

Report

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| Report to: | Roads Safety Forum |
| Date of Meeting: | 22 June 2021 |
| Report by: | Executive Director (Community and Enterprise Resources) |

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| Subject: | Road Accident Casualty Statistics For 2020 |
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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 occurring in the Council area during the year 2020. The report also compares the trend in casualties with the Scottish Government's accident reduction targets.

2. Recommendation(s)

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

- that the contents of the report be noted.

3. Background

- 3.1. In 2009 the Scottish Government published "Go Safe on Scotland's Roads it's Everyone's Responsibility: Scotland's Road Safety Framework to 2020". This document sets out the Government's road safety vision for Scotland, aims and commitments and the Scottish Targets for reductions in road deaths and serious injuries to 2020.
- 3.2. A paper to the Roads Safety Forum of 2 September 2009 outlined the contents of the framework and the Forum supported Scotland's Road Safety Framework to 2020.
- 3.3. The target reductions are: 40% for all fatal casualties; 55% for all serious casualties; 50% for child fatal casualties; 65% for child serious casualties; 10% for all slight casualties. The base figure for this reduction was the average of the road accident casualty figures for the years 2004 to 2008.
- 3.4. The figures for 2020 are provisional on the basis that the police may still add or amend records over the coming months but the numbers in such an event 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 2020 will be published by The Scottish Government during October 2021 in "Reported Road Casualties Scotland 2020".
- 3.5. 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.

- 3.6. The Framework builds on what has already been achieved 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 are being created to focus attention by partners on priority areas. Transport Scotland will also establish new Local Partnership Forums to expand and grow the connections between national and local road safety across Scotland.
- 3.7. At this time, the Council is awaiting further information / advice from Transport Scotland and have recently been invited to participate in Local Partnership Forum. It is anticipated that a paper will be presented to a future Roads Safety Forum which details how South Lanarkshire Council will contribute to the revised approach.

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 base period, the calendar years 2009 through to 2020 and the target for 2020. The information is also displayed graphically in Appendix A.
- 4.2. The COVID-19 pandemic and the various protection levels in place since the first lockdown imposed on 23 March 2020 have significantly impacted upon travel patterns and frequencies. This position should be remembered when considering the remainder of this paper.

Fatal casualties

- 4.3. After 5 years of steady decline in fatal casualties between 2009 and 2013 the following years have been erratic and have failed to follow any specific trend. The year-end total for 2020 was a 10, a decrease of 3 when compared to 2019 and close to the target figure of 9.
- 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 18 during 2016 with a five year average (2016 to 2020) of 12 fatalities. This shows an increase of 1 when compared to the last two years which has remained static at a five year average of 11.

Serious casualties

- 4.5. The year-end total for 2020 was 85, a decrease of 13 when compared to 2019 and 31 over the target figure of 54.
- 4.6. It is important to note that the utilisation of a new information technology system by Police Scotland to record and collate road traffic collision data now results in more casualties being classified as serious rather than slight. It is therefore not possible to compare serious casualty figures from 2019 and 2020 to those recorded in previous years. Further information regarding CRaSH and its impact is provided in Appendix B.

Child fatal casualties

- 4.7. There were no fatal child casualties for the second year running. These continue to be a fairly rare occurrence with two child fatalities within the last 5 year period (2016-2020) giving a five year average of 0.4.

Child serious casualties

- 4.8. The number of serious child casualties decreased by 6 to a total of 7 during 2020. This is close to the casualty reduction target of 6. The lowest figure of 6 serious casualties was recorded during 2018 and matched in 2014 and 2015. 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 also relates to this category.

Slight Casualties

- 4.9. A significant decrease in slight casualties occurred between 2020 and 2019 with a reduction of 99 casualties to 221. Slight casualty numbers are significantly below the 2020 target of 746 slight casualties, and this represents the lowest recorded figure.

Total Casualties

- 4.10. The provisional overall total of 316 casualties during 2020 represents the lowest figures recorded.

