

Report

Report to:	Roads Safety Forum
Date of Meeting:	1 March 2022
Report by:	Executive Director (Community and Enterprise Resources)

Subject:	Road Accident Casualty Statistics 2021
----------	---

1. Purpose of Report

1.1. The purpose of the 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 2021

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. Currently the Council is awaiting further advice from Transport Scotland with regards to baseline figures to fully allow the tracking of our contribution to the national casualty reduction targets. This is required due to the changes in data collection from 2019 onwards 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. Provisional adjusted figures have been used within this report for 'serious casualty' and 'child serious casualty' targets. These figures may require to be altered at a later stage.
- 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.

3.5. Progress towards the following targets will be reported on annually:-

- ◆ 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

3.6. Further targets for specific user groups/ages have also been set as detailed at the Forum's meeting of 30 November 2021 and agreement that the causation factors relating to these will be investigated and presented annually. This information is detailed within the appendices.

3.7. The figures for 2021 are provisional on the basis that the police may still add or amend records over the coming months. It is expected that a small number of December 2021 records may still be added. 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 2021 will be published by The Scottish Government during October 2022 in "Reported Road Casualties Scotland 2021".

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 2021 to show context. These also detail the provisional 5-year baseline figures upon which the targeted casualty reductions are based and 2030 targeted figures.

4.2. The COVID-19 pandemic, and the various protection levels in place since the first COVID-19 lockdown imposed on 23 March 2020, have significantly impacted upon travel patterns and frequencies during this time. This continues to leave a legacy of higher instances of home or agile working and potentially altered travel patterns. Knowledge of this is assumed throughout the remainder of 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 2021 was 7, a decrease of 3 when compared to 2020 and the lowest figure in the last 4 years.

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 (2017 to 2021) of 10 fatalities.

4.5. Serious casualties

The year-end total for 2021 was 74, a decrease of 12 when compared to 2020.

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 compare serious casualty figures from 2019 onwards to those recorded in previous years. Figures prior to and including 2019 require to be adjusted to allow for this change, including target baseline figures, to facilitate ongoing comparison. Provisional adjusted figures have been obtained for this purpose.

4.7. Child fatal casualties

There were no fatal child casualties for the third year running. These continue to be a rare occurrence with 2 child fatalities within the last 5-year period (2017 to 2021) giving a 5-year average of 0.4.

4.8. Child serious casualties

The number of serious child casualties remained the same from 2020 to 2021 with 8 casualties. 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 regarding adjusted figures also relates to this category.

4.9. Slight casualties

A significant decrease in slight casualties occurred between 2021 and 2020 with a reduction of 71 casualties to 150. This represents the lowest recorded figure.

4.10. Total casualties

The provisional overall total of 231 casualties during 2021 represents the lowest figures recorded.

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 3-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 B to H. 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 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.

5.5. 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.

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.

Alistair McKinnon

Interim Executive Director (Community and Enterprise Resources)

9 February 2022

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 26 June 2021 – 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 and Transportation Services
Ext: 3607 (Tel: 01698 453607)

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

Appendix A

All Fatal Casualties

2014 to 2018 baseline

11

2030 target (50% reduction)

5.5

2014	2015	2016	2017	2018	2019	2020	2021	2030 Target
13	5	18	6	14	13	10	7	5.5

All Serious Casualties

2014 to 2018 baseline (provisional adjusted figures)

151

2030 target (50% reduction)

75.5

2014	2015	2016	2017	2018	2019	2020	2021	2030 Target
83	70	83	87	56	94	86	74	75.5

All Fatal Child (<16 years) Casualties

2014 to 2018 baseline

1

2030 target (60% reduction)

0.4

2014	2015	2016	2017	2018	2019	2020	2021	2030 Target
1	0	0	1	1	0	0	0	0.4

All Serious Child (<16 years) Casualties

2014 to 2018 baseline (provisional adjusted figures)

18

2030 target (60% reduction)

7.2

2014	2015	2016	2017	2018	2019	2020	2021	2030 Target
6	6	13	15	6	11	8	8	7.2

All Slight Casualties within South Lanarkshire

2014	2015	2016	2017	2018	2019	2020	2021
559	519	506	441	437	320	221	150

Appendix B

Most cited accident causation factors for 'all accidents' within the most recent 3-year period: 1 January 2019 to 31 December 2021.

