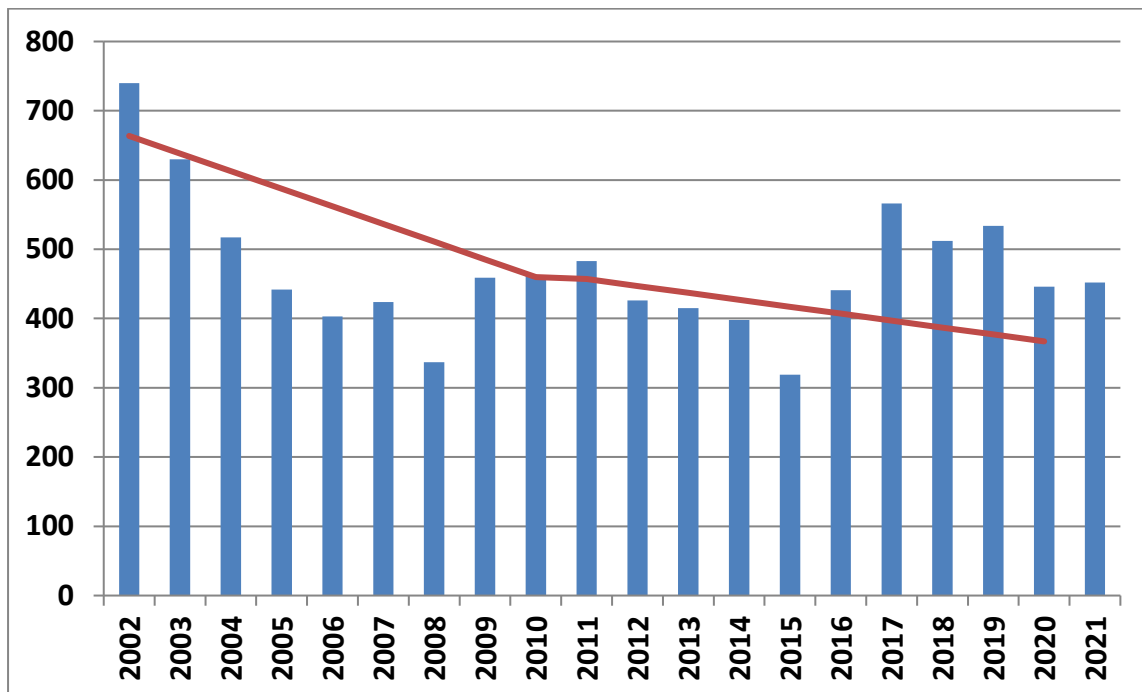


Figure 3 : Change in KSI Casualties 2011 - 2020 National Comparison

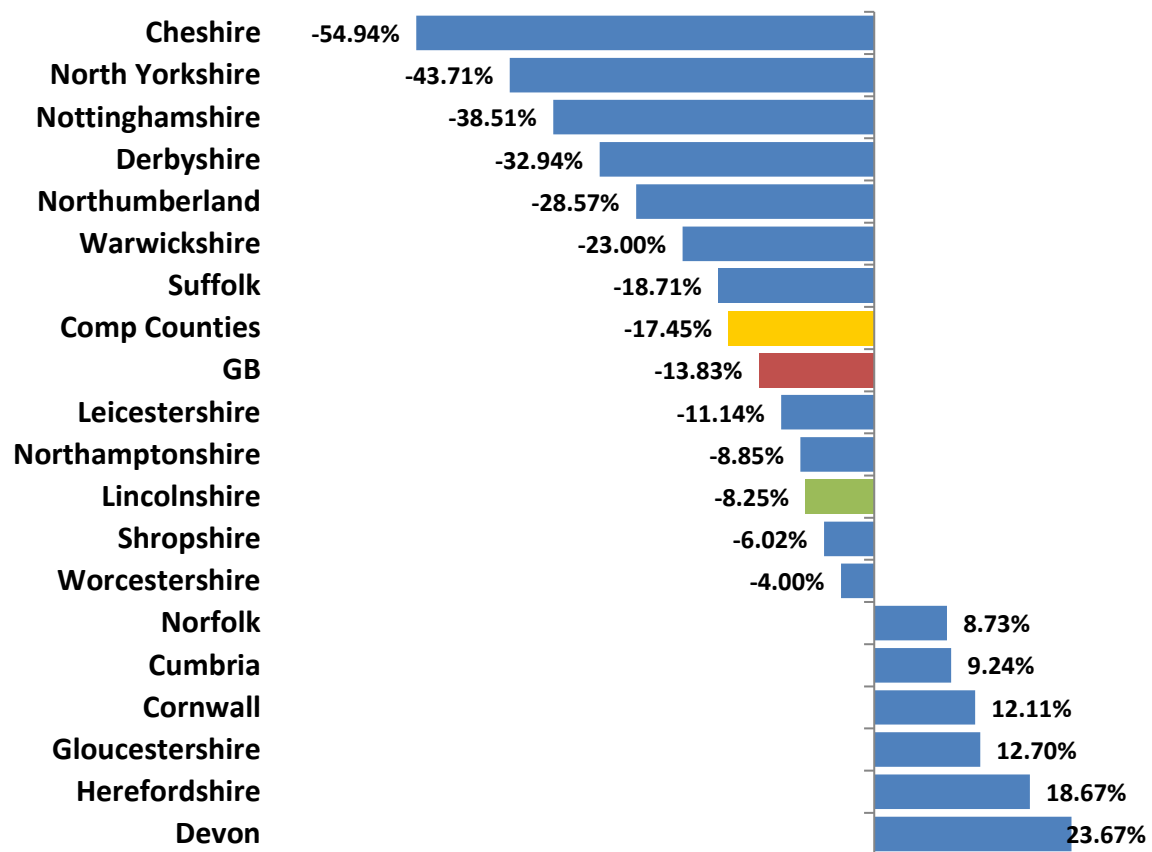


Figure 3b : Change in KSI Casualties 2010 - 2019 (presented in 2020 report)

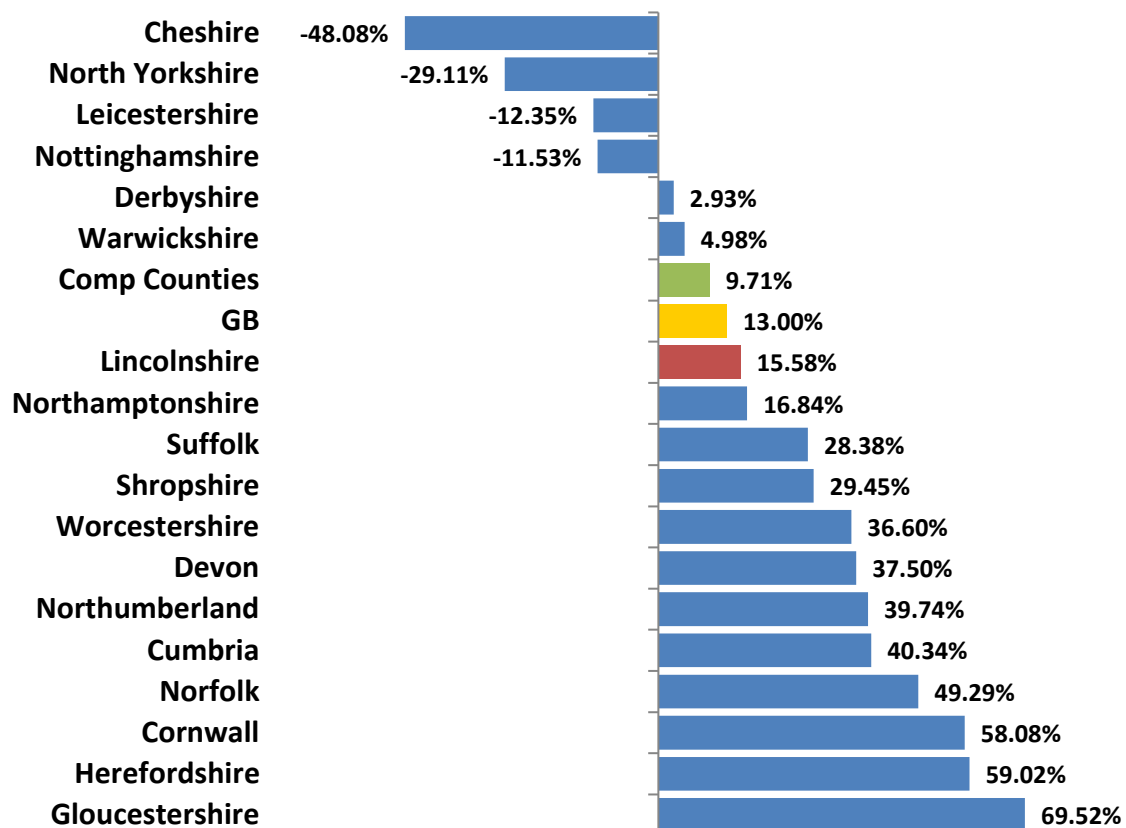


Figure 3c: Change in KSI Casualties 2008-17 (presented in 2019 report)

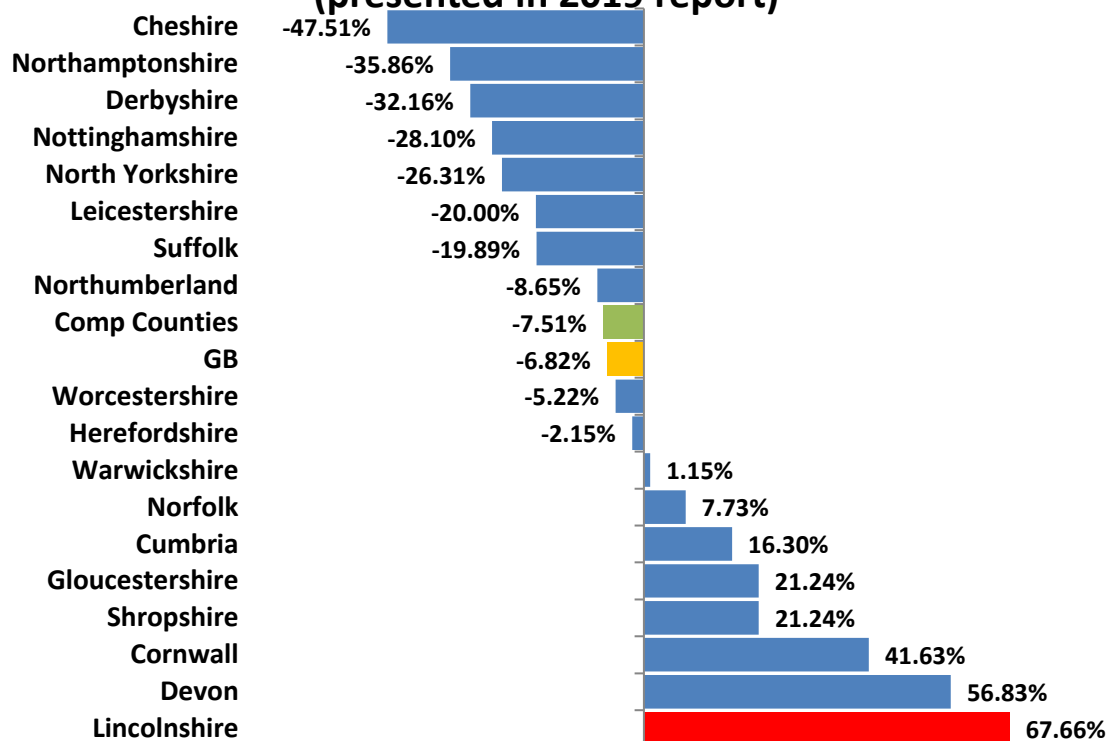


Table 2 and 2b – KSI Analysis 2021 and 2020

Lincolnshire Road Safety Partnership Rolling Performance Dashboard - 2021

	1st Jan 2021 to 31st Dec 21	1st Jan 2020 to 31st Dec 20	% 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	452	446	1.3%		61 13.5% +5.2%	129 28.5% +14.2%	36 8.0% +16.1%	75 16.6% -2.6%	65 14.4% -5.8%	48 10.6% -17.2%	38 8.4% -5.0%		

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.