5. Discussion

- 5.1. Progress towards all fatal casualties has been variable in recent years as have serious casualties, except for the unusually low 2018 recorded figures. Increased serious casualty figures can be partially attributed to the CRaSH casualty severity determination procedure as detailed within Appendix B.
- 5.2. Child fatal casualties, although rare, have occurred twice within the most recent five year period, although not within the most recent two years. Maintaining or lowering casualties is a significant challenge with only the 'slight' category showing consistent declines. The results confirm that the targets are, and have always been, challenging and confirm that year on year reductions have become harder and harder to achieve.
- 5.3. As reported at the Forum meeting of 17 November 2020, unusually low casualties within the higher severities and child classifications would require to be experienced during 2020 for targets being met locally. Reduced traffic volumes during the COVID-19 pandemic contributed significantly to this with fewer collisions experienced during this unprecedented period. This has been favourable towards our contribution to 2020 national casualty reduction targets.
- 5.4. Based on provisional figures the 2020 targets have been achieved for all slight casualties and child fatal casualties. We are very close to the target for all fatal casualties with 1 casualty over the targeted figure. Significant reductions in serious road casualties were recorded during 2018 however this has not continued with the introduction of CRaSH and this change preventing direct comparison of 2020 figures to those prior to 2019. We are very close to the target for child serious casualties with 1 casualty over the required figure, however, again, the introduction of CRaSH has had an impact on this category.
- 5.5. It should be noted that casualty reduction targets are for Scotland as a whole and not specifically to individual Local Authorities. These were adopted locally to allow our progress and contribution to this national effort to be monitored.
- 5.6. The graphs in Appendix A include a trend line towards the target figures for each appropriate category. This clearly shows the progress in lowering casualties across all severities and categories when compared to the 2004 to 2008 average base lines. Overall a positive contribution has been made towards the Scotland wide targets.

- 5.7. 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. 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. 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.
- 5.8. Road safety was identified as a priority through the consultation exercises undertaken for the Council's Local Transport Strategy and Local Development Plan. In both surveys approximately 9.
- 5.9. 5% of the respondents were of the view that improving road safety was important.
- 5.10. To effectively reduce casualties in South Lanarkshire the Council and its partners need to address a wide variety of issues, including vulnerable road users, road user behaviour and the road environment.
- 5.11. 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, casualties involving pedestrian and casualties involving cyclists is shown respectively within Appendices C, D and E. These will be considered when assigning priority to future road safety measures, in particular education and encouragement.
- 5.12. For road safety measures to be effective, cooperation is needed across the various disciplines – the four '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.
- 5.13. 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.

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" 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.

Michael McGlynn
Executive Director (Enterprise Resources)

3 June 2021

Link(s) to Council Values/Ambitions/Objectives

- Improve the road network, influence improvements in public transport and encourage active travel.
- Make communities safer, stronger and sustainable.
- Protect vulnerable children, young people and adults.
- Focused on people and their needs.

Previous References

- Report to Roads Safety Forum 17 November 2020

List of Background Papers

- Go Safe on Scotland's Roads it's Everyone's Responsibility: Scotland's Road Safety Framework to 2020 published by the Scottish Government in June 2009
- Report to Road Safety Forum 2 September 2009
- Reported Road Casualties Scotland 2019 published on behalf of the Scottish Government by Transport Scotland in October 2019
- 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 and Transportation Services

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E-mail: colin.smith@southlanarkshire.gov.uk

Appendix A:

| 2004 to 2008 Ave. | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 Mile-stone 11 | 2016 | 2017 | 2018 | 2019 | 2020 Target 9 |
|-------------------|------|------|------|------|------|------|--------------------|------|------|------|------|---------------|
| 16 | 18 | 12 | 11 | 9 | 6 | 13 | 5 | 18 | 6 | 14 | 13 | 10 |

All Fatal Casualties within South Lanarkshire

| 2004 to 2008 Ave. | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 Mile-stone 68 | 2016 | 2017 | 2018 | 2019 | 2020 Target 54 |
|-------------------|------|------|------|------|------|------|--------------------|------|------|------|------|----------------|
| 120 | 121 | 83 | 79 | 72 | 70 | 83 | 70 | 83 | 87 | 56 | 98 | 85 |

All Serious Casualties within South Lanarkshire

| 2004 to 2008 Ave. | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 Mile-stone 0 | 2016 | 2017 | 2018 | 2019 | 2020 Target 0 |
|-------------------|------|------|------|------|------|------|-------------------|------|------|------|------|---------------|
| 1 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 |

All Fatal Child (<16 years) Casualties within South Lanarkshire

| 2004 to 2008 Ave | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 Mile-stone 8 | 2016 | 2017 | 2018 | 2019 | 2020 Target 6 |
|------------------|------|------|------|------|------|------|-------------------|------|------|------|------|---------------|
| 17 | 14 | 14 | 14 | 7 | 8 | 6 | 6 | 13 | 15 | 6 | 13 | 7 |

