

# Report

Report to:	<b>Roads Safety Forum</b>
Date of Meeting:	<b>13 June 2023</b>
Report by:	<b>Executive Director (Community and Enterprise Resources)</b>

Subject:	<b>Road Accident Casualty Statistics for 2022</b>
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## 1. Purpose of Report

1.1. The purpose of this report is to:-

- ◆ inform the Forum of the provisional number of fatal, serious and slight casualties resulting from road accidents in the Council area during the year 2022

## 2. Recommendation(s)

2.1. The Forum is asked to approve the following recommendation(s):-

- (1) that the contents of the report be noted.

## 3. Background

- 3.1. In February 2021, Scottish Government published Scotland's Road Safety Framework to 2030 and an ambitious long-term goal where no one is seriously injured or killed on our roads by 2050.
- 3.2. The Framework builds on what has already been achieved here in Scotland over the last decade. It sets out new strategic outcomes for road safety, built around the safe system approach, coupled with a comprehensive performance management system to monitor progress. For the first time, mode specific targets have been created to focus attention by partners on priority areas.
- 3.3. Changes in data collection from 2019 onwards have been experienced following the introduction of the Collision Recording and Sharing platform (CRaSH) used by Police Scotland to record and collate data. This tends to result in more casualties being classified as 'serious' and, therefore, has caused a discontinuity in the time series with adjusted figures requiring to be used for post-CRaSH data. Adjusted figures have been sourced from Transport Scotland for this purpose.
- 3.4. It should be noted that casualty reduction targets are for Scotland as a whole and not specifically to individual Local Authorities. These will, however, be monitored locally to allow our progress and contribution to this national effort to be detailed. Progress towards the following four headline targets are reported annually and can be found in appendix A as well as the figures for slight injury casualties for additional background:-
- ◆ 50% reduction in people killed
  - ◆ 50% reduction in people seriously injured
  - ◆ 60% reduction in children (aged <16) killed
  - ◆ 60% reduction in children (aged <16) seriously injured

- 3.5. National targets for specific user groups/ ages have also been set as detailed at the Forum's meeting of 30 November 2021 and detailed below:-
- ◆ 40% reduction in pedestrians killed or seriously injured
  - ◆ 20% reduction in cyclists killed or seriously injured
  - ◆ 30% reduction in motorcyclists killed or seriously injured
  - ◆ 20% reduction in road users aged 70 and over killed or seriously injured
  - ◆ 70% reduction in road users aged between 17 to 25 killed or seriously injured
- 3.6. Agreement was made at this meeting that causation factors relating to these will be investigated and presented annually. This information is detailed within the appendices C to J which also includes causation factors for the targets detailed within items 3.5. A 3-year time period (2020 to 2022) has been used for this.
- 3.7. The figures provided for 2022 are provisional on the basis that the police may still add or amend records until their quality assurance processes are completed. The numbers should be minimal, particularly across the higher severities, therefore, the general trends described below are, to all intents and purposes, accurate. The confirmed figures for 2022 will be published by The Scottish Government around October 2023 in "Reported Road Casualties Scotland 2022".
- 4. Road Accident Casualty Statistics**
- 4.1. The statistics for all fatal, serious and slight casualties, including child fatal and serious casualties, within South Lanarkshire are detailed in the tables that form part of Appendix A to this report. These are given as the figures for the calendar years 2014 through to 2022 to show context. These also detail the 5-year baseline figures upon which the targeted casualty reductions are based and 2030 targeted figures. A graph of overall yearly casualty figures has also been provided showing data from 2004 to 2022 to provide an overall context within Appendix B.
- 4.2. The COVID-19 pandemic and the implications thereafter has left a continued legacy of higher instances of home or agile working and altered travel patterns. Knowledge of this is assumed throughout this paper.
- 4.3. Fatal Casualties  
Fatal casualty numbers have been erratic and have failed to follow any specific trend within recent years. The year-end total for 2022 was 10, an increase of 3 when compared to 2021. This is below the 5-year average (2014 to 2018) baseline figure of 11.2 and over the 2023 target of 5.6.
- 4.4. Road accidents are described as rare, random and multi-factored events and fatal road accidents can be described as the rarest, so their occurrence can be hard to influence. A low of 5 fatal casualties occurred in 2015 compared to a high of eighteen during 2016.
- 4.5. Serious Casualties  
The year-end total for 2022 was 82, the same number was recorded for 2021 and lower than 2020 and 2019 figures.
- 4.6. It is important to note that the utilisation of the CRaSH information technology system by Police from 2019 now results in more casualties being classified as serious rather than slight. It is, therefore, not possible to directly compare serious casualty figures from 2019 onwards to those recorded in previous years. Figures prior to and including 2019 utilise adjusted figures to allow for this change, including target baseline figures,

to facilitate ongoing comparison. Provisional adjusted figures have been obtained for this purpose. Due to increasing accuracy of methodology accessed by Transport Scotland, these figures may differ from those reported previously.

