

Report

| | |
|------------------|--|
| Report to: | Roads Safety Forum |
| Date of Meeting: | 7 May 2024 |
| Report by: | Executive Director (Community and Enterprise Resources) |

| | |
|----------|---|
| Subject: | Road Accident Casualty Statistics For 2023 |
|----------|---|

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 2023

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 and there may, therefore, be alterations to previously reported data.

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 4 headline targets is reported on 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 interim targets for specific user groups/ages have also been set as 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. Causation factors relating to these are 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 period (2021 to 2023) has been used for this.

3.7. The figures provided for 2023 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 2023 will be published by The Scottish Government around October 2024 in "Reported Road Casualties Scotland 2023".

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 2023 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 2005 to 2023 to provide an overall context within Appendix B.

4.2. The COVID-19 pandemic and the implications thereafter have had a significant impact on casualty numbers from 2020 onwards and has left a legacy of higher instances of home or agile working. Knowledge of this is assumed throughout this paper. This continues to be considered in relation to current trends in travel patterns and frequency.

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 2023 was 7, a decrease of 3 when compared to 2022. This involved 5 pedestrians, 4 of which being older road users (70 year or over), and 2 vehicle drivers. There were no significant common causation factors, circumstances, time or days of the week recorded. This is below the 5-year average (2014 to 2018) baseline figure of 11.2 and over the 2030 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 18 during 2016. It should be noted that all fatal collisions are fully investigated by Police Scotland and liaison with South Lanarkshire Council's Traffic and Transportation Section is undertaken.

4.5. Serious Casualties

The year-end total for 2023 was 125, an increase of 41 when compared to the figure of 84 for 2022. This is below the 5-year average (2014 to 2018) baseline figure of 137 and over the 2030 target of 68.5. Car users account for 42% of these casualties with pedestrians accounting for 30%, powered two wheelers 14% and cyclists 7%. Of these, approximately 49% occurred within a recorded speed limit of 30mph or under.

- 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. Transport Scotland have published adjusted figures on a yearly basis which have been used within this report.

4.7. Child Fatal Casualties

There were no fatal child casualties for the fifth 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 2023 was 23, an increase of 19 when compared to the 2022 figure of 4 casualties. This is over the 5-year average (2014 to 2018) baseline figure of 16.2 and over the 2030 target of 6.5. This comprised of 15 pedestrians, 6 vehicle passengers, 1 motorbike rider and 1 cyclist with 83% of these casualties being over ten years old. 10 of the 15 pedestrian collisions include the causation factor 'failed to look properly (pedestrian)'.

- 4.9. 2022 experienced the lowest figure recorded and 2023 has recorded a figure similar to 2016/2017 levels. This category is generally observed to fluctuate from year to year, however, 2023 has saw a significant increase and will require monitoring to establish any emerging trends as it cannot be considered in isolation at this stage. Information provided within item 4.6 regarding adjusted figures also relates to this category.

4.10. Slight Casualties

238 casualties were recorded during 2023 which was an increase of 48 compared to the 190 during 2022. The 2022 figure is the second lowest value recorded with the lowest recorded in 2021 with 164 casualties.

4.11. Total Casualties

The provisional overall total of 370 casualties during 2023 shows an increase of 86 casualties when compared to the previous year's figure of 284 casualties. 2022 experienced the second lowest number of casualties with only 2021 recording a lower figure with 253. This year's figure returns closer to pre-2020 levels which recorded above 400 casualties. It should be noted that approximately 22% of annual casualties occur on the Trunk Road network (M74/A725/A726/A702).

- 4.12. The increase in casualties is unique when compared to the general trend across previous years, however, it is important to note that this peak in casualties should not be considered in isolation at this stage. This may be a one off peak due to chance, or due to other factors such as the periods of isolation during COVID-19 resulting in various members of the community being unpractised in road traffic related skills. Officers are not complacent about this increase and will continue to monitor trends in casualties closely.

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. 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 (SFRS), 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 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.
- 5.6. The 4 most common causation factors in all accidents in 2023 relate to driver/rider error. These are:-
 - ◆ failed to look properly (Driver/Rider - Error)
 - ◆ careless/reckless (Driver/Rider - Behaviour)
 - ◆ failed to judge other person's path/speed (Driver/Rider - Error)
 - ◆ loss of control (Driver/Rider - Error)
- 5.7. 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' presented at the 20 February 2024 Forum meeting. These initiatives and actions will be prioritised and progressed in relation to the above common causation factors in discussion with partners and considering available resources.
- 5.8. In addition to road safety education, training and publicity activity, the council introduce various engineering measures at sites identified during our casualty reduction programme to combat these causation factors including:-
 - ◆ provision of advance warning signage
 - ◆ enhanced road markings
 - ◆ high-friction material

- ◆ speed reduction measures
- ◆ reduced speed limits

5.9. 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. Where works or initiatives are to be taken forward, they will be prioritised through the Scottish Government Grant: Cycling, Walking, Safer Routes, and their Road Safety Improvement Fund as well as the Council's Roads Investment Plan for improved infrastructure. No funding is presently available from SPT during 2024/2025 year for road safety interventions.