All Serious Child (<16 years) Casualties within South Lanarkshire

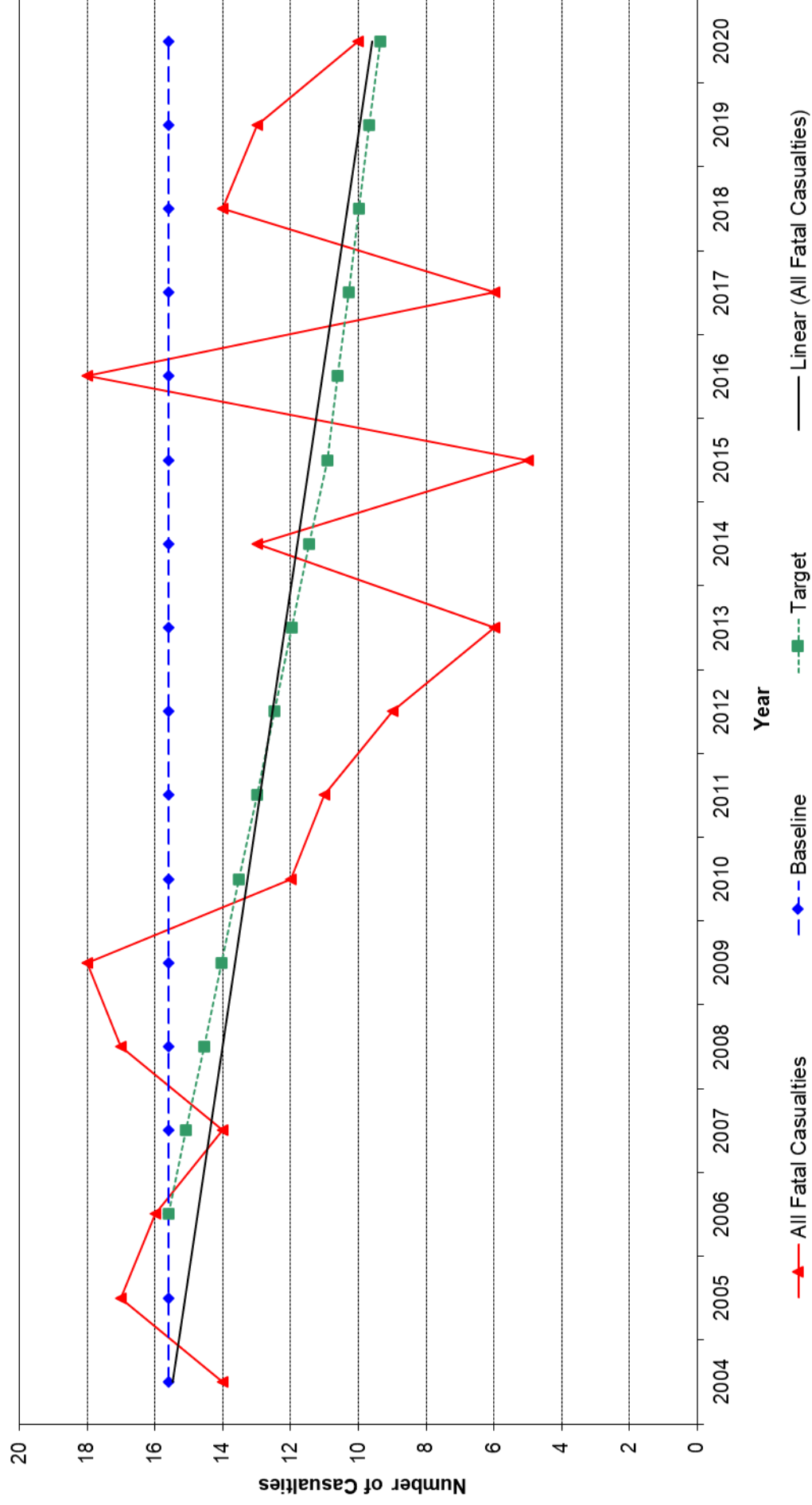
| 2004 to 2008 Ave. | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 Mile-stone 776 | 2016 | 2017 | 2018 | 2019 | 2020 Target 746 |
|-------------------|------|------|------|------|------|------|---------------------|------|------|------|------|-----------------|
| 829 | 621 | 610 | 581 | 559 | 542 | 559 | 519 | 506 | 441 | 437 | 320 | 221 |

