Lincolnshire JSNA: 
Road Traffic Collisions

What do we know?

Summary

In Lincolnshire:

Killed or seriously injured casualties have reduced year on year since 2011.

There has been one child (0 – 15 yrs) fatal casualty in the three years 2011-2013.

With the exception of 2007, fatal casualties have been in continual decline since 2003.

During 2013:

- The number of people killed or seriously injured (KSI) was 415.*
- There was one child fatality.
- The number of children seriously injured was 21.
- The number of fatalities was 36 which are the lowest on record.
- The number of KSI casualties per 100,000 population is 57.7 for Lincolnshire.
- West Lindsey District had the highest ratio of 74.4 KSI casualties per 100,000 population.
- Lincoln had the lowest ratio of 37.0 KSI casualties per 100,000 population.

Road safety services in Lincolnshire continue to be provided by the multi-agency Lincolnshire Road Safety Partnership (LRSP). Their priorities for 2014 are young drivers (17 to 24 years of age), car drivers, pedestrians, riders of two wheel vehicles and pedal cyclists.

Facts and figures

The number of people KSI in Lincolnshire during 2013 was 415. This equates to 57.7 per 100,000 population.

Table 1 shows KSI casualties per 100,000 for each local authority area. From this it can be seen that Lincoln is the lowest and West Lindsey the highest.

*All casualty figures are subject to validation by the Department for Transport.
Table 1 - KSI casualties per 100,000 population (see Note 1)

<table>
<thead>
<tr>
<th>Local Authority Area</th>
<th>KSI's</th>
<th>Population</th>
<th>Per 100,000 pop.</th>
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<tbody>
<tr>
<td>Boston</td>
<td>44</td>
<td>64,800</td>
<td>67.9</td>
</tr>
<tr>
<td>East Lindsey</td>
<td>97</td>
<td>136,600</td>
<td>71.0</td>
</tr>
<tr>
<td>Lincoln</td>
<td>35</td>
<td>94,600</td>
<td>37.0</td>
</tr>
<tr>
<td>North Kesteven</td>
<td>53</td>
<td>109,300</td>
<td>48.5</td>
</tr>
<tr>
<td>South Holland</td>
<td>61</td>
<td>88,500</td>
<td>68.9</td>
</tr>
<tr>
<td>South Kesteven</td>
<td>58</td>
<td>135,000</td>
<td>43.0</td>
</tr>
<tr>
<td>West Lindsey</td>
<td>67</td>
<td>90,000</td>
<td>74.4</td>
</tr>
<tr>
<td>Lincolnshire</td>
<td>415</td>
<td>718,800</td>
<td>57.7</td>
</tr>
</tbody>
</table>

Note 1 – Population figures are mid 2012 figures from the Lincolnshire Research Observatory

Trends

There has been a substantial reduction in KSI casualties compared to the 1990s. From Figure 1 below it will be seen that from 2002 there was a year on year reduction in KSI casualties (with the exception of 2007) until 2008. From 2008 KSI casualties increased every year until 2011 with 484, but declined by 14% to 426 in 2012 and a further 2.6% to 415 in 2013. Early indications suggest this downward trend is continuing for 2014.

Figure 1: KSI Casualties 1999 – 2013

From Figure 2 below it will be seen that the number of fatal casualties peaked at 104 in 2003 but since then has been in almost continual decline such that 2011, 2012, and 2013 have been successively the lowest number recorded. There were 36 fatal casualties in 2013.
Targets

In 2013 the LRSP Strategic Board reviewed its targets and set new road safety targets through to 2020.

These require, by 2020, achievement of a 20% reduction of the number of people KSI on Lincolnshire’s roads from a 2009 to 2011 baseline average. The same 20% reduction was set for child KSI casualties from their 2009 to 2011 baseline average.

LRSP targets 2014 to 2016 are shown in Tables 2 and 3 below:

Table 2: All KSI casualty targets 2014 – 2020

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<tr>
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<tr>
<td>Target</td>
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<td>417</td>
<td>407</td>
<td>397</td>
<td>387</td>
<td>377</td>
<td>367</td>
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</table>

Table 3: Child (0 -15yrs) casualty targets 2014 -2020

<table>
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<tr>
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</thead>
<tbody>
<tr>
<td>Target</td>
<td>26</td>
<td>25</td>
<td>25</td>
<td>24</td>
<td>24</td>
<td>23</td>
<td>22</td>
</tr>
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</table>
Performance

1st January 2013 – 31st December 2013

Number of people killed or seriously injured in a road traffic collision.

The 415 KSI casualties in 2013 is below the target of 437.

Number of children (0-15yrs) killed or seriously injured in a road traffic collision.

The 22 child KSI casualties in 2013 is below the target of 26.

Fatal Casualties

Although there is not a specific performance target for the number of fatal casualties, the 36 fatal casualties that occurred during 2013 is the lowest ever recorded in the county.
What is this telling us?

Summary

Road safety services in Lincolnshire are provided by the multi-agency, data led LRSP. Road safety targets for 2013 were achieved.

The number of fatal casualties in 2013 was the lowest ever recorded.

