

Report

Report to:	Roads Safety Forum
Date of Meeting:	17 November 2020
Report by:	Executive Director (Community and Enterprise Resources)

Subject:	Road Accident Casualty Statistics for 2019
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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 2019. 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)

- (1) that the content 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 Road 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 2019 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 across the greater severities. Therefore, the general trends described below are, to all intents and purposes, accurate. The confirmed figures for 2019 will be published by The Scottish Government during October 2020 in "Reported Road Casualties Scotland 2019".

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 2019 and the target for 2020. The information is also displayed graphically in Appendix A.
- 4.2. 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 2019 was 13, a decrease of 1 when compared to 2018.
- 4.3. 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 5 year average (2015 to 2019) of 11 fatalities. The 5 year average has stayed static over the last 2 years.
- 4.4. The number of serious casualties has increased significantly from 56 to 98 when comparing to 2018 figures. It should be noted that 2018 experienced an unusual low with respect to serious casualties with that year having the lowest figures recorded. This compares to the highest recorded figure of 126 during 2008. The highest number of serious casualties recorded within the most recent 5 year period was 87 in 2017. This results in a 5 year average (2015 to 2019) of 79, an increase of 3 casualties when compared to last year's 5 year average (2014 to 2018). 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. Section 5 provides an explanation of this system and its impact.
- 4.5. There were no fatal child casualties during 2019 compared to 1 during 2018. These continue to be a fairly rare occurrence with 2 child fatalities within the last 5 year period (2015 to 2019) giving a 5 year average (2015 to 2019) of 0.4.
- 4.6. The number of serious child casualties increased by 7 to a total of 13 during 2019. The 6 serious casualties recorded during 2018 has been the lowest figure achieved which was also matched in 2014 and 2015. The 5 year average (2015 to 2019) is 10.6 serious child casualties. The previous year's 5 year average was 9.2, representing a 1.4 casualty increase. Section 5 provides an explanation of this upward trend.
- 4.7. A significant decrease in slight casualties occurred between 2018 and 2019 with a reduction of 117 casualties to 320. Slight casualty numbers continue to be significantly below the trend line for the 2020 target as well as the target itself (746 slight casualties) and this represents the lowest recorded figure.
- 4.8. The provisional overall total of 431 casualties during 2019 represents the lowest figures recorded.

5. Recording Procedure - CRaSH

- 5.1. The Collision Recording and Sharing platform (CRaSH) is a new information technology management system which enables Police Scotland to more accurately record and collate data in respect of road traffic collisions.

- 5.2. 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 12 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.
- 5.3. CRaSH introduces a new method for assessing injury severity. Within the system police officers record the type of injury suffered rather than their judgement about the severity of the injury. This use of CRaSH is likely to result in improved recording of injury types with the recording system then automatically assigning an injury severity according to the type of injury recorded, resulting in more casualties being classified as serious rather than slight. This means that while overall numbers of collisions and casualties may not have altered, there is expected to be a significant increase in the number of serious injuries recorded with a decrease in the number of slight injuries. This is based upon experiences in England where the CRaSH system has previously been implemented.
- 5.4. Classifications are as below for the CRaSH reporting system:-
- ◆ Slight:
 - shock, bruising, sprains and strains, shallow cuts or lacerations, abrasions, whiplash or neck pain
 - ◆ Less Serious:
 - other head injury, deep cuts or lacerations, fractured arm/collar bone/hand, fractured lower leg/ankle/foot
 - ◆ Moderately Serious:
 - multiple severe injuries (conscious), deep penetrating wound, other chest injury that is not bruising, fractured pelvis or upper leg, loss of arm or leg (or part)
 - ◆ Very Serious:
 - multiple severe injuries (unconscious), internal injuries, severe chest injury, any difficulty breathing, severe head injury (unconscious) broken neck or back
 - ◆ Fatal:
 - Deceased
- 5.5. The introduction of the above system has changed the way casualty severity is recorded and as a result comparison of the number of serious and slight casualties to earlier years requires to be made with caution. It is anticipated that adjusted figures will be supplied by Transport Scotland to allow users to make comparisons to previous years. This will require to be taken into consideration when assessing final contributions to the Framework targets to 2020.