All Slight Casualties within South Lanarkshire

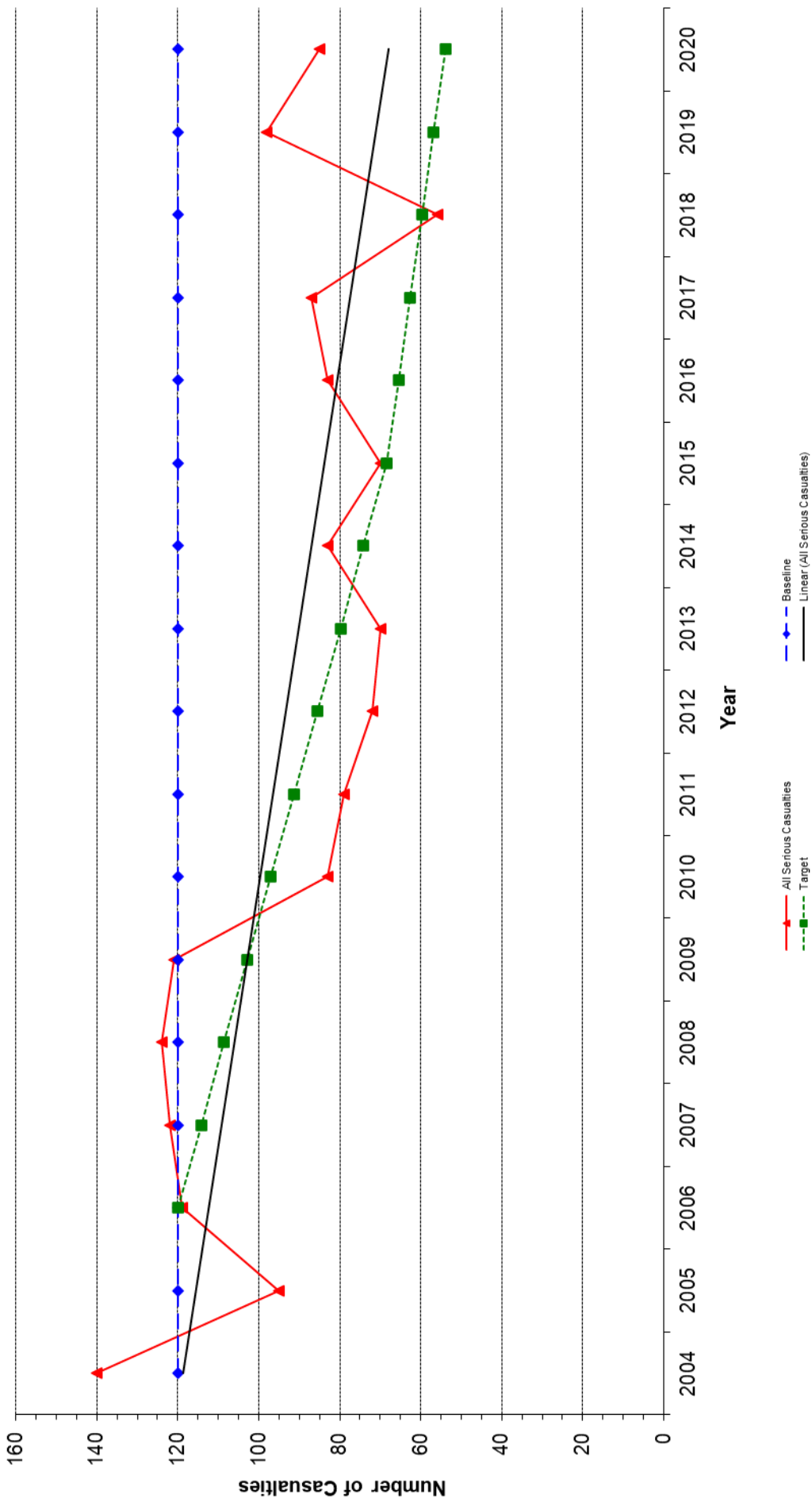
Notes

- i. For all fatal casualties, the target for 2020 is a 40% reduction from the base figure which is the average for the years 2004 to 2008 inclusive.
- ii. For all serious casualties, the target for 2020 is a 55% reduction from the base figure which is the average for the years 2004 to 2008 inclusive.
- iii. For all child fatal casualties, the target for 2020 is a 50% reduction from the base figure which is the average for the years 2004 to 2008 inclusive.
- iv. For all child serious casualties, the target for 2020 is a 65% reduction from the base figure which is the average for the years 2004 to 2008 inclusive.
- v. For all slight casualties, the target for 2020 is a 10% reduction from the base figure which is the average for the years 2004 to 2008 inclusive.
- vi. A child is considered to be aged 15 or under.
- vii. Averages and targets have been rounded up or down to nearest whole number.