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 April 2024

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 13 June 2023 – Road Accident Casualty Statistics for 2022

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

Tel: 0738 537 0113

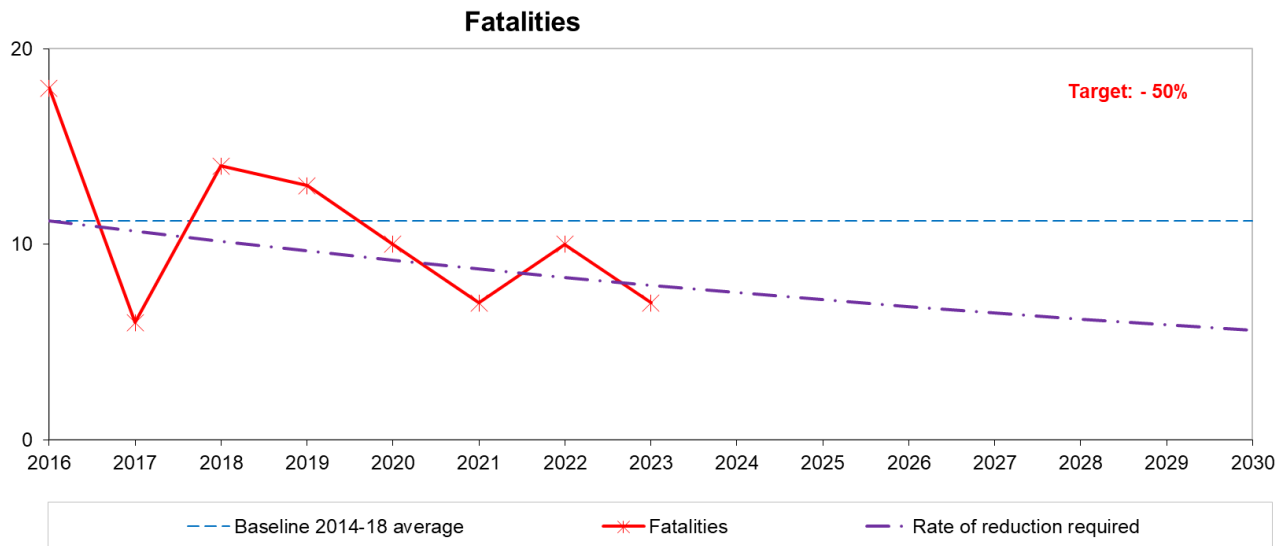
E-mail: colin.smith@southlanarkshire.gov.uk

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 | 2023 |
|------|------|------|------|------|------|------|------|------|------|
| 13 | 5 | 18 | 6 | 14 | 13 | 10 | 7 | 10 | 7 |

- *Fatal casualty numbers have been erratic and have failed to follow any specific trend within recent years.*
- *The year-end total for 2023 was 7, a decrease of 3 when compared to 2022.*
- *This involved 5 pedestrians, 4 of which being older road users (70 year or over), and 2 vehicle drivers.*
- *There were no significant common causation factors, circumstances, time or days of the week recorded.*
- *This is below the 5-year average (2014 to 2018) baseline figure of 11.2 and over the 2030 target of 5.6.*

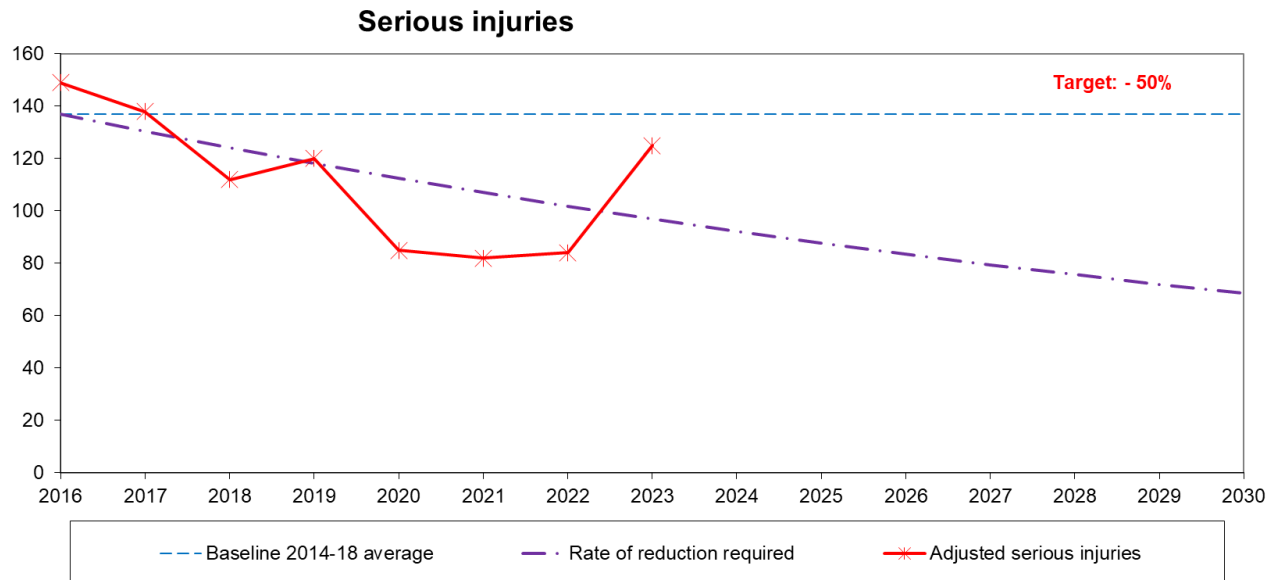
All Serious Casualties (adjusted figures)

