



**Public Protection and Communities Scrutiny
Committee**

21st March 2023

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

March 2023

Data Analysis:

In the following analysis

KSI = Killed or Seriously Injured

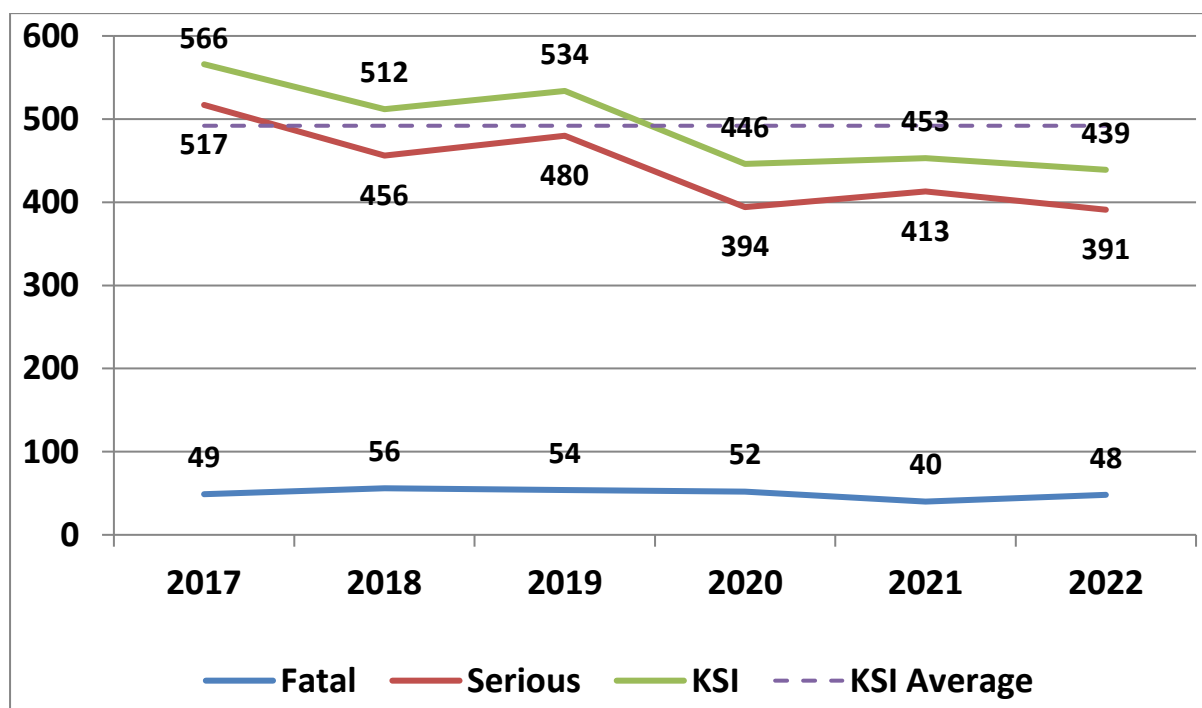
Unless otherwise stated Lincolnshire casualty data is provided from Stats19.

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

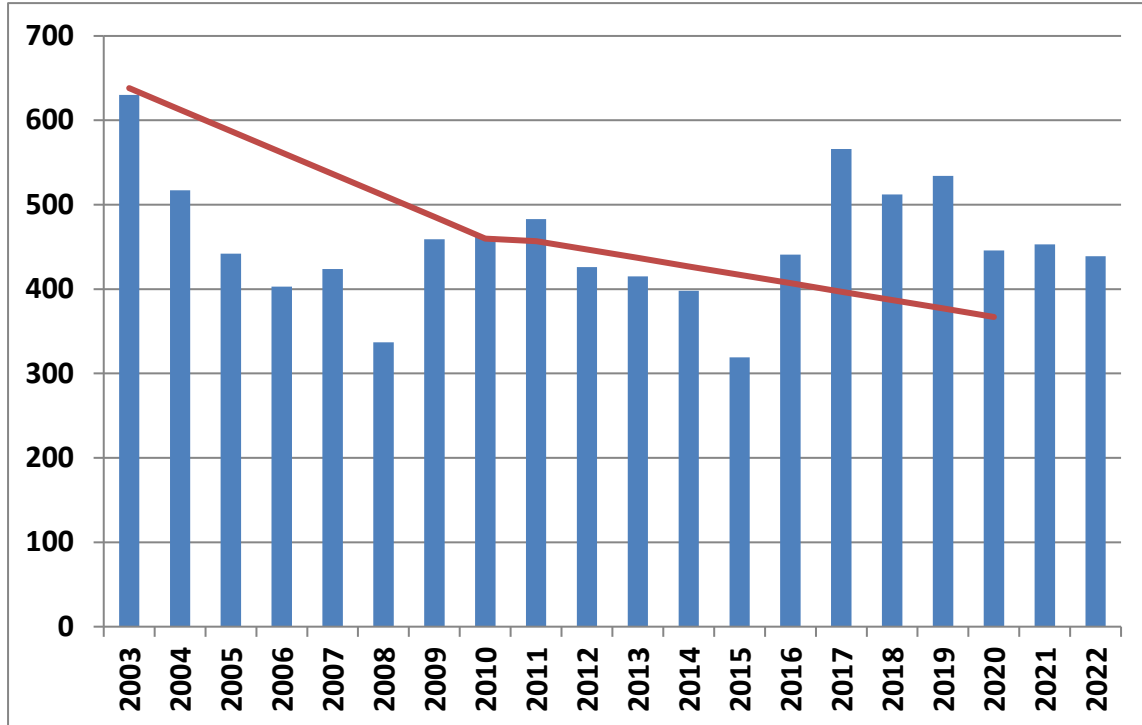
Year	2017	2018	2019	2020	2021	2022
Fatal	49	56	54	52	40	48
Serious	517	456	480	394	413	391
KSI	566	512	534	446	453	439

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



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

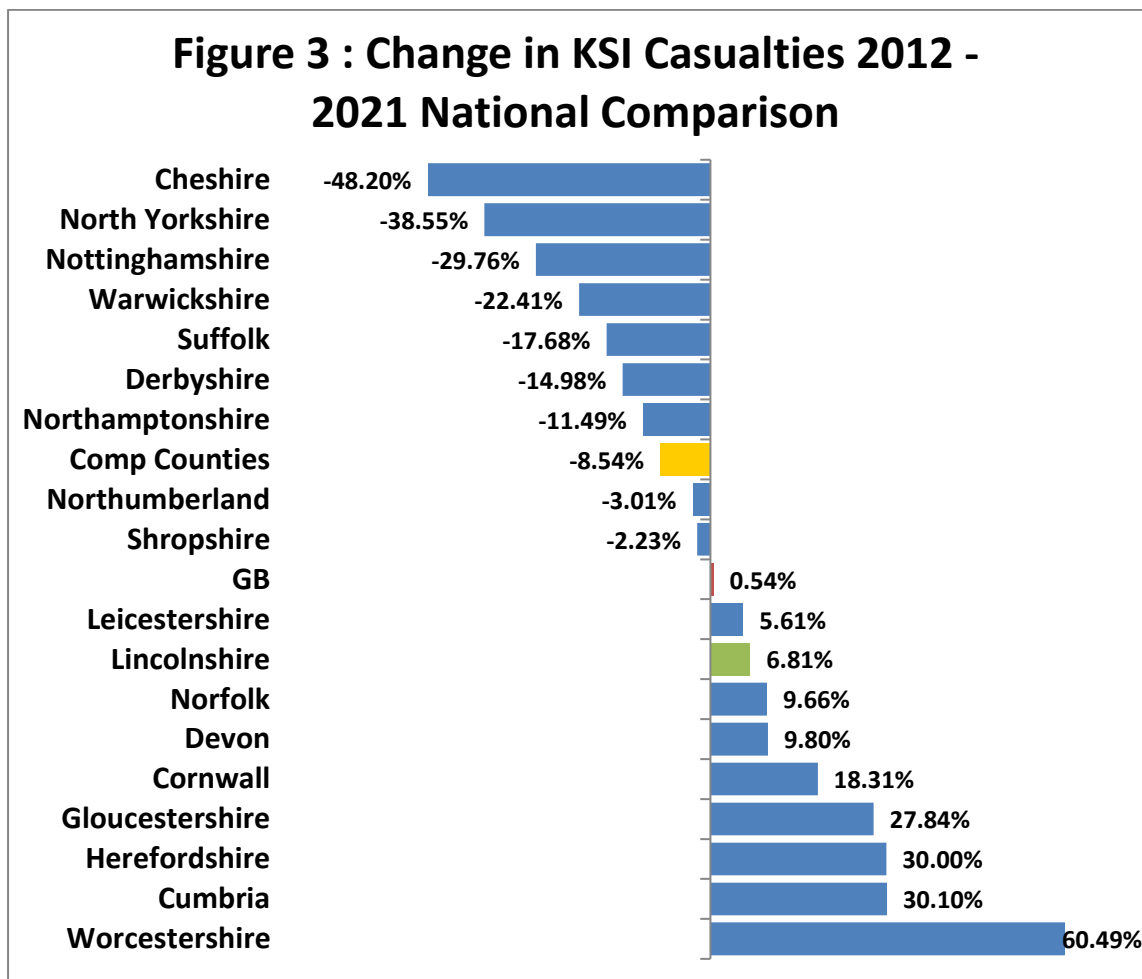


Figure 3b : Change in KSI Casualties 2011 - 2020 National Comparison

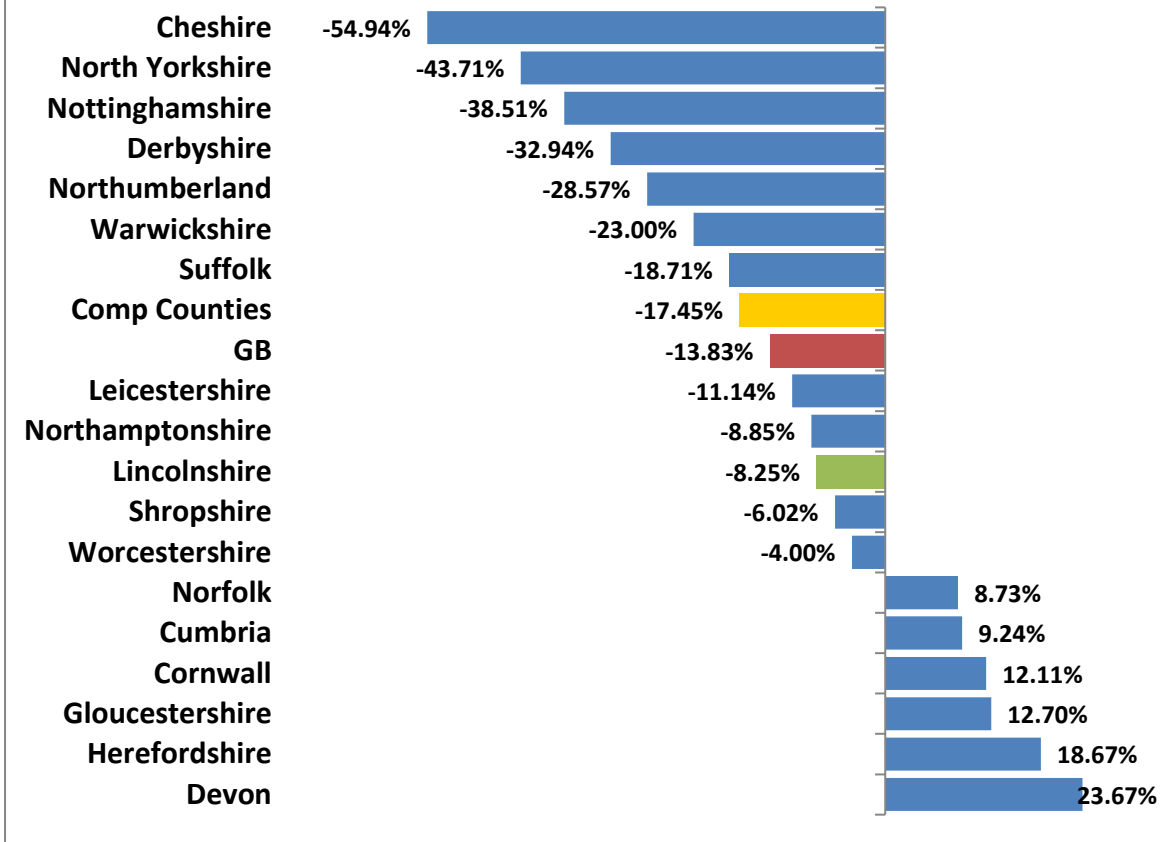


Table 2 and 2b – KSI Analysis 2022 and 2021

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 Casualties	439	453	-3.1%		54 12.3% -11.5%	119 27.1% -7.8%	33 7.5% -8.3%	64 14.6% -14.7%	83 18.9% +25.8%	30 6.8% -37.5%	56 12.8% +47.4%		

Lincolnshire Road Safety Partnership Rolling Performance Dashboard - 2021

	1st Jan 2021 to 31st Dec 2021	1st Jan 2020 to 31st Dec 2020	% 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	453	446	1.6%		61 13.5% +5.2%	129 28.5% +14.2%	36 7.9% +16.1%	75 16.6% -2.6%	66 14.6% -4.3%	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.