Lincolnshire Road Safety Partnership Rolling Performance Dashboard - 2020

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KSI Casualties	446	534	-16.5%		58 13.0% -19.4%	113 25.3% -17.5%	31 7.0% -39.2%	77 17.3% -13.5%	69 15.5% -14.8%	58 13.0% -10.8%	40 9.0% +2.6%		

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

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Car & Taxi KSI Casualties	216	232	-6.9%		20 9.3% -42.9%	75 34.7% +29.3%	9 0.0%	43 19.9% -6.5%	29 13.4% -14.7%	24 11.1% -33.3%	16 7.4% +14.3%		
TWMV KSI Casualties (All cc's & Unknown)	83	77	7.8%		19 22.9% +111.1%	23 27.7% +4.5%	5 6.0% -44.4%	7 8.4% -22.2%	12 14.5% -7.7%	10 12.0% +25.0%	7 0.0%		
Low Powered TWMV (upto 125cc) KSI Casualties	26	27	-3.7%		3 11.5% +200.0%	9 34.6% +350.0%	2 7.7% -60.0%	3 11.5% -25.0%	4 15.4% -20.0%	3 11.5% -50.0%	2 7.7% -50.0%		
High Powered TWMV (over 125cc) KSI Casualties	57	50	14.0%		16 28.1% +100.0%	14 24.6% -30.0%	3 5.3% -25.0%	4 7.0% -20.0%	8 14.0% 0.0%	7 12.3% +250.0%	5 8.8% +66.7%		
Pedestrians KSI Casualties	56	47	19.1%		7 12.5% +16.7%	12 21.4% +9.1%	9 16.1% +28.6%	10 17.9% +150.0%	11 19.6% +37.5%	4 7.1% +33.3%	3 5.4% -62.5%		
Pedal Cyclist KSI Casualties	55	55	0.0%		7 12.7% +40.0%	14 25.5% +40.0%	13 23.6% +160.0%	4 7.3% -63.6%	5 9.1% -37.5%	4 7.3% -55.6%	8 14.5% +14.3%		
Child (0-15) KSI Casualties	45	24	87.5%		2 4.4% 0.0%	10 22.2% +25.0%	7 15.6% +600.0%	7 15.6% +250.0%	7 15.6% +40.0%	4 8.9% +300.0%	8 17.8% +60.0%		
KSI Collisions Involving a 17-24 year old Driver	95	100	-5.0%		8 8.4% -20.0%	33 34.7% +37.5%	7 7.4% -22.2%	18 18.9% +12.5%	14 14.7% -12.5%	8 8.4% -55.6%	7 7.4% 0.0%		
KSI Collisions Involving a 60+ year old Driver	111	110	0.9%		16 14.4% +6.7%	29 26.1% +16.0%	8 7.2% -20.0%	17 15.3% -19.0%	17 15.3% +6.3%	12 10.8% -14.3%	12 10.8% +33.3%		
Slight Casualties	1547	1438	7.6%		178 11.5% -4.3%	364 23.5% +13.4%	162 10.5% -6.9%	230 14.9% +3.6%	253 16.4% +33.2%	194 12.5% -11.8%	166 10.7% +32.8%		

Lincolnshire Road Safety Partnership Rolling Performance Dashboard - 2020

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Car & Taxi KSI Casualties	232	313	-25.9%		35 15.1% -28.6%	58 25.0% -31.8%	9 3.9% -35.7%	46 19.8% -25.8%	34 14.7% -27.7%	36 15.5% +9.1%	14 6.0% -39.1%		
TWMV KSI Casualties (All cc's & Unknown)	77	77	0.0%		9 11.7% -10.0%	22 28.6% +4.8%	9 11.7% 0.0	9 11.7% -18.2%	13 16.9% 0.0	8 10.4% +14.3%	7 9.1% +16.7%		
Low Powered TWMV (upto 125cc) KSI Casualties	27	28	-3.6%		1 3.7% -50.0%	2 7.4% -71.4%	5 18.5% 0.0	4 14.8% +33.3%	5 18.5% +66.7%	6 22.2% +20.0%	4 14.8% +33.3%		
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Pedal Cyclist KSI Casualties	55	34	61.8%		5 9.1% +150.0%	10 18.2% +100.0%	5 9.1% +66.7%	11 20.0% +57.1%	8 14.5% +33.3%	9 16.4% +50.0%	7 12.7% +40.0%		
Child (0-15) KSI Casualties	24	37	-35.1%		2 8.3% -60.0%	8 33.3% +14.3%	1 4.2% -85.7%	2 8.3% -60.0%	5 20.8% -16.7%	1 4.2% -66.7%	5 20.8% +25.0%		
KSI Collisions Involving a 17-24 year old Driver	100	127	-21.3%		10 10.0% -33.3%	24 24.0% -20.0%	9 9.0% -30.8%	16 16.0% -30.4%	16 16.0% -33.3%	18 18.0% +80.0%	7 7.0% -41.7%		
KSI Collisions Involving a 60+ year old Driver	110	133	-17.3%		15 13.6% -28.6%	25 22.7% -32.4%	10 9.1% 0.0	21 19.1% +5.0%	16 14.5% -23.8%	14 12.7% -6.7%	9 8.2% 0.0		
Slight Casualties	1438	2022	-28.9%		186 12.9% -30.1%	321 22.3% -32.1%	174 12.1% -29.0%	222 15.4% -20.4%	190 13.2% -34.5%	220 15.3% -10.6%	125 8.7% -43.9%		

2021 Fatal Collision Analysis:

Figure 4 - Gender Distribution:

There have been 40 fatal casualties this year, 82% of those are male and 18% are female. In 2020 there were 52 fatal casualties, 67 % were male and 33% were female.

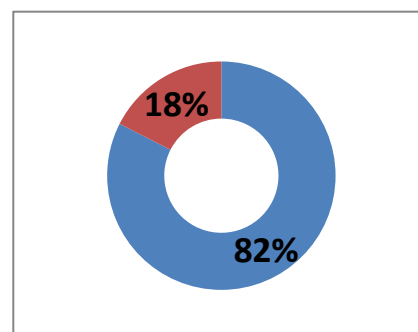


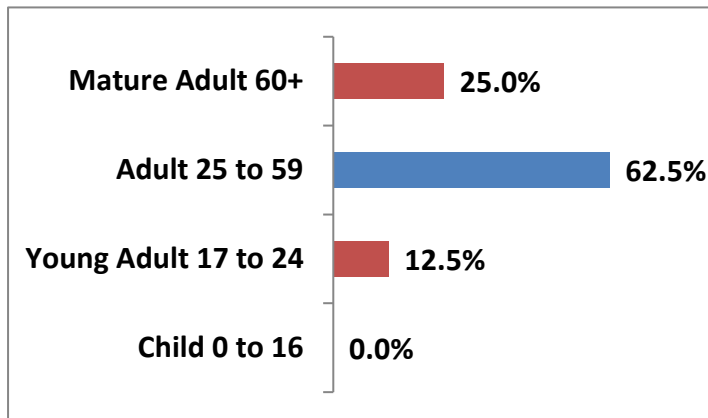
Figure 5 & Table 4 - Age Distribution:

12.5% of the fatal casualties in 2021 are young adults aged 17-24, a decrease from 17% in 2020 and 20% in 2019.

25% are mature adults aged 60+, a slight increase from 23% in 2020 but lower than the 37% in 2019.

Together in 2021, these groups account for 37.5% of the total, a decrease from the 40% in 2020 and 57% in 2019.

There were no child (0-16 yrs) deaths in 2021 or 2020.



Age	2021	5 Yrs Avg
Child 0 to 16	0	0.8
Young Adult 17 to 24	5	9.6
Adult 25 to 59	25	26
Mature Adult 60+	10	17.6
Fatal Casualty Total	40	49

Figure 6 – Age Distribution Graph

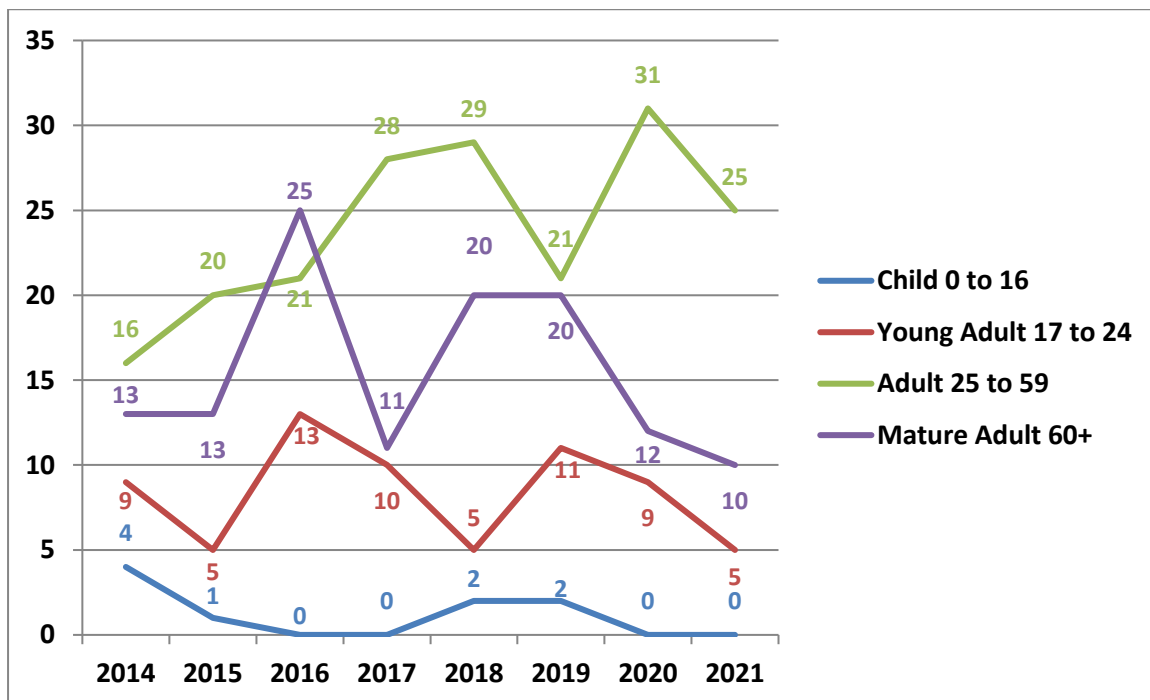


Figure 7 - Time of the day:

In 2018 the peak occurred between 3-4pm. In 2019, 1-2pm and 5-6pm saw the highest peaks. In 2020 11-12 in the morning saw the highest peak. In 2021 the peak was 12.00-13.00. The data collated throughout 2018-2020 therefore demonstrates that whilst peak times are random more fatal collisions occur in the afternoon and evening than the night and morning.

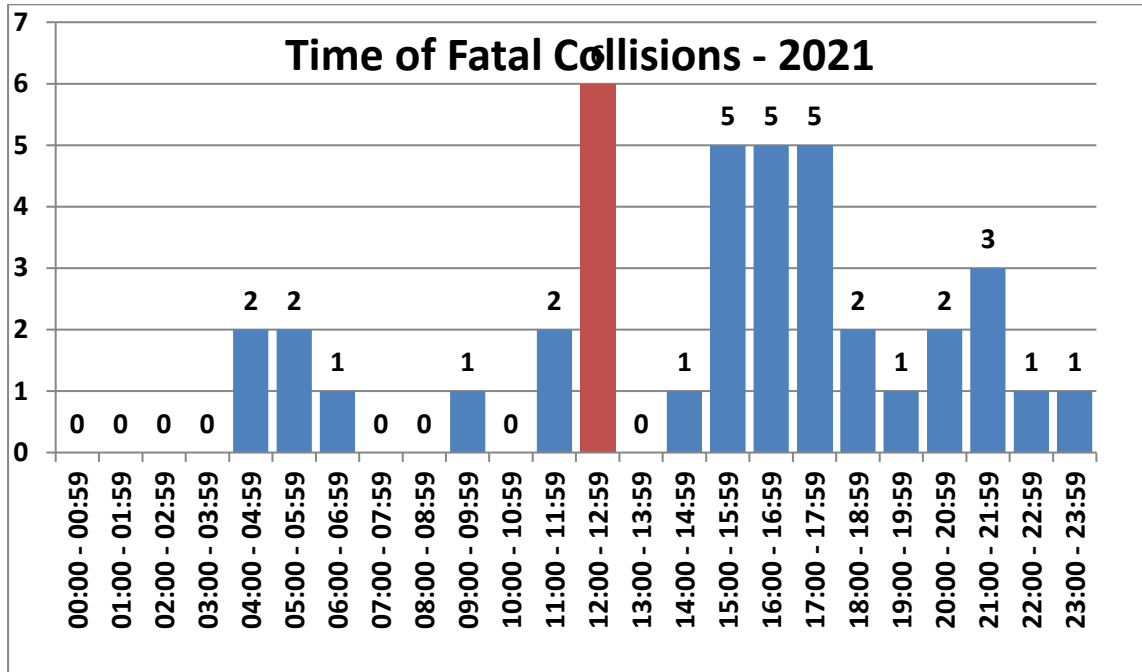


Figure 8 - Causality Class:

Drivers and riders continue to account for the majority of fatal casualties in 2021 with 82%, in 2020 it was 76% and 62% in 2019.