2014 to 2018 baseline (adjusted figures)

137

2030 target (50% reduction)

68.5



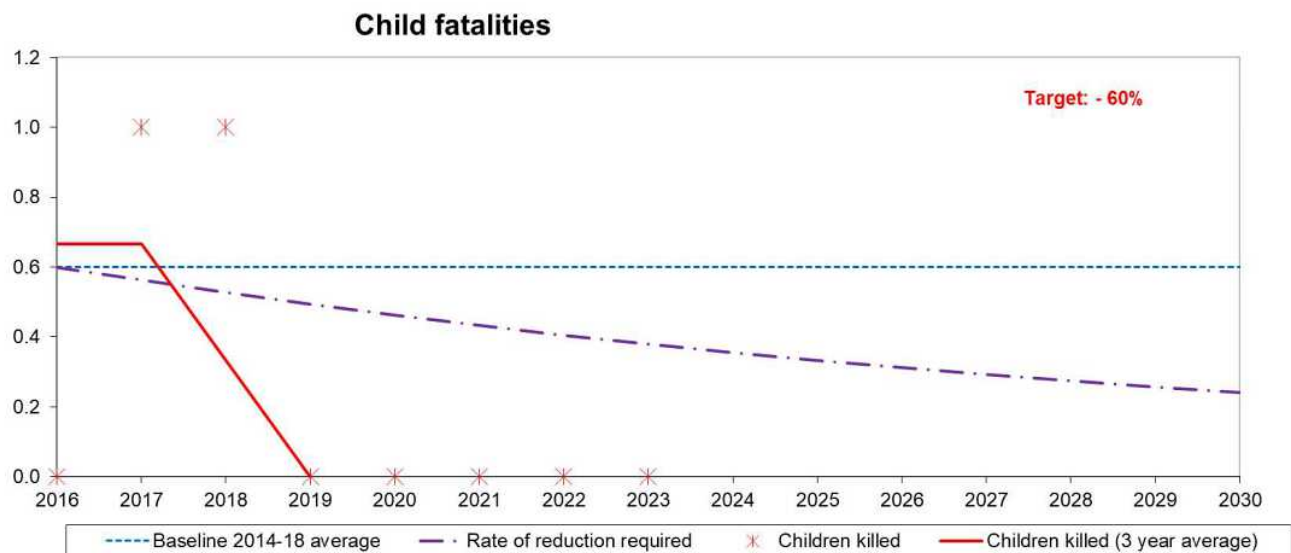
| 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 |
|------|------|------|------|------|------|------|------|------|------|
| 152 | 134 | 149 | 138 | 112 | 120 | 85 | 82 | 84 | 125 |

- The year-end total for 2023 was 125, an increase of 41 when compared to the figure of 84 for 2022.
- This is below the 5-year average (2014 to 2018) baseline figure of 137 and over the 2030 target of 68.5.
- Car users account for 42% of these casualties with pedestrians accounting for 30%, powered two wheelers 14% and cyclists 7%. Of these, approximately 49% occurred within a recorded speed limit of 30mph or under.

All Fatal Child (<16 years) Casualties

2014 to 2018 baseline 0.6

2030 target (60% reduction) 0.2



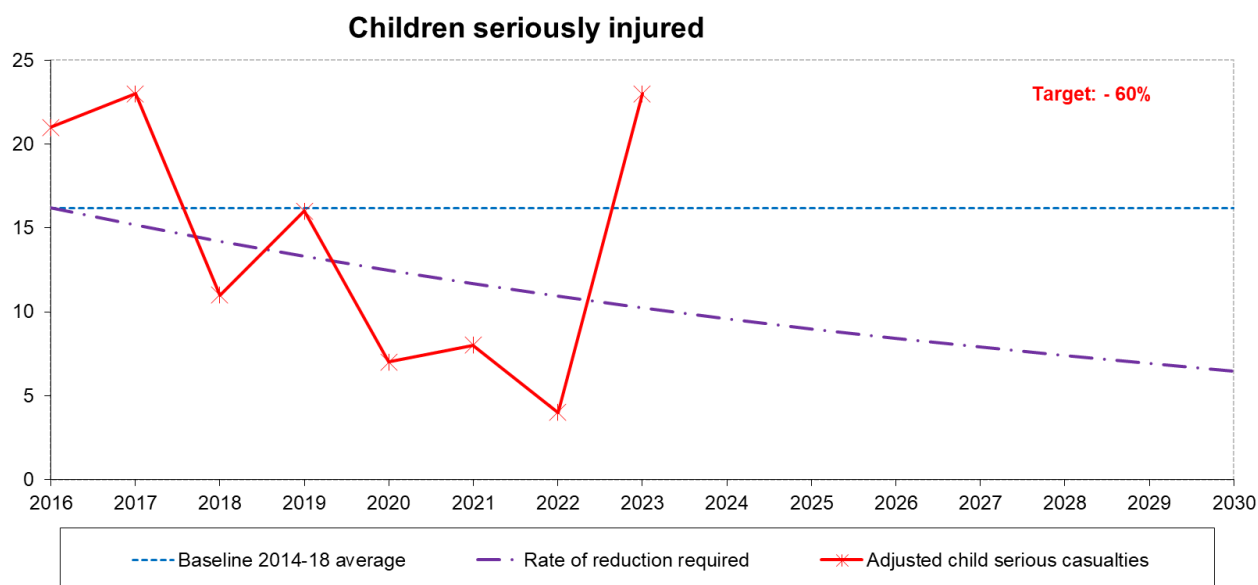
| 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 |
|------|------|------|------|------|------|------|------|------|------|
| 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 |

- There were no fatal child casualties for the fifth year running. These continue to be a rare occurrence.