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

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 Casualties	439	453	-3.1%		54 12.3%	119 27.1%	33 7.5%	64 14.6%	83 18.9%	30 6.8%	56 12.8%		
Car & Taxi KSI Casualties	260	217	19.8%		36 13.8%	74 28.5%	10 3.8%	39 15.0%	49 18.8%	17 6.5%	35 13.5%		
TWMV KSI Casualties (All cc's & Unknown)	91	83	9.6%		15 16.5%	27 29.7%	9 9.9%	12 13.2%	15 16.5%	6 6.6%	7 7.7%		
Low Powered TWMV (upto 125cc) KSI Casualties	33	26	26.9%		4 12.1%	5 15.2%	8 24.2%	6 18.2%	8 24.2%	1 3.0%	1 3.0%		
High Powered TWMV (over 125cc) KSI Casualties	58	57	1.8%		11 19.0%	22 37.9%	1 1.7%	6 10.3%	7 12.1%	5 8.6%	6 10.3%		
Pedestrians KSI Casualties	37	56	-33.9%		2 5.4%	8 21.6%	7 18.9%	4 10.8%	7 18.9%	1 2.7%	8 21.6%		
Pedal Cyclist KSI Casualties	25	55	-54.5%		1 4.0%	3 12.0%	5 20.0%	4 16.0%	6 24.0%	1 4.0%	5 20.0%		
Child (0-15) KSI Casualties	16	45	-64.4%		2 12.5%	4 25.0%	2 12.5%	1 6.3%	2 12.5%	2 12.5%	3 18.8%		
KSI Collisions Involving a 17-24 year old Driver	87	95	-8.4%		13 14.9%	23 26.4%	7 8.0%	12 13.8%	16 18.4%	4 4.6%	12 13.8%		
KSI Collisions Involving a 60+ year old Driver	127	111	14.4%		14 11.0%	36 28.3%	9 7.1%	18 14.2%	26 20.5%	6 4.7%	18 14.2%		
Slight Casualties	1743	1546	12.7%		170 9.8%	446 25.6%	186 10.7%	268 15.4%	303 17.4%	204 11.7%	166 9.5%		

Lincolnshire Road Safety Partnership Rolling Performance Dashboard - 2021

	1st Jan 2021 to 31st Dec 2021	1st Jan 2020 to 31st Dec 2020	% 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	453	446	1.6%		61 13.5%	129 28.5%	36 7.9%	75 16.6%	66 14.6%	48 10.6%	38 8.4%		
Car & Taxi KSI Casualties	217	232	-6.5%		20 9.2%	75 34.6%	9 4.1%	43 19.8%	30 13.8%	24 11.1%	16 7.4%		
TWMV KSI Casualties (All cc's & Unknown)	83	77	7.8%		19 22.9%	23 27.7%	5 6.0%	7 8.4%	12 14.5%	10 12.0%	7 8.4%		
Low Powered TWMV (upto 125cc) KSI Casualties	26	27	-3.7%		3 11.5%	9 34.6%	2 7.7%	3 11.5%	4 15.4%	3 11.5%	2 7.7%		
High Powered TWMV (over 125cc) KSI Casualties	57	50	14.0%		16 28.1%	14 24.6%	3 5.3%	4 7.0%	8 14.0%	7 12.3%	5 8.8%		
Pedestrians KSI Casualties	56	47	19.1%		7 12.5%	12 21.4%	9 16.1%	10 17.9%	11 19.6%	4 7.1%	3 5.4%		
Pedal Cyclist KSI Casualties	55	55	0.0%		7 12.7%	14 25.5%	13 23.6%	4 7.3%	5 9.1%	4 7.3%	8 14.5%		
Child (0-15) KSI Casualties	45	24	87.5%		2 4.4%	10 22.2%	7 15.6%	7 15.6%	7 15.6%	4 8.9%	8 17.8%		
KSI Collisions Involving a 17-24 year old Driver	95	100	-5.0%		8 8.4%	33 34.7%	7 7.4%	18 18.9%	14 14.7%	8 8.4%	7 7.4%		
KSI Collisions Involving a 60+ year old Driver	111	110	0.9%		16 14.4%	29 26.1%	8 7.2%	17 15.3%	17 15.3%	12 10.8%	12 10.8%		
Slight Casualties	1546	1438	7.5%		178 11.5%	364 23.5%	161 10.4%	230 14.9%	253 16.4%	194 12.5%	166 10.7%		

2022 Fatal Collision Analysis:

Figure 4 - Gender Distribution:

There have been 48 fatal casualties this year, 69% of those are male and 31% are female. In 2021 there were 40 fatal casualties, 82 % were male and 18% were female.

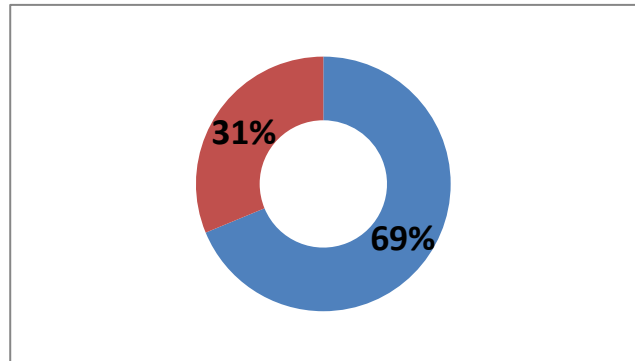


Figure 5 & Table 4 - Age Distribution:

Age	2022	5 Yrs Avg
Child 0 to 16	1	1
Young Adult 17 to 24	8	7.6
Adult 25 to 59	16	24.4
Mature Adult 60+	23	17
Fatal Casualty Total	48	50

16.7% of the fatal casualties in 2022 are young adults aged 17-24, an increase from 12.5% in 2021. However, in 2020 the figure was 17% and in 2019 it was 20%.

47.9% are mature adults aged 60+, a significant increase from 25% in 2021. In 2020 the figure was 23% and 37% in 2019.

Together in 2022, these groups account for 64.6% of the total, an increase from the 37.5% in 2021, 40% in 2020 and 57% in 2019.

There was one child (0-16 yrs.) death in 2022 and none in 2021 or 2020.

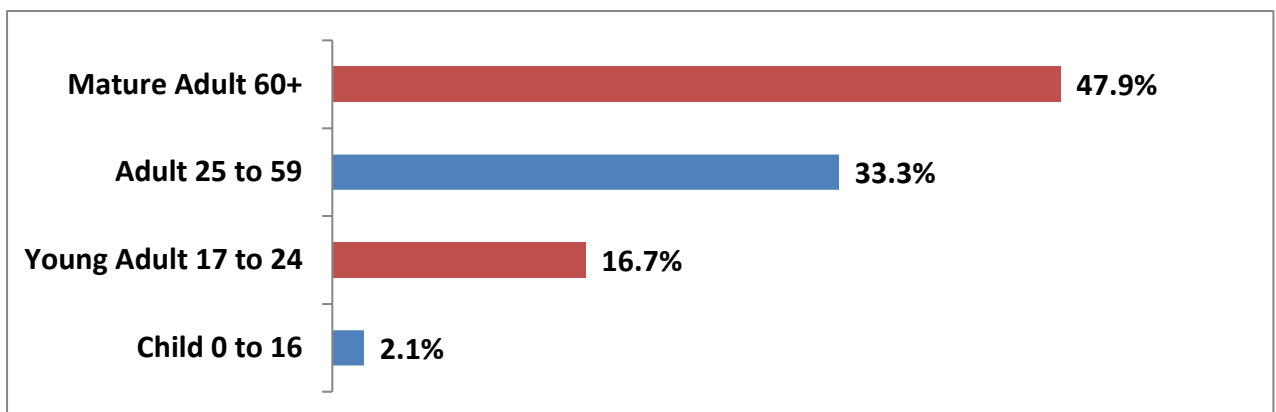


Figure 6 – Age Distribution Graph

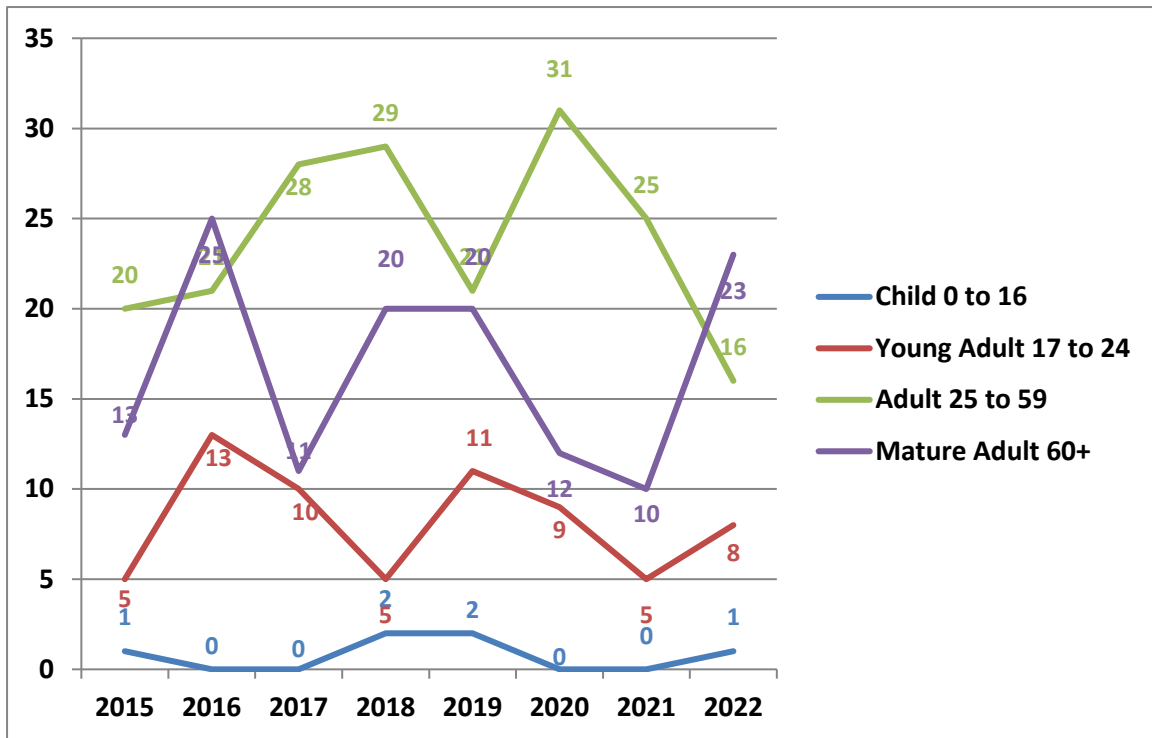


Figure 7 - Time of the day:

For the second year in a row, the peak has occurred between 12.00-13.00. The data collated throughout 2018-2022 demonstrates that whilst peak times are random more fatal collisions occur in the afternoon and evening than the night and morning.

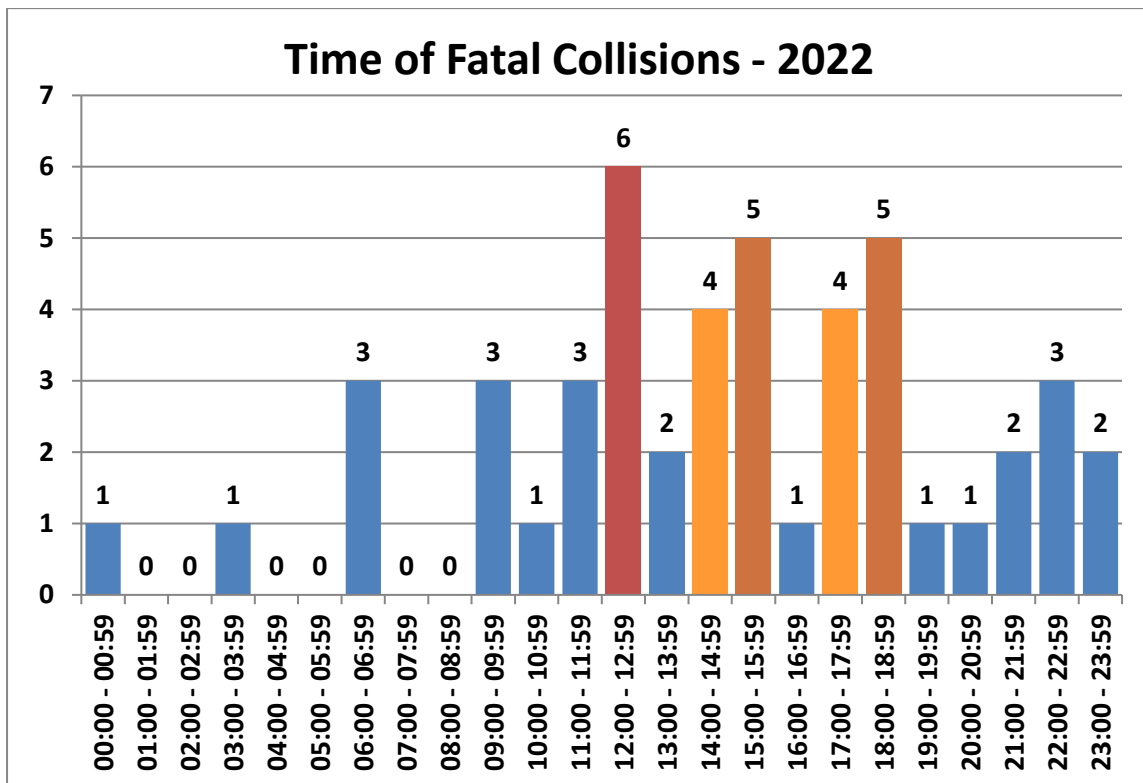


Figure 8 - Causality Class:

Drivers and riders continue to account for the majority of fatal casualties in 2022 with 66%. In 2021 it was 82%, in 2020 it was 76%, and 62% in 2019.