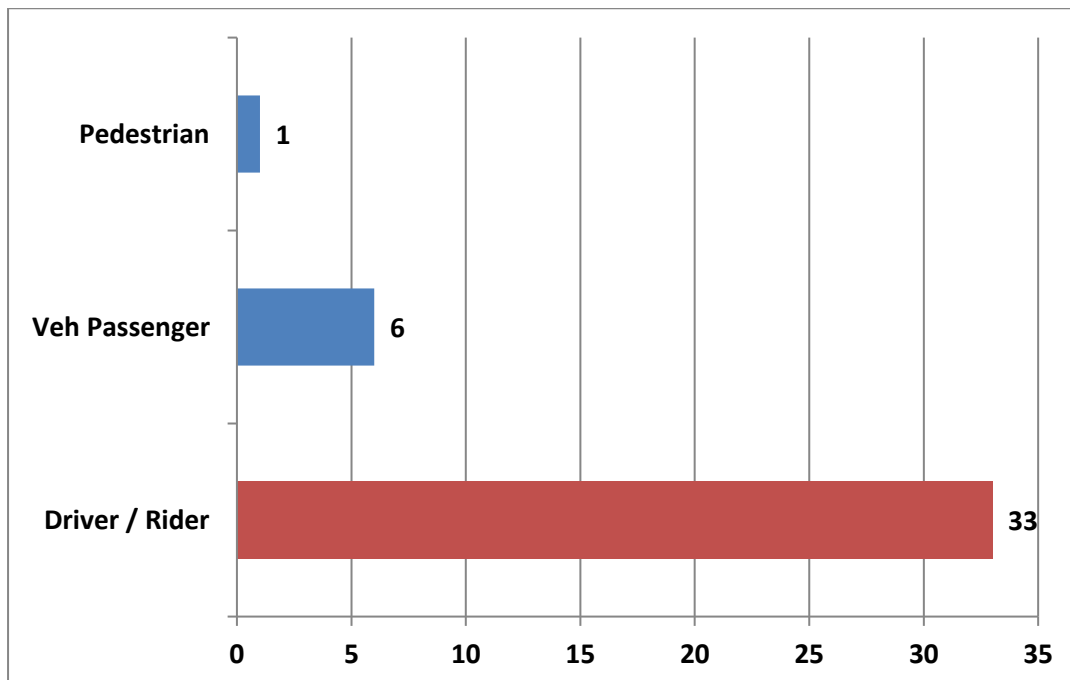


Figure 9 - Weather:

The majority of fatal collisions (92%) happened in fine weather without high winds (2020 78%, 2019 90%).

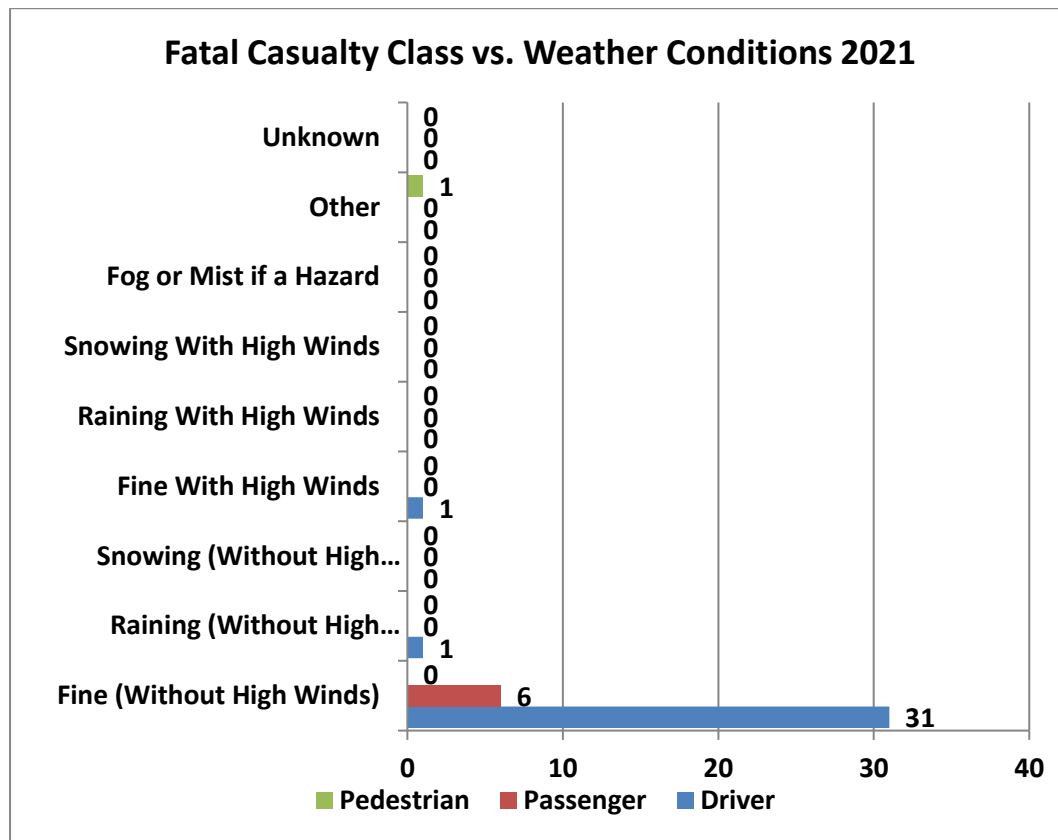


Figure 10 - Causality Vehicle Type:
 STATS 19 data show that the majority of collisions involve a car.

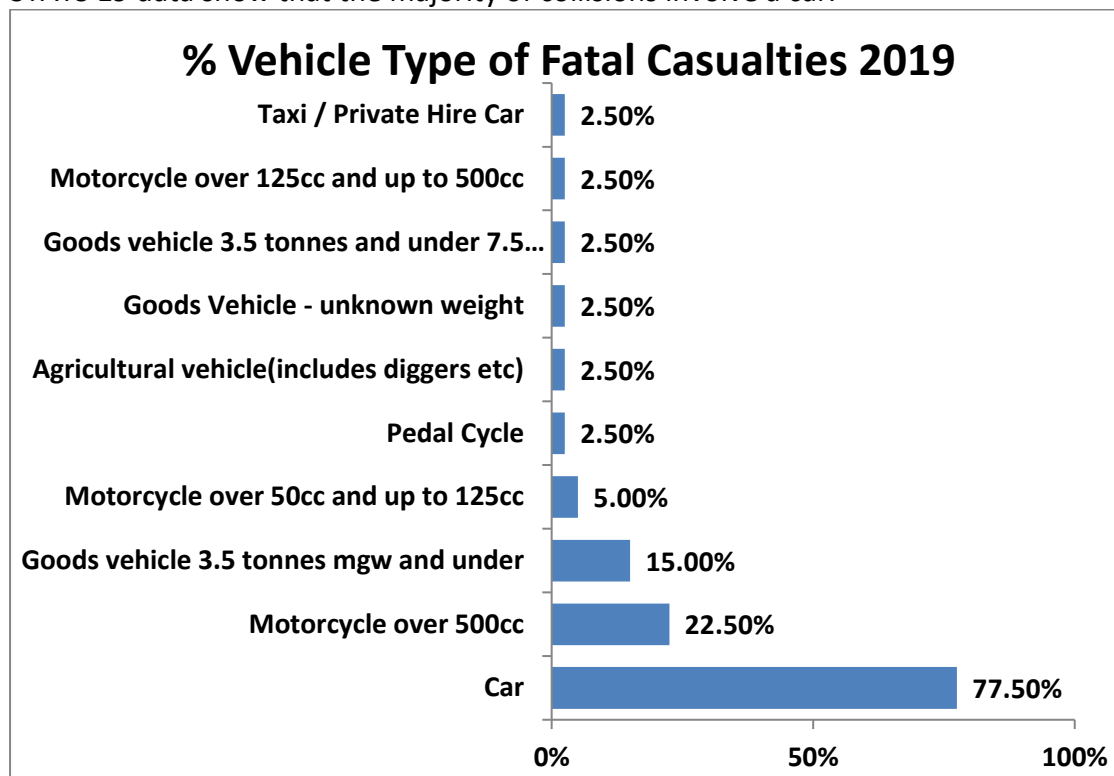


Table 5 – Motorcycle/Mobility Scooter Fatalities

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
2021	0	3	0	7	0	0
5 Yrs Avg	0.2	1.6	1.2	7.6	0.2	0.6

Table 6 - Contributory Factors:

Contributory Factors	
Careless/Reckless/In a hurry	15
Failed to judge other person's path or speed	8
Failed to look properly	7
Other - Please specify below	5
Loss of control	4
Distraction in vehicle	3
Exceeding speed limit	3
Fatigue	3
Illness or disability, mental or physical	3
Poor or defective road surface	3
Slippery road (due to weather)	3
Aggressive driving	2
Dazzling sun	2
Deposit on road (eg. oil, mud, chippings)	2
Driver using mobile phone	2
Following too close	1
Impaired by alcohol	1
Inadequate/Masked signs or road markings	1
Inexperienced or learner driver/rider	1
Travelling too fast for conditions	1
Tyres illegal, defective or under inflated	1
Total	71

Table 7 - Contributory Factors by Road User Group:

Group	Contributory Factor
17-24	Careless/Reckless/In a hurry
	Failed to judge other person's path or speed
	Exceeding speed limit
	Failed to look properly
	Dazzling sun
	Other - Please specify below
	Aggressive driving
	Fatigue
	Inexperienced or learner driver/rider
TWMV 500cc+	Careless/Reckless/In a hurry
	Failed to judge other person's path or speed
	Failed to look properly
	Exceeding speed limit
	Dazzling sun
	Other - Please specify below
	Loss of control
TWMV 50cc-125cc	Careless/Reckless/In a hurry
	Failed to look properly
	Exceeding speed limit
	Poor or defective road surface
	Distraction in vehicle
	Driver using mobile phone
	Inadequate/Masked signs or road markings
Mature Adults 60+	Careless/Reckless/In a hurry
	Failed to judge other person's path or speed
	Exceeding speed limit
	Deposit on road (eg. oil, mud, chippings)
	Illness or disability, mental or physical
	Failed to look properly
	Poor or defective road surface
	Other - Please specify below
	Loss of control
	Following too close
	Slippery road (due to weather)

Table 8 - Road Type:

67% of fatal accidents happened on A and B Class roads in 2021.

Road Type	Fatal Collisions	%
A Class road	20	51.28%
B Class road	6	15.38%
C Class road	9	23.08%
D Class road	4	10.26%
Total	39	

KSI Analysis – By User Group

Two Wheeled Motor Vehicle (TWMV):

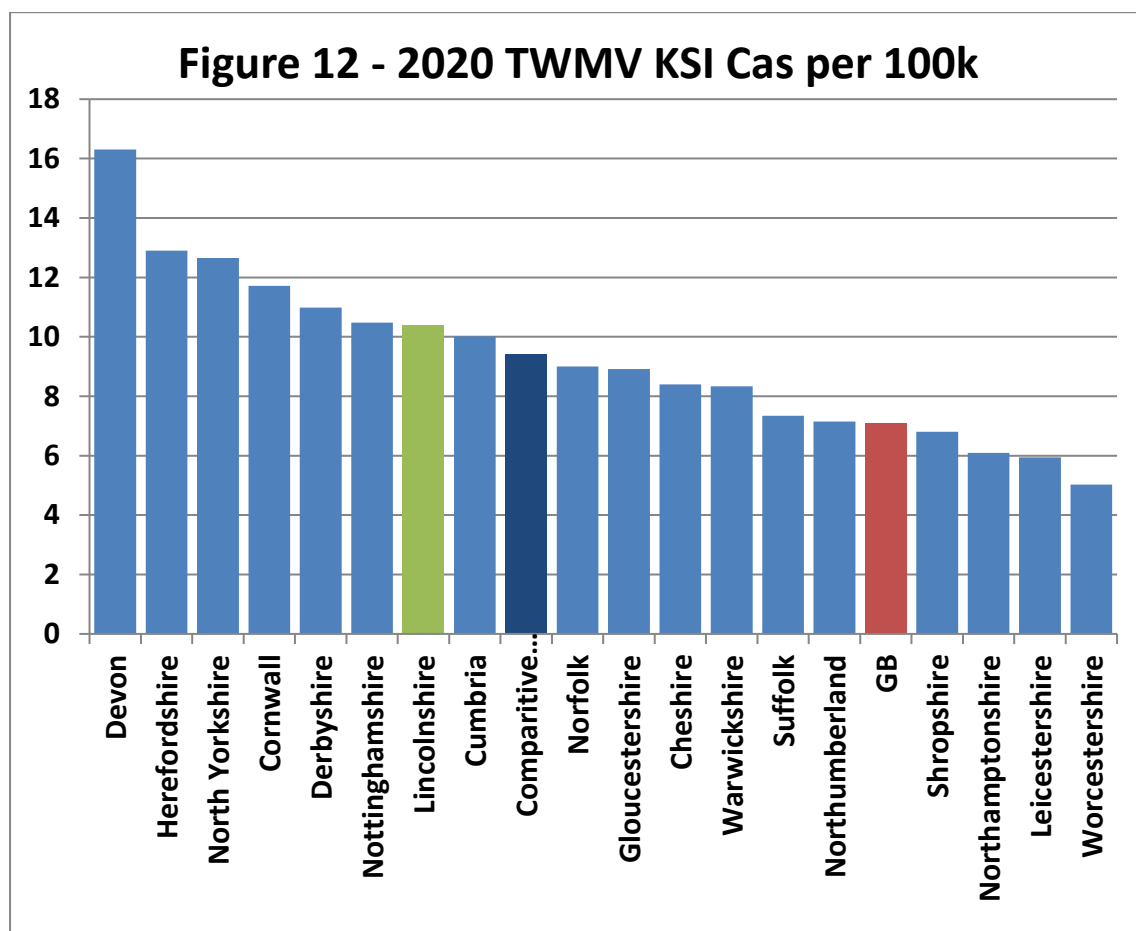
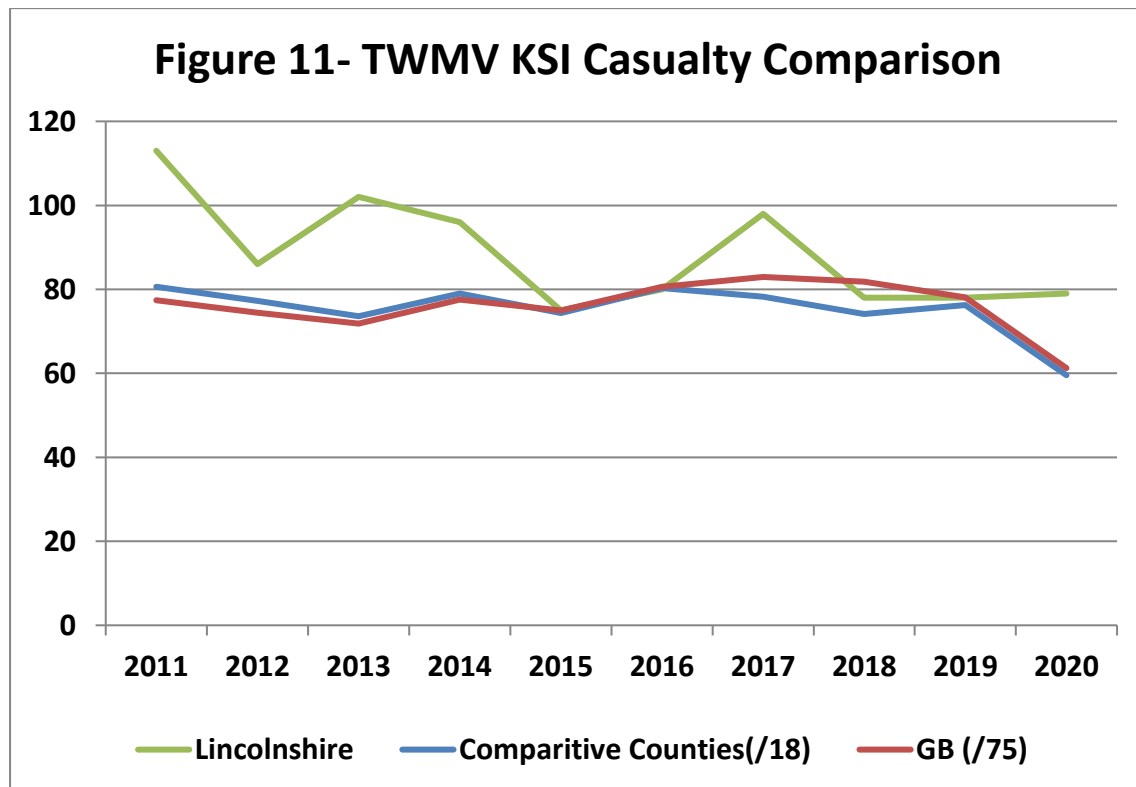