**4.7. Child Fatal Casualties**

There were no fatal child casualties for the fourth year running. These continue to be a rare occurrence. A 3-year average figure has been used to provide a trend line for this group within Appendix A.

**4.8. Child Serious Casualties**

The number of serious child casualties recorded during 2022 was 4 casualties. This is the lowest figure recorded. Due to the small number of casualties associated with this category the figures are generally observed to fluctuate from year to year. Information provided within item 4.6 regarding adjusted figures also relates to this category.

**4.9. Slight Casualties**

186 slight casualties were recorded during 2022 which was an increase of 36 compared to the 165 recorded during 2021. The 2022 figure is the second lowest value recorded.

**4.10. Total Casualties**

The provisional overall total of 278 casualties during 2022 represents the second lowest figures recorded with 2021 recording the lowest with 231.

**5. Discussion**

5.1. Section 39 of the Road Traffic Act 1988 requires that all local authorities carry out studies into the cause of accidents on roads in their area and to take appropriate measures to prevent accidents. In addition, a local authority, must prepare and carry out a programme of measures designed to promote road safety. Since its formation, the Council has been proactive in reducing casualties on the road network, however, much still requires to be accomplished to further improve road safety in line with the Framework aspirations. Through the efforts of the Council and by working in partnership with other bodies such as Strathclyde Partnership for Transport, the National Health Service, Police Scotland and the Scottish Fire and Rescue Service, we aim to have fewer people injured in road accidents.

5.2. To effectively reduce casualties in South Lanarkshire, the Council and its partners need an evidenced based approach to address a wide variety of issues, including vulnerable road users, road user behavior and the road environment.

5.3. Factors which contributed to each accident are recorded by the Reporting Officer at the time of each incident. Several factors which contributed to the crash can be selected. An interrogation of these causation factors has been undertaken for the last three-year period. The most significant causation factors for all accidents, killed and serious accidents, child accidents and the specific user groups/ages casualties detailed in item 3.5 is shown respectively within appendices C to J. These will be considered when assigning priority to future road safety measures.

5.4. For road safety measures to be effective, cooperation is needed across the various disciplines – the 4 ‘Es’ of road safety: education, engineering, enforcement and encouragement. At the heart of road safety planning, it is essential that casualty reduction strategies are identified and that actions are developed to implement these strategies.

5.5. The Council is responsible for road safety engineering solutions and much of road safety education. Other partners such as the police and fire and rescue services also

contribute to road safety education and the police are mainly responsible for enforcement while all partners have a role to play in encouraging road safety. Current initiatives and actions associated with the priority road users/ age groups detailed within Scotland's Road Safety Framework to 2030 can be found within the Appendix 3 of the paper 'Priority Road Safety Initiatives 2023/2024'.

## **6. Employee Implications**

6.1. There are no personnel implications.

## **7. Financial Implications**

7.1. Funding for accident reduction schemes, both route actions and single site, has been and will continue to be sought from external sources such as The Scottish Government's Cycling, Walking, Safer Routes, and Road Safety Improvement Fund allocation and Strathclyde Partnership for Transport (SPT).

## **8. Climate Change, Sustainability and Environmental Implications**

8.1. There are no significant implications in terms of climate change, sustainability and environmental implications associated with this report.

## **9. Other Implications**

9.1. There are no significant risks associated with this report.

## **10. Equality Impact Assessment and Consultation Arrangements**

10.1. This report does not introduce a new policy, function or strategy or recommend a change to an existing policy, function or strategy and, therefore, no impact assessment is required.

**David Booth**

**Executive Director (Community and Enterprise Resources)**

18 May 2023

## **Link(s) to Council Values/Priorities/Outcomes**

### Values

- ◆ Focused on people and their needs
- ◆ Working with and respecting others
- ◆ Accountable, effective, efficient and transparent
- ◆ Ambitious, self-aware and improving
- ◆ Fair, open and sustainable

### Priorities

- ◆ We will work to put people first and reduce inequality
- ◆ We will work towards a sustainable future in sustainable places
- ◆ We will work to recover, progress and improve

### Outcomes

- ◆ Our children and young people thrive
- ◆ Good quality, suitable and sustainable places to live
- ◆ Caring, connected, sustainable communities
- ◆ People live the healthiest lives possible

### **Previous References**

- ◆ Roads Safety Forum - 1 March 2022 – Road Accident Casualty Statistics for 2021

### **List of Background Papers**

- ◆ Scotland's Road Safety Framework to 2030 published by the Scottish Government in February 2021

### **Contact for Further Information**

If you would like to inspect any of the background papers or want any further information, please contact:-