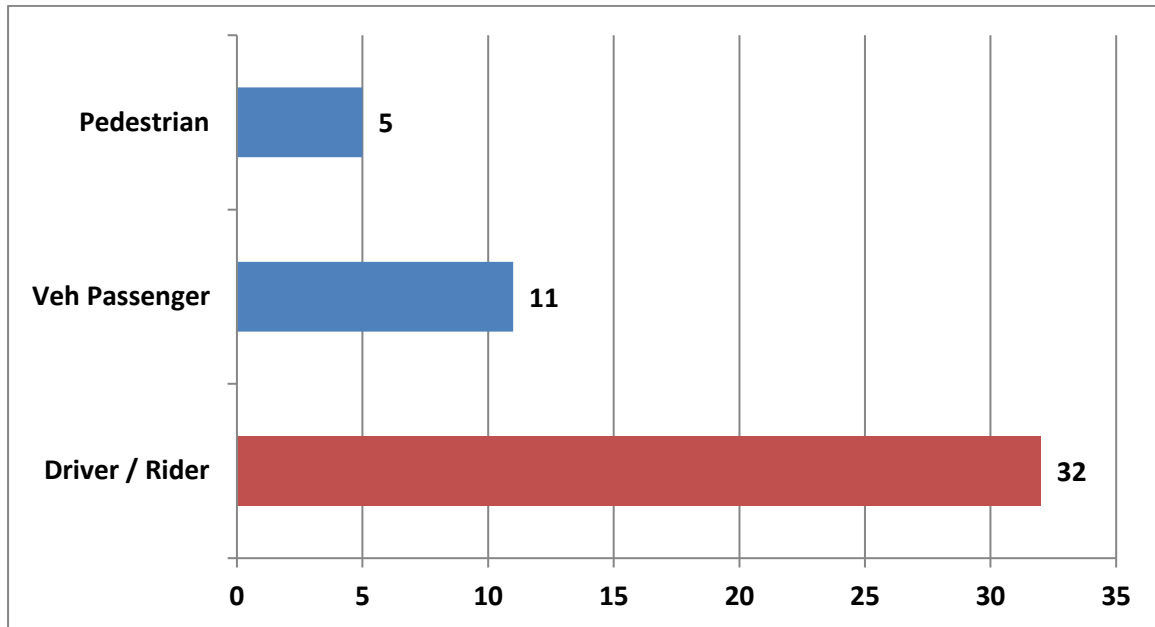


Figure 9 - Weather:

The majority of fatal collisions (65%) happened in fine weather without high winds, however this is a significant reduction from 92% 2021 (2020 78%, 2019 90%).

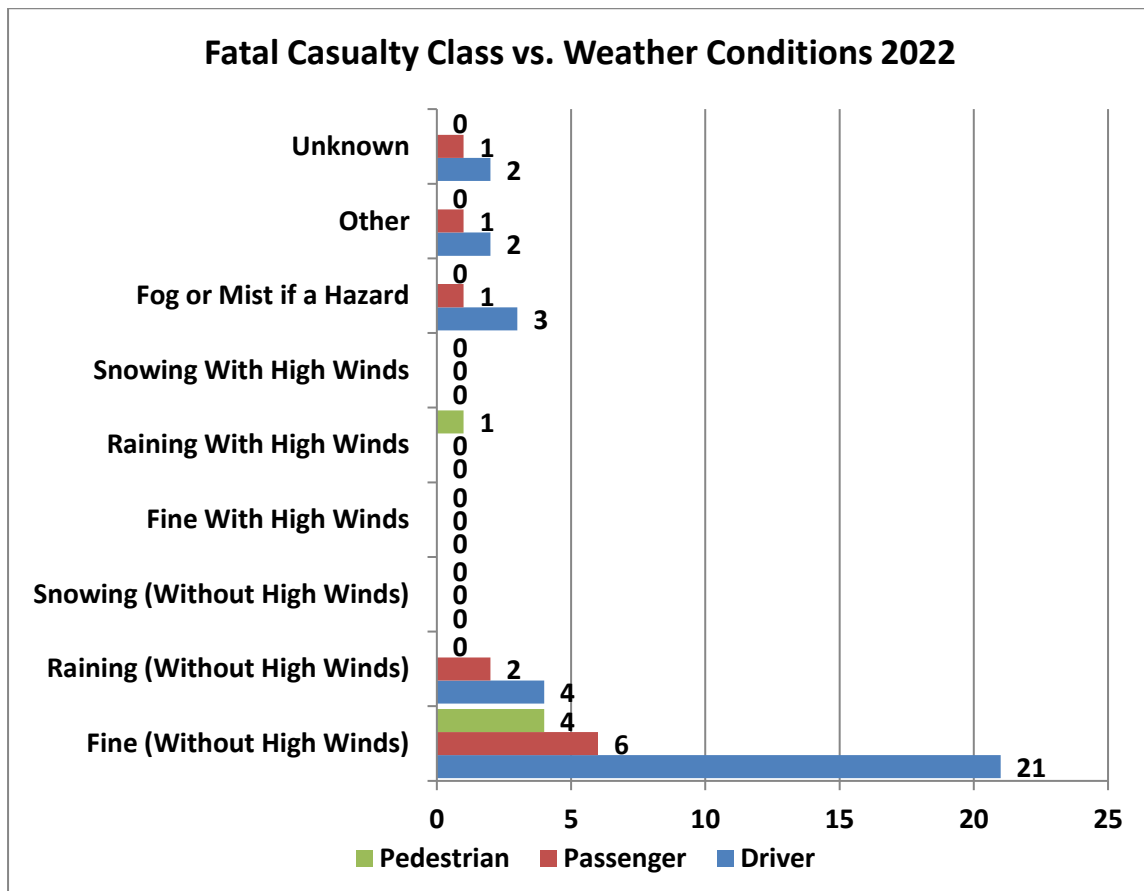


Figure 10 - Causality Vehicle Type:
 STATS 19 data continues to show that the majority of collisions involve a car.

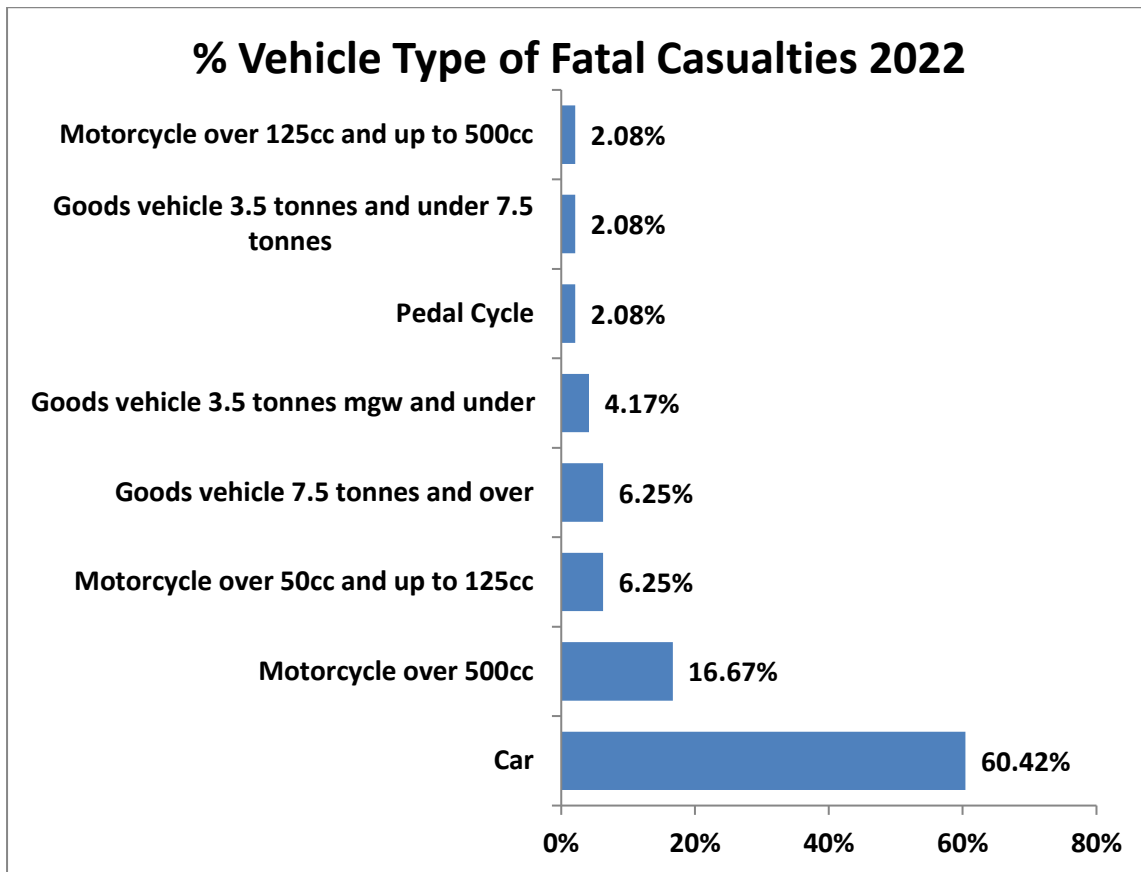


Table 5 – Motorcycle/Mobility Scooter Fatalities

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
2022	0	3	1	8	0	0
5 Yrs Avg	0	1.4	0.8	7	0.2	0.2

Table 6 - Contributory Factors:

Contributory Factors	
Careless/Reckless/In a hurry	21
Failed to look properly	10
Exceeding speed limit	9
Failed to judge other person's path or speed	6
Poor turn or manoeuvre	6
Loss of control	5
Aggressive driving	3
Inexperienced or learner driver/rider	3
Dazzling sun	2
Disobeyed Give Way or Stop sign or markings	2
Distraction in vehicle	2
Driver using mobile phone	2
Other - Please specify below	2
Rain, sleet, snow, or fog	2
Travelling too fast for conditions	2
Animal or object in carriageway	1
Careless/Reckless/In a hurry (Pedestrian)	1
Defective steering or suspension	1
Impaired by alcohol	1
Inadequate/Masked signs or road markings	1
Total	82

Table 7 - Contributory Factors by Road User Group:

Group	Contributory Factor
17-24	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)
TWMV 500cc+	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 (e.g., oil, mud, chippings)
	Inexperienced or learner driver/rider
TWMV 50cc-125cc	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)
Mature Adults 60+	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:

96% of fatal collisions happened on A and B Class roads in 2022. In 2021 it was 67%.