6. Discussion

- 6.1. We are now almost upon the final 2020 targets. Progress towards all fatal casualties has been disappointing in recent years and serious casualties, with the exception of the unusually low 2018 recorded figures, have shown recent increases. Child fatal casualties, although rare, have also occurred twice within the most recent 5 year period. Serious casualties will now be affected by the CRaSH casualty severity determination procedure as detailed within section 5. 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 and maintain as we approach the end of 2020. These figures will require to be reviewed considering the new injury reporting system.

- 6.2. Despite these challenging figures, based on 2019 figures, we are currently on schedule to achieve the 2020 targets for all slight casualties within South Lanarkshire. Although significant reductions in serious road casualties were recorded during 2018 this has reversed during 2019 and is expected to stay at a higher level due to the reporting and classification changes. The impact on this towards our progress to achieve the target for all serious casualties and all child serious casualties required to be determined when adjusted figures are provided. Fatal casualties are unpredictable and can fluctuate dramatically. Although progress has been made in lowering these figures, meeting the target for all fatal casualties remains a significant challenge and would require 2020 to experience an unusually low number when compared to a 5 year average (2015 to 2019) of 11. The target for all child fatalities would require similar due to such small numbers being involved.
- 6.3. If unusually low casualties within the higher severities and child classifications are experienced during 2020 then there is the possibility of targets being met locally.
- 6.4. Reduced traffic volumes during the Covid-19 pandemic is expected to have a significant impact on 2020 casualty reduction trends. This significantly reduces the potential for conflict on the road network, however, quieter roads can result in increased vehicular speeds and more serious injuries should a road traffic collision occur. Less collisions are expected during this unprecedented period which will prove favourable towards the achievement of casualty reduction during 2020.
- 6.5. 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.
- 6.6. The graphs in Appendix A include a trend line towards the target figures for each appropriate category. This clearly shows that progress has been in lowering casualties across all severities and categories which overall makes a positive contribution towards the Scotland wide targets. Further explanations are provided below:-
- ◆ Fatal casualties - the number of fatalities has fluctuated between a high of 18 and a low of 5 casualties. It should not be forgotten, however, that these are small numbers and, therefore, any variations appear as a high percentage.
 - ◆ Serious casualties - the significant drop in serious casualties between 2017 and 2018 was at the time considered to be an exception when considering previous data and trends. This makes the higher number of serious casualties in 2019 even more striking. Due to the casualty classification process detailed in section 5, these higher figures can be expected to continue.
 - ◆ Child fatal casualties (under 16 years of age) – these continue to be uncommon in South Lanarkshire, however, the 2020 target remains challenging.
 - ◆ Child serious casualties (under 16 years of age) – these have not followed a set trend within the last few years. The lowest figure recorded is 6 casualties during both 2014, 2015 and then 2018. Unfortunately, several years have shown over double this figure, including 2019. The target of a 65% reduction in child serious casualties is a challenging one. The casualty classification process detailed in item 5 will have a negative impact on the ability to achieve this target as more casualties will be classified as ‘serious’ compared to previous years. We must continue our work with this vulnerable road user group to maintain and endeavour to improve upon casualty reduction within this age group.

- ◆ Slight casualties - numbers have significantly decreased by 127 between 2018 and 2019, however, this is counterbalanced by an increase in serious casualties. The numbers have generally maintained a trend downwards year on year, except for a slight increase in 2014 and 2018. The current total is significantly below the 2020 target and the lowest figures recorded. It is important not to lose sight of the benefits to society that the reduction in even a slight injury can bring.