Colin Smith, Engineering Officer, Roads, Transportation and Fleet Services

Tel: 0738 537 0113

E-mail:- [colin.smith@southlanarkshire.gov.uk](mailto:colin.smith@southlanarkshire.gov.uk)

## Appendix A

### All Fatal Casualties

2014 to 2018 baseline 11.2

2030 target (50% reduction) 5.6

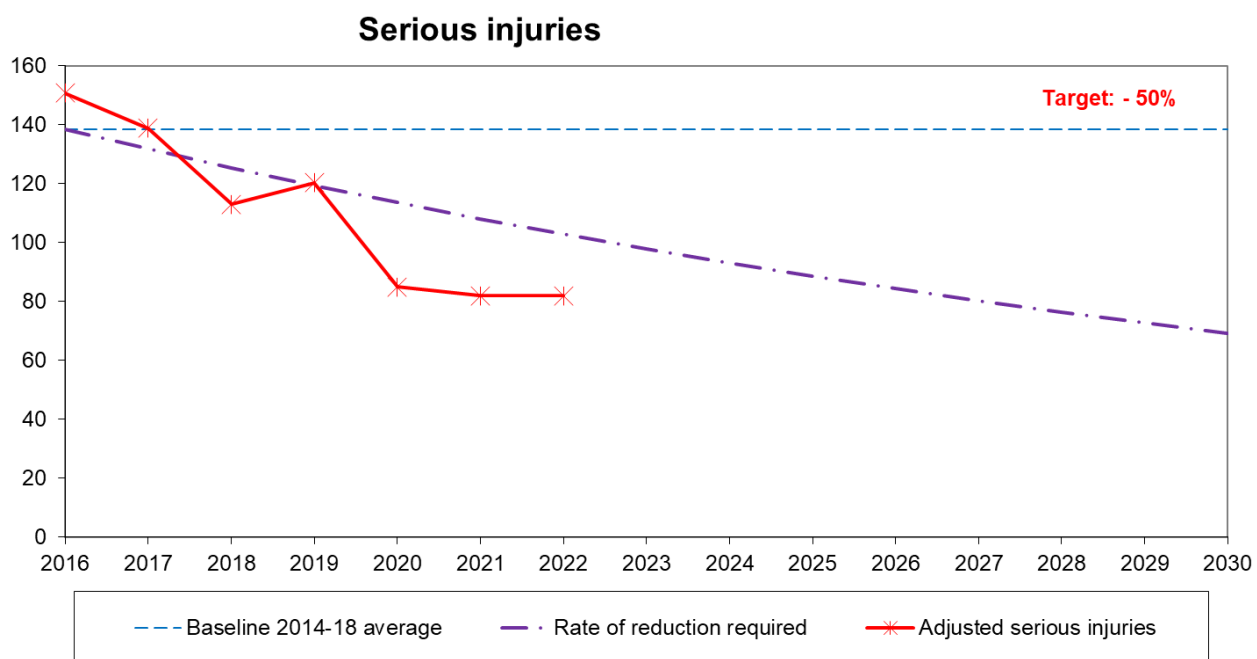


2014	2015	2016	2017	2018	2019	2020	2021	2022
13	5	18	6	14	13	10	7	10