Figure 13- TWMV<125cc KSI Cas Comparison

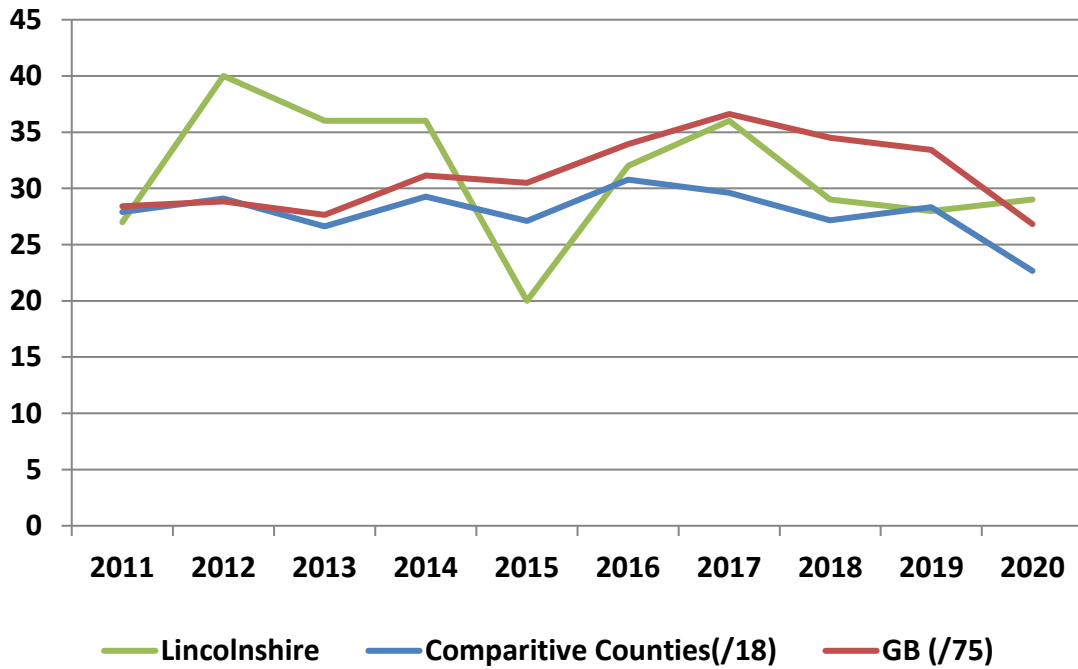


Figure 14- TWMV>125cc KSI Cas Comparison

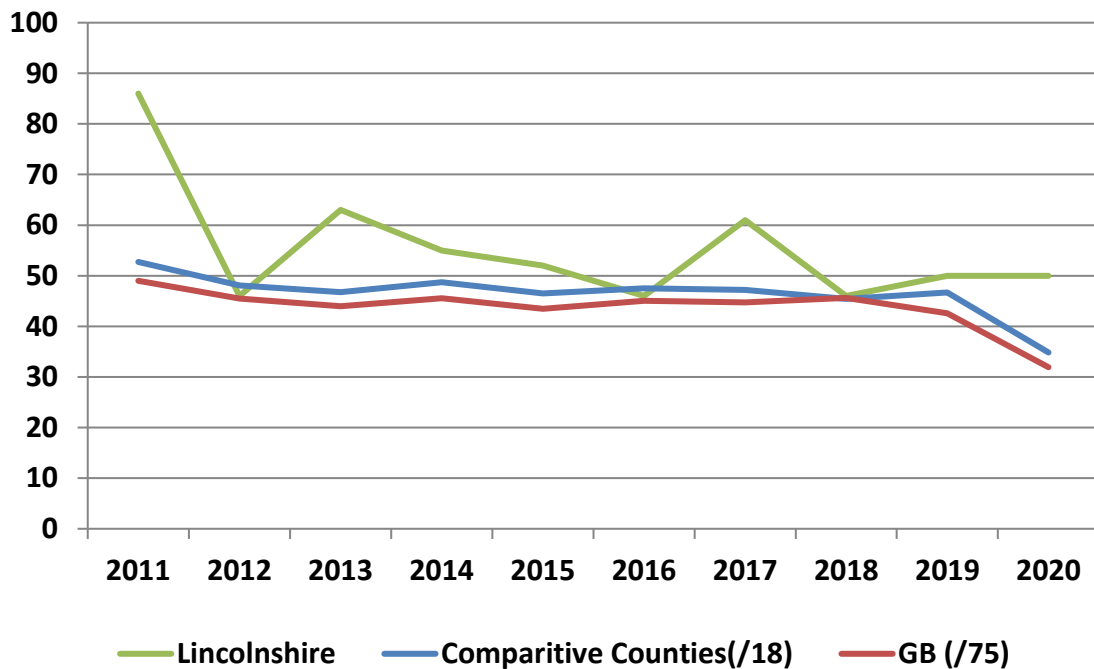


Table 9 and 9b - TWMV District Trends

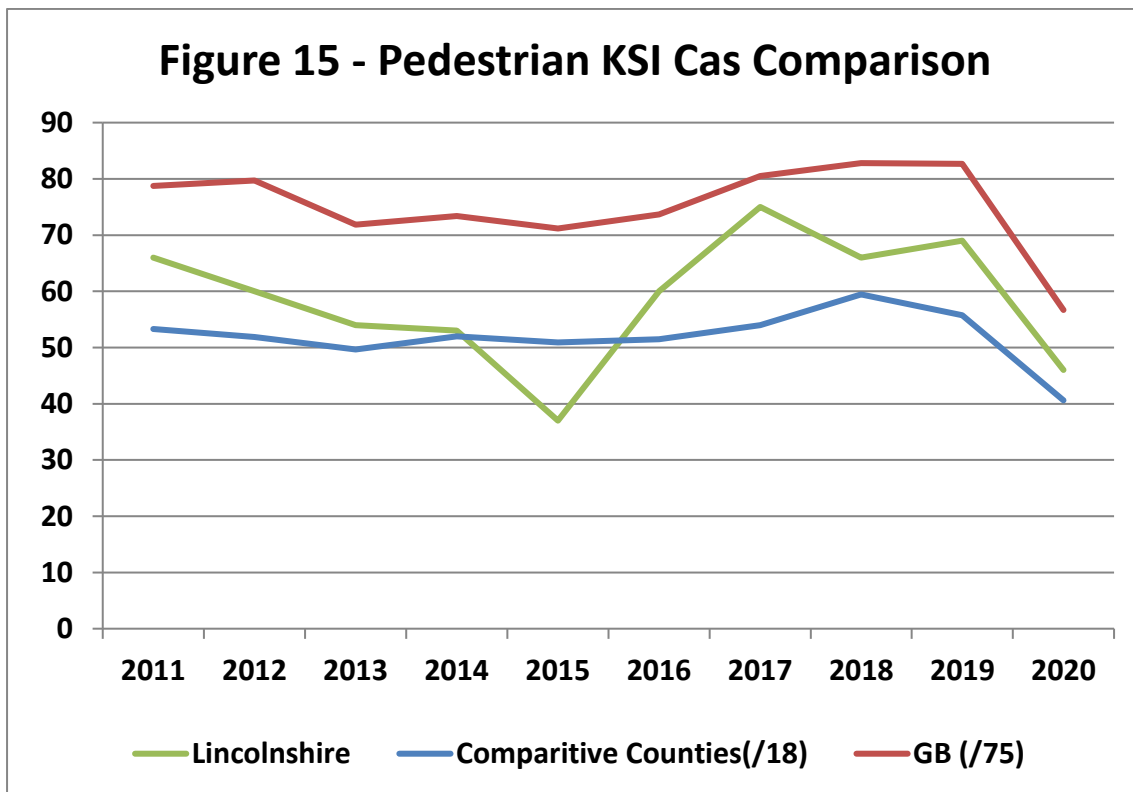
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Low Powered TWMV (upto 125cc) KSI Casualties	26	27	-3.7%		3 11.5% +200.0%	9 34.6% +350.0%	2 7.7% -60.0%	3 11.5% -25.0%	4 15.4% -20.0%	3 11.5% -50.0%	2 7.7% -50.0%		
High Powered TWMV (over 125cc) KSI Casualties	57	50	14.0%		16 28.1% +100.0%	14 24.6% -30.0%	3 5.3% -25.0%	4 7.0% -20.0%	8 14.0% 0.0	7 12.3% +250.0%	5 8.8% +66.7%		

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Pedestrian:



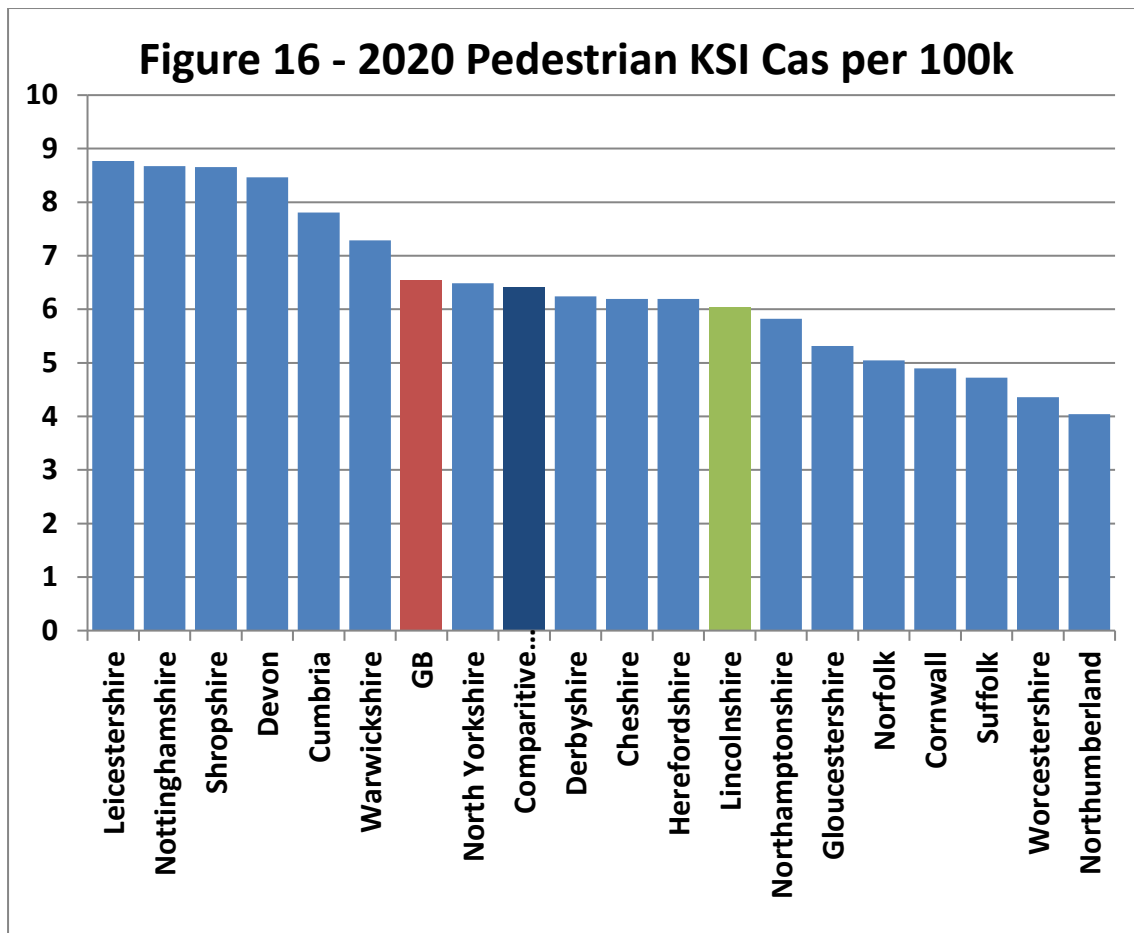


Table 10 and 10b - Pedestrian District Trends

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Pedal Cyclist:

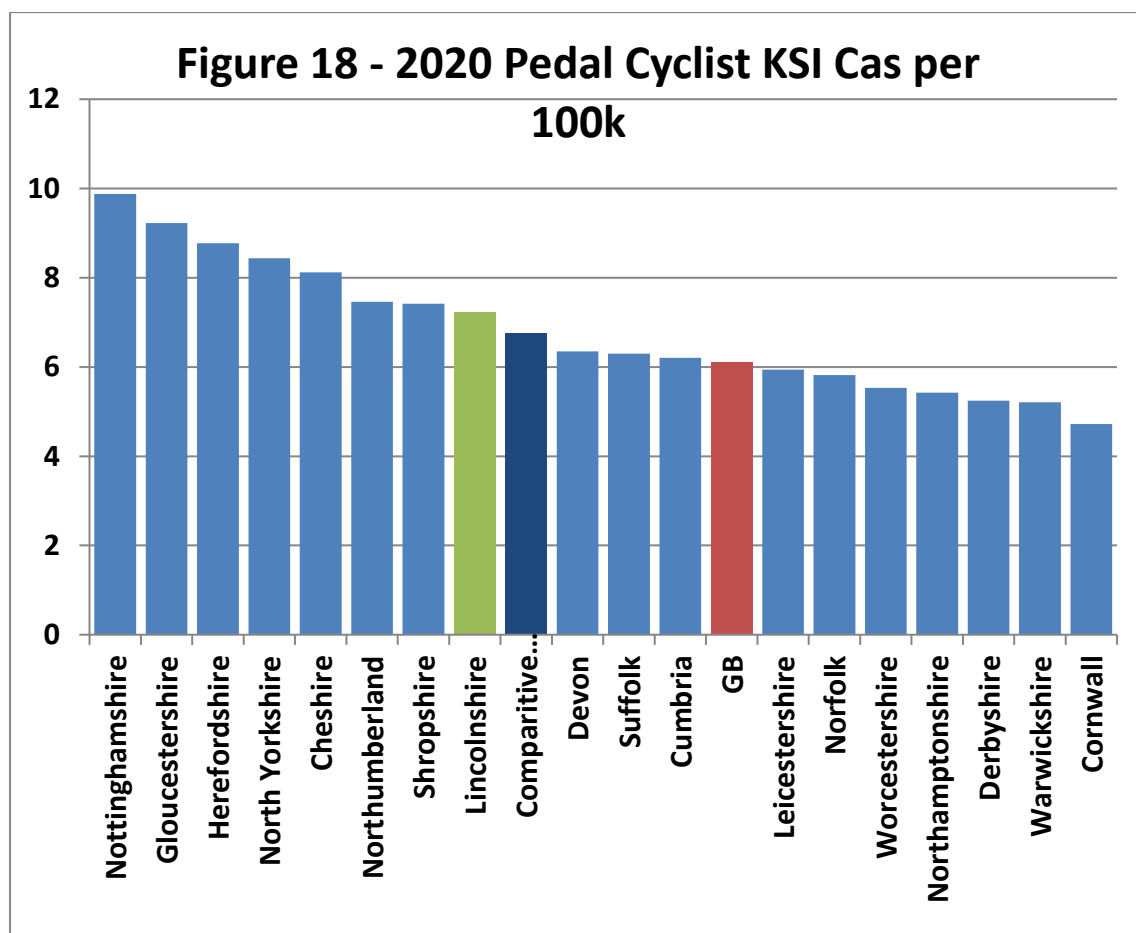
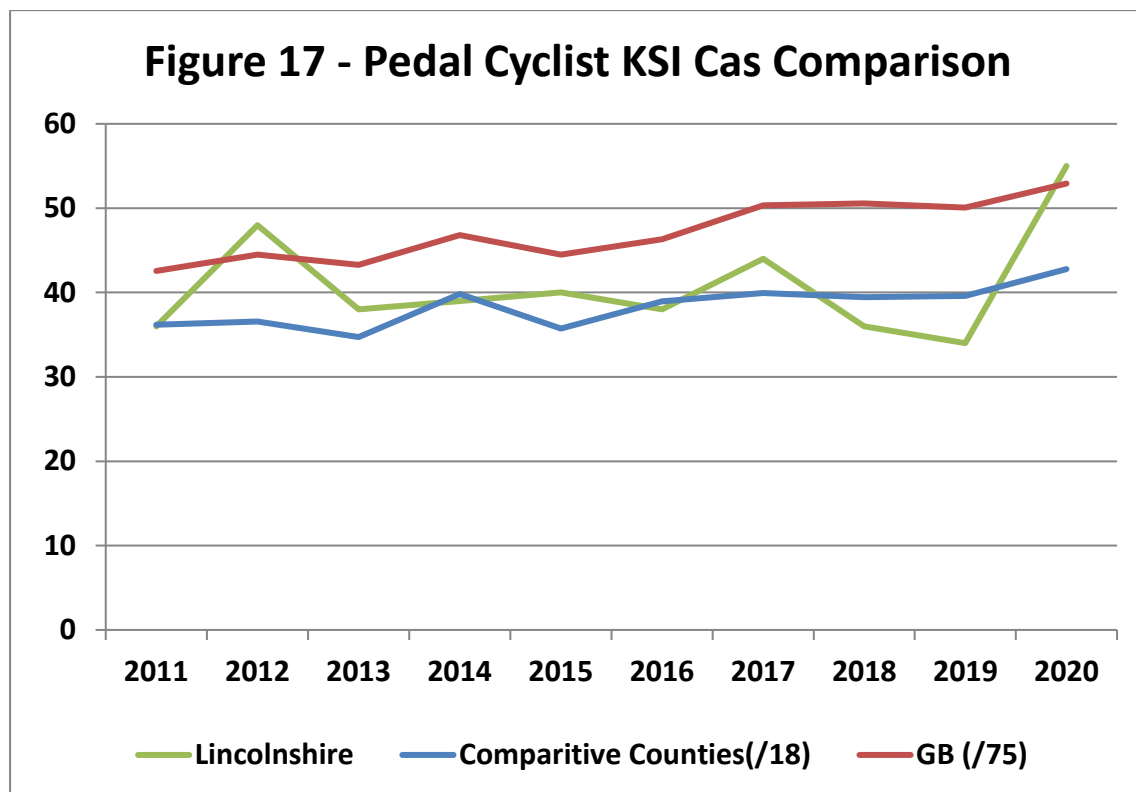


Table 11 and 11.b - Pedal Cyclist District Trends

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Senior Drivers:

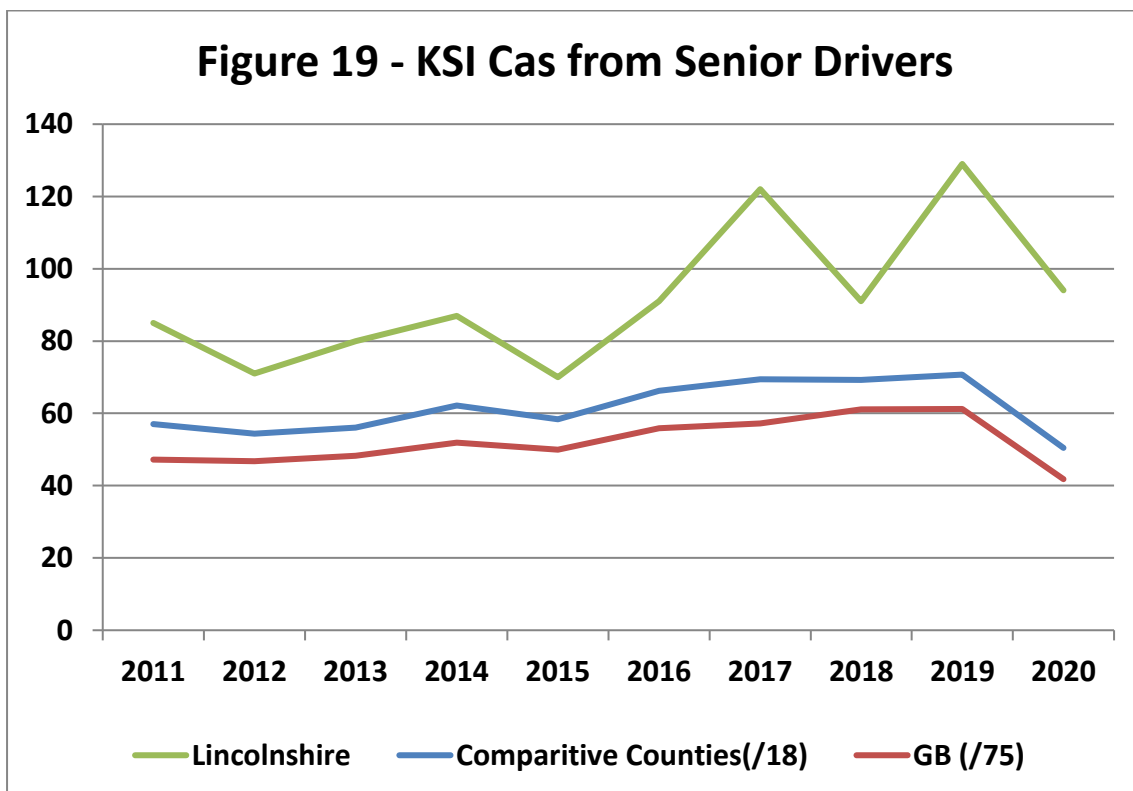


Figure 20 - 2020 KSI Cas from Senior Driver Collisions per 100k

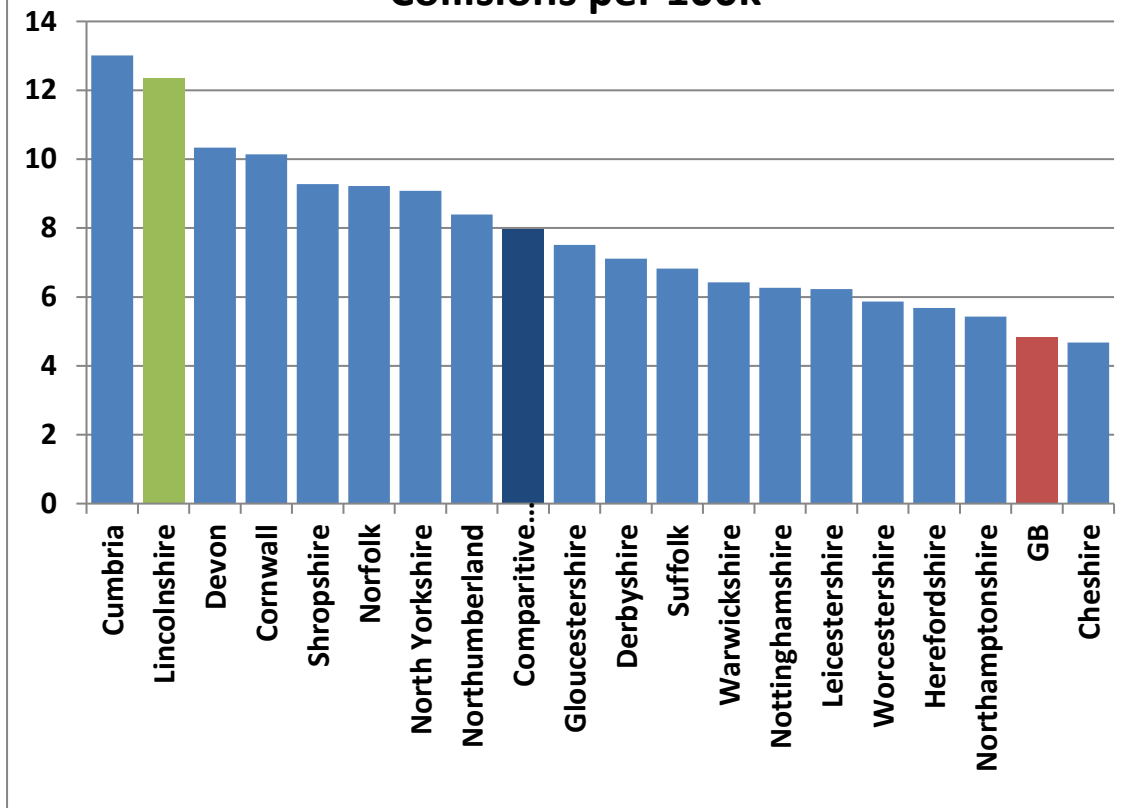


Table 12 and 12b - Senior Driver District Trends

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KSI Collisions Involving a 17-24 year old Driver	95	100	-5.0%		8 8.4% -20.0%	33 34.7% +37.5%	7 7.4% -22.2%	18 18.9% +12.5%	14 14.7% -12.5%	8 8.4% -55.6%	7 7.4% 0.0		