- 6.7. 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.
- 6.8. 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 95% of the respondents were of the view that improving road safety was important.
- 6.9. 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 behavior and the road environment.
- 6.10. 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 3 year period. The most significant causation factors for all accidents, casualties involving pedestrian and casualties involving cyclists is shown respectively within Appendices B, C and D. These will be considered when assigning priority to future road safety measures, in particular education and encouragement.
- 6.11. 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.
- 6.12. 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.
- 6.13. A new Road Safety Framework for Scotland to 2030 with national casualty reduction targets is currently in development with a draft launched for public consultation on 8 September 2020.

7. Employee Implications

- 7.1. There are no employee implications.

8. Financial Implications

- 8.1. 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).

9. Climate Change, Sustainability and Environmental Implications

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

10. Other implications

- 10.1. There are no significant risks associated with this report.

11. Equality Impact Assessment and Consultation Arrangements

- 11.1. 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)

22 October 2020

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 12 March 2019

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 2018 published on behalf of the Scottish Government by Transport Scotland in October 2019

Contact for Further Information

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

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Appendix A:

<i>2004 to 2008 Ave.</i>	2009	2010	2011	2012	2013	2014	<i>2015 Milestone 11</i>	2016	2017	2018	2019	<i>2020 Target</i>
16	18	12	11	9	6	13	5	18	6	14	13	9

All Fatal Casualties within South Lanarkshire

<i>2004 to 2008 Ave.</i>	2009	2010	2011	2012	2013	2014	<i>2015 Milestone 68</i>	2016	2017	2018	2019	<i>2020 Target</i>
120	121	83	79	72	70	83	70	83	87	56	98	54

All Serious Casualties within South Lanarkshire

<i>2004 to 2008 Ave.</i>	2009	2010	2011	2012	2013	2014	<i>2015 Milestone 0</i>	2016	2017	2018	2019	<i>2020 Target</i>
1	1	0	0	0	1	1	0	0	1	1	0	0

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

<i>2004 to 2008 Ave</i>	2009	2010	2011	2012	2013	2014	<i>2015 Milestone 8</i>	2016	2017	2018	2019	<i>2020 Target</i>
17	14	14	14	7	8	6	6	13	15	6	13	6

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

<i>2004 to 2008 Ave.</i>	2009	2010	2011	2012	2013	2014	<i>2015 Milestone 776</i>	2016	2017	2018	2019	<i>2020 Target</i>
829	621	610	581	559	542	559	519	506	441	437	320	746