## All Serious Casualties (adjusted figures)

2014 to 2018 baseline (adjusted figures) 138

2030 target (50% reduction) 69

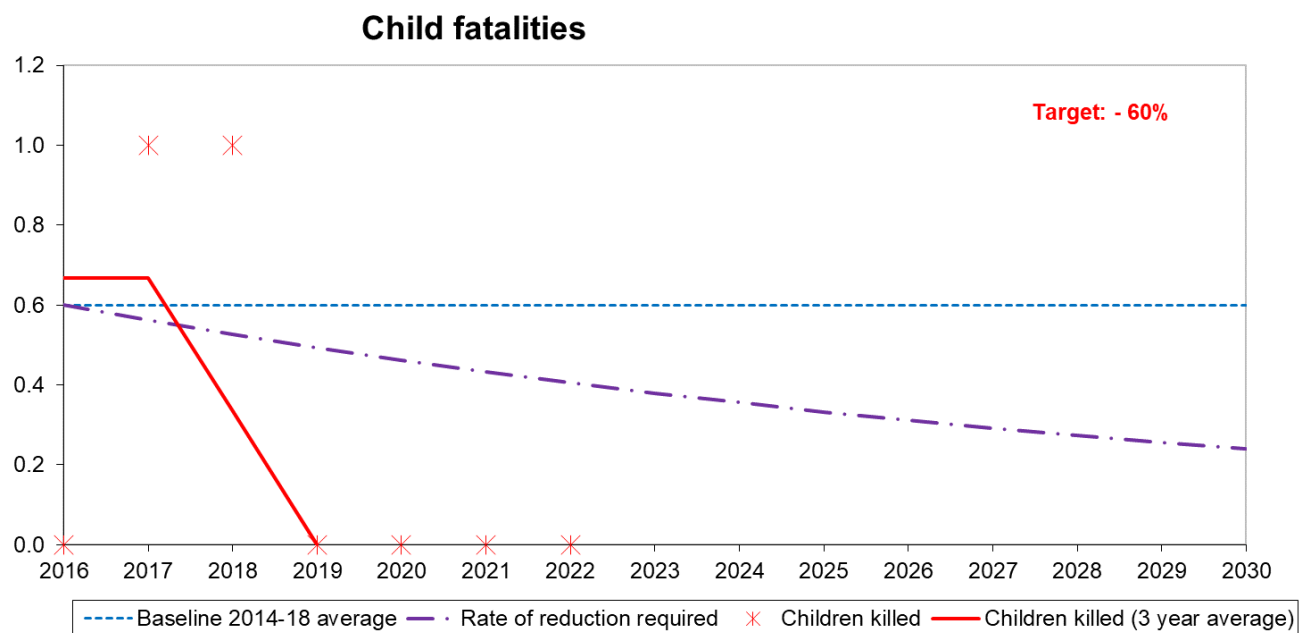


2014	2015	2016	2017	2018	2019	2020	2021	2022
154	136	151	139	113	120	85	82	82

## All Fatal Child (<16 years) Casualties

2014 to 2018 baseline 0.6

2030 target (60% reduction) 0.2



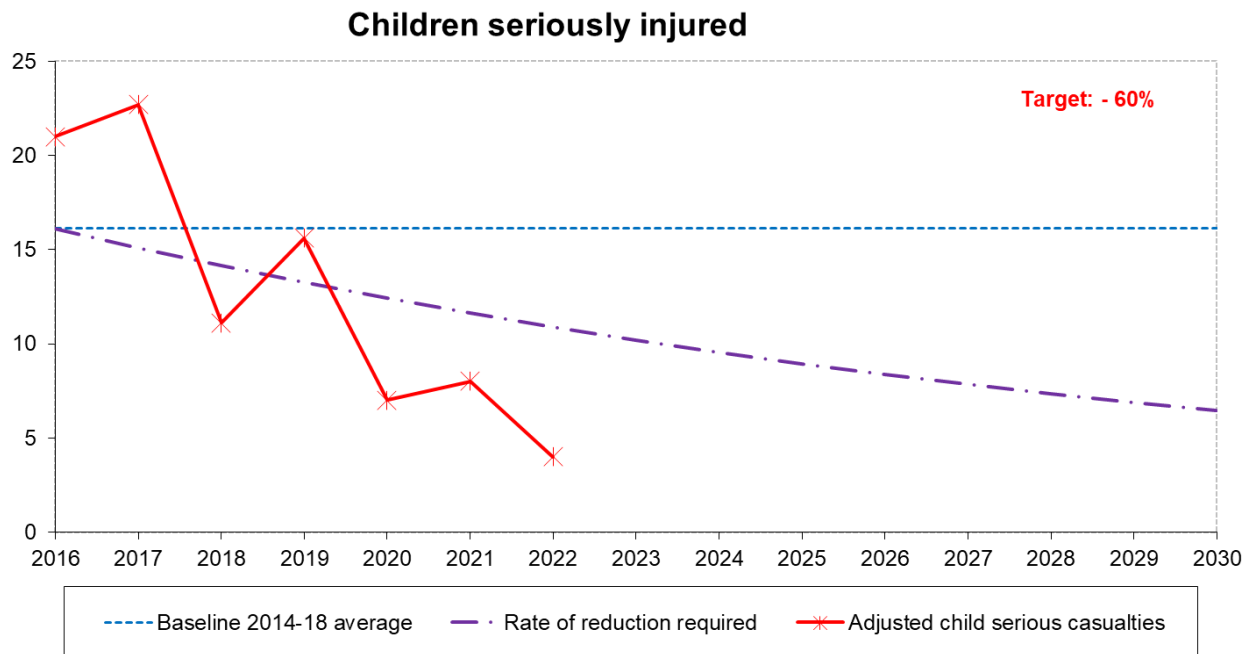
2014	2015	2016	2017	2018	2019	2020	2021	2022
1	0	0	1	1	0	0	0	0