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

2014 to 2018 baseline (adjusted figures) 16.2

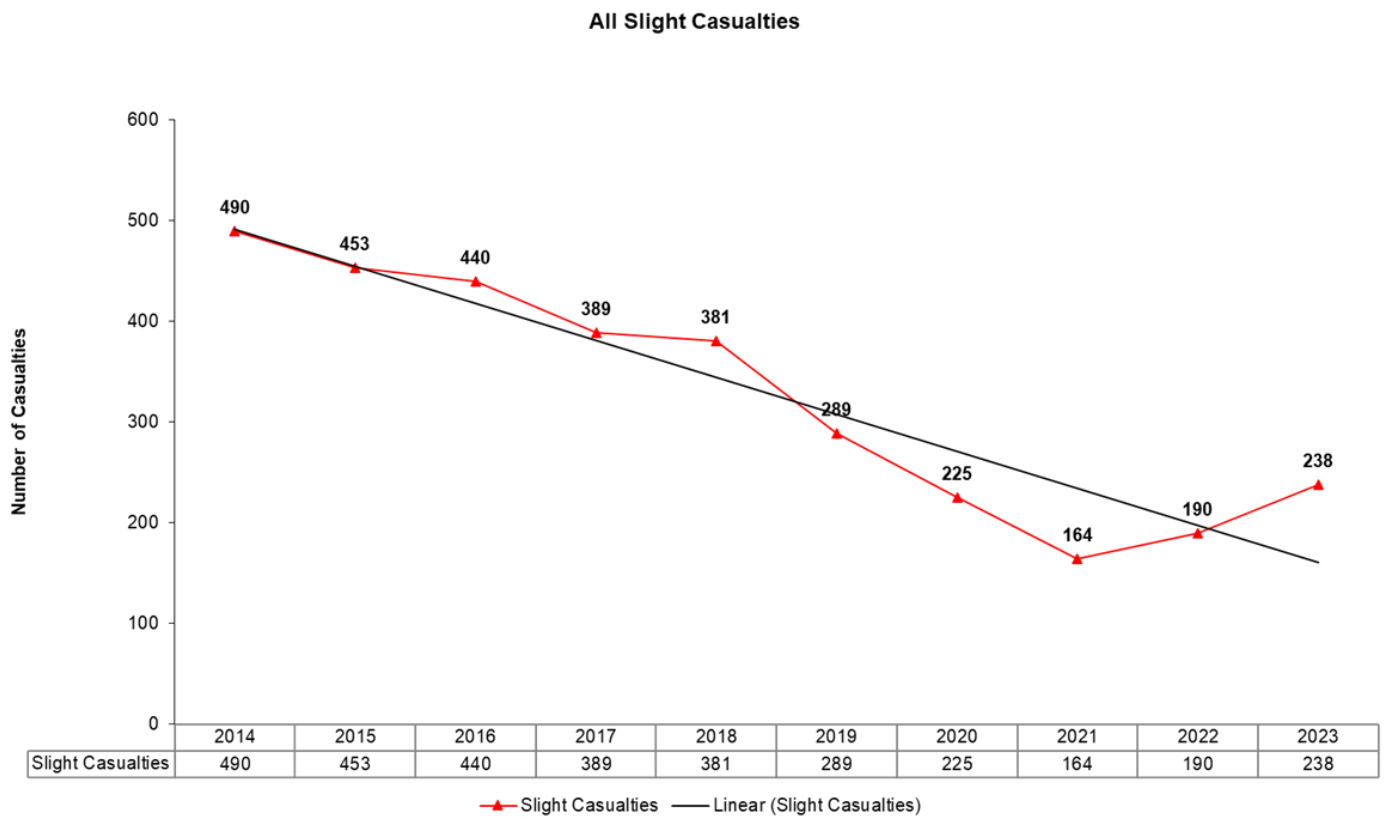
2030 target (60% reduction) 6.5



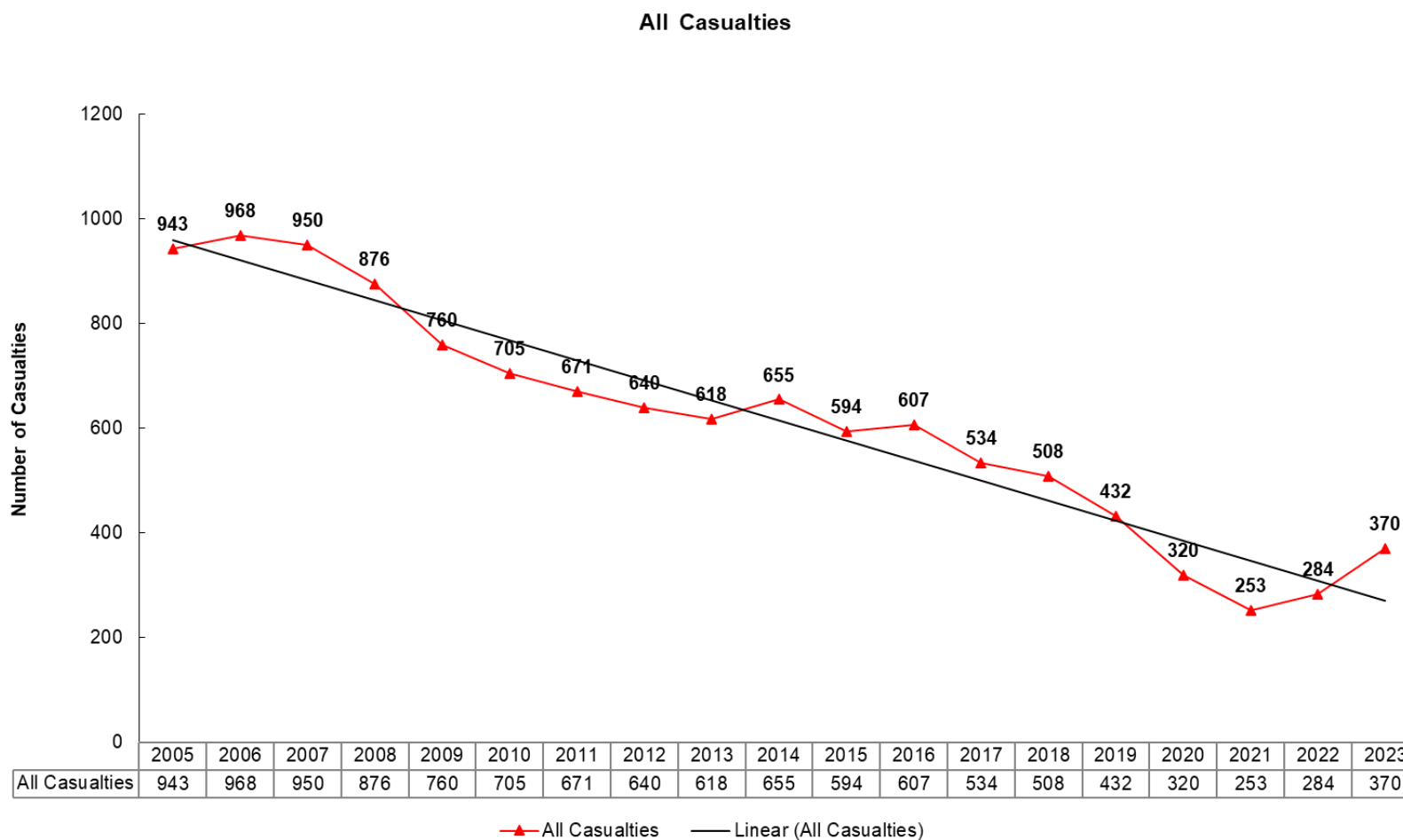
| 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 |
|------|------|------|------|------|------|------|------|------|------|
| 14 | 12 | 21 | 23 | 11 | 16 | 7 | 8 | 4 | 23 |

- The number of serious child casualties recorded during 2023 was 23, an increase of 19 when compared to the 2022 figure of 4 casualties.
- This is over the 5-year average (2014 to 2018) baseline figure of 16.2 and over the 2030 target of 6.5.
- This comprised of 15 pedestrians, 6 vehicle passengers, 1 motorbike rider and 1 cyclist with 83% of these casualties being over ten years old. 10 of the 15 pedestrian collisions include the causation factor 'failed to look properly (pedestrian)'.

All Slight Casualties within South Lanarkshire



- 238 casualties were recorded during 2023 which was an increase of 48 compared to the 190 during 2022. The 2022 figure is the second lowest value recorded with the lowest recorded in 2021 with 164 casualties.



- The provisional overall total of 370 casualties during 2023 shows an increase of 86 casualties when compared to the previous year's figure of 284 casualties.
- 2022 experienced the second lowest number of casualties with only 2021 recording a lower figure with 253. This year's figure returns closer to pre-2020 levels which recorded above 400 casualties.
- It should be noted that approximately 22% of annual casualties occur on the Trunk Road network (M74/A725/A726/A702).

Appendix C

Most cited accident causation factors for 'all accidents' within the most recent 3-year period: 1 January 2021 to 31 December 2023.