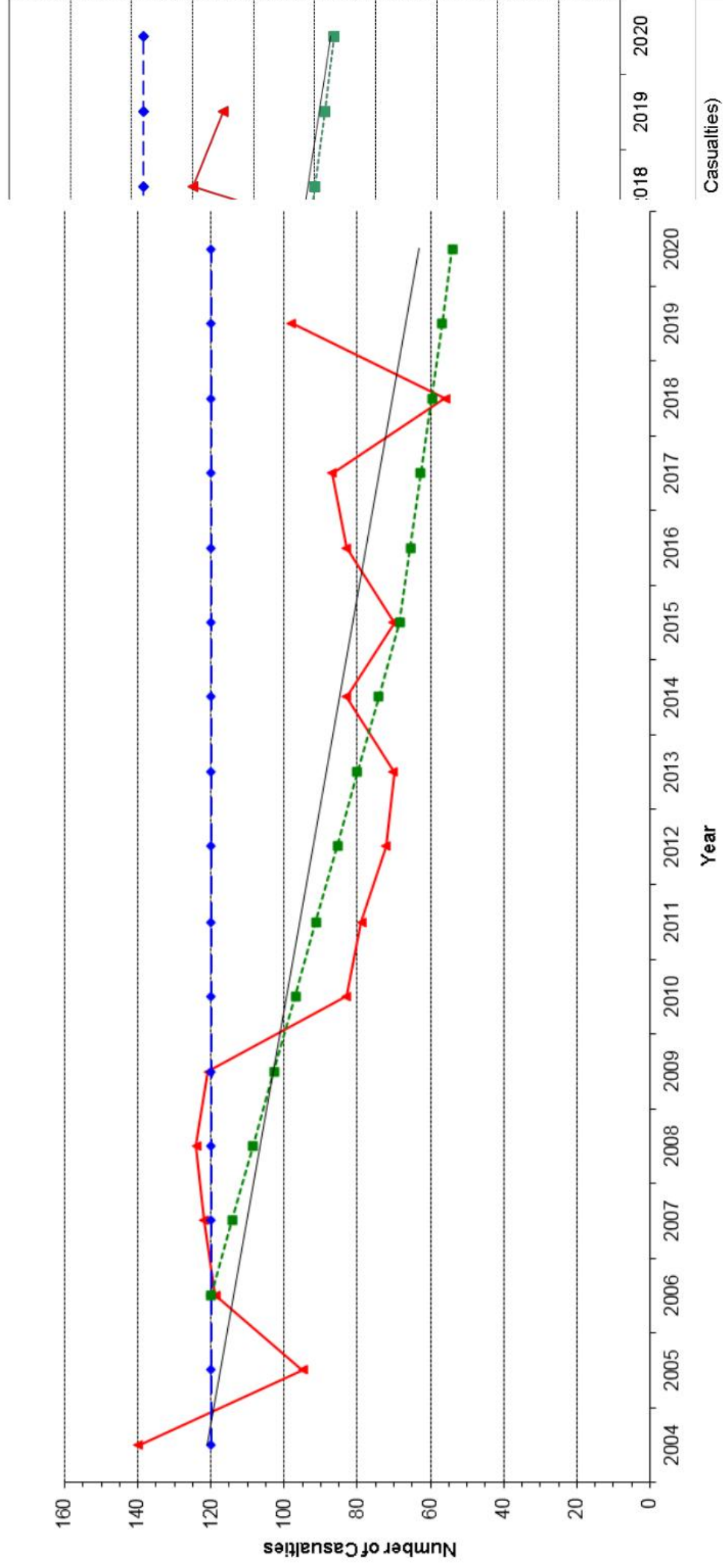
All Slight Casualties within South Lanarkshire

