



Highways & Transport Scrutiny Committee
08th September 2025
Road Traffic Collisions in Lincolnshire –
Supplementary Data Report

Data Analysis:

In the following analysis

KSI = Killed or Seriously Injured

Unless otherwise stated Lincolnshire casualty data is provided from Stats19.

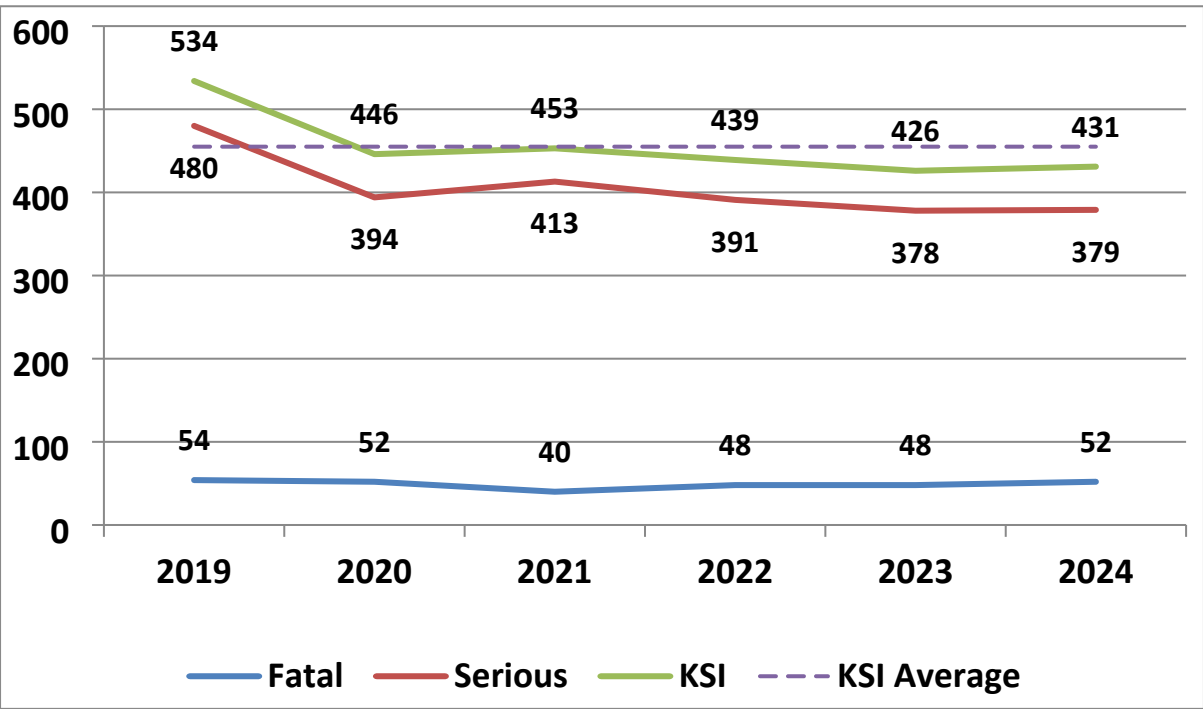
Unless otherwise stated all regional and national comparison data (up to 2023 – latest validated available) is provided from:

[Department for Transport: Reported Road Casualties Great Britain, Annual Report:](#) Personal injury accident statistics, on public roads in Great Britain for 2023.

Table 1- Casualty Figures

Year	2019	2020	2021	2022	2023	2024
Fatal	54	52	40	48	48	52
Serious	480	394	413	391	378	379
KSI	534	446	453	439	426	431

Figure 1- Fatal Casualties and KSI



The following graphs provide an overview of KSI and fatal trends and comparisons to similar counties and the national average:

Figure 2 – KSI Casualties

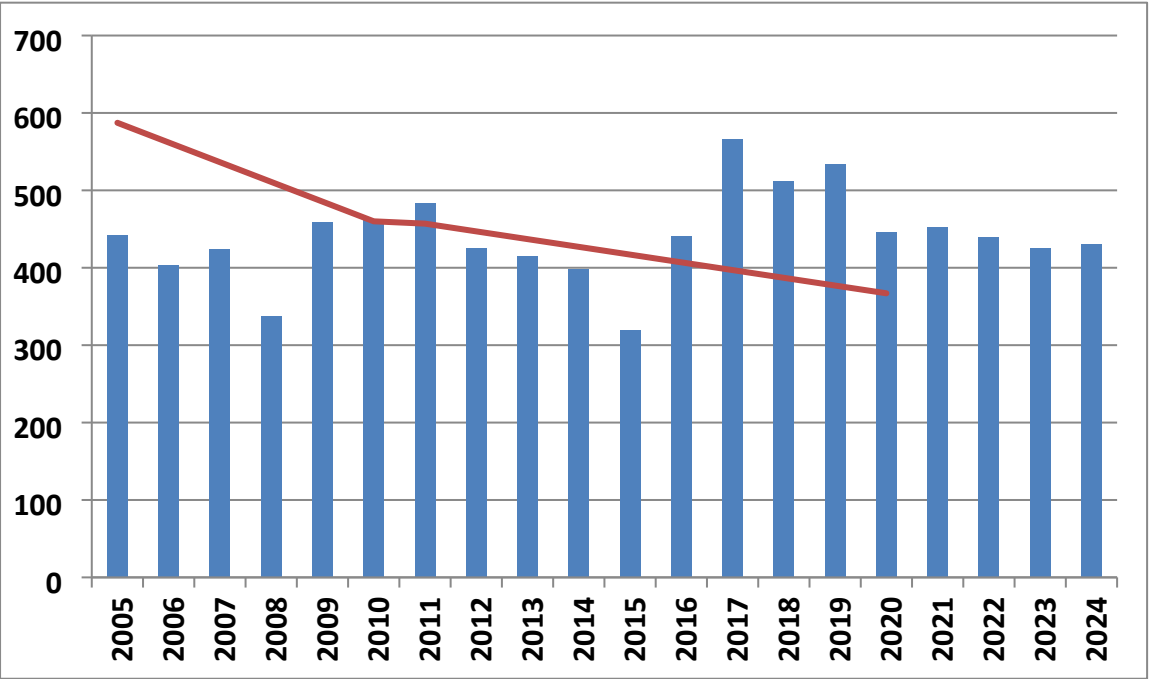


Figure 3 : Change in KSI Casualties 2014 - 2023 National Comparison

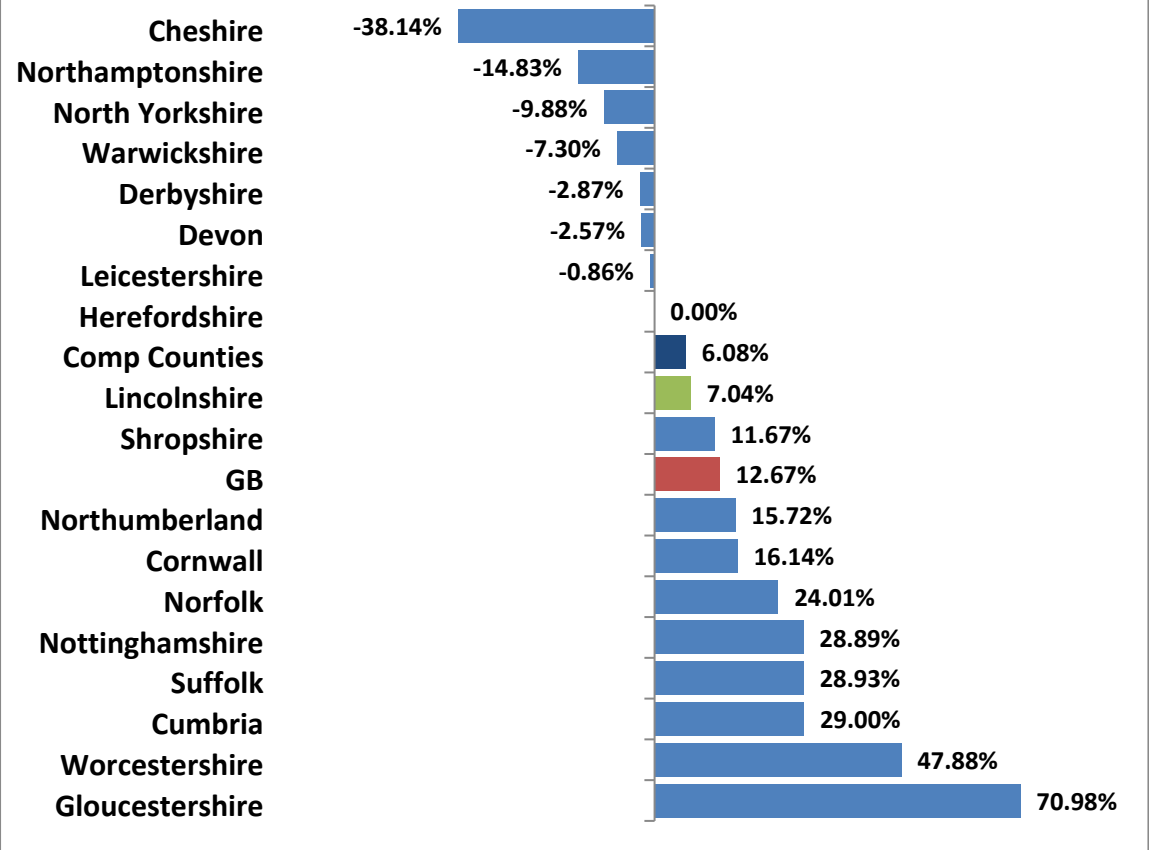


Figure 3b : Change in KSI Casualties 2013 - 2022 National Comparison

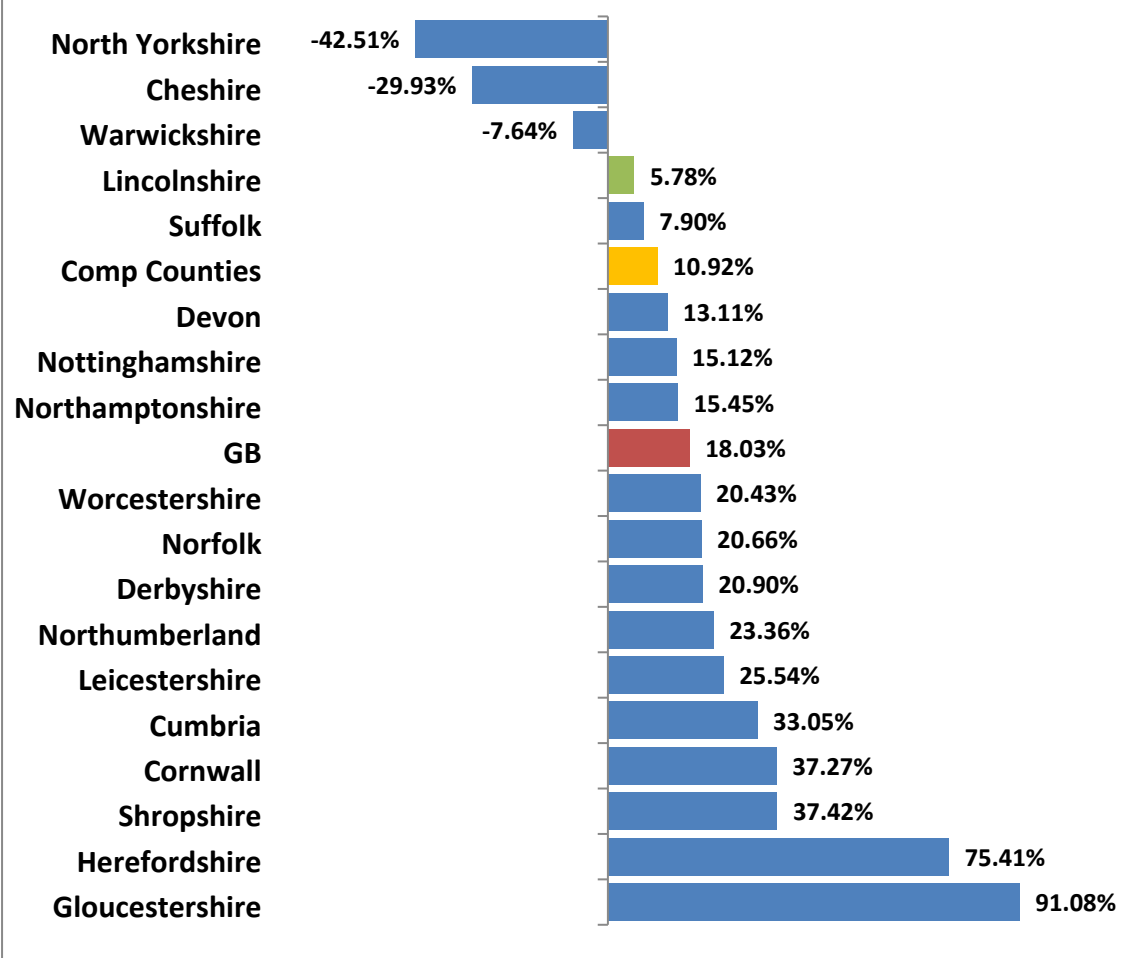


Table 2 and 2b – KSI Analysis 2024 and 2023

Lincolnshire Road Safety Partnership Rolling Performance Dashboard - 2024													
	1st Jan 2024 to 31st Dec 24	1st Jan 2023 to 31st Dec 23	% Change on Previous Year	MALE FEMALE	West Lindsey DC	East Lindsey	Lincoln City	North Kesteven DC	South Kesteven DC	South Holland DC	Boston BC	District Distribution	URBAN RURAL
KSI Casualties			1.2%		64 14.8% -22.0%	111 25.8% -3.5%	33 7.7% +10.0%	67 15.5% +28.8%	71 16.5% -7.8%	35 8.1% -2.8%	50 11.6% +47.1%		

Lincolnshire Road Safety Partnership Rolling Performance Dashboard - 2023													
	1st Jan 2023 to 31st Dec 23	1st Jan 2022 to 31st Dec 22	% Change on Previous Year	MALE FEMALE	West Lindsey DC	East Lindsey	Lincoln City	North Kesteven DC	South Kesteven DC	South Holland DC	Boston BC	District Distribution	URBAN RURAL