Lincolnshire Road Safety Partnership Rolling Performance Dashboard - 2020

	1st Jan 2020 to 31st Dec 20	1st Jan 2019 to 31st Dec 19	% 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	110	133	-17.3%		15 13.6% -28.6%	25 22.7% -32.4%	10 9.1% 0.0	21 19.1% +5.0%	16 14.5% -23.8%	14 12.7% -6.7%	9 8.2% 0.0		

Young Driver:

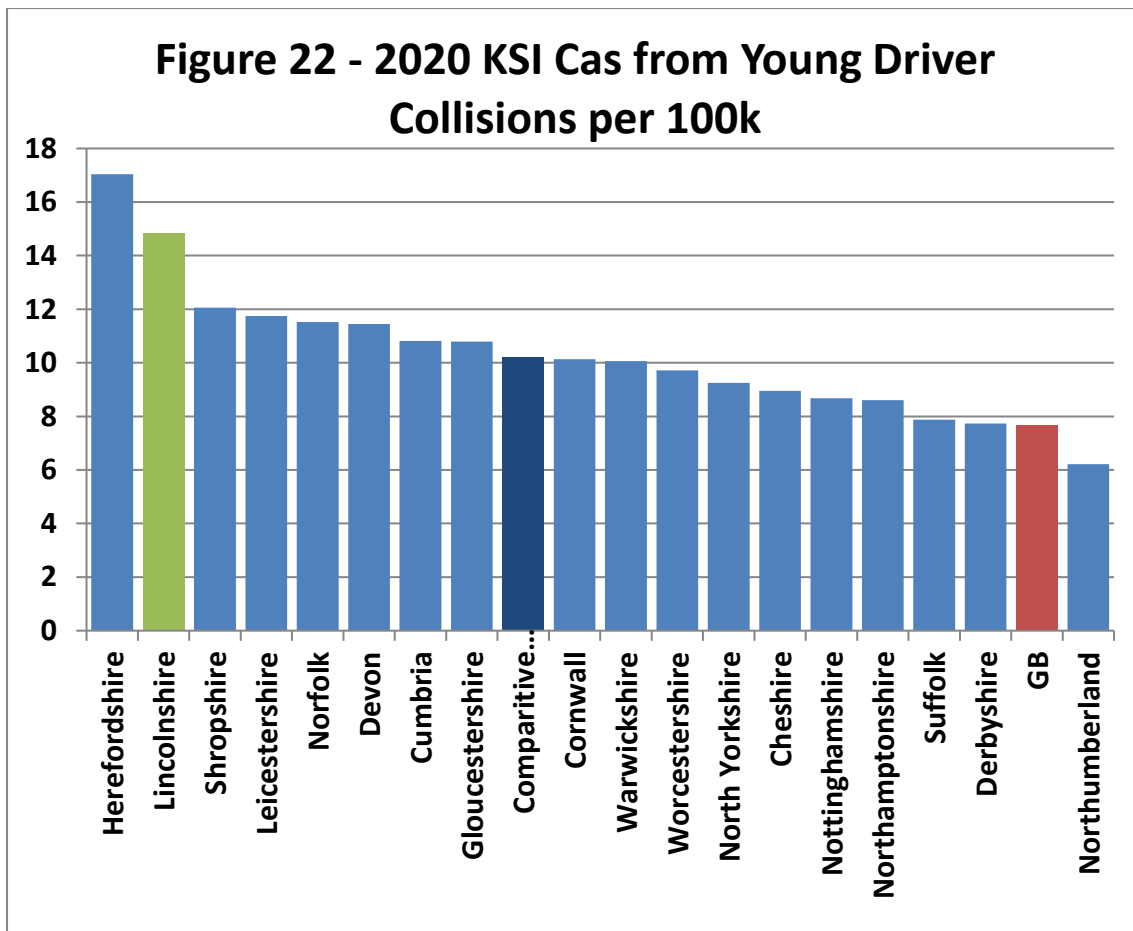
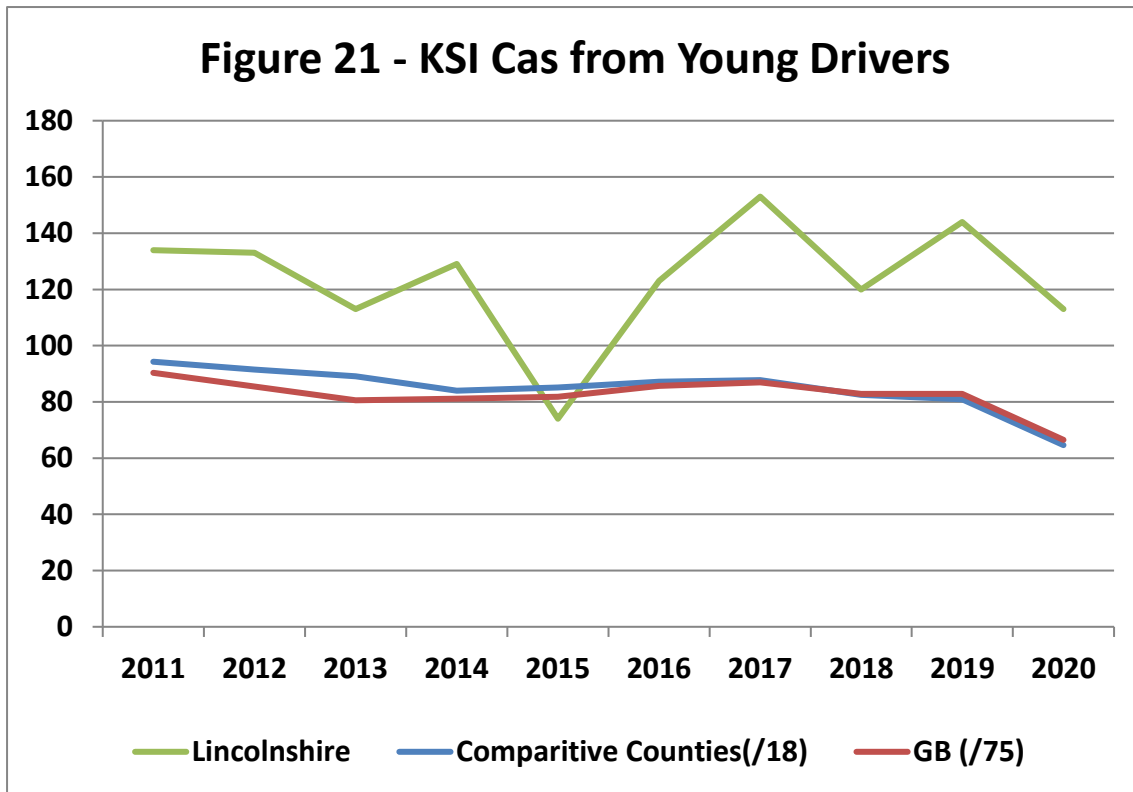


Table 13 and 13b - Young Driver District Trends

Lincolnshire Road Safety Partnership Rolling Performance Dashboard - 2021

	1st Jan 2021 to 31st Dec 21	1st Jan 2020 to 31st Dec 20	% 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	95	100	-5.0%		8 8.4% -20.0%	33 34.7% +37.5%	7 7.4% -22.2%	18 18.9% +12.5%	14 14.7% -12.5%	8 8.4% -55.6%	7 7.4% 0.0		

Lincolnshire Road Safety Partnership Rolling Performance Dashboard - 2020

	1st Jan 2020 to 31st Dec 20	1st Jan 2019 to 31st Dec 19	% 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	100	127	-21.3%		10 10.0% -33.3%	24 24.0% -20.0%	9 9.0% -30.8%	16 16.0% -30.4%	16 16.0% -33.3%	18 18.0% +80.0%	7 7.0% -41.7%		

Children aged 0-15:

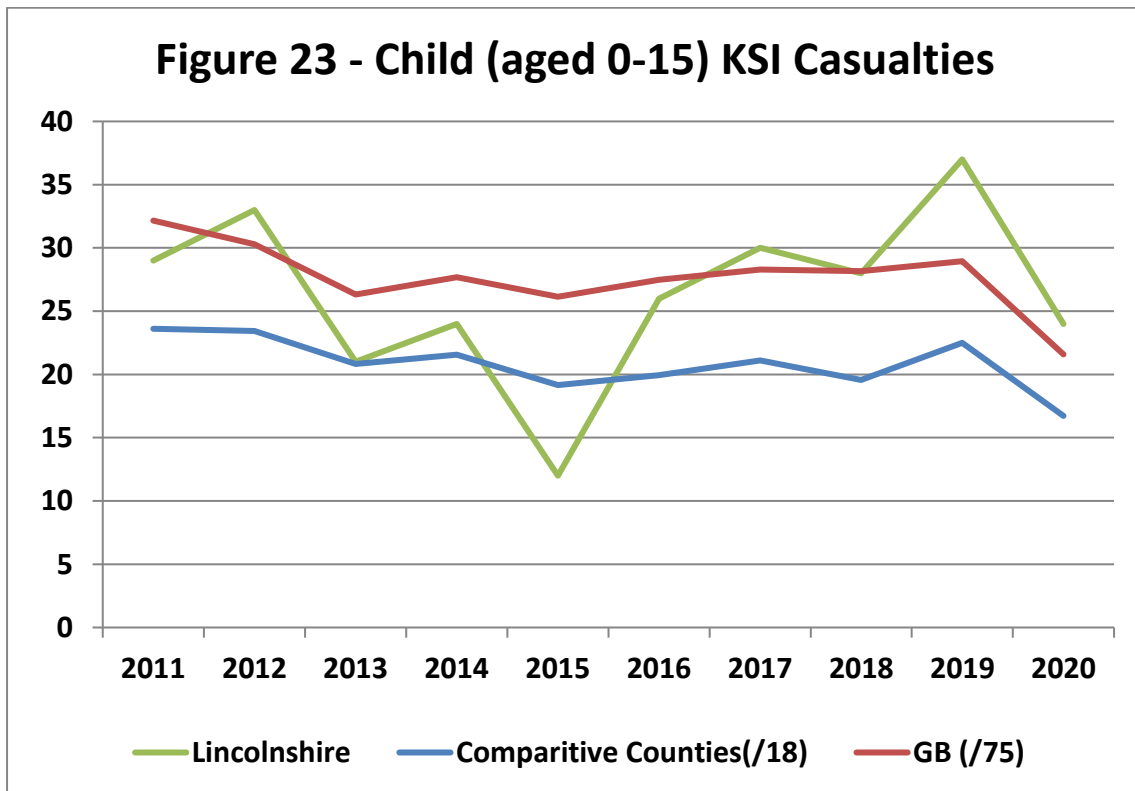


Figure 24 - 2020 Child (aged 0-15) KSI Casualties per 100k

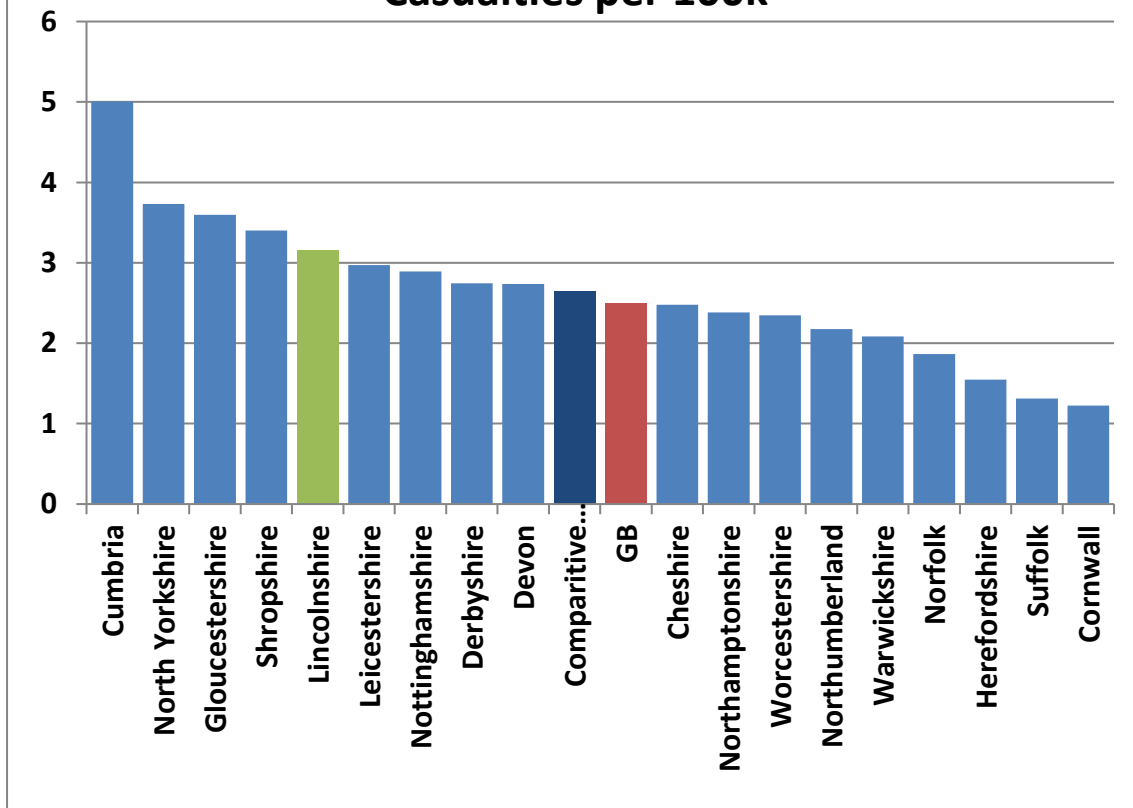


Table 14 and 14b – Child aged 0-15yrs District Trends

Lincolnshire Road Safety Partnership Rolling Performance Dashboard - 2021

	1st Jan 2021 to 31st Dec 21	1st Jan 2020 to 31st Dec 20	% 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	45	24	87.5%		2 4.4% 0.0	10 22.2% +25.0%	7 15.6% +600.0%	7 15.6% +250.0%	7 15.6% +40.0%	4 8.9% +300.0%	8 17.8% +60.0%		