## All Serious Child (<16 years) Casualties (adjusted figures)

2014 to 2018 baseline (adjusted figures) 16.1

2030 target (60% reduction) 6.4



2014	2015	2016	2017	2018	2019	2020	2021	2022
13.8	12	21	22.7	11.1	15.6	7	8	4

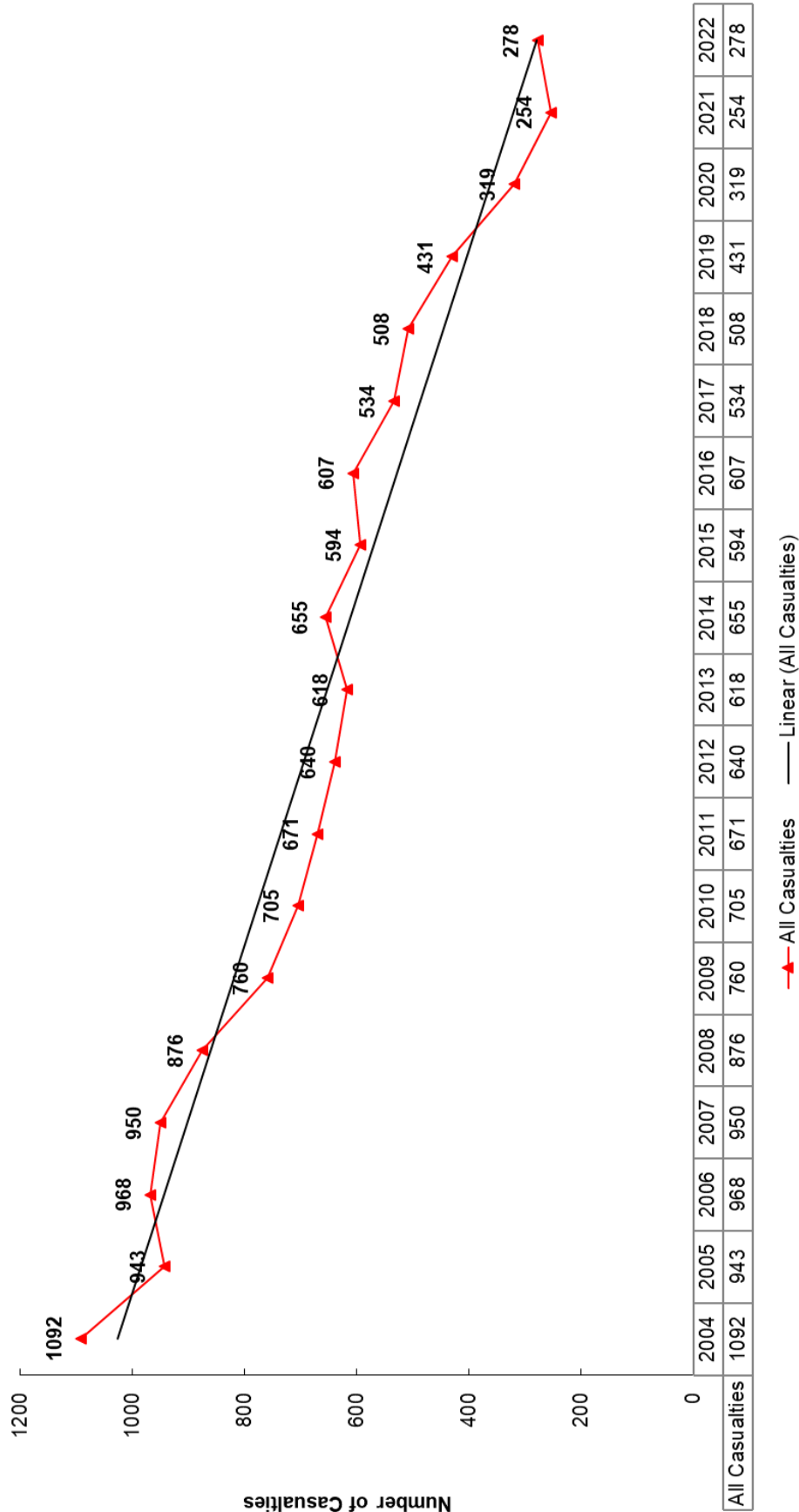
## All Slight Casualties within South Lanarkshire

2014	2015	2016	2017	2018	2019	2020	2021	2022
559	519	506	441	437	320	221	165	186

Appendix B

Total Casualty Figures

All Casualties



## **Appendix C**

Most cited accident causation factors for 'all accidents' within the most recent 3-year period:  
1 January 2020 to 31 December 2022