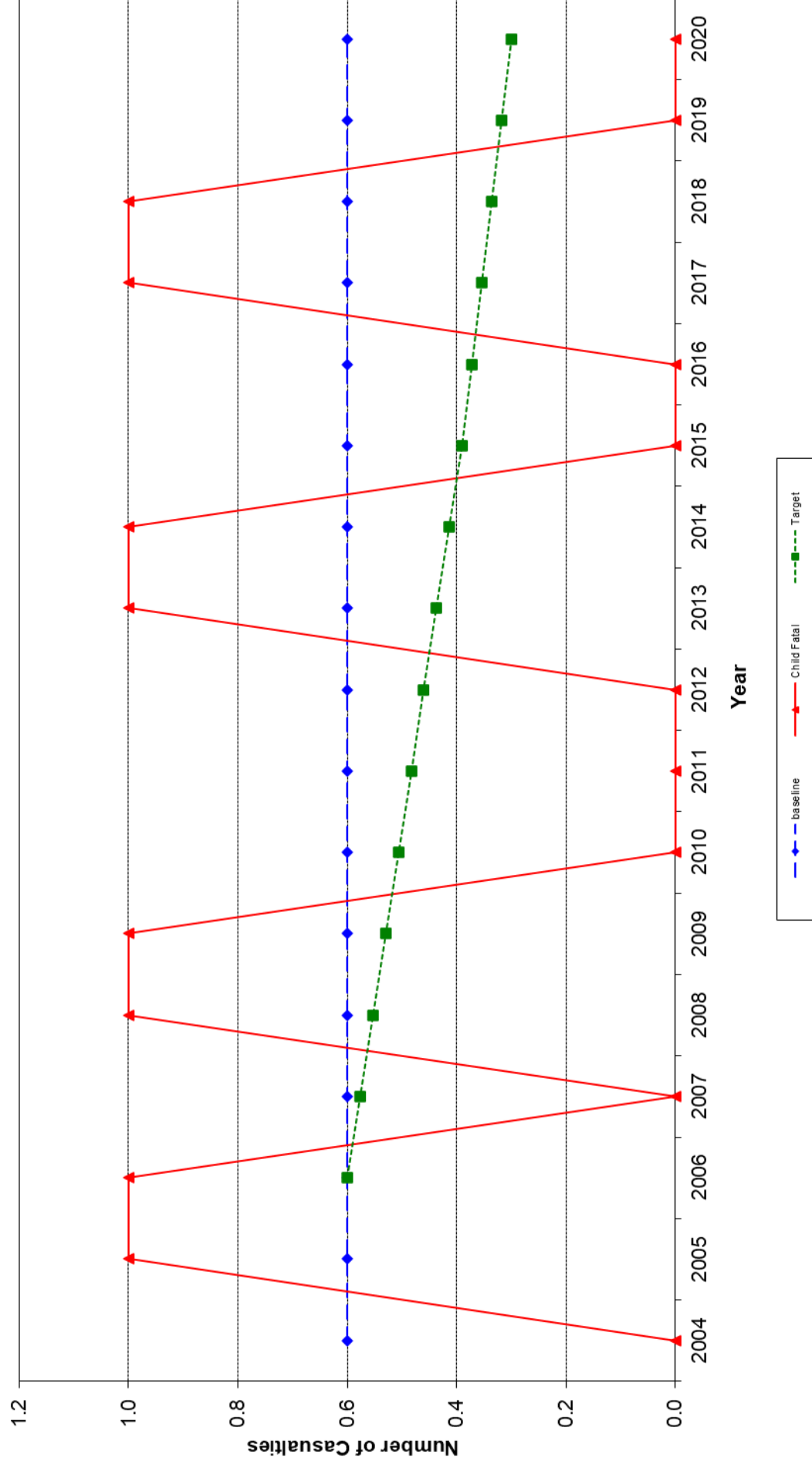
All Fatal Casualties within South Lanarkshire