Lincolnshire Road Safety Partnership Rolling Performance Dashboard - 2020

	1st Jan 2020 to 31st Dec 20	1st Jan 2019 to 31st Dec 19	% 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	24	37	-35.1%		2 8.3% -60.0%	8 33.3% +14.3%	1 4.2% -85.7%	2 8.3% -60.0%	5 20.8% -16.7%	1 4.2% -66.7%	5 20.8% +25.0%		

Car & Taxi:

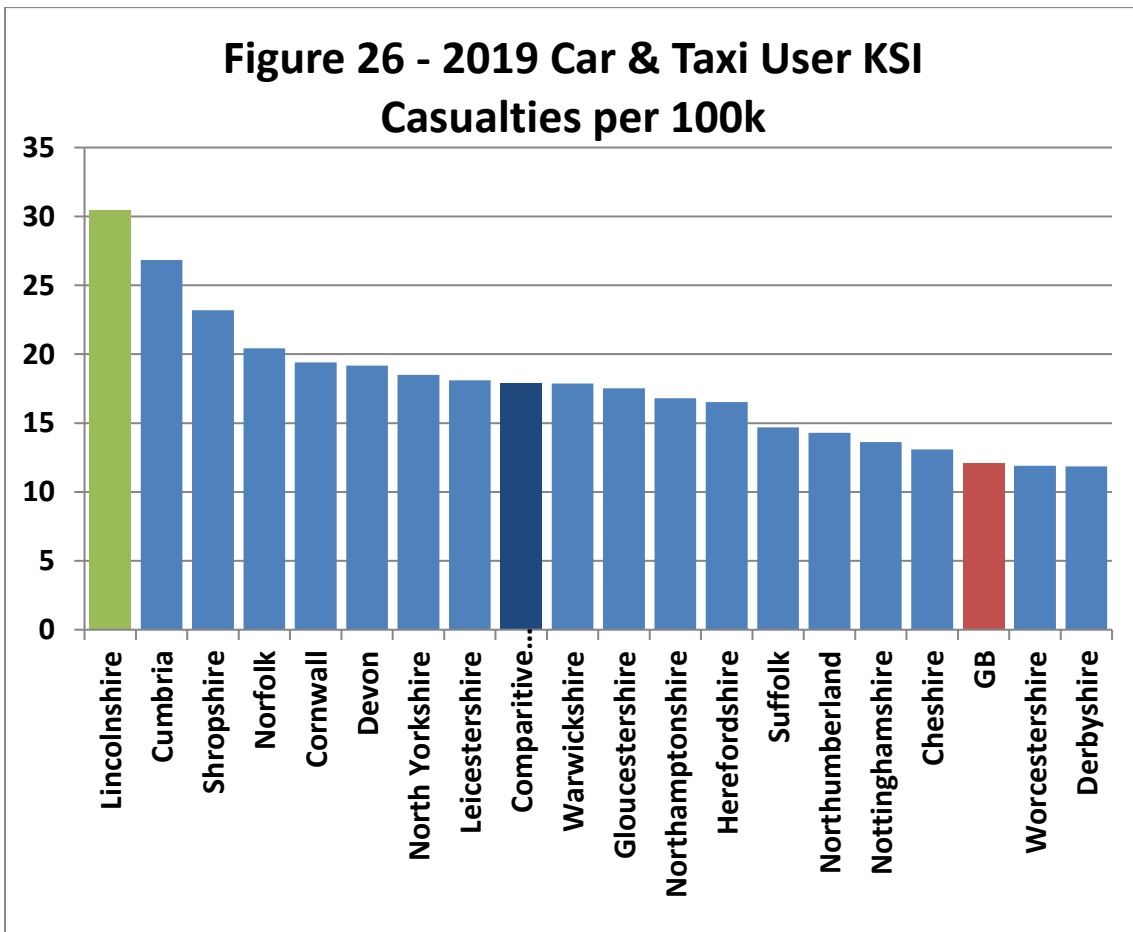
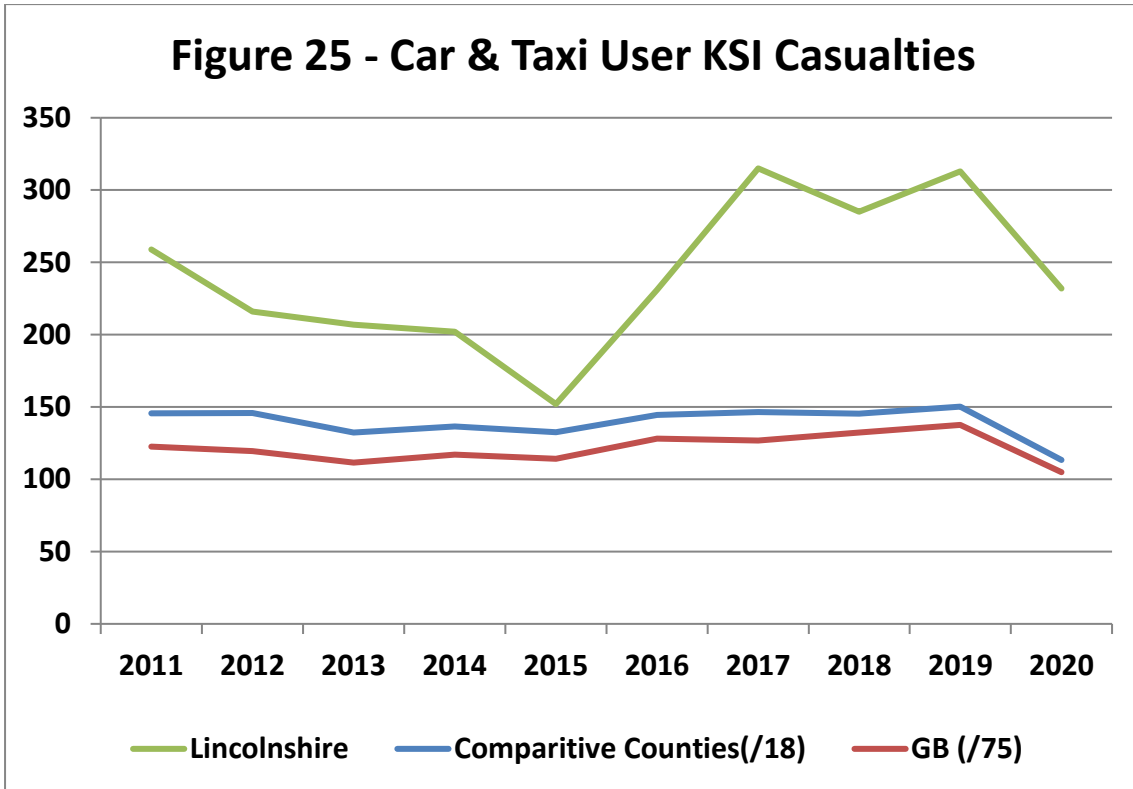


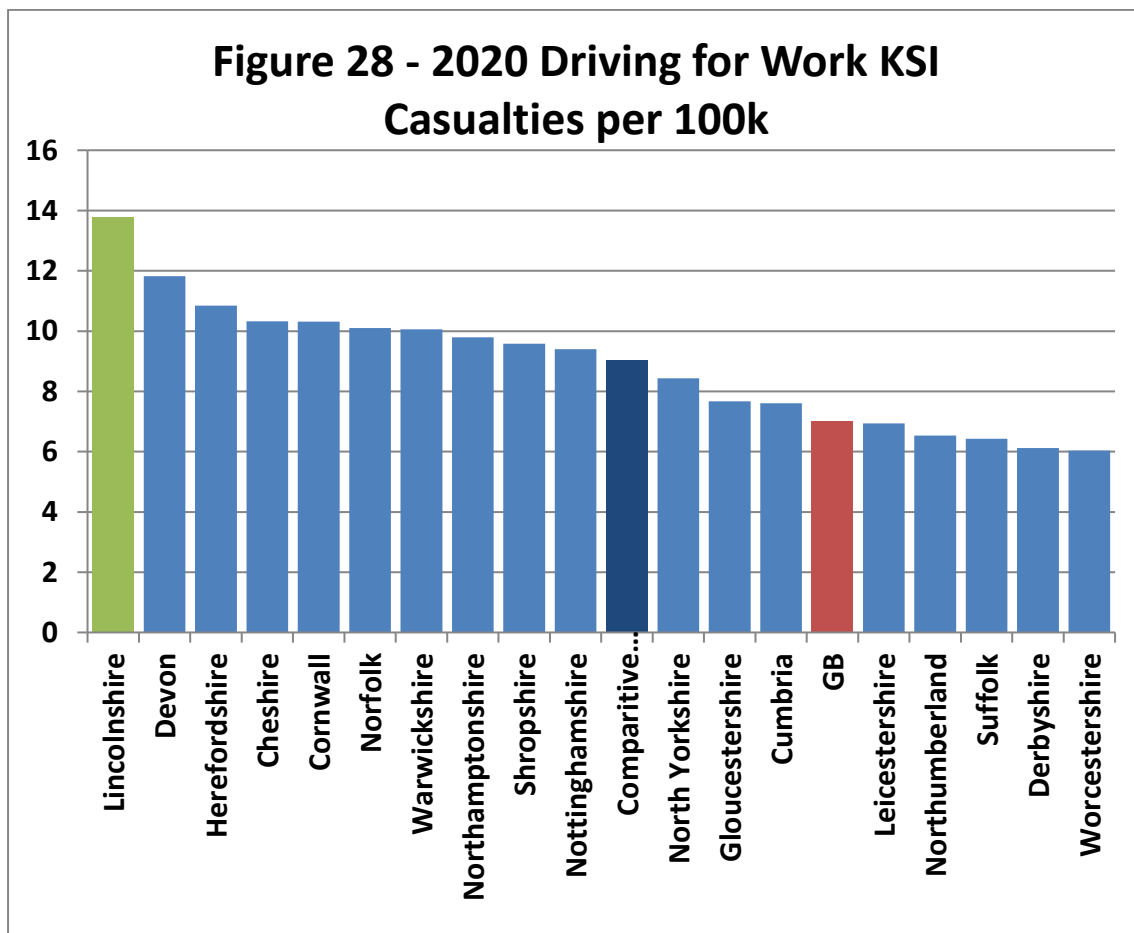
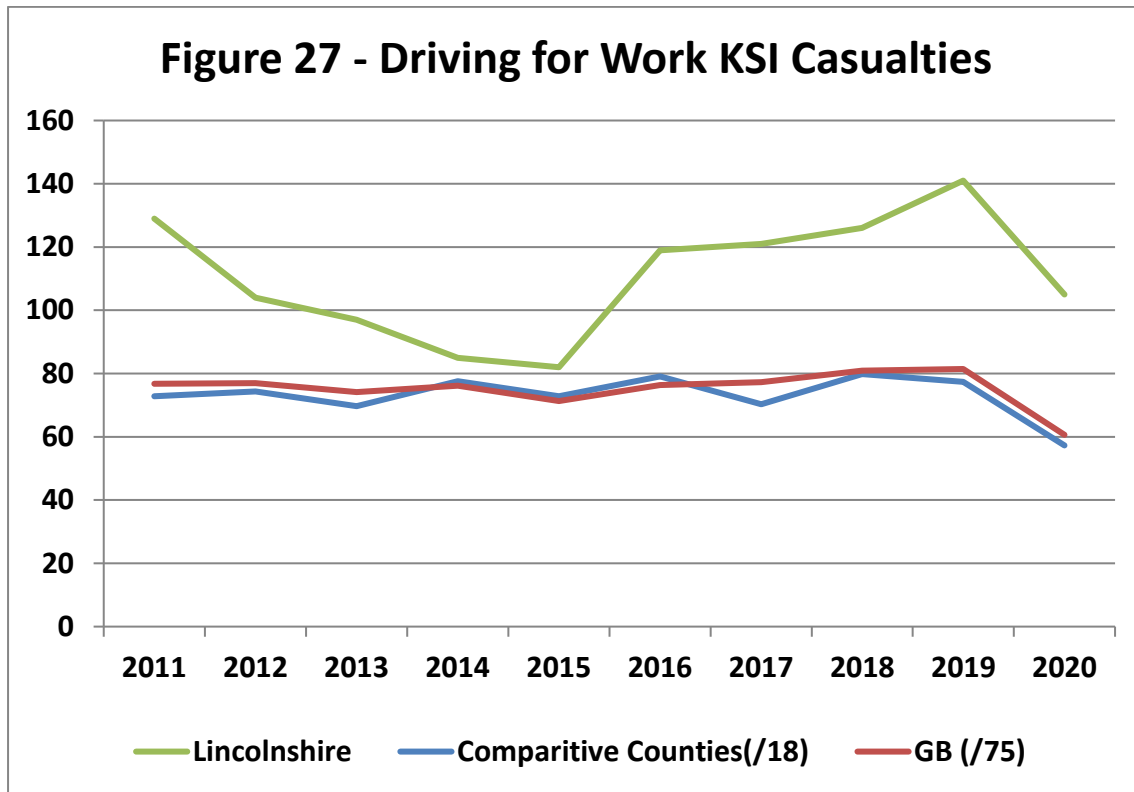
Table 15 and 15b- Car & Taxi District Trends