Road Type	Fatal Collisions	%
A Class road	31	65%
B Class road	15	31%
C Class road	1	2%
D Class road	1	2%
Total	48	

KSI Analysis – By User Group

Two Wheeled Motor Vehicle (TWMV):

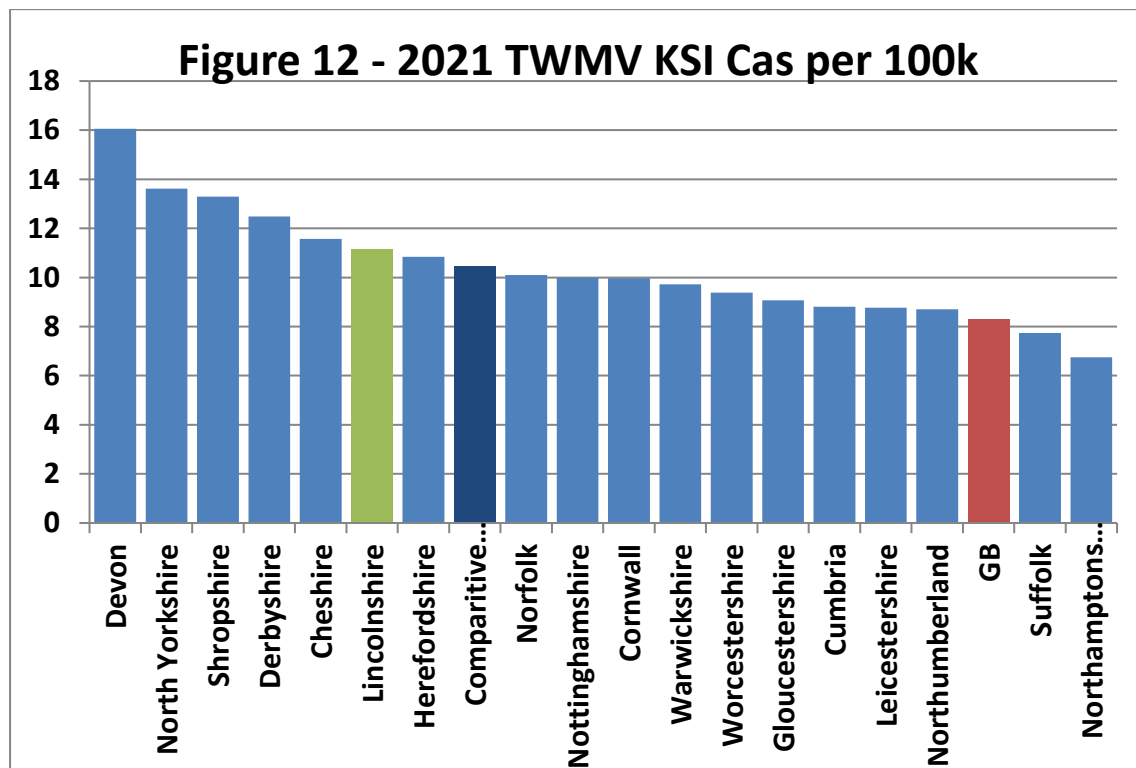
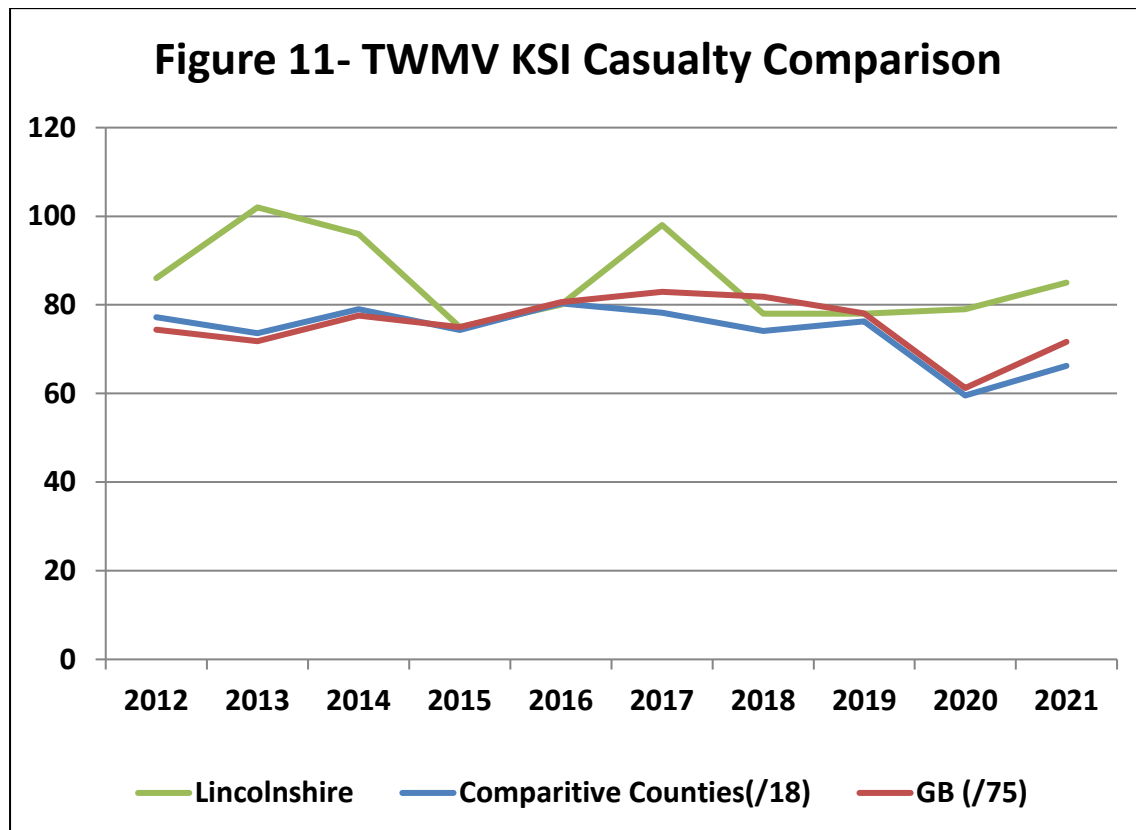


Figure 13- TWMV<125cc KSI Cas Comparison

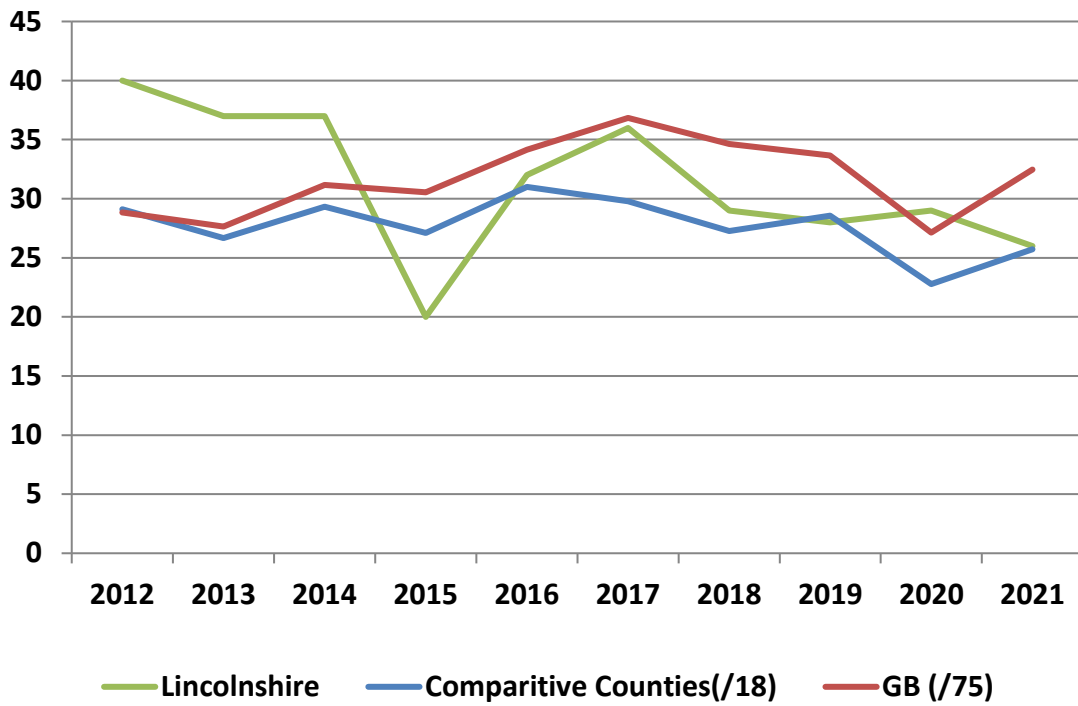


Figure 14- TWMV>125cc KSI Cas Comparison

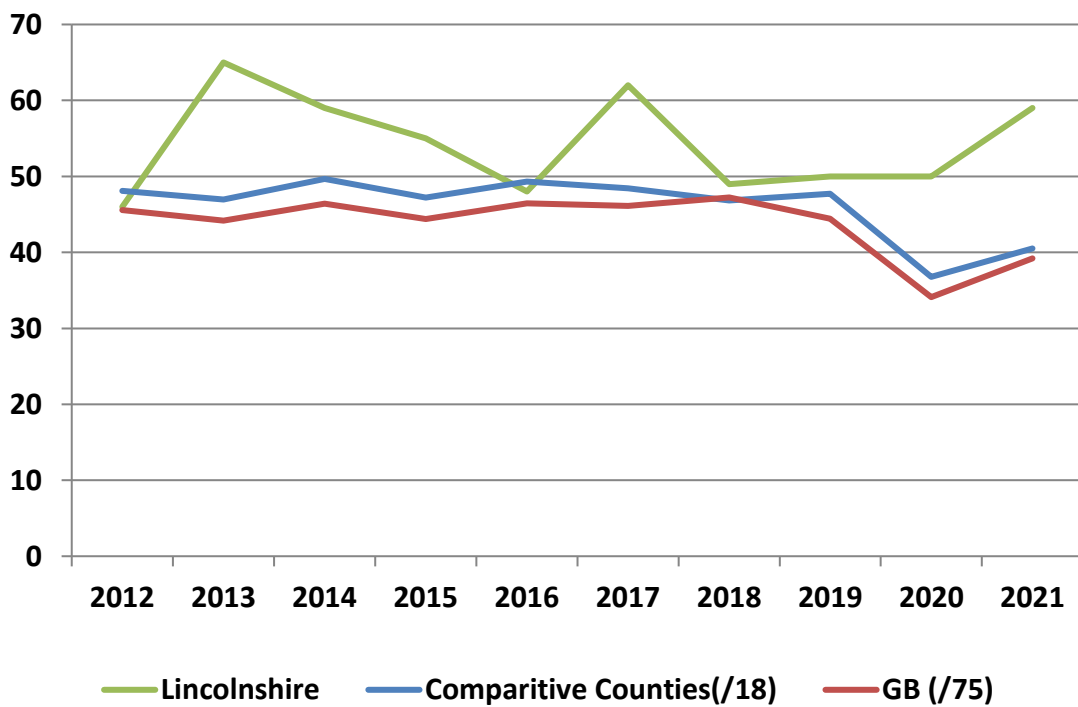


Table 9 and 9b - TWMV District Trends

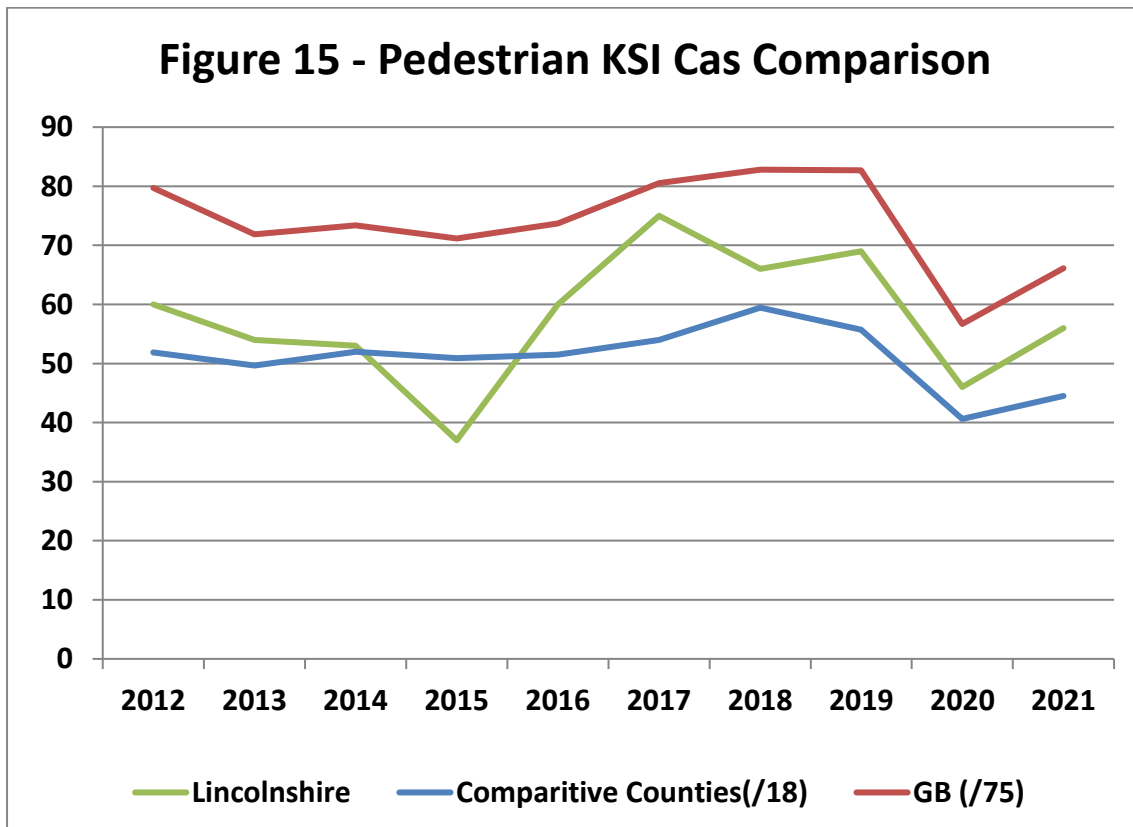
Lincolnshire Road Safety Partnership Rolling Performance Dashboard - 2022

	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
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%		
High Powered TWMV (over 125cc) KSI Casualties	58	57	1.8%		11 19.0% -31.3%	22 37.9% +57.1%	1 1.7% -66.7%	6 10.3% +50.0%	7 12.1% -12.5%	5 8.6% -28.6%	6 10.3% +20.0%		