Notes

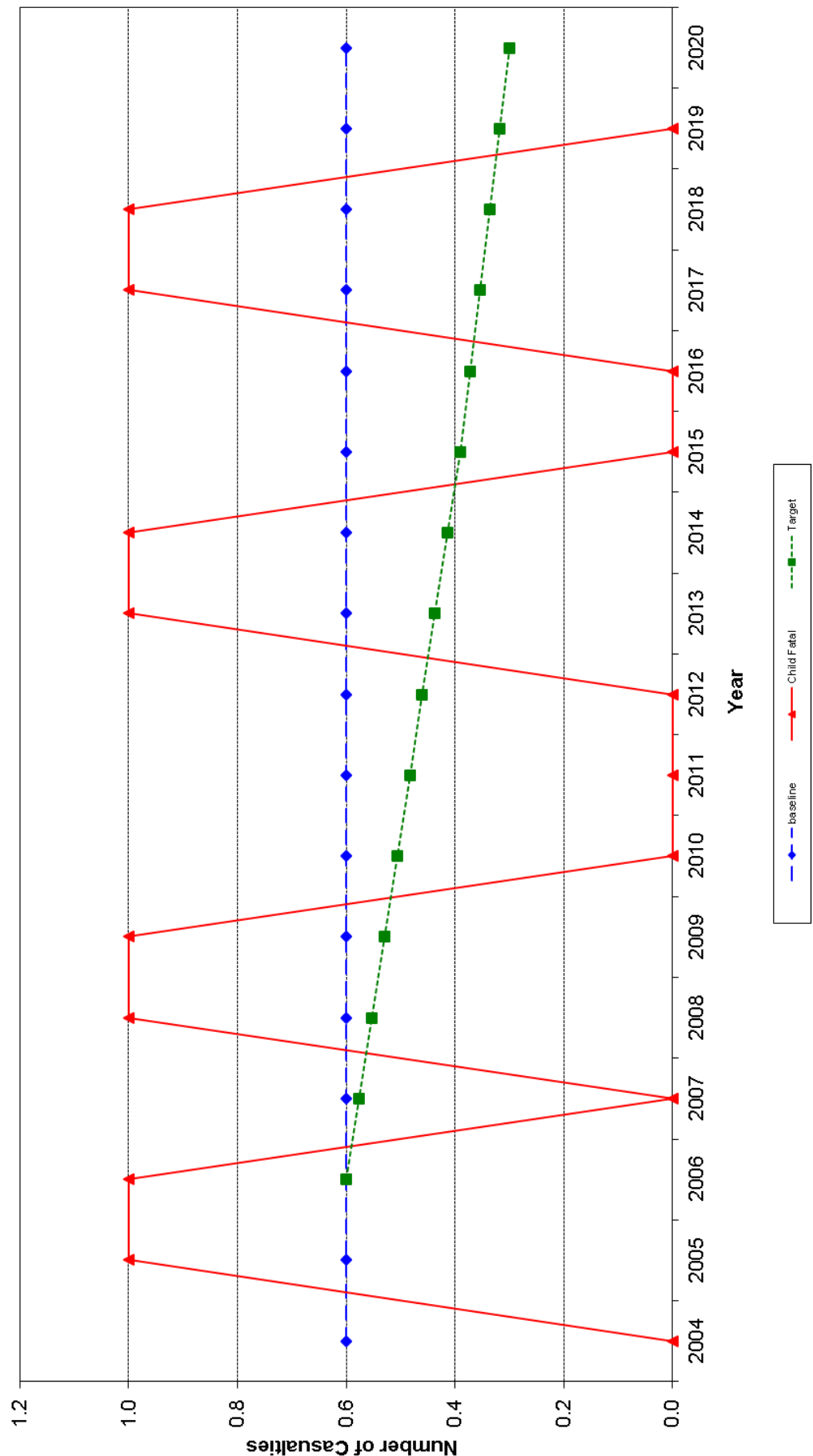
- i. For all fatal casualties, the target for 2020 is a 40% reduction from the base figure which is the average for the years 2004 to 2008 inclusive.
- ii. For all serious casualties, the target for 2020 is a 55% reduction from the base figure which is the average for the years 2004 to 2008 inclusive.
- 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