Not doing anything may mean we will see an increase in casualties resulting from road traffic collisions with resulting economic and human costs per casualty saved.

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<tbody>
<tr>
<td>Fatal</td>
<td>£ 1,703,822</td>
</tr>
<tr>
<td>Serious</td>
<td>£ 191,462</td>
</tr>
<tr>
<td>Slight</td>
<td>£ 14,760</td>
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</table>

*Calculated using casualty costs from Table RAS60001 of DfT’s Reported Road Casualties GB – 2012.*

Local views

In developing its proposals for Local Transport Plan (4) Lincolnshire County Council sought local views on a variety of transport related topics including road safety. Participants were invited to prioritise areas they saw as the best way to improve road safety. Responses were received from District, Parish and Town Councils, individuals, private sector and other interested groups. Local safety schemes, vehicle activated signs and traffic enforcement was identified as the three highest priorities.

A strategic review of crime and community safety was carried out by Lincolnshire County Council and Lincolnshire Police at an event held in the Epic Centre, Lincoln on 16th December 2013. The event was attended by a wide range of partners including County Council and District Councils (officers and members), police and other criminal justice agencies, health and the business sector. At that event the partners worked together to identify their priorities for the year ahead. Road safety was identified as a priority of the Community Safety Partnership for 2014.

National and local strategies

LRSP Forward strategy 2014 -16.
Current activity and services

Road safety services in Lincolnshire will continue to be provided by the multi-agency Lincolnshire road safety partnership (LRSP). The LRSP involves the co-location of road safety specialists from the Police, County Council and Fire and Rescue who work together and share their expertise to try and reduce road casualties in Lincolnshire. The safety camera team are also based within the LRSP which means that all activities relating to road safety education engineering and enforcement are coordinated from the LRSP.

LRSP's Forward Strategy for road safety continues to commit the partnership to be intelligence led and focus on the 4 "E"'s of evaluation, education, engineering and enforcement. This "wider" approach to road safety is supported by the Department for Transport.

The following groups are a priority:

- Young drivers between the ages of 17 – 24yrs
- Car drivers with particular emphasis on business drivers
- Pedestrians
- Riders of two wheeled motor vehicles.
- Pedal cyclists.

Key inequalities

Although national research indicates higher rates of casualties in areas of higher deprivation this link has not been identified in Lincolnshire.

Key gaps in knowledge and services

LRSP predominantly uses Stats 19 data as the basis for identifying collision trends and causations. Stats 19 are the Department for Transport's collision statistics reporting form that is completed by the police. The accuracy of that data is therefore crucial to identifying and directing effective road safety interventions. However, it is generally believed that Stats19 under reports and this is currently the subject of Government review.

In addition, LRSP supports the information obtained from Stats 19 by using the Market Analysis and Segmentation Tools (MAST). MAST provides national casualty data obtained from the Department of Transport (DfT) together with socio-demographic information.

Damage only collisions do not provide details of the collision causation and are not validated and consequently provide insufficient data to allow meaningful analysis.
Risks of not doing something

Despite the progress made there is still much to be done. The 36 fatal casualties and 415 KSI casualties is still unacceptable in terms of both human and economic costs.

The cost to the national economy of Lincolnshire collisions in 2013 alone equates to approximately £173m. (See note 2)

Note 2 – Calculated using casualty costs from Table RAS60001 of DfT’s Reported Road Casualties GB – 2012.

What is coming on the horizon?

The Government is considering proposals to place restrictions on newly qualify drivers by introducing a graduated licence system. One such restriction might be to limiting the number of passengers a newly qualified driver would be permitted to carry.

The condition of the highway network is both a local and national issue with the 2013 National Highway and Transportation survey continuing to highlight public concern over the condition of the highways and highways maintenance. The risk of road traffic collisions can increase on poor road surfaces. Lincolnshire’s carriageways are currently showing signs of significant distress. The current maintenance strategy is set out in LCC’s Transport Asset Management Plan (TAMP) and is predominantly based upon a preventative maintenance strategy of patching and surface dressing. The TAMP outlines some target condition bands for the network by 2015/2016.

These are:

- (Principal) Roads - less than 5% of the network requiring maintenance.
- B Roads - Less than 9% of the network requiring maintenance.
- C Roads - Less than 11% of the network requiring maintenance.
- U/C (Unclassified) Roads - Less than 32% of the network requiring maintenance.

The DfT are currently reviewing the capital funding allocations for maintaining the network with proposals to increase the overall capital maintenance budget from 2015 to 2021.

What should we be doing next?

LRSP will continue to analyse and review collision data and focus Education, Engineering and Enforcement resources to areas of greatest priority. It will deliver the actions set out in its 2014/15 delivery plan. These will include; educational and driver training programmes specifically designed to reduce casualties to the priority groups identified above, developing and implementing a County wide programme of local engineering safety schemes at identified “cluster” sites and supporting police enforcement by providing collision and speed data to police tasking meetings. LRSP will also review all fixed and mobile camera sites in the county to ensure they are deployed at the most effective locations to reduce speed related road traffic casualties.