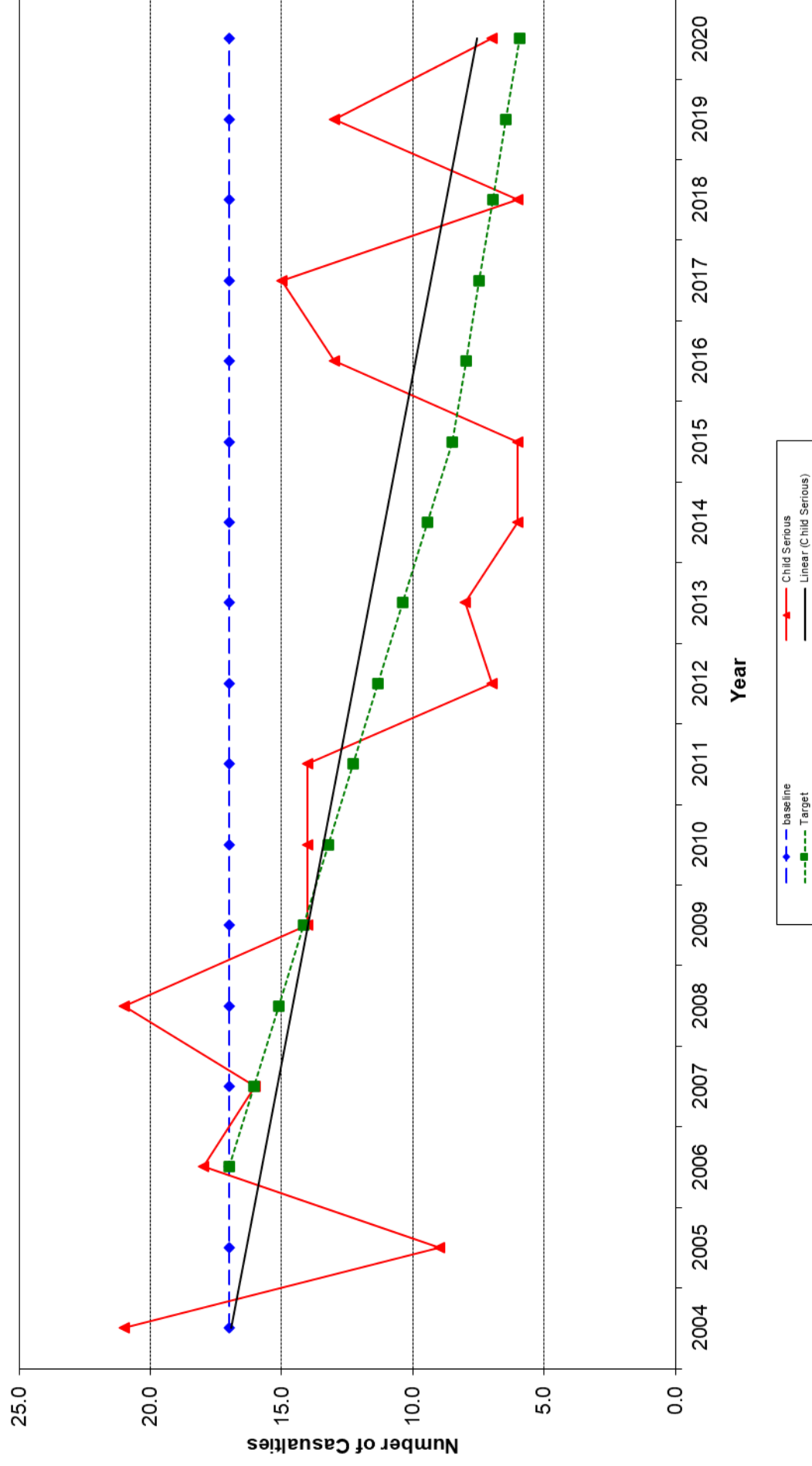
All Serious Casualties within South Lanarkshire