| <u>ALL ACCIDENTS</u> | <u>Fatal</u> | <u>Serious</u> | <u>Slight</u> | <u>Total</u> |
|---|---------------------|-----------------------|----------------------|---------------------|
| 405 Failed to look properly (Driver/Rider - Error) | 8 | 54 | 85 | 147 |
| 602 Careless/Reckless (Driver/Rider - Behaviour) | 4 | 32 | 40 | 76 |
| 406 Failed to judge other person's path/speed (Driver/Rider - Error) | 2 | 22 | 49 | 73 |
| 410 Loss of control (Driver/Rider - Error) | 5 | 31 | 33 | 69 |
| 802 Failed to look properly (Pedestrian) | 1 | 27 | 24 | 52 |
| 103 Slippery road due to weather (Road Environment Contrib) | 0 | 25 | 25 | 50 |
| 403 Poor turn or manoeuvre (Driver/Rider - Error) | 1 | 17 | 19 | 37 |
| 306 Exceeding speed limit (Driver/Rider - Injudicious) | 4 | 10 | 16 | 30 |
| 307 Travelling too fast for conditions (Driver/Rider - Injudicious) | 3 | 12 | 10 | 25 |
| 501 Impaired by alcohol (Driver/Rider - Impairment) | 2 | 8 | 14 | 24 |
| 601 Aggressive driving (Driver/Rider - Behaviour) | 2 | 5 | 12 | 19 |
| 308 Following too close (Driver/Rider - Injudicious) | 0 | 3 | 14 | 17 |
| 706 Dazzling sun (Driver/Rider - Vision Affected) | 0 | 6 | 11 | 17 |
| 505 Illness or disability, mental or physical (Driver/Rider - Impairment) | 0 | 6 | 11 | 17 |
| 408 Sudden braking (Driver/Rider - Error) | 0 | 4 | 11 | 15 |
| 999 Other (Special Codes) | 3 | 5 | 6 | 14 |
| 108 Road layout e.g. bend, hill or narrow (Road Environment Contrib) | 0 | 8 | 5 | 13 |
| 701 Stationary or parked vehicle(s) (Driver/Rider - Vision Affected) | 0 | 3 | 10 | 13 |
| 707 Rain, sleet, snow or fog (Driver/Rider - Vision Affected) | 1 | 4 | 8 | 13 |
| 806 Impaired by alcohol (Pedestrian) | 1 | 6 | 5 | 12 |
| 808 Careless/Reckless (Pedestrian) | 1 | 8 | 2 | 11 |
| 409 Swerved (Driver/Rider - Error) | 0 | 6 | 5 | 11 |
| 803 Failed to judge vehicle's path/speed (Pedestrian) | 2 | 5 | 3 | 10 |

| | | | | |
|---|---|---|---|-----------|
| 102 Deposit on road e.g. oil, mud, chippings (Road Environment Contrib) | 0 | 5 | 5 | 10 |
| 302 Disobeyed give way or stop sign markings (Driver/Rider - Injudicious) | 0 | 2 | 8 | 10 |
| 809 Pedestrian wearing dark clothing at night (Pedestrian) | 2 | 6 | 1 | 9 |
| 703 Road layout (Driver/Rider - Vision Affected) | 2 | 4 | 3 | 9 |
| 509 Distraction in vehicle (Driver/Rider - Impairment) | 2 | 4 | 3 | 9 |
| 503 Fatigue (Driver/Rider - Impairment) | 0 | 3 | 5 | 8 |
| 301 Disobeyed automatic traffic signal (Driver/Rider - Injudicious) | 0 | 3 | 5 | 8 |
| 502 Impaired by drugs (Driver/Rider - Impairment) | 1 | 2 | 4 | 7 |
| 401 Junction overshoot (Driver/Rider - Error) | 0 | 5 | 2 | 7 |
| 801 Crossed road masked by stationary or parked vehicle (Pedestrian) | 0 | 3 | 4 | 7 |
| 109 Animal or object in carriageway (Road Environment Contrib) | 1 | 3 | 3 | 7 |
| 605 Inexperienced or learner driver/rider (Driver/Rider - Behaviour) | 0 | 3 | 4 | 7 |
| 402 Junction restart (Driver/Rider - Error) | 0 | 3 | 2 | 5 |
| 603 Nervous/Uncertain (Driver/Rider - Behaviour) | 0 | 3 | 2 | 5 |
| 810 Disability or illness (Pedestrian) | 0 | 2 | 3 | 5 |

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 2021 to 31 December 2023.

| <u>ALL KSI ACCIDENTS</u> | <u>Fatal</u> | <u>Serious</u> | <u>Total</u> |
|---|---------------------|-----------------------|---------------------|
| 405 Failed to look properly (Driver/Rider - Error) | 8 | 54 | 62 |
| 602 Careless/Reckless (Driver/Rider - Behaviour) | 4 | 32 | 36 |
| 410 Loss of control (Driver/Rider - Error) | 5 | 31 | 36 |
| 802 Failed to look properly (Pedestrian) | 1 | 27 | 28 |
| 103 Slippery road due to weather (Road Environment Contrib) | 0 | 25 | 25 |
| 406 Failed to judge other person's path/speed (Driver/Rider - Error) | 2 | 22 | 24 |
| 403 Poor turn or manoeuvre (Driver/Rider - Error) | 1 | 17 | 18 |
| 307 Travelling too fast for conditions (Driver/Rider - Injudicious) | 3 | 12 | 15 |
| 306 Exceeding speed limit (Driver/Rider - Injudicious) | 4 | 10 | 14 |
| 501 Impaired by alcohol (Driver/Rider - Impairment) | 2 | 8 | 10 |
| 808 Careless/Reckless (Pedestrian) | 1 | 8 | 9 |
| 999 Other (Special Codes) | 3 | 5 | 8 |
| 108 Road layout e.g. bend, hill or narrow (Road Environment Contrib) | 0 | 8 | 8 |
| 809 Pedestrian wearing dark clothing at night (Pedestrian) | 2 | 6 | 8 |
| 803 Failed to judge vehicle's path/speed (Pedestrian) | 2 | 5 | 7 |
| 806 Impaired by alcohol (Pedestrian) | 1 | 6 | 7 |
| 601 Aggressive driving (Driver/Rider - Behaviour) | 2 | 5 | 7 |
| 505 Illness or disability, mental or physical (Driver/Rider - Impairment) | 0 | 6 | 6 |
| 706 Dazzling sun (Driver/Rider - Vision Affected) | 0 | 6 | 6 |
| 703 Road layout (Driver/Rider - Vision Affected) | 2 | 4 | 6 |
| 509 Distraction in vehicle (Driver/Rider - Impairment) | 2 | 4 | 6 |
| 409 Swerved (Driver/Rider - Error) | 0 | 6 | 6 |
| 401 Junction overshoot (Driver/Rider - Error) | 0 | 5 | 5 |