Lincolnshire Road Safety Partnership Rolling Performance Dashboard - 2021

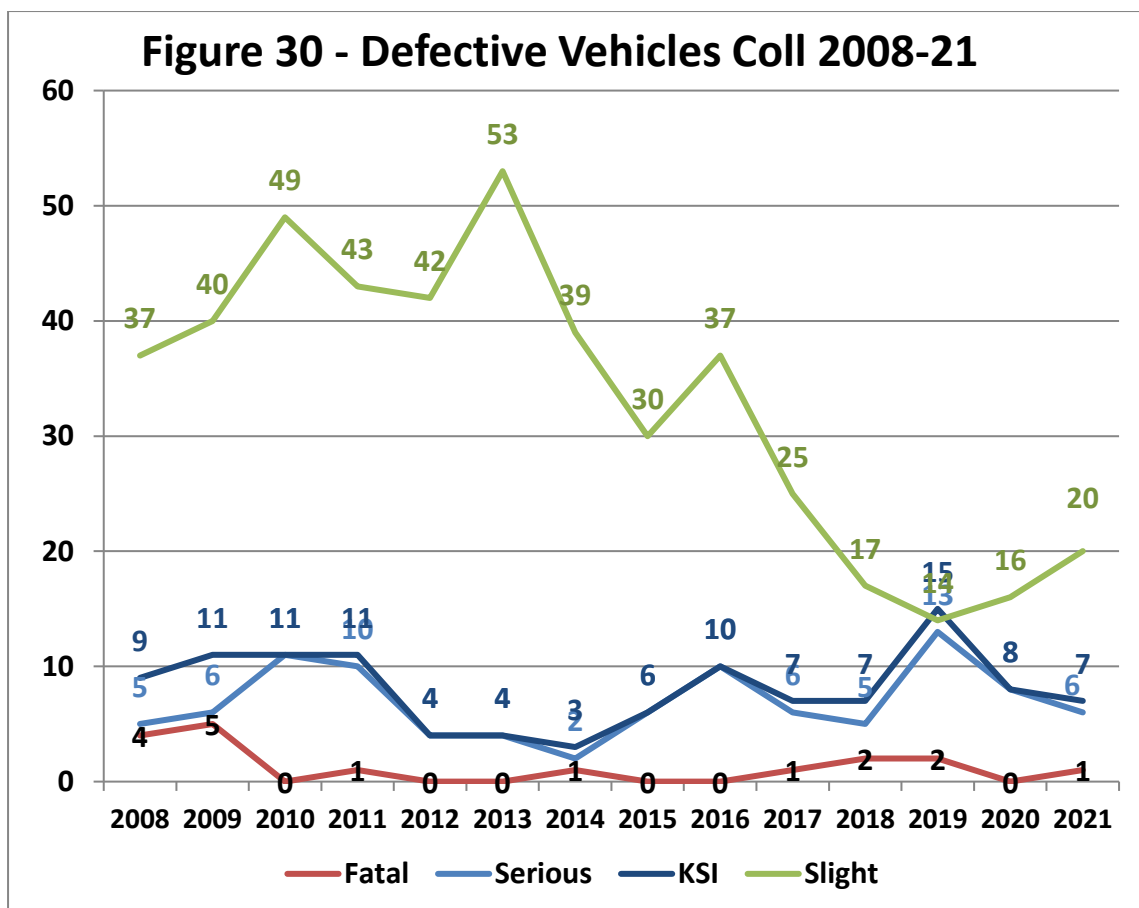
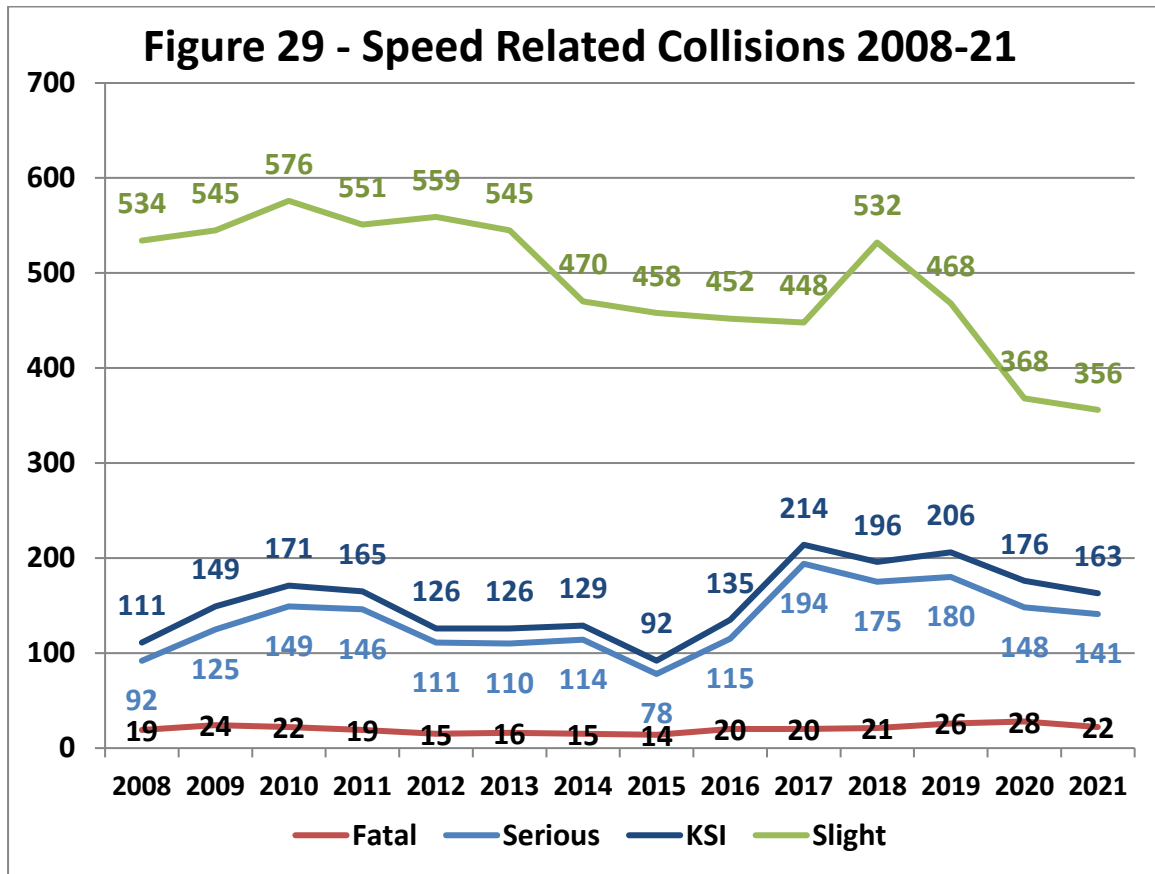
	1st Jan 2021 to 31st Dec 21	1st Jan 2020 to 31st Dec 20	% Change on Previous Year	MALE FEMALE	West Lindsey DC	East Lindsey	Lincoln City	North Kesteven DC	South Kesteven DC	South Holland DC	Boston BC	District Distribution	URBAN RURAL
Car & Taxi KSI Casualties	216	232	-6.9%		20 9.3% -42.9%	75 34.7% +29.3%	9 4.2% 0.0	43 19.9% -6.5%	29 13.4% -14.7%	24 11.1% -33.3%	16 7.4% +14.3%		

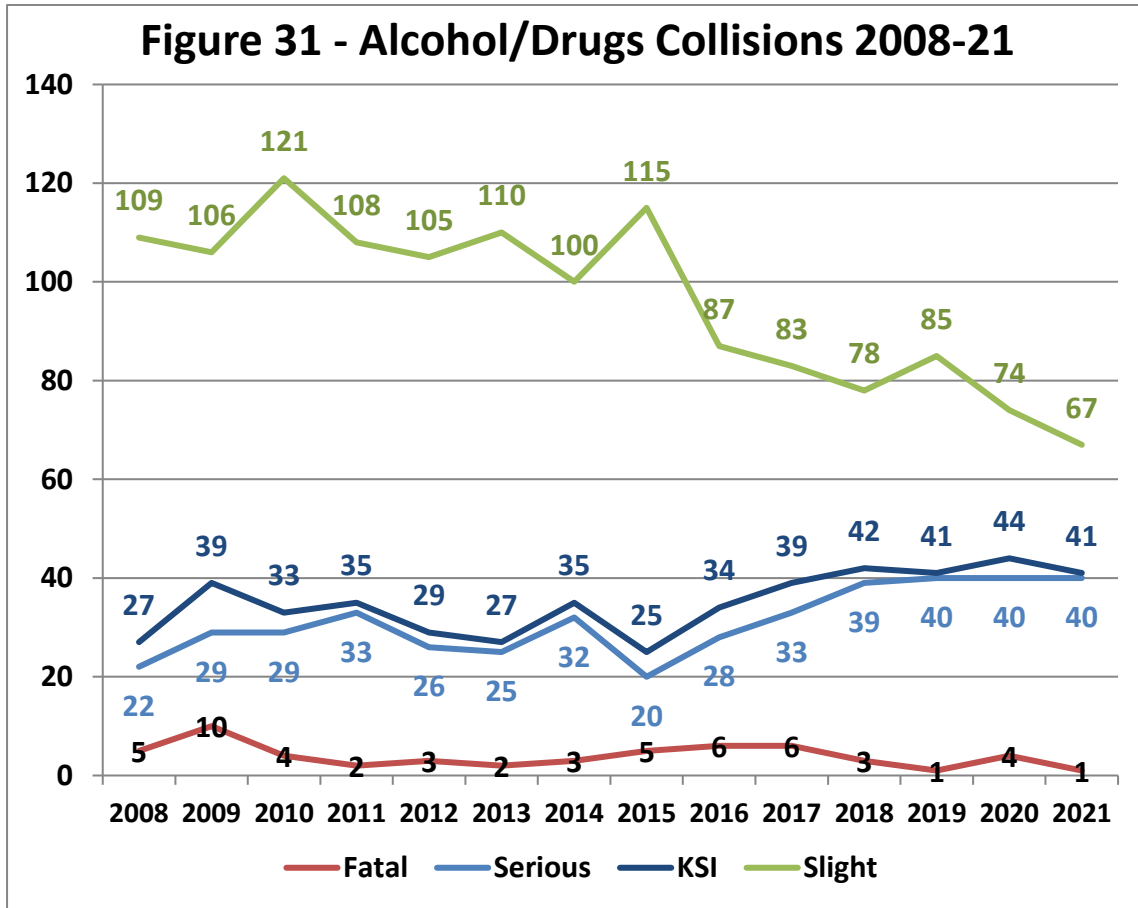
Lincolnshire Road Safety Partnership Rolling Performance Dashboard - 2020

	1st Jan 2020 to 31st Dec 20	1st Jan 2019 to 31st Dec 19	% 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	232	313	-25.9%		35 15.1% -28.6%	58 25.0% -31.8%	9 3.9% -35.7%	46 19.8% -25.8%	34 14.7% -27.7%	36 15.5% +9.1%	14 6.0% -39.1%		



Causation factor trends:





This report was written by Steve Batchelor, LRSP Senior Manager, who can be contacted on 01522 805800 up to 27th February 2022 and 01522 212313 after 27th February 2022 or staying.alive@lincolnshire.gov.uk.

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