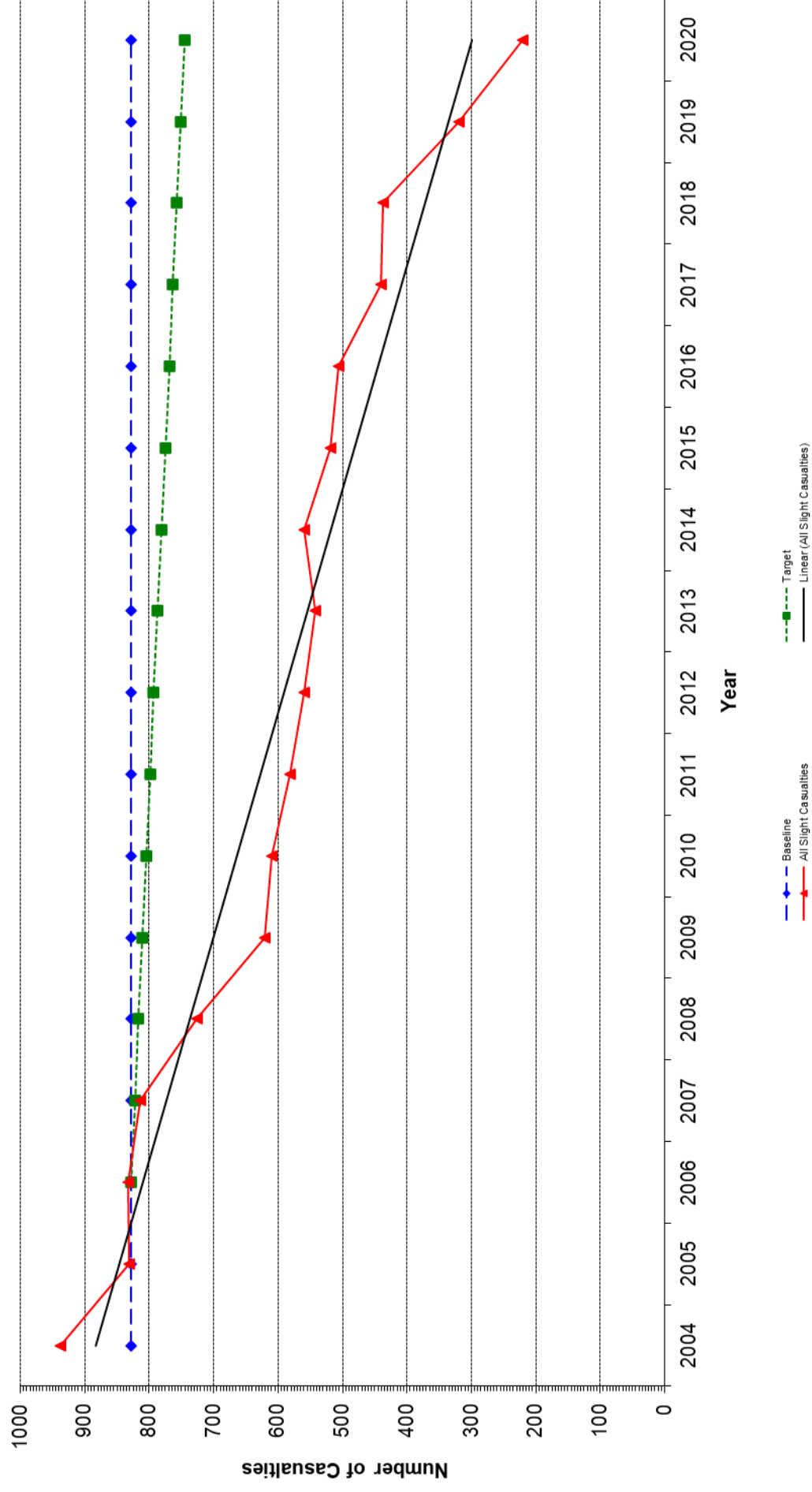
Child under 16 Fatal Casualties in South Lanarkshire



Child under 16 Serious Casualties in South Lanarkshire



All Slight Casualties within South Lanarkshire



Recording Procedure - CRaSH

1. The Collision Recording and Sharing platform (CRaSH) is a new information technology management system which enables Police Scotland to record and collate data in respect of road traffic collisions more accurately.
2. On 12 June 2019, after a considerable period of research and testing, Police Scotland launched this system within Tayside division. This was then rolled out to the remaining twelve Local Policing Divisions on 3 July 2019. CRaSH provides a more comprehensive picture of collision information across the country to better inform targeted road safety interventions.
3. CRaSH introduces a new method for assessing injury severity which was detailed at the Forum meeting of 17 November 2020. The introduction of CRaSH has meant that the severity of injuries is recorded more accurately on an 'injury based' reporting system'.
4. CRaSH tends to result in more casualties being classified as 'serious' and therefore has caused a discontinuity in the time series. Figures for serious casualties are therefore not directly comparable with those for the previous years.
5. It should be noted that target figures have not been adjusted to account for the new CRaSH injury severity recording mechanism.

Most cited accident causation factors within the most recent three year period:
1 January 2018 to 31 December 2020.

| Contributory Factor Information | Number of Accidents | | | |
|---------------------------------------------------------------------------|---------------------|---------|--------|------------|
| | Fatal | Serious | Slight | Total |
| 405 Failed to look properly (Driver/Rider - Error) | 8 | 62 | 236 | 306 |
| 406 Failed to judge other person's path/speed (Driver/Rider - Error) | 2 | 23 | 111 | 136 |
| 410 Loss of control (Driver/Rider - Error) | 9 | 22 | 87 | 118 |
| 103 Slippery road due to weather (Road Environment Contributed) | 1 | 15 | 98 | 114 |
| 602 Careless/Reckless (Driver/Rider - Behaviour) | 3 | 20 | 84 | 107 |
| 802 Failed to look properly (Pedestrian) | 2 | 31 | 55 | 88 |
| 403 Poor turn or manoeuvre (Driver/Rider - Error) | 5 | 15 | 54 | 74 |
| 307 Travelling too fast for conditions (Driver/Rider - Injudicious) | 7 | 12 | 37 | 56 |
| 408 Sudden braking (Driver/Rider - Error) | 1 | 4 | 37 | 42 |
| 308 Following too close (Driver/Rider - Injudicious) | 1 | 5 | 33 | 39 |
| 306 Exceeding speed limit (Driver/Rider - Injudicious) | 6 | 10 | 23 | 39 |
| 409 Swerved (Driver/Rider - Error) | 3 | 5 | 28 | 36 |
| 501 Impaired by alcohol (Driver/Rider - Impairment) | 2 | 10 | 21 | 33 |
| 706 Dazzling sun (Driver/Rider - Vision Affected) | 1 | 7 | 21 | 29 |
| 803 Failed to judge vehicle's path/speed (Pedestrian) | 1 | 12 | 15 | 28 |
| 108 Road layout e.g. bend, hill or narrow (Road Environment Contributed) | 0 | 4 | 23 | 27 |
| 401 Junction overshoot (Driver/Rider - Error) | 0 | 5 | 21 | 26 |
| 707 Rain, sleet, snow or fog (Driver/Rider - Vision Affected) | 0 | 6 | 17 | 23 |
| 999 Other (Special Codes) | 4 | 2 | 17 | 23 |
| 302 Disobeyed give way or stop sign markings (Driver/Rider - Injudicious) | 2 | 1 | 19 | 22 |
| 806 Impaired by alcohol (Pedestrian) | 2 | 9 | 9 | 20 |
| 505 Illness or disability, mental or physical (Driver/Rider - Impairment) | 1 | 4 | 15 | 20 |