| | | | |
|---|---|---|----------|
| 102 Deposit on road e.g. oil, mud, chippings (Road Environment Contrib) | 0 | 5 | 5 |
| 707 Rain, sleet, snow or fog (Driver/Rider - Vision Affected) | 1 | 4 | 5 |
| 408 Sudden braking (Driver/Rider - Error) | 0 | 4 | 4 |
| 109 Animal or object in carriageway (Road Environment Contrib) | 1 | 3 | 4 |

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

Only factors cited within 4 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 2021 to 31 December 2023.

| <u>ALL CHILDREN <16YRS ACCIDENTS</u> | <u>Fatal</u> | <u>Serious</u> | <u>Slight</u> | <u>Total</u> |
|--|---------------------|-----------------------|----------------------|---------------------|
| 802 Failed to look properly (Pedestrian) | 0 | 15 | 13 | 28 |
| 405 Failed to look properly (Driver/Rider - Error) | 0 | 3 | 9 | 12 |
| 406 Failed to judge other person's path/speed (Driver/Rider - Error) | 0 | 2 | 4 | 6 |
| 103 Slippery road due to weather (Road Environment Contrib) | 0 | 4 | 2 | 6 |
| 602 Careless/Reckless (Driver/Rider - Behaviour) | 0 | 3 | 3 | 6 |
| 808 Careless/Reckless (Pedestrian) | 0 | 4 | 1 | 5 |
| 801 Crossed road masked by stationary or parked vehicle (Pedestrian) | 0 | 2 | 3 | 5 |
| 403 Poor turn or manoeuvre (Driver/Rider - Error) | 0 | 2 | 2 | 4 |
| 803 Failed to judge vehicle's path/speed (Pedestrian) | 0 | 3 | 1 | 4 |
| 308 Following too close (Driver/Rider - Injudicious) | 0 | 1 | 2 | 3 |
| 307 Travelling too fast for conditions (Driver/Rider - Injudicious) | 0 | 3 | 0 | 3 |
| 410 Loss of control (Driver/Rider - Error) | 0 | 3 | 0 | 3 |
| 701 Stationary or parked vehicle(s) (Driver/Rider - Vision Affected) | 0 | 1 | 2 | 3 |

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 2021 to 31 December 2023.

| <u>PEDESTRIAN ACCIDENTS</u> | <u>Fatal</u> | <u>Serious</u> | <u>Slight</u> | <u>Total</u> |
|--|---------------------|-----------------------|----------------------|---------------------|
| 802 Failed to look properly (Pedestrian) | 1 | 26 | 22 | 49 |
| 405 Failed to look properly (Driver/Rider - Error) | 5 | 8 | 6 | 19 |
| 808 Careless/Reckless (Pedestrian) | 1 | 8 | 2 | 11 |
| 806 Impaired by alcohol (Pedestrian) | 1 | 5 | 5 | 11 |
| 809 Pedestrian wearing dark clothing at night (Pedestrian) | 2 | 6 | 1 | 9 |
| 602 Careless/Reckless (Driver/Rider - Behaviour) | 3 | 4 | 1 | 8 |
| 803 Failed to judge vehicle's path/speed (Pedestrian) | 2 | 5 | 1 | 8 |
| 801 Crossed road masked by stationary or parked vehicle (Pedestrian) | 0 | 3 | 4 | 7 |
| 306 Exceeding speed limit (Driver/Rider - Injudicious) | 2 | 1 | 2 | 5 |
| 410 Loss of control (Driver/Rider - Error) | 1 | 2 | 2 | 5 |
| 406 Failed to judge other person's path/speed (Driver/Rider - Error) | 1 | 1 | 2 | 4 |
| 103 Slippery road due to weather (Road Environment Contrib) | 0 | 3 | 1 | 4 |
| 601 Aggressive driving (Driver/Rider - Behaviour) | 1 | 0 | 3 | 4 |
| 403 Poor turn or manoeuvre (Driver/Rider - Error) | 0 | 2 | 1 | 3 |
| 701 Stationary or parked vehicle(s) (Driver/Rider - Vision Affected) | 0 | 1 | 2 | 3 |
| 509 Distraction in vehicle (Driver/Rider - Impairment) | 2 | 0 | 1 | 3 |
| 810 Disability or illness (Pedestrian) | 0 | 2 | 1 | 3 |
| 804 Wrong use of pedestrian crossing (Pedestrian) | 1 | 0 | 2 | 3 |

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 2021 to 31 December 2023.