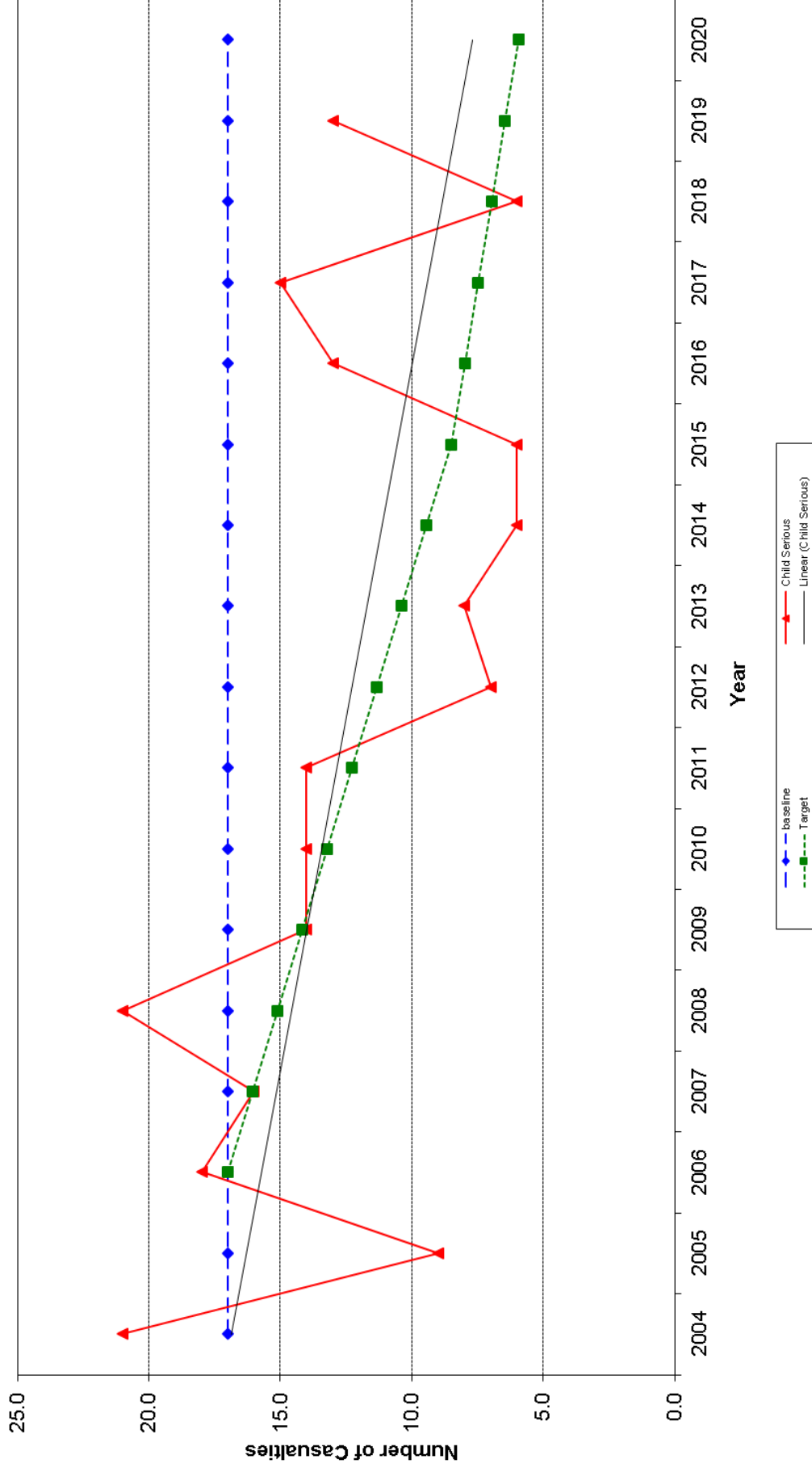
All Serious Casualties within South Lanarkshire