ALL ACCIDENTS	Fatal	Ser.	Slight	Total
405 Failed to look properly (Driver/Rider - Error)	7	55	153	215
406 Failed to judge other person's path/speed (Driver/Rider - Error)	1	20	80	101
103 Slippery road due to weather (Road Environment Contrib)	1	23	53	77
802 Failed to look properly (Pedestrian)	2	28	41	71
410 Loss of control (Driver/Rider - Error)	8	22	40	70
602 Careless/Reckless (Driver/Rider - Behaviour)	2	19	49	70
403 Poor turn or manoeuvre (Driver/Rider - Error)	6	16	28	50
307 Travelling too fast for conditions (Driver/Rider - Injudicious)	6	8	18	32
306 Exceeding speed limit (Driver/Rider - Injudicious)	4	10	14	28
501 Impaired by alcohol (Driver/Rider - Impairment)	2	8	17	27
308 Following too close (Driver/Rider - Injudicious)	0	6	19	25
803 Failed to judge vehicle's path/speed (Pedestrian)	1	9	10	20
108 Road layout e.g. bend, hill or narrow (Road Environment Contrib)	0	5	13	18
302 Disobeyed give way or stop sign markings (Driver/Rider - Injudicious)	2	1	15	18
706 Dazzling sun (Driver/Rider - Vision Affected)	1	4	12	17
408 Sudden braking (Driver/Rider - Error)	0	4	13	17
701 Stationary or parked vehicle(s) (Driver/Rider - Vision Affected)	0	3	14	17
401 Junction overshoot (Driver/Rider - Error)	0	5	11	16
999 Other (Special Codes)	5	2	9	16
601 Aggressive driving (Driver/Rider - Behaviour)	1	5	9	15
806 Impaired by alcohol (Pedestrian)	1	5	8	14
505 Illness or disability, mental or physical (Driver/Rider - Impairment)	0	4	10	14
409 Swerved (Driver/Rider - Error)	2	3	9	14
801 Crossed road masked by stationary or parked vehicle (Pedestrian)	0	6	7	13
707 Rain, sleet, snow or fog (Driver/Rider - Vision Affected)	0	6	6	12
101 Poor or defective road surface (Road Environment Contrib)	0	4	7	11
301 Disobeyed automatic traffic signal (Driver/Rider - Injudicious)	0	4	7	11
502 Impaired by drugs (Driver/Rider - Impairment)	3	3	4	10
509 Distraction in vehicle (Driver/Rider - Impairment)	0	8	2	10
703 Road layout (Driver/Rider - Vision Affected)	1	4	5	10
<i>NB: Sum of contributory factors only, not actual accident/casualty totals.</i>				

Appendix C

Most cited accident causation factors for 'killed and seriously injured accidents' within the most recent 3-year period: 1 January 2019 to 31 December 2021.

ALL KILLED AND SERIOUS INJURED ACCIDENTS	Fatal	Ser.	Total
405 Failed to look properly (Driver/Rider - Error)	7	55	62
410 Loss of control (Driver/Rider - Error)	8	22	30
802 Failed to look properly (Pedestrian)	2	28	30
103 Slippery road due to weather (Road Environment Contrib)	1	23	24
403 Poor turn or manoeuvre (Driver/Rider - Error)	6	16	22
602 Careless/Reckless (Driver/Rider - Behaviour)	2	19	21
406 Failed to judge other person's path/speed (Driver/Rider - Error)	1	20	21
306 Exceeding speed limit (Driver/Rider - Injudicious)	4	10	14
307 Travelling too fast for conditions (Driver/Rider - Injudicious)	6	8	14
803 Failed to judge vehicle's path/speed (Pedestrian)	1	9	10
501 Impaired by alcohol (Driver/Rider - Impairment)	2	8	10
509 Distraction in vehicle (Driver/Rider - Impairment)	0	8	8
999 Other (Special Codes)	5	2	7
502 Impaired by drugs (Driver/Rider - Impairment)	3	3	6
808 Careless/Reckless (Pedestrian)	2	4	6
308 Following too close (Driver/Rider - Injudicious)	0	6	6
801 Crossed road masked by stationary or parked vehicle (Pedestrian)	0	6	6
806 Impaired by alcohol (Pedestrian)	1	5	6
601 Aggressive driving (Driver/Rider - Behaviour)	1	5	6
809 Pedestrian wearing dark clothing at night (Pedestrian)	0	6	6
707 Rain, sleet, snow or fog (Driver/Rider - Vision Affected)	0	6	6
409 Swerved (Driver/Rider - Error)	2	3	5
401 Junction overshoot (Driver/Rider - Error)	0	5	5
706 Dazzling sun (Driver/Rider - Vision Affected)	1	4	5
703 Road layout (Driver/Rider - Vision Affected)	1	4	5
108 Road layout e.g. bend, hill or narrow (Road Environment Contrib)	0	5	5
510 Distraction outside vehicle (Driver/Rider - Impairment)	1	3	4
810 Disability or illness (Pedestrian)	0	4	4
505 Illness or disability, mental or physical (Driver/Rider - Impairment)	0	4	4
101 Poor or defective road surface (Road Environment Contrib)	0	4	4
408 Sudden braking (Driver/Rider - Error)	0	4	4
109 Animal or object in carriageway (Road Environment Contrib)	1	3	4