### **ALL ACCIDENTS**

	<b>Fatal</b>	<b>Serious</b>	<b>Slight</b>	<b>Total</b>
405 Failed to look properly (Driver/Rider - Error)	7	52	96	<b>155</b>
406 Failed to judge other person's path/speed (Driver/Rider - Error)	1	16	43	<b>60</b>
103 Slippery road due to weather (Road Environment Contrib)	0	23	34	<b>57</b>
802 Failed to look properly (Pedestrian)	2	24	30	<b>56</b>
410 Loss of control (Driver/Rider - Error)	5	24	23	<b>52</b>
602 Careless/Reckless (Driver/Rider - Behaviour)	1	18	21	<b>40</b>
403 Poor turn or manoeuvre (Driver/Rider - Error)	2	14	20	<b>36</b>
307 Travelling too fast for conditions (Driver/Rider - Injudicious)	5	12	15	<b>32</b>
501 Impaired by alcohol (Driver/Rider - Impairment)	2	10	13	<b>25</b>
306 Exceeding speed limit (Driver/Rider - Injudicious)	5	8	12	<b>25</b>
706 Dazzling sun (Driver/Rider - Vision Affected)	1	5	10	<b>16</b>
601 Aggressive driving (Driver/Rider - Behaviour)	2	3	10	<b>15</b>
308 Following too close (Driver/Rider - Injudicious)	0	3	12	<b>15</b>
408 Sudden braking (Driver/Rider - Error)	0	2	12	<b>14</b>
505 Illness or disability, mental or physical (Driver/Rider - Impairment)	0	5	9	<b>14</b>
701 Stationary or parked vehicle(s) (Driver/Rider - Vision Affected)	0	3	11	<b>14</b>
999 Other (Special Codes)	4	3	5	<b>12</b>
806 Impaired by alcohol (Pedestrian)	2	4	6	<b>12</b>
301 Disobeyed automatic traffic signal (Driver/Rider - Injudicious)	0	5	6	<b>11</b>
803 Failed to judge vehicle's path/speed (Pedestrian)	2	5	4	<b>11</b>
409 Swerved (Driver/Rider - Error)	0	6	4	<b>10</b>
401 Junction overshoot (Driver/Rider - Error)	0	8	1	<b>9</b>

808 Careless/Reckless (Pedestrian)	2	5	2	<b>9</b>
109 Animal or object in carriageway (Road Environment Contrib)	1	5	2	<b>8</b>
108 Road layout e.g. bend, hill or narrow (Road Environment Contrib)	0	4	4	<b>8</b>
407 Too close to cyclist, horse or pedestrian (Driver/Rider - Error)	0	1	7	<b>8</b>
509 Distraction in vehicle (Driver/Rider - Impairment)	0	5	3	<b>8</b>
703 Road layout (Driver/Rider - Vision Affected)	0	3	4	<b>7</b>
707 Rain, sleet, snow or fog (Driver/Rider - Vision Affected)	0	3	4	<b>7</b>
801 Crossed road masked by stationary or parked vehicle (Pedestrian)	0	3	4	<b>7</b>
502 Impaired by drugs (Driver/Rider - Impairment)	2	1	4	<b>7</b>
102 Deposit on road e.g. oil, mud, chippings (Road Environment Contrib)	0	3	4	<b>7</b>
302 Disobeyed give way or stop sign markings (Driver/Rider - Injudicious)	0	1	6	<b>7</b>
809 Pedestrian wearing dark clothing at night (Pedestrian)	2	3	1	<b>6</b>
902 Vehicle in course of crime (Special Codes)	0	0	6	<b>6</b>
503 Fatigue (Driver/Rider - Impairment)	0	4	2	<b>6</b>
104 Inadequate/Masked signs or road markings (Road Environment Contrib)	0	3	2	<b>5</b>
810 Disability or illness (Pedestrian)	0	3	2	<b>5</b>

*NB: Sum of contributory factors only, not actual accident/casualty totals.*

*Only factors cited within 5 or more accidents are included above.*

## Appendix D

Most cited accident causation factors for 'killed and seriously injured accidents' within the most recent 3-year period: 1 January 2020 to 31 December 2022.

<b>ALL KILLED AND SERIOUSLY INJURED ACCIDENTS</b>	<b>Fatal</b>	<b>Serious</b>	<b>Total</b>
405 Failed to look properly (Driver/Rider - Error)	7	52	<b>59</b>
410 Loss of control (Driver/Rider - Error)	5	24	<b>29</b>
802 Failed to look properly (Pedestrian)	2	24	<b>26</b>
103 Slippery road due to weather (Road Environment Contrib)	0	23	<b>23</b>
602 Careless/Reckless (Driver/Rider - Behaviour)	1	18	<b>19</b>
307 Travelling too fast for conditions (Driver/Rider - Injudicious)	5	12	<b>17</b>
406 Failed to judge other person's path/speed (Driver/Rider - Error)	1	16	<b>17</b>
403 Poor turn or manoeuvre (Driver/Rider - Error)	2	14	<b>16</b>
306 Exceeding speed limit (Driver/Rider - Injudicious)	5	8	<b>13</b>
501 Impaired by alcohol (Driver/Rider - Impairment)	2	10	<b>12</b>
401 Junction overshoot (Driver/Rider - Error)	0	8	<b>8</b>
999 Other (Special Codes)	4	3	<b>7</b>
803 Failed to judge vehicle's path/speed (Pedestrian)	2	5	<b>7</b>
808 Careless/Reckless (Pedestrian)	2	5	<b>7</b>
109 Animal or object in carriageway (Road Environment Contrib)	1	5	<b>6</b>
706 Dazzling sun (Driver/Rider - Vision Affected)	1	5	<b>6</b>
409 Swerved (Driver/Rider - Error)	0	6	<b>6</b>
806 Impaired by alcohol (Pedestrian)	2	4	<b>6</b>
505 Illness or disability, mental or physical (Driver/Rider - Impairment)	0	5	<b>5</b>
301 Disobeyed automatic traffic signal (Driver/Rider - Injudicious)	0	5	<b>5</b>
809 Pedestrian wearing dark clothing at night (Pedestrian)	2	3	<b>5</b>
601 Aggressive driving (Driver/Rider - Behaviour)	2	3	<b>5</b>
509 Distraction in vehicle (Driver/Rider - Impairment)	0	5	<b>5</b>