| <u>CYCLIST ACCIDENTS</u> | <u>Fatal</u> | <u>Serious</u> | <u>Slight</u> | <u>Total</u> |
|--|---------------------|-----------------------|----------------------|---------------------|
| 405 Failed to look properly (Driver/Rider - Error) | 0 | 10 | 5 | 15 |
| 602 Careless/Reckless (Driver/Rider - Behaviour) | 0 | 5 | 0 | 5 |
| 407 Too close to cyclist, horse or pedestrian (Driver/Rider - Error) | 0 | 2 | 2 | 4 |
| 406 Failed to judge other person's path/speed (Driver/Rider - Error) | 0 | 4 | 0 | 4 |
| 802 Failed to look properly (Pedestrian) | 0 | 1 | 3 | 4 |

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

Only factors cited within 4 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 2021 to 31 December 2023.

| <u>ROAD USERS 70+ ACCIDENTS</u> | <u>Fatal</u> | <u>Serious</u> | <u>Slight</u> | <u>Total</u> |
|---|---------------------|-----------------------|----------------------|---------------------|
| 405 Failed to look properly (Driver/Rider - Error) | 4 | 12 | 14 | 30 |
| 602 Careless/Reckless (Driver/Rider - Behaviour) | 1 | 8 | 5 | 14 |
| 410 Loss of control (Driver/Rider - Error) | 0 | 9 | 5 | 14 |
| 406 Failed to judge other person's path/speed (Driver/Rider - Error) | 1 | 7 | 5 | 13 |
| 403 Poor turn or manoeuvre (Driver/Rider - Error) | 0 | 4 | 6 | 10 |
| 103 Slippery road due to weather (Road Environment Contrib) | 0 | 3 | 3 | 6 |
| 505 Illness or disability, mental or physical (Driver/Rider - Impairment) | 0 | 3 | 2 | 5 |
| 307 Travelling too fast for conditions (Driver/Rider - Injudicious) | 0 | 3 | 1 | 4 |
| 306 Exceeding speed limit (Driver/Rider - Injudicious) | 2 | 0 | 2 | 4 |

*NB: Sum of contributory factors only, not actual accident/casualty totals.
Only factors cited within 4 or more accidents are included above.*

Appendix I

Most cited causation factors for 'motorcyclists' within the most recent 3-year period:
1 January 2021 to 31 December 2023.

| <u>MOTORCYCLIST ACCIDENTS</u> | <u>Fatal</u> | <u>Serious</u> | <u>Slight</u> | <u>Total</u> |
|---|---------------------|-----------------------|----------------------|---------------------|
| 410 Loss of control (Driver/Rider - Error) | 0 | 10 | 3 | 13 |
| 405 Failed to look properly (Driver/Rider - Error) | 2 | 6 | 4 | 12 |
| 406 Failed to judge other person's path/speed (Driver/Rider - Error) | 1 | 3 | 5 | 9 |
| 403 Poor turn or manoeuvre (Driver/Rider - Error) | 1 | 5 | 2 | 8 |
| 102 Deposit on road e.g. oil, mud, chippings (Road Environment Contrib) | 0 | 4 | 2 | 6 |
| 999 Other (Special Codes) | 2 | 3 | 0 | 5 |
| 103 Slippery road due to weather (Road Environment Contrib) | 0 | 3 | 2 | 5 |
| 602 Careless/Reckless (Driver/Rider - Behaviour) | 0 | 3 | 2 | 5 |
| 306 Exceeding speed limit (Driver/Rider - Injudicious) | 0 | 3 | 1 | 4 |

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

Only factors cited within 4 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 2021 to 31 December 2023.

| <u>ROAD USERS 17-25YRS ACCIDENTS</u> | <u>Fatal</u> | <u>Serious</u> | <u>Slight</u> | <u>Total</u> |
|---|---------------------|-----------------------|----------------------|---------------------|
| 405 Failed to look properly (Driver/Rider - Error) | 0 | 12 | 11 | 23 |
| 602 Careless/Reckless (Driver/Rider - Behaviour) | 1 | 7 | 11 | 19 |
| 410 Loss of control (Driver/Rider - Error) | 2 | 6 | 9 | 17 |
| 103 Slippery road due to weather (Road Environment Contrib) | 0 | 8 | 8 | 16 |
| 406 Failed to judge other person's path/speed (Driver/Rider - Error) | 0 | 8 | 8 | 16 |
| 306 Exceeding speed limit (Driver/Rider - Injudicious) | 0 | 3 | 6 | 9 |
| 307 Travelling too fast for conditions (Driver/Rider - Injudicious) | 0 | 4 | 3 | 7 |
| 403 Poor turn or manoeuvre (Driver/Rider - Error) | 0 | 5 | 2 | 7 |
| 501 Impaired by alcohol (Driver/Rider - Impairment) | 0 | 3 | 2 | 5 |
| 408 Sudden braking (Driver/Rider - Error) | 0 | 2 | 3 | 5 |
| 302 Disobeyed give way or stop sign markings (Driver/Rider - Injudicious) | 0 | 1 | 3 | 4 |
| 605 Inexperienced or learner driver/rider (Driver/Rider - Behaviour) | 0 | 3 | 1 | 4 |
| 301 Disobeyed automatic traffic signal (Driver/Rider - Injudicious) | 0 | 2 | 2 | 4 |

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

Only factors cited within 4 or more accidents are included above.