Lincolnshire Road Safety Partnership Rolling Performance Dashboard - 2021

	1st Jan 2021 to 31st Dec 2021	1st Jan 2020 to 31st Dec 2020	% 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)	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 8.4% 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%		

Pedestrian:



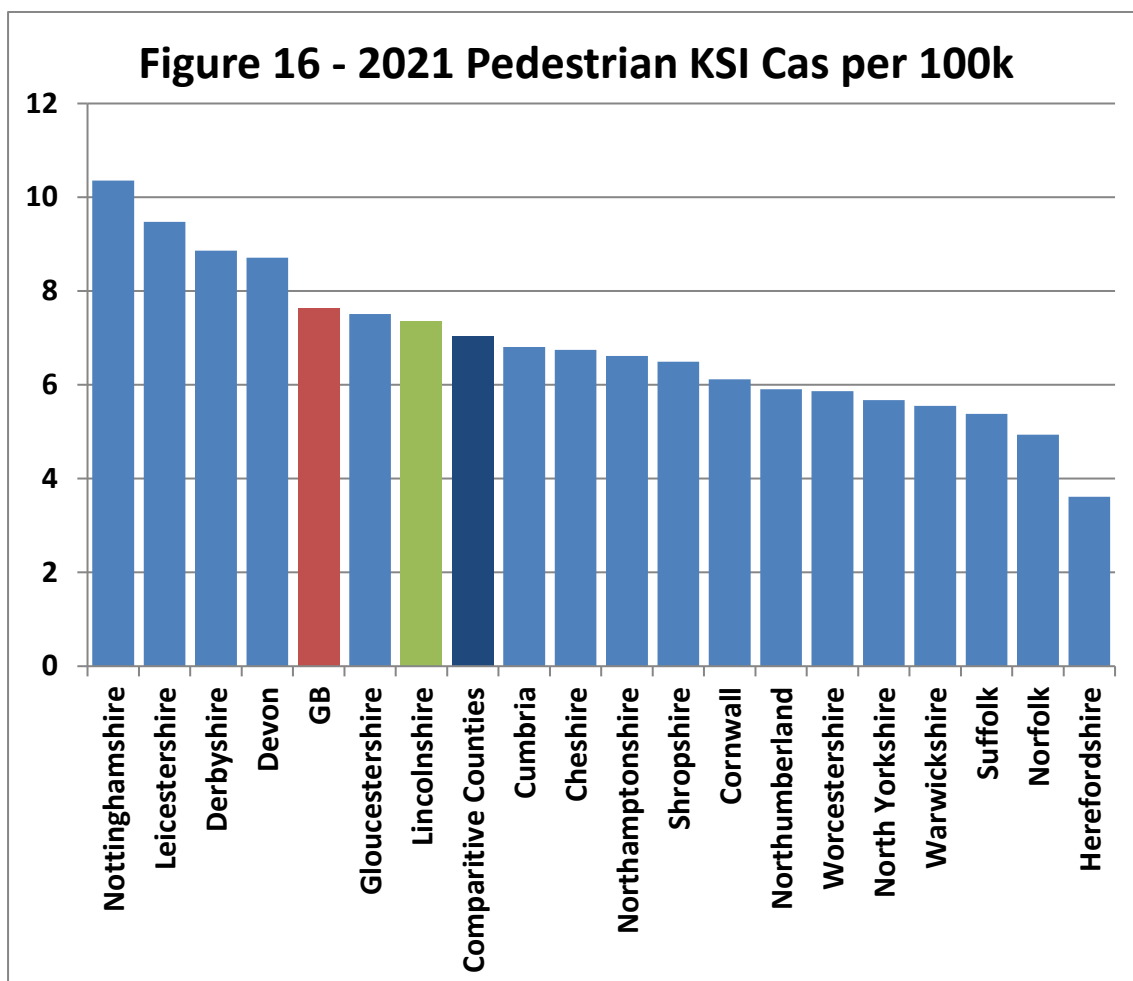


Table 10 and 10b - Pedestrian District Trends

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
Pedestrians KSI Casualties	37	56	-33.9%		2 5.4% -71.4%	8 21.6% -33.3%	7 18.9% -22.2%	4 10.8% -60.0%	7 18.9% -36.4%	1 2.7% -75.0%	8 21.6% +166.7%		

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
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:

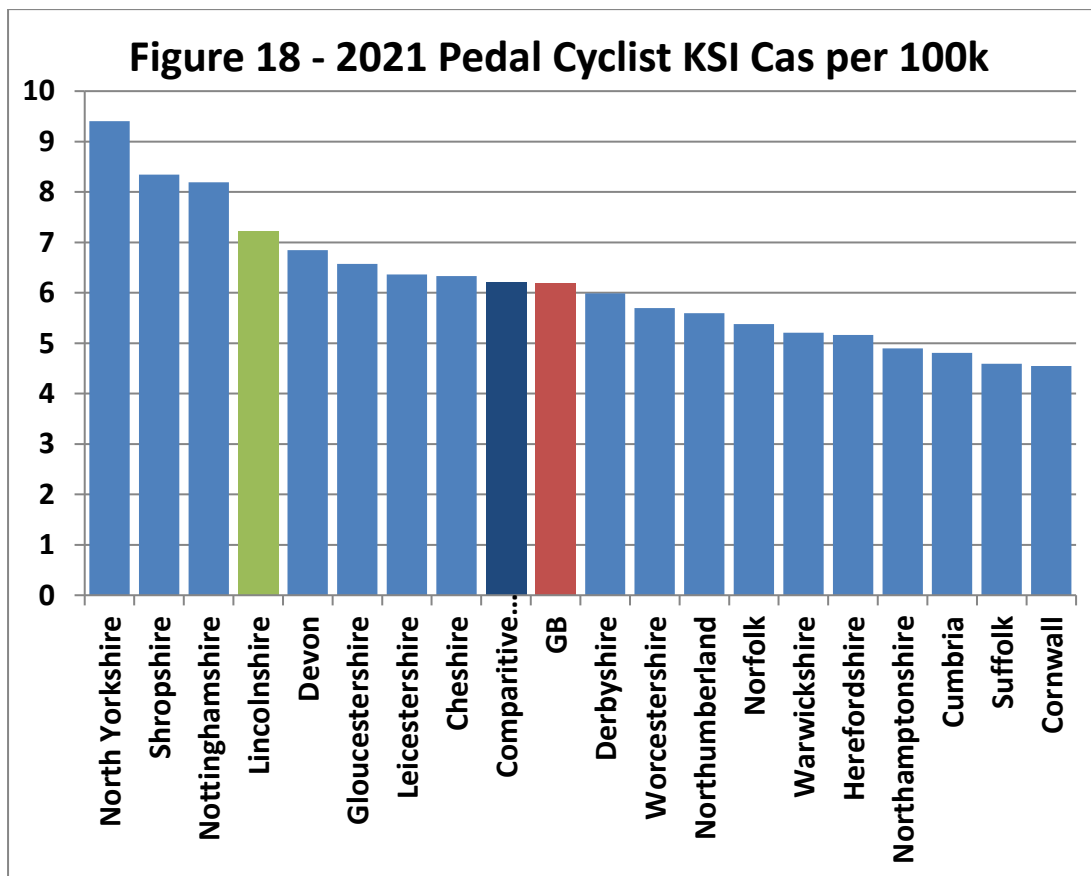
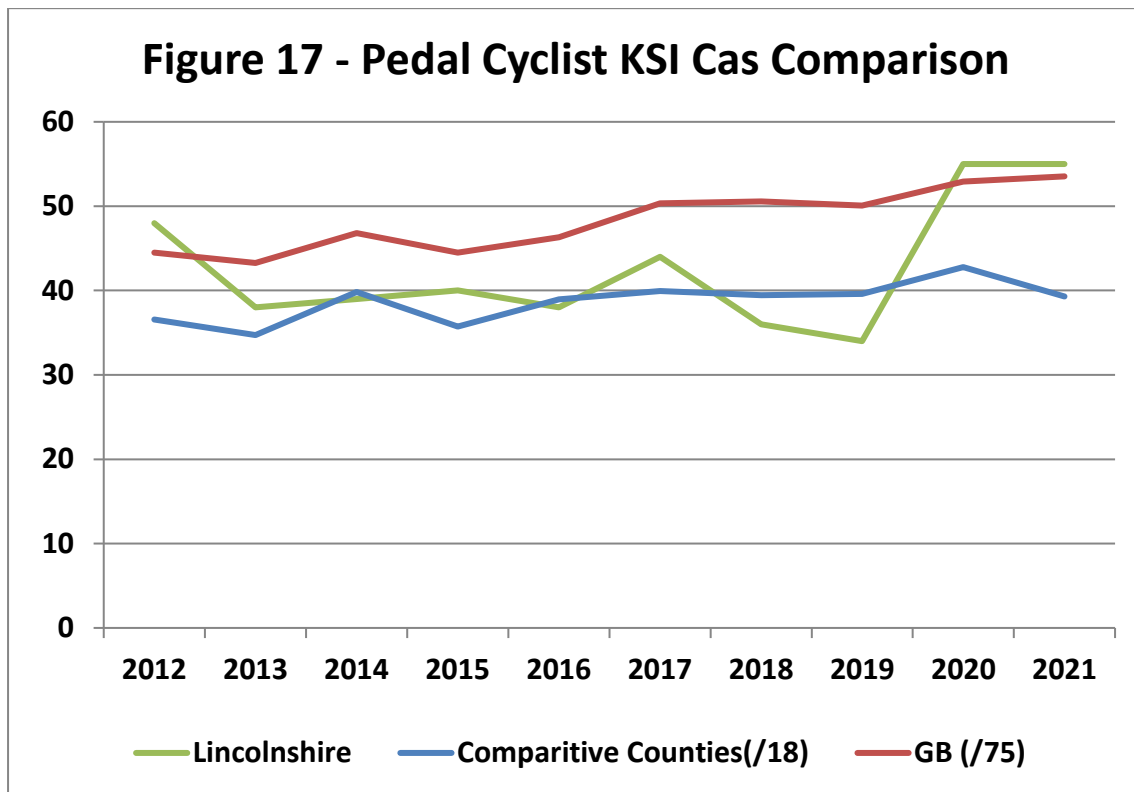


Table 11 and 11.b - Pedal Cyclist District Trends

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
Pedal Cyclist KSI Casualties	25	55	-54.5%		1 4.0% -85.7%	3 12.0% -78.6%	5 20.0% -61.5%	4 16.0% 0.0	6 24.0% +20.0%	1 4.0% -75.0%	5 20.0% -37.5%		

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
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%		

Senior Drivers:

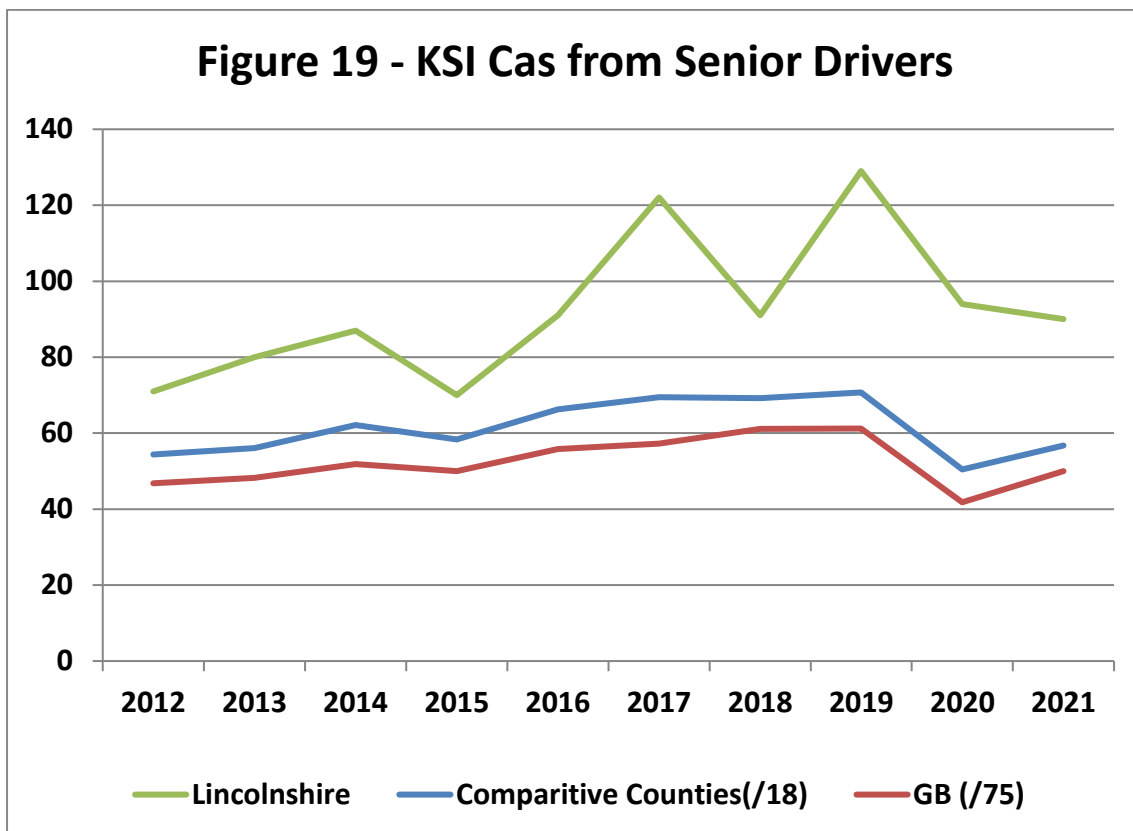


Figure 20 - 2021 KSI Cas from Senior Driver Collisions per 100k

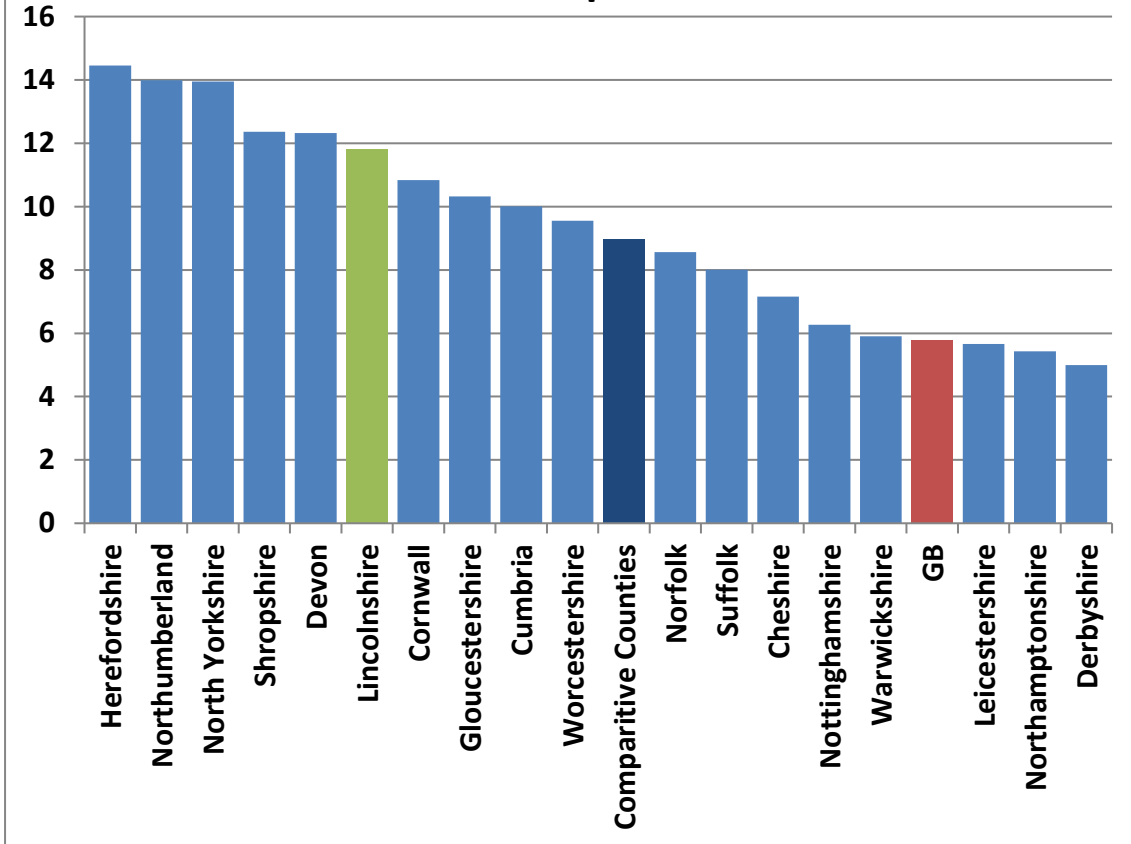


Table 12 and 12b - Senior Driver District Trends

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%		

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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%		

Young Driver:

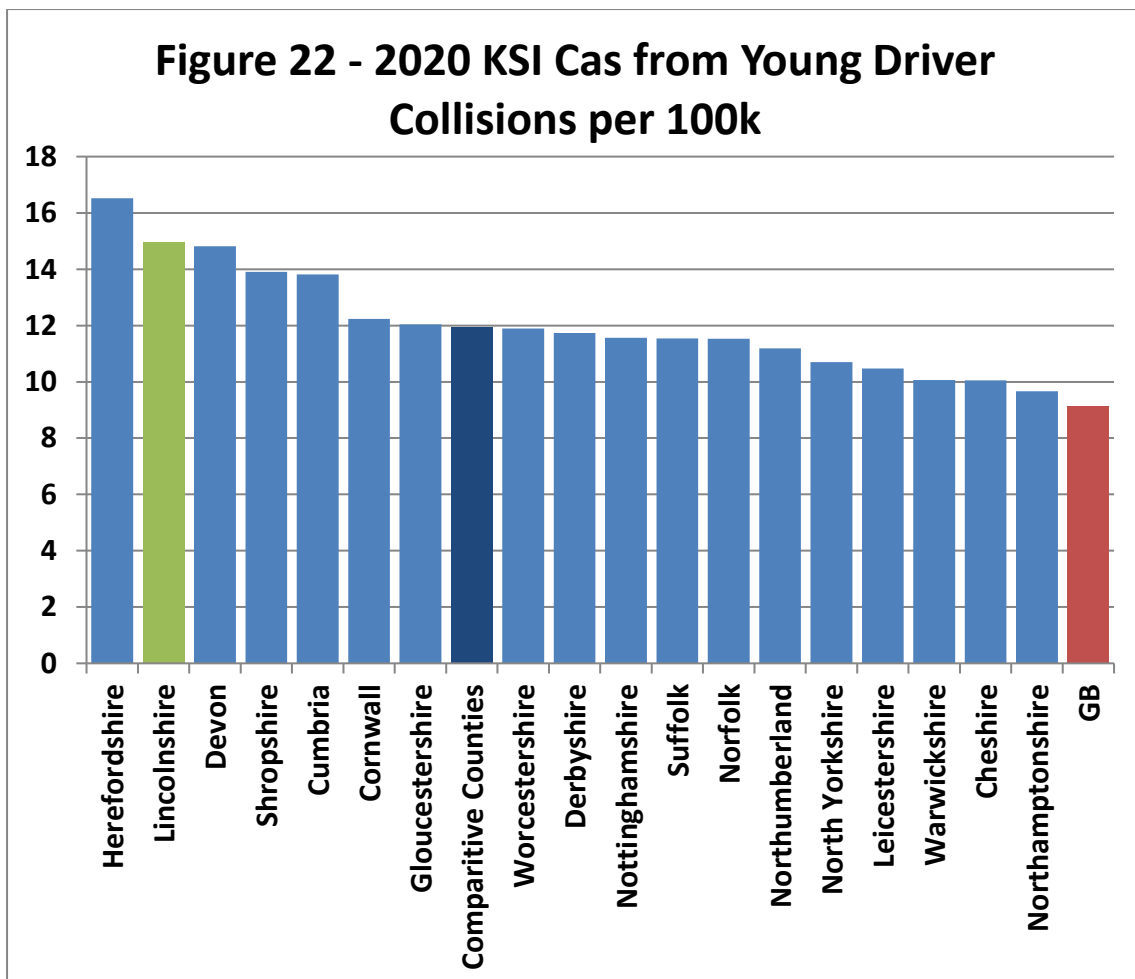
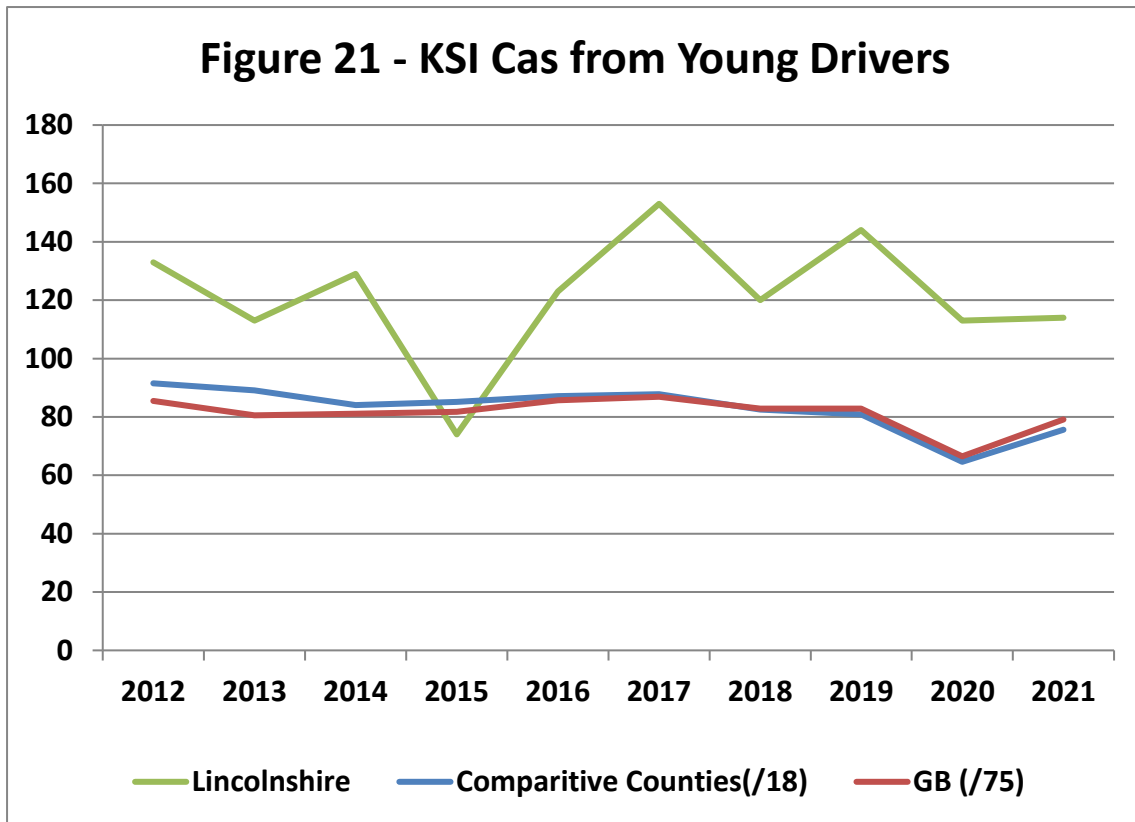


Table 13 and 13b - Young Driver District Trends

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	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%		

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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		

Children aged 0-15:

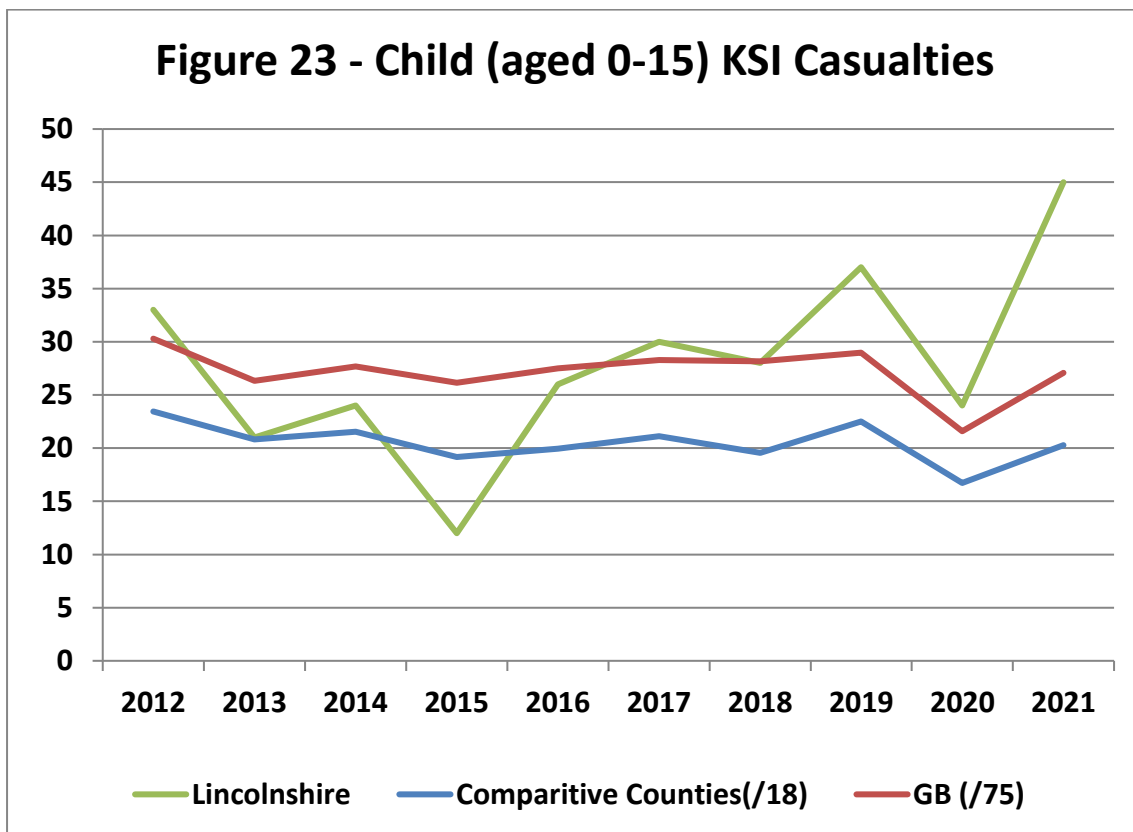


Figure 24 - 2021 Child (aged 0-15) KSI Casualties per 100k

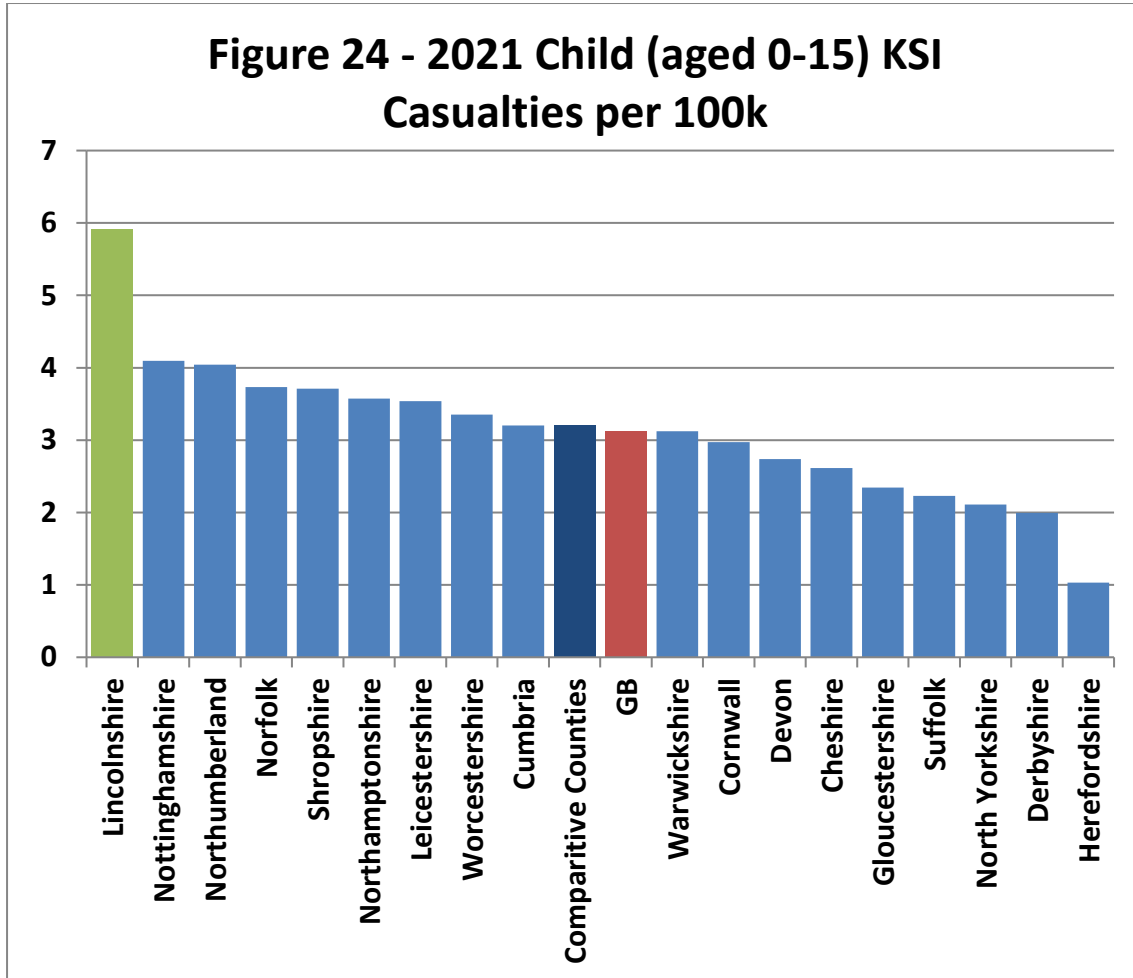


Table 14 and 14b – Child aged 0-15yrs District Trends

Lincolnshire Road Safety Partnership Rolling Performance Dashboard - 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%		

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%		

Car & Taxi:

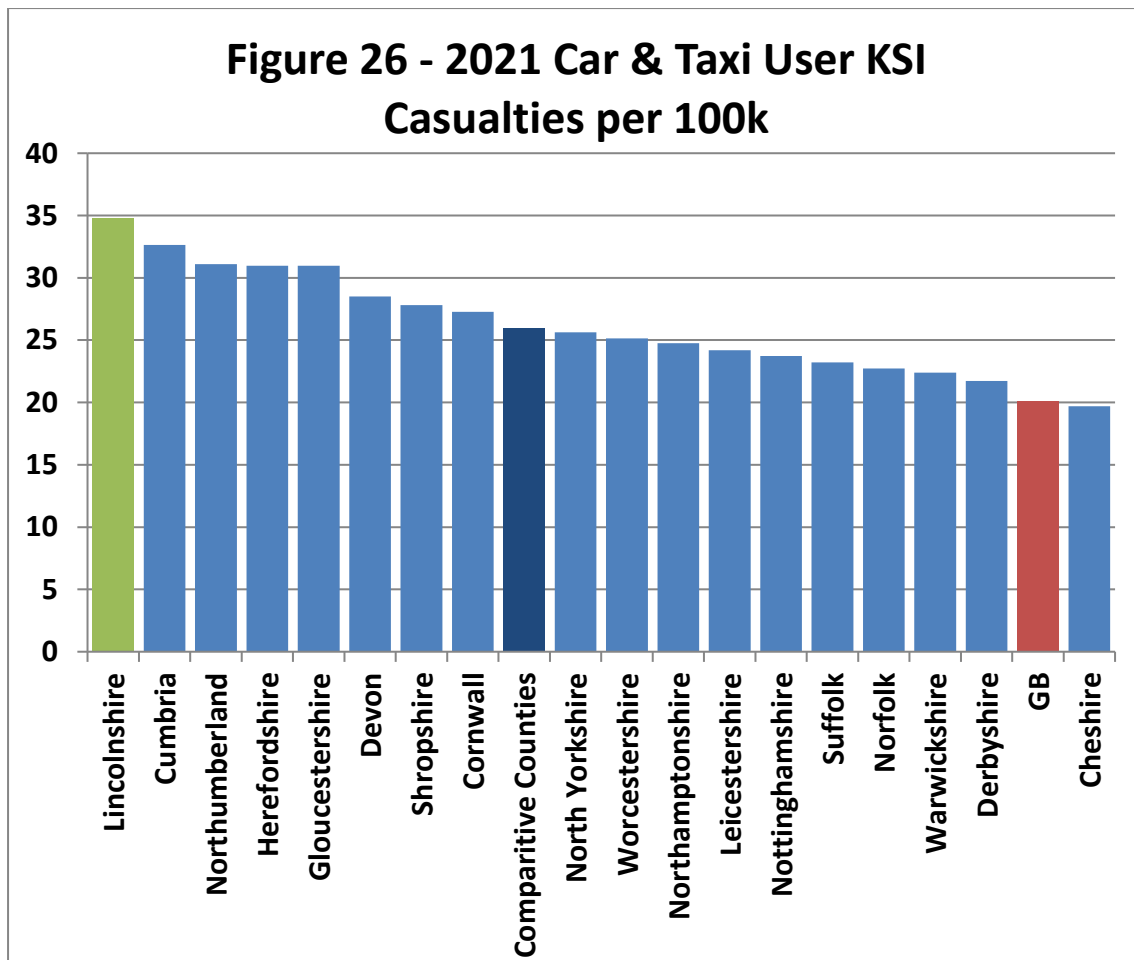
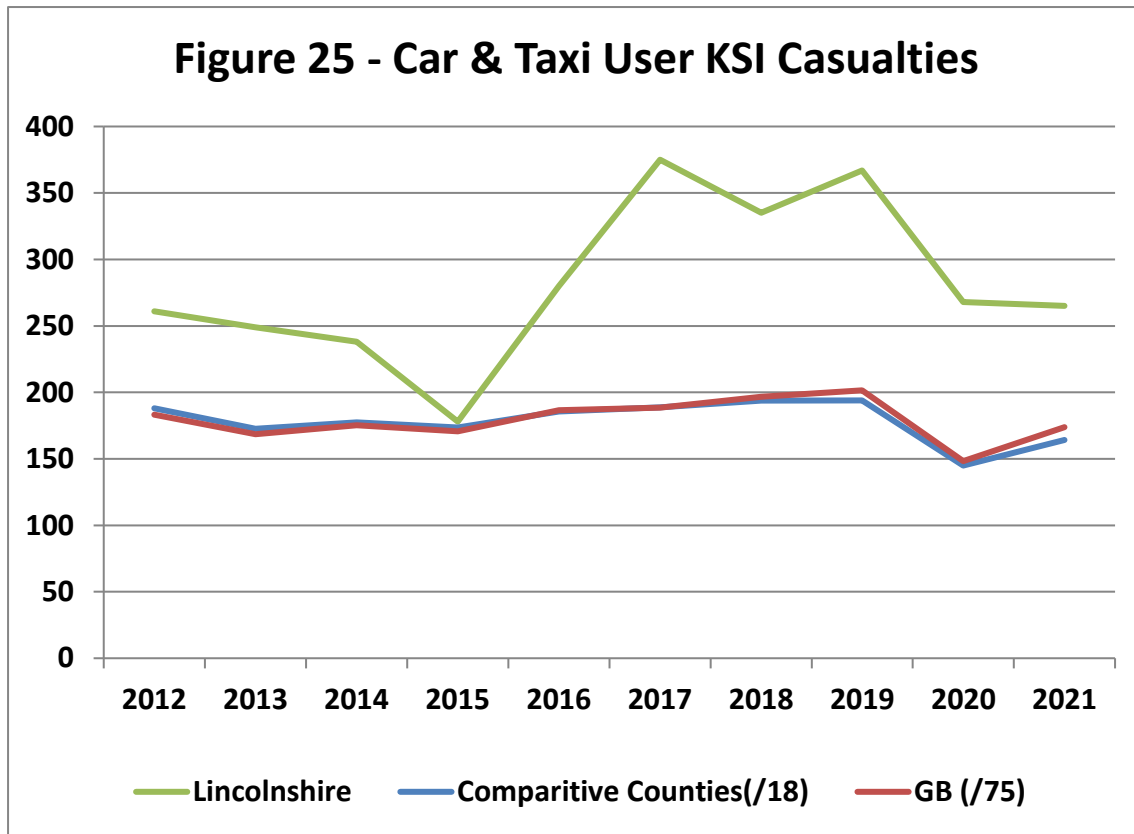


Table 15 and 15b- Car & Taxi District Trends

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%		

Lincolnshire Road Safety Partnership Rolling Performance Dashboard - 2021

	1st Jan 2021 to 31st Dec 2021	1st Jan 2020 to 31st Dec 2020	% 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	217	232	-6.5%		20 9.2% -42.9%	75 34.6% +29.3%	9 4.1% 0.0	43 19.8% -6.5%	30 13.8% -11.8%	24 11.1% -33.3%	16 7.4% +14.3%		

Driving for Work:

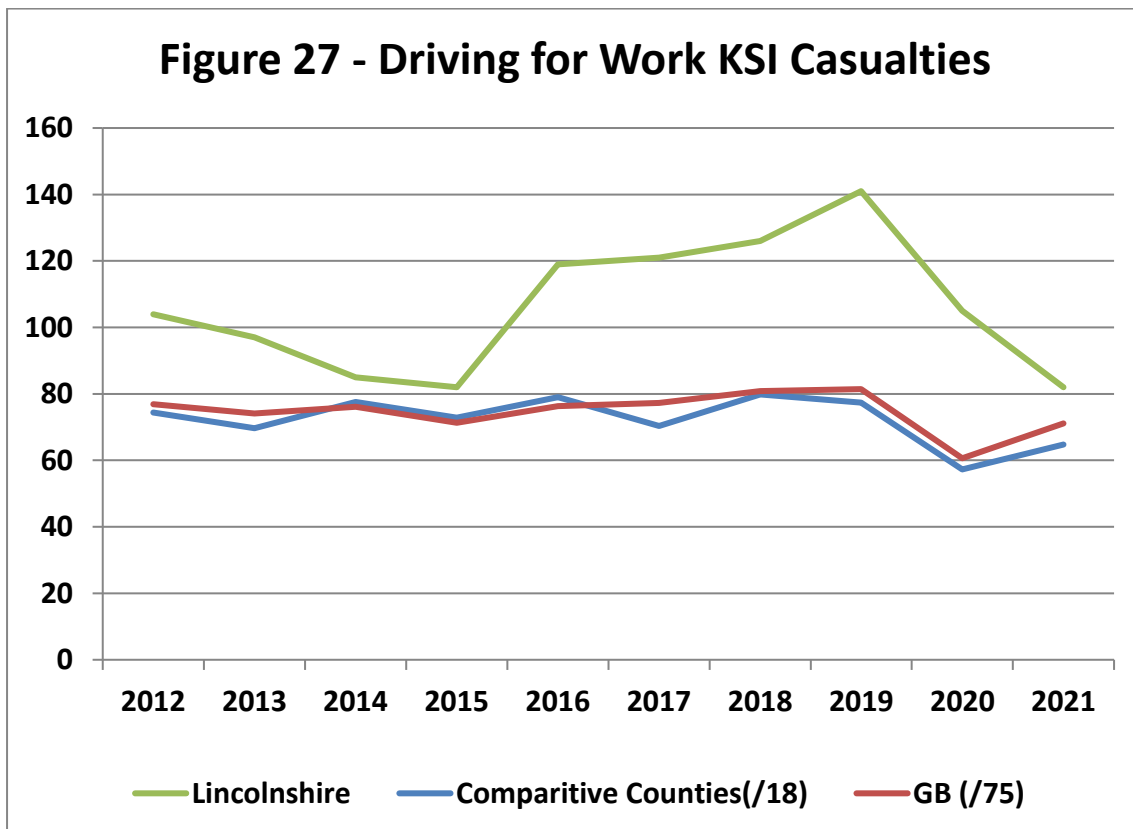
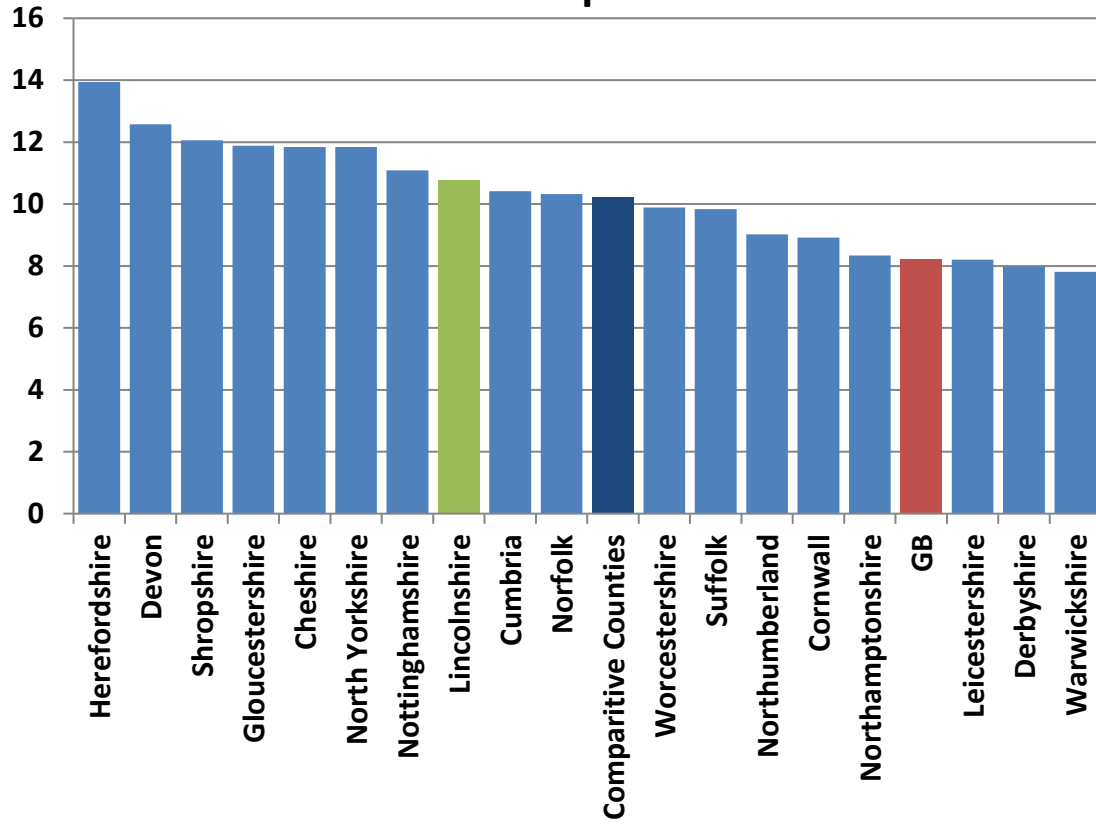
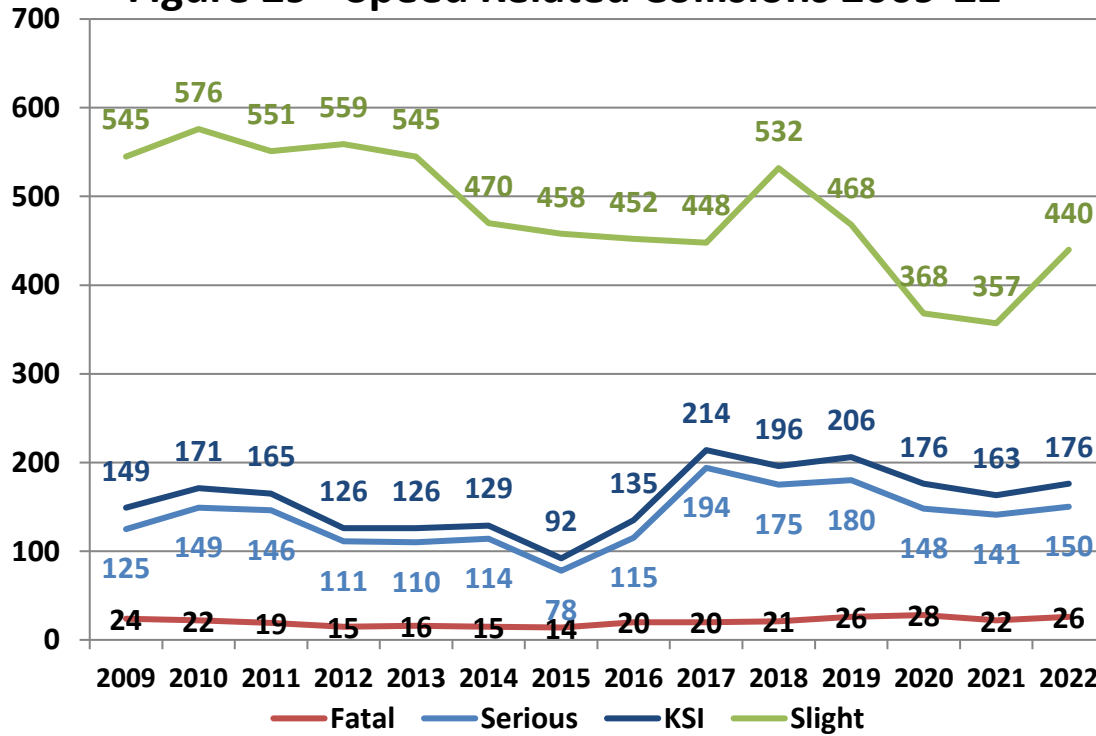


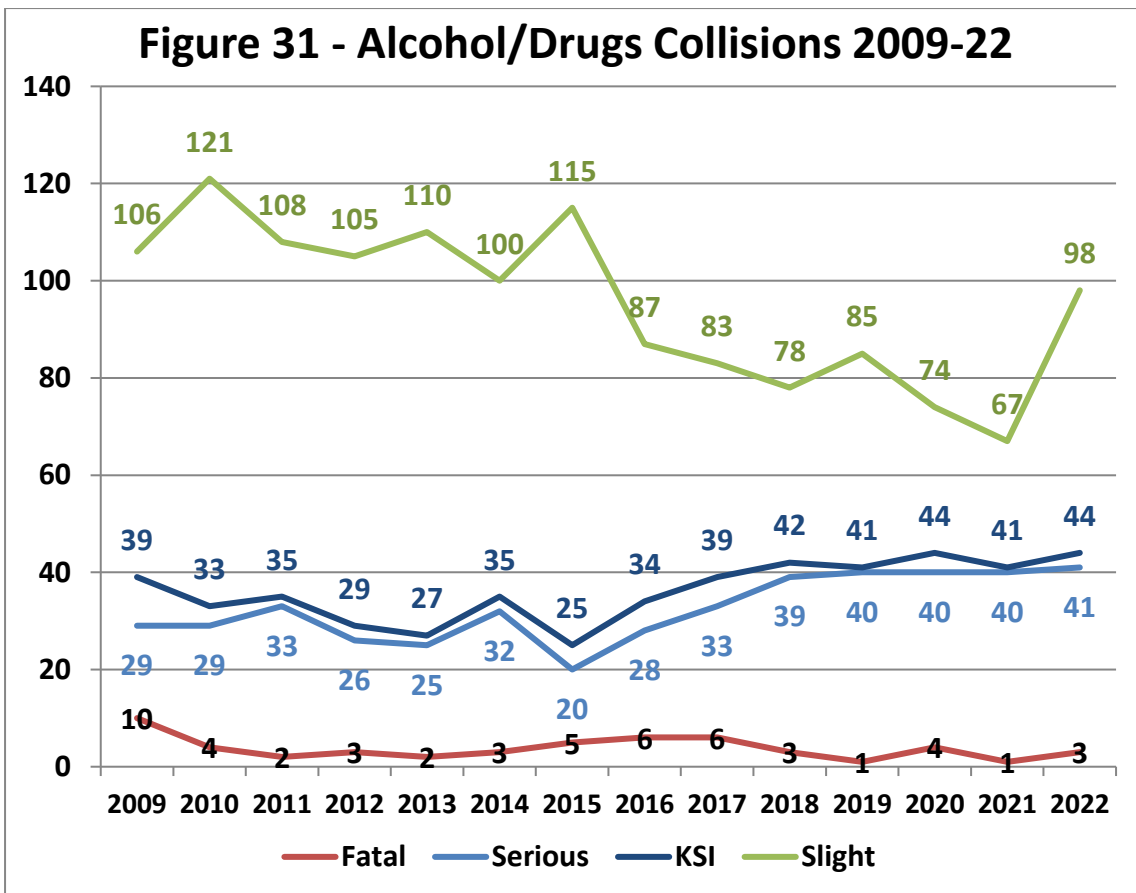
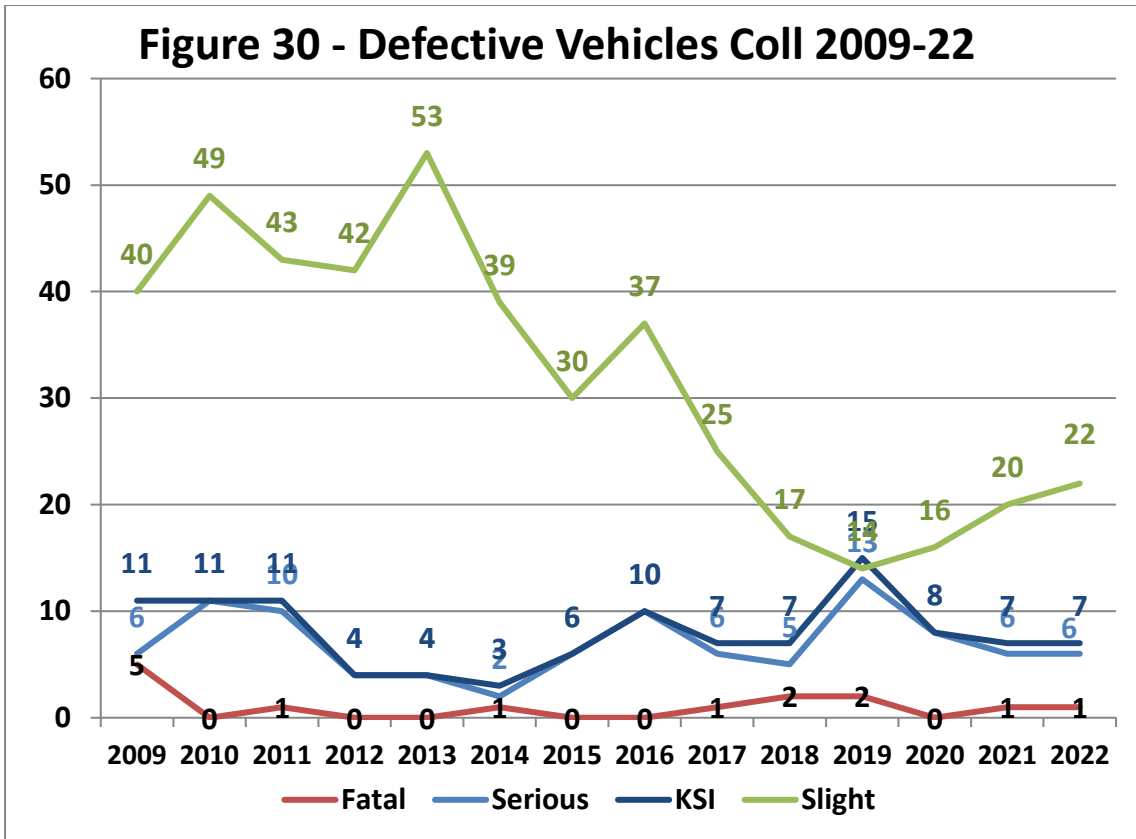
Figure 28 - 2021 Driving for Work KSI Casualties per 100k



Causation factor trends:

Figure 29 - Speed Related Collisions 2009-22





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