NB: Sum of contributory factors only, not actual accident/casualty totals.

Only factors cited within 5 or more accidents are included above.

## **Appendix E**

Most cited accident causation factors for 'children <16yrs accidents' within the most recent 3-year period: 1 January 2020 to 31 December 2022.

<b>ALL CHILDREN &lt;16YRS ACCIDENTS</b>	<b>Fatal</b>	<b>Serious</b>	<b>Slight</b>	<b>Total</b>
802 Failed to look properly (Pedestrian)	0	10	15	<b>25</b>
405 Failed to look properly (Driver/Rider - Error)	0	3	14	<b>17</b>
701 Stationary or parked vehicle(s) (Driver/Rider - Vision Affected)	0	1	6	<b>7</b>
103 Slippery road due to weather (Road Environment Contrib)	0	3	3	<b>6</b>
406 Failed to judge other person's path/speed (Driver/Rider - Error)	0	2	4	<b>6</b>
801 Crossed road masked by stationary or parked vehicle (Pedestrian)	0	2	3	<b>5</b>
403 Poor turn or manoeuvre (Driver/Rider - Error)	0	1	3	<b>4</b>
306 Exceeding speed limit (Driver/Rider - Injudicious)	0	2	1	<b>3</b>
803 Failed to judge vehicle's path/speed (Pedestrian)	0	2	1	<b>3</b>

*NB: Sum of contributory factors only, not actual accident/casualty totals.*

*Only factors cited within 3 or more accidents are included above.*

## **Appendix F**

Most cited causation factors for 'pedestrian accidents' within the most recent 3-year period: 1 January 2020 to 31 December 2022.

<b>PEDESTRIAN ACCIDENTS</b>	<b>Fatal</b>	<b>Serious</b>	<b>Slight</b>	<b>Total</b>
802 Failed to look properly (Pedestrian)	2	23	27	<b>52</b>
405 Failed to look properly (Driver/Rider - Error)	3	6	12	<b>21</b>
806 Impaired by alcohol (Pedestrian)	2	4	6	<b>12</b>
803 Failed to judge vehicle's path/speed (Pedestrian)	2	5	3	<b>10</b>
808 Careless/Reckless (Pedestrian)	2	5	1	<b>8</b>
701 Stationary or parked vehicle(s) (Driver/Rider - Vision Affected)	0	2	5	<b>7</b>
801 Crossed road masked by stationary or parked vehicle (Pedestrian)	0	3	4	<b>7</b>
602 Careless/Reckless (Driver/Rider - Behaviour)	1	4	1	<b>6</b>
809 Pedestrian wearing dark clothing at night (Pedestrian)	2	3	1	<b>6</b>
810 Disability or illness (Pedestrian)	0	3	1	<b>4</b>
804 Wrong use of pedestrian crossing (Pedestrian)	1	2	1	<b>4</b>
407 Too close to cyclist, horse or pedestrian (Driver/Rider - Error)	0	0	4	<b>4</b>
406 Failed to judge other person's path/speed (Driver/Rider - Error)	0	2	2	<b>4</b>
403 Poor turn or manoeuvre (Driver/Rider - Error)	0	1	2	<b>3</b>
807 Impaired by drugs (Pedestrian)	0	2	1	<b>3</b>
103 Slippery road due to weather (Road Environment Contrib)	0	2	1	<b>3</b>
306 Exceeding speed limit (Driver/Rider - Injudicious)	1	1	1	<b>3</b>

*NB: Sum of contributory factors only, not actual accident/casualty totals.  
Only factors cited within 3 or more accidents are included above.*

## **Appendix G**

Most cited causation factors for 'cyclist accidents' within the most recent 3-year period: 1 January 2020 to 31 December 2022.