KSI Casualties			-3.0%		82 19.2% +51.9%	115 27.0% -4.2%	30 7.0% -9.1%	52 12.2% -18.8%	77 18.1% -7.2%	36 8.5% +20.0%	34 8.0% -38.2%		

KSI collisions are more likely to occur in rural areas and casualties are more likely to be male. Collisions are distributed throughout the county with the highest percentage in East Lindsey.

Table 3 and 3b below, provide an overview of KSI casualties by road user groups.

Lincolnshire Road Safety Partnership Rolling Performance Dashboard - 2024

	1st Jan 2024 to 31st Dec 24	1st Jan 2023 to 31st Dec 23	% Change on Previous Year	MALE FEMALE	West Lindsey DC	East Lindsey	Lincoln City	North Kesteven DC	South Kesteven DC	South Holland DC	Boston BC	District Distribution	URBAN RURAL
KSI Casualties	431	426	1.2%		64 14.8% -22.0%	111 25.8% -3.5%	33 7.7% +10.0%	67 15.5% +28.8%	71 16.5% -7.8%	35 8.1% -2.8%	50 11.6% +47.1%		
Car & Taxi KSI Casualties	230	219	5.0%		39 17.0% -26.4%	55 23.9% -5.2%	10 4.3% +66.7%	38 16.5% +31.0%	33 14.3% -31.3%	24 10.4% +60.0%	31 13.5% +210.0%		
TWIM/KSI Casualties (All cc's & Unknown)	87	80	8.8%		10 11.5% -41.2%	24 27.6% +4.3%	8 9.2% +60.0%	14 16.1% +27.3%	15 17.2% +50.0%	7 8.0% 0.0	9 10.3% +28.6%		