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

Most cited causation factors for pedestrian accidents within the most recent three year period: 1 January 2018 to 31 December 2020.

| Contributory Factor Information | Number of Accidents | | | |
|----------------------------------------------------------------------|---------------------|---------|--------|-----------|
| | Fatal | Serious | Slight | Total |
| 802 Failed to look properly (Pedestrian) | 2 | 30 | 53 | 85 |
| 405 Failed to look properly (Driver/Rider - Error) | 1 | 10 | 24 | 35 |
| 803 Failed to judge vehicle's path/speed (Pedestrian) | 1 | 11 | 15 | 27 |
| 806 Impaired by alcohol (Pedestrian) | 2 | 8 | 9 | 19 |
| 801 Crossed road masked by stationary or parked vehicle (Pedestrian) | 0 | 6 | 11 | 17 |
| 808 Careless/Reckless (Pedestrian) | 1 | 6 | 8 | 15 |
| 602 Careless/Reckless (Driver/Rider - Behaviour) | 0 | 4 | 9 | 13 |
| 809 Pedestrian wearing dark clothing at night (Pedestrian) | 0 | 8 | 5 | 13 |
| 805 Dangerous action in carriageway (Pedestrian) | 2 | 6 | 4 | 12 |
| 701 Stationary or parked vehicle(s) (Driver/Rider - Vision Affected) | 0 | 1 | 7 | 8 |
| 406 Failed to judge other person's path/speed (Driver/Rider - Error) | 0 | 3 | 5 | 8 |
| 807 Impaired by drugs (Pedestrian) | 0 | 4 | 3 | 7 |
| 804 Wrong use of pedestrian crossing (Pedestrian) | 0 | 3 | 4 | 7 |
| 103 Slippery road due to weather (Road Environment Contrib) | 0 | 1 | 6 | 7 |
| 407 Too close to cyclist, horse or pedestrian (Driver/Rider - Error) | 0 | 0 | 6 | 6 |
| 706 Dazzling sun (Driver/Rider - Vision Affected) | 0 | 2 | 4 | 6 |
| 707 Rain, sleet, snow or fog (Driver/Rider - Vision Affected) | 0 | 2 | 3 | 5 |
| 810 Disability or illness (Pedestrian) | 0 | 2 | 3 | 5 |
| 409 Swerved (Driver/Rider - Error) | 0 | 1 | 4 | 5 |

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

Appendix E:

Most cited causation factors for cyclist accidents within the most recent three year period:
1 January 2018 to 31 December 2020.

| Contributory Factor Information | Number of Accidents | | | |
|----------------------------------------------------------------------|---------------------|------|--------|-----------|
| | Fatal | Ser. | Slight | Total |
| 405 Failed to look properly (Driver/Rider - Error) | 2 | 13 | 15 | 30 |
| 406 Failed to judge other person's path/speed (Driver/Rider - Error) | 0 | 3 | 6 | 9 |
| 602 Careless/Reckless (Driver/Rider - Behaviour) | 0 | 4 | 4 | 8 |
| 407 Too close to cyclist, horse or pedestrian (Driver/Rider - Error) | 0 | 2 | 2 | 4 |
| 310 Cyclist entering road from pavement (Driver/Rider - Injudicious) | 0 | 2 | 2 | 4 |
| 706 Dazzling sun (Driver/Rider - Vision Affected) | 0 | 1 | 3 | 4 |

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