301 Disobeyed automatic traffic signal (Driver/Rider - Injudicious)	0	4	4
804 Wrong use of pedestrian crossing (Pedestrian)	0	3	3
302 Disobeyed give way or stop sign markings (Driver/Rider - Injudicious)	2	1	3
201 Tyres illegal, defective or under inflated (Vehicle Defects)	0	3	3
805 Dangerous action in carriageway (Pedestrian)	1	2	3
701 Stationary or parked vehicle(s) (Driver/Rider - Vision Affected)	0	3	3
503 Fatigue (Driver/Rider - Impairment)	0	3	3
807 Impaired by drugs (Pedestrian)	0	3	3
<i>NB: Sum of contributory factors only, not actual accident/casualty totals.</i>			

Appendix D

Most cited accident causation factors for 'children <16yrs accidents' within the most recent 3-year period: 1 January 2019 to 31 December 2021.

CHILDREN <16YRS ACCIDENTS	Fatal	Ser.	Slight	Total
802 Failed to look properly (Pedestrian)	0	14	18	32
405 Failed to look properly (Driver/Rider - Error)	0	5	17	22
406 Failed to judge other person's path/speed (Driver/Rider - Error)	0	1	7	8
803 Failed to judge vehicle's path/speed (Pedestrian)	0	4	4	8
701 Stationary or parked vehicle(s) (Driver/Rider - Vision Affected)	0	2	6	8
801 Crossed road masked by stationary or parked vehicle (Pedestrian)	0	3	4	7
103 Slippery road due to weather (Road Environment Contrib)	0	1	5	6
808 Careless/Reckless (Pedestrian)	0	2	2	4
403 Poor turn or manoeuvre (Driver/Rider - Error)	0	1	3	4
101 Poor or defective road surface (Road Environment Contrib)	0	1	2	3
602 Careless/Reckless (Driver/Rider - Behaviour)	0	2	1	3
306 Exceeding speed limit (Driver/Rider - Injudicious)	0	2	1	3
108 Road layout e.g. bend, hill or narrow (Road Environment Contrib)	0	0	3	3
<i>NB: Sum of contributory factors only, not actual accident/casualty totals.</i>				

Appendix E

Most cited causation factors for 'pedestrian accidents' within the most recent 3-year period: 1 January 2019 to 31 December 2021.

PEDESTRIAN ACCIDENTS	Fatal	Ser.	Slight	Total
802 Failed to look properly (Pedestrian)	2	27	38	67
405 Failed to look properly (Driver/Rider - Error)	2	8	17	27
803 Failed to judge vehicle's path/speed (Pedestrian)	1	7	9	17
806 Impaired by alcohol (Pedestrian)	1	4	8	13
801 Crossed road masked by stationary or parked vehicle (Pedestrian)	0	6	7	13
602 Careless/Reckless (Driver/Rider - Behaviour)	0	4	5	9
808 Careless/Reckless (Pedestrian)	2	4	2	8
701 Stationary or parked vehicle(s) (Driver/Rider - Vision Affected)	0	2	6	8
809 Pedestrian wearing dark clothing at night (Pedestrian)	0	6	1	7
103 Slippery road due to weather (Road Environment Contrib)	0	3	4	7
406 Failed to judge other person's path/speed (Driver/Rider - Error)	0	3	3	6
810 Disability or illness (Pedestrian)	0	3	2	5
403 Poor turn or manoeuvre (Driver/Rider - Error)	0	1	3	4
804 Wrong use of pedestrian crossing (Pedestrian)	0	3	1	4
407 Too close to cyclist, horse or pedestrian (Driver/Rider - Error)	0	0	4	4
706 Dazzling sun (Driver/Rider - Vision Affected)	0	2	2	4
807 Impaired by drugs (Pedestrian)	0	3	1	4
805 Dangerous action in carriageway (Pedestrian)	1	2	1	4
<i>NB: Sum of contributory factors only, not actual accident/casualty totals.</i>				

Appendix F

Most cited causation factors for 'cyclist accidents' within the most recent 3-year period:
1 January 2019 to 31 December 2021.