Low Powered TWIM(up to 125cc) KSI Casualties	25	28	-10.7%		3 12.0% -50.0%	5 20.0% -37.5%	4 16.0% +33.3%	5 20.0% +25.0%	1 4.0% -66.7%	4 16.0% 0.0	3 12.0% #DIV/0!		
High Powered TWIM(over 125cc) KSI Casualties	62	52	19.2%		7 11.3% -36.4%	19 30.6% +26.7%	4 6.5% +100.0%	9 14.5% +28.6%	14 22.6% +100.0%	3 4.8% 0.0	6 9.7% -14.3%		
Pedestrians KSI Casualties	49	55	-10.9%		4 8.2% -20.0%	13 26.5% 0.0	8 16.3% -42.9%	3 6.1% -40.0%	13 26.5% +116.7%	3 6.1% 0.0	5 10.2% -44.4%		
Pedal Cyclist KSI Casualties	38	35	8.6%		4 10.5% +300.0%	13 34.2% +62.5%	5 13.2% 0.0	5 13.2% +66.7%	7 18.4% +16.7%	0 0.0% -100.0%	4 10.5% -20.0%		
Child (0-15) KSI Casualties	24	28	-14.3%		3 12.5% -40.0%	8 33.3% 0.0	1 4.2% -75.0%	2 8.3% 0.0	6 25.0% +20.0%	1 4.2% 0.0	3 12.5% 0.0		
KSI Collisions Involving a 17-24 year old Driver	91	69	31.9%		18 19.8% -5.3%	17 18.7% +13.3%	8 8.8% +14.3%	16 17.6% +77.8%	18 19.8% +80.0%	5 5.5% -16.7%	9 9.9% +200.0%		
KSI Collisions Involving a 60+ year old Driver	116	125	-7.2%		14 12.1% -30.0%	32 27.6% -15.8%	8 6.9% -20.0%	20 17.2% +17.6%	24 20.7% +14.3%	7 6.0% -30.0%	11 9.5% +22.2%		
Slight Casualties	1854	1837	0.9%		206 11.1% -5.5%	412 22.2% +1.0%	179 9.7% +0.6%	319 17.2% +8.1%	332 17.9% +10.7%	215 11.6% +1.9%	191 10.3% -15.9%		