<b>CYCLIST ACCIDENTS</b>	<b>Fatal</b>	<b>Serious</b>	<b>Slight</b>	<b>Total</b>
405 Failed to look properly (Driver/Rider - Error)	1	12	5	<b>18</b>
406 Failed to judge other person's path/speed (Driver/Rider - Error)	0	5	0	<b>5</b>
602 Careless/Reckless (Driver/Rider - Behaviour)	0	3	1	<b>4</b>



407 Too close to cyclist, horse or pedestrian (Driver/Rider - Error)	0	1	3	4
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*NB: Sum of contributory factors only, not actual accident/casualty totals.  
Only factors cited within 3 or more accidents are included above.*

## **Appendix H**

Most cited causation factors for 'road users aged 70 and over' within the most recent 3-year period: 1 January 2020 to 31 December 2022.

<b>ROAD USERS 70+ ACCIDENTS</b>	<b>Fatal</b>	<b>Serious</b>	<b>Slight</b>	<b>Total</b>
405 Failed to look properly (Driver/Rider - Error)	2	7	9	<b>18</b>
403 Poor turn or manoeuvre (Driver/Rider - Error)	0	3	5	<b>8</b>
410 Loss of control (Driver/Rider - Error)	0	4	3	<b>7</b>
406 Failed to judge other person's path/speed (Driver/Rider - Error)	0	4	2	<b>6</b>
602 Careless/Reckless (Driver/Rider - Behaviour)	0	4	2	<b>6</b>
103 Slippery road due to weather (Road Environment Contrib)	0	3	2	<b>5</b>
802 Failed to look properly (Pedestrian)	0	3	1	<b>4</b>
307 Travelling too fast for conditions (Driver/Rider - Injudicious)	0	3	1	<b>4</b>

*NB: Sum of contributory factors only, not actual accident/casualty totals.  
Only factors cited within 3 or more accidents are included above.*

## **Appendix I**

Most cited causation factors for 'motorcyclists' within the most recent 3-year period:  
1 January 2020 to 31 December 2022.

<b>MOTORCYCLIST ACCIDENTS</b>	<b>Fatal</b>	<b>Serious</b>	<b>Slight</b>	<b>Total</b>
405 Failed to look properly (Driver/Rider - Error)	2	9	5	<b>16</b>
410 Loss of control (Driver/Rider - Error)	1	4	1	<b>6</b>
403 Poor turn or manoeuvre (Driver/Rider - Error)	2	2	2	<b>6</b>
406 Failed to judge other person's path/speed (Driver/Rider - Error)	1	2	2	<b>5</b>
999 Other (Special Codes)	2	1	0	<b>3</b>
102 Deposit on road e.g. oil, mud, chippings (Road Environment Contrib)	0	2	1	<b>3</b>
602 Careless/Reckless (Driver/Rider - Behaviour)	0	3	0	<b>3</b>
109 Animal or object in carriageway (Road Environment Contrib)	1	1	1	<b>3</b>

*NB: Sum of contributory factors only, not actual accident/casualty totals.  
Only factors cited within 3 or more accidents are included above.*

## **Appendix J**

Most cited accident causation factors for 'road users between 17 to 25yrs' within the most recent 3-year period: 1 January 2020 to 31 December 2022

### **ROAD USERS 17-25YRS ACCIDENTS**

	<b>Fatal</b>	<b>Serious</b>	<b>Slight</b>	<b>Total</b>
405 Failed to look properly (Driver/Rider - Error)	0	10	11	<b>21</b>
103 Slippery road due to weather (Road Environment Contrib)	0	8	11	<b>19</b>
406 Failed to judge other person's path/speed (Driver/Rider - Error)	0	6	11	<b>17</b>
410 Loss of control (Driver/Rider - Error)	1	6	6	<b>13</b>
306 Exceeding speed limit (Driver/Rider - Injudicious)	1	3	4	<b>8</b>
403 Poor turn or manoeuvre (Driver/Rider - Error)	0	5	3	<b>8</b>
307 Travelling too fast for conditions (Driver/Rider - Injudicious)	1	2	4	<b>7</b>
602 Careless/Reckless (Driver/Rider - Behaviour)	0	2	4	<b>6</b>
301 Disobeyed automatic traffic signal (Driver/Rider - Injudicious)	0	2	3	<b>5</b>
401 Junction overshoot (Driver/Rider - Error)	0	3	1	<b>4</b>
501 Impaired by alcohol (Driver/Rider - Impairment)	0	2	2	<b>4</b>
408 Sudden braking (Driver/Rider - Error)	0	0	3	<b>3</b>
802 Failed to look properly (Pedestrian)	0	1	2	<b>3</b>
409 Swerved (Driver/Rider - Error)	0	2	1	<b>3</b>
605 Inexperienced or learner driver/rider (Driver/Rider - Behaviour)	0	2	1	<b>3</b>
808 Careless/Reckless (Pedestrian)	1	2	0	<b>3</b>
302 Disobeyed give way or stop sign markings (Driver/Rider - Injudicious)	0	1	2	<b>3</b>

*NB: Sum of contributory factors only, not actual accident/casualty totals.*

Only factors cited within 3 or more accidents are included above.