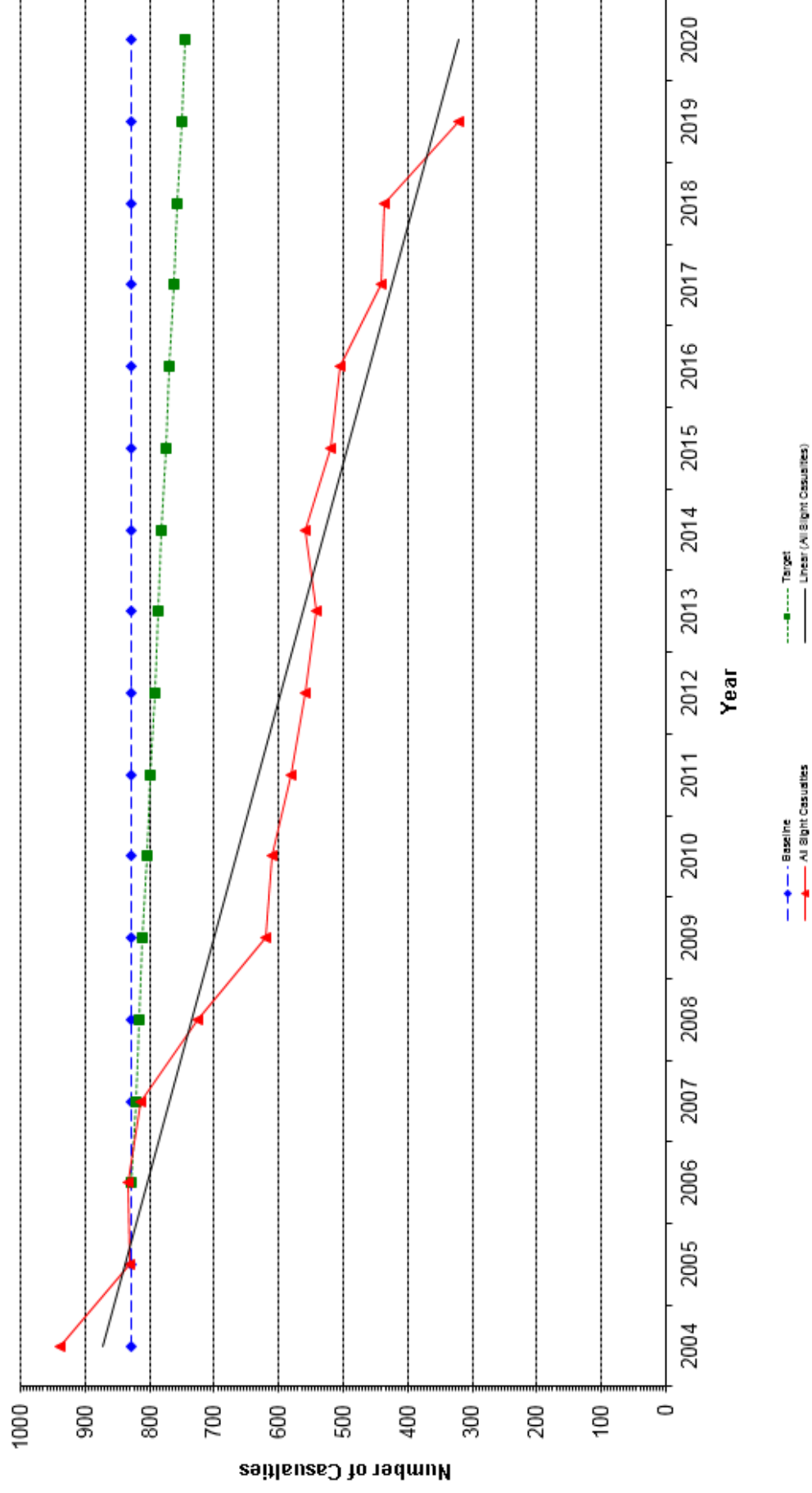
Child under 16 Fatal Casualties in South Lanarkshire



Child under 16 Serious Casualties in South Lanarkshire



All Slight Casualties within South Lanarkshire



Appendix B:

Most cited accident causation factors within the most recent three year period:

1 January 2017 – 31 December 2019

Contributory Factor Information	Number of Accidents			
	Fatal	Ser.	Slight	Total
405 Failed to look properly (Driver/Rider - Error)	7	64	317	388
406 Failed to judge other person's path/speed (Driver/Rider - Error)	3	25	157	185
410 Loss of control (Driver/Rider - Error)	8	29	113	150
602 Careless/Reckless (Driver/Rider - Behaviour)	4	25	113	142
103 Slippery road due to weather (Road Environment Contributed)	1	19	119	139
802 Failed to look properly (Pedestrian)	1	36	70	107
403 Poor turn or manoeuvre (Driver/Rider - Error)	5	19	75	99
307 Travelling too fast for conditions (Driver/Rider - Injudicious)	5	17	58	80
308 Following too close (Driver/Rider - Injudicious)	1	5	47	53
408 Sudden braking (Driver/Rider - Error)	1	3	49	53
409 Swerved (Driver/Rider - Error)	3	8	37	48
306 Exceeding speed limit (Driver/Rider - Injudicious)	4	13	29	46
108 Road layout e.g. bend, hill or narrow (Road Environment Contributed)	0	9	36	45
605 Inexperienced or learner driver/rider (Driver/Rider - Behaviour)	2	7	35	44
706 Dazzling sun (Driver/Rider - Vision Affected)	0	8	35	43
803 Failed to judge vehicle's path/speed (Pedestrian)	1	13	24	38
501 Impaired by alcohol (Driver/Rider - Impairment)	2	8	24	34
302 Disobeyed give way or stop sign markings (Driver/Rider - Injudicious)	3	4	26	33
401 Junction overshoot (Driver/Rider - Error)	0	6	26	32
999 Other (Special Codes)	3	6	22	31
503 Fatigue (Driver/Rider - Impairment)	1	5	23	29
601 Aggressive driving (Driver/Rider - Behaviour)	4	6	17	27
509 Distraction in vehicle (Driver/Rider - Impairment)	1	8	18	27
707 Rain, sleet, snow or fog (Driver/Rider - Vision Affected)	0	6	20	26
808 Careless/Reckless (Pedestrian)	0	7	19	26
801 Crossed road masked by stationary or parked vehicle (Pedestrian)	0	6	18	24
301 Disobeyed automatic traffic signal (Driver/Rider - Injudicious)	2	1	18	21
510 Distraction outside vehicle (Driver/Rider - Impairment)	1	5	15	21

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

Appendix C:

Most cited pedestrian casualty causation factors within the most recent three year period:
1 January 2017 – 31 December 2019

Contributory Factor Information	Number of Pedestrian Casualties			
	Fatal	Ser.	Slight	Total
802 Failed to look properly (Pedestrian)	1	35	74	110
405 Failed to look properly (Driver/Rider - Error)	1	14	28	43
803 Failed to judge vehicle's path/speed (Pedestrian)	1	12	24	37
808 Careless/Reckless (Pedestrian)	0	7	22	29
801 Crossed road masked by stationary or parked vehicle (Pedestrian)	0	6	19	25
806 Impaired by alcohol (Pedestrian)	1	6	12	19
809 Pedestrian wearing dark clothing at night (Pedestrian)	1	10	8	19
602 Careless/Reckless (Driver/Rider - Behaviour)	1	4	13	18
805 Dangerous action in carriageway (Pedestrian)	1	7	8	16
103 Slippery road due to weather (Road Environment Contributed)	0	1	9	10
706 Dazzling sun (Driver/Rider - Vision Affected)	0	3	7	10
804 Wrong use of pedestrian crossing (Pedestrian)	0	2	6	8
406 Failed to judge other person's path/speed (Driver/Rider - Error)	0	1	6	7
701 Stationary or parked vehicle(s) (Driver/Rider - Vision Affected)	0	1	6	7

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

Appendix D:

Most cited cyclist casualty causation factors within the most recent three year period:

1 January 2017 – 31 December 2019

Contributory Factor Information	Number of Cyclist Casualties			
	Fatal	Ser.	Slight	Total
405 Failed to look properly (Driver/Rider - Error)	1	14	22	37
406 Failed to judge other person's path/speed (Driver/Rider - Error)	0	4	8	12
602 Careless/Reckless (Driver/Rider - Behaviour)	0	3	6	9
403 Poor turn or manoeuvre (Driver/Rider - Error)	0	1	4	5
407 Too close to cyclist, horse or pedestrian (Driver/Rider - Error)	0	3	1	4
310 Cyclist entering road from pavement (Driver/Rider - Injudicious)	0	1	3	4
706 Dazzling sun (Driver/Rider - Vision Affected)	0	1	2	3
302 Disobeyed give way or stop sign markings (Driver/Rider - Injudicious)	0	1	2	3

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