CYCLIST ACCIDENTS	Fatal	Ser.	Slight	Total
405 Failed to look properly (Driver/Rider - Error)	1	14	12	27
406 Failed to judge other person's path/speed (Driver/Rider - Error)	0	4	6	10
602 Careless/Reckless (Driver/Rider - Behaviour)	0	5	3	8
108 Road layout e.g. bend, hill or narrow (Road Environment Contrib)	0	2	1	3
310 Cyclist entering road from pavement (Driver/Rider - Injudicious)	0	2	1	3
403 Poor turn or manoeuvre (Driver/Rider - Error)	0	2	1	3
802 Failed to look properly (Pedestrian)	0	1	1	2
407 Too close to cyclist, horse or pedestrian (Driver/Rider - Error)	0	0	2	2
706 Dazzling sun (Driver/Rider - Vision Affected)	0	0	2	2
702 Vegetation (Driver/Rider - Vision Affected)	0	2	0	2
705 Dazzling headlights (Driver/Rider - Vision Affected)	0	1	1	2
401 Junction overshoot (Driver/Rider - Error)	0	0	1	1
506 Not displaying lights at night or poor visibility (Driver/Rider - Impairment)	0	1	0	1
101 Poor or defective road surface (Road Environment Contrib)	0	0	1	1
710 Vehicle blind spot (Driver/Rider - Vision Affected)	0	0	1	1
507 Rider wearing dark clothing (Driver/Rider - Impairment)	0	1	0	1
408 Sudden braking (Driver/Rider - Error)	0	1	0	1
707 Rain, sleet, snow or fog (Driver/Rider - Vision Affected)	0	0	1	1
404 Failed to signal/misleading signal (Driver/Rider - Error)	0	0	1	1
402 Junction restart (Driver/Rider - Error)	0	1	0	1
701 Stationary or parked vehicle(s) (Driver/Rider - Vision Affected)	0	1	0	1
301 Disobeyed automatic traffic signal (Driver/Rider - Injudicious)	0	1	0	1
302 Disobeyed give way or stop sign markings (Driver/Rider - Injudicious)	0	0	1	1
203 Defective brakes (Vehicle Defects)	0	1	0	1
103 Slippery road due to weather (Road Environment Contrib)	0	0	1	1
803 Failed to judge vehicle's path/speed (Pedestrian)	0	1	0	1
109 Animal or object in carriageway (Road Environment Contrib)	0	1	0	1
<i>NB: Sum of contributory factors only, not actual accident/casualty totals.</i>				

Appendix G

Most cited causation factors for 'road users aged 70 and over' within the most recent 3-year period: 1 January 2019 to 31 December 2021.

ROAD USERS 70+ ACCIDENTS	Fatal	Ser.	Slight	Total
405 Failed to look properly (Driver/Rider - Error)	2	8	13	23
406 Failed to judge other person's path/speed (Driver/Rider - Error)	0	2	7	9
602 Careless/Reckless (Driver/Rider - Behaviour)	1	0	7	8
802 Failed to look properly (Pedestrian)	0	5	2	7
403 Poor turn or manoeuvre (Driver/Rider - Error)	1	2	4	7
103 Slippery road due to weather (Road Environment Contrib)	0	3	4	7
410 Loss of control (Driver/Rider - Error)	0	4	2	6
505 Illness or disability, mental or physical (Driver/Rider - Impairment)	0	1	3	4
408 Sudden braking (Driver/Rider - Error)	0	1	2	3
308 Following too close (Driver/Rider - Injudicious)	0	0	3	3
706 Dazzling sun (Driver/Rider - Vision Affected)	0	1	2	3
<i>NB: Sum of contributory factors only, not actual accident/casualty totals.</i>				

Appendix H

Most cited causation factors for 'motorcyclists' within the most recent 3-year period:
1 January 2019 to 31 December 2021.

MOTORCYCLIST ACCIDENTS	Fatal	Ser.	Slight	Total
405 Failed to look properly (Driver/Rider - Error)	2	7	8	17
410 Loss of control (Driver/Rider - Error)	2	1	4	7
406 Failed to judge other person's path/speed (Driver/Rider - Error)	1	3	1	5
403 Poor turn or manoeuvre (Driver/Rider - Error)	3	1	1	5
103 Slippery road due to weather (Road Environment Contrib)	0	2	2	4
109 Animal or object in carriageway (Road Environment Contrib)	1	1	1	3
605 Inexperienced or learner driver/rider (Driver/Rider - Behaviour)	0	1	2	3
101 Poor or defective road surface (Road Environment Contrib)	0	1	2	3
<i>NB: Sum of contributory factors only, not actual accident/casualty totals.</i>				