Lincolnshire Road Safety Partnership Rolling Performance Dashboard - 2023

	1st Jan 2023 to 31st Dec 23	1st Jan 2022 to 31st Dec 22	% Change on Previous Year	MALE FEMALE	West Lindsey DC	East Lindsey	Lincoln City	North Kesteven DC	South Kesteven DC	South Holland DC	Boston BC	District Distribution	URBAN RURAL
KSI Casualties	426	439	-3.0%		82 19.2% +51.8%	115 27.0% -4.2%	30 7.0% -9.1%	52 12.2% -18.8%	77 18.1% -7.2%	36 8.5% +20.0%	34 8.0% -38.2%		
Car & Taxi KSI Casualties	219	260	-15.8%		53 24.2% +47.2%	58 26.5% -22.7%	6 2.7% -40.0%	29 13.2% -25.6%	48 21.9% -2.0%	15 6.8% -11.8%	10 4.6% -70.6%		
TWIM/KSI Casualties (All cc's & Unknown)	80	91	-12.1%		17 21.3% +13.3%	23 28.8% -14.8%	5 6.3% -44.4%	11 13.8% -8.3%	10 12.5% -33.3%	7 8.8% +16.7%	7 8.8% 0.0		
Low Powered TWIM(up to 125cc) KSI Casualties	28	33	-15.2%		6 21.4% +50.0%	8 28.6% +60.0%	3 10.7% -62.5%	4 14.3% -33.3%	3 10.7% -62.5%	4 14.3% +300.0%	0 0.0% -100.0%		
High Powered TWIM(over 125cc) KSI Casualties	52	58	-10.3%		11 21.2% 0.0	15 28.8% -31.8%	2 3.8% +100.0%	7 13.5% +16.7%	7 13.5% 0.0	3 5.8% -40.0%	7 13.5% +16.7%		
Pedestrians KSI Casualties	55	37	48.6%		5 9.1% +150.0%	13 23.6% +62.5%	14 25.5% +100.0%	5 9.1% +25.0%	6 10.9% -14.3%	3 5.5% +200.0%	9 16.4% +12.5%		
Pedal Cyclist KSI Casualties	35	25	40.0%		1 2.9% 0.0	8 22.9% +166.7%	5 14.3% 0.0	3 8.6% -25.0%	6 17.1% 0.0	7 20.0% +600.0%	5 14.3% 0.0		
Child (0-15) KSI Casualties	28	16	75.0%		5 17.9% +150.0%	8 28.6% +100.0%	4 14.3% +100.0%	2 7.1% +100.0%	5 17.9% +150.0%	1 3.6% -50.0%	3 10.7% 0.0		
KSI Collisions Involving a 17-24 year old Driver	69	87	-20.7%		19 27.5% +46.2%	15 21.7% -34.8%	7 10.1% 0.0	9 13.0% -25.0%	10 14.5% -37.5%	6 8.7% +50.0%	3 4.3% -75.0%		
KSI Collisions Involving a 60+ year old Driver	125	127	-1.6%		20 16.0% +42.9%	38 30.4% +5.6%	10 8.0% +11.1%	17 13.6% -5.6%	21 16.8% -19.2%	10 8.0% +66.7%	9 7.2% -50.0%		
Slight Casualties	1836	1740	5.5%		217 11.8% +27.6%	408 22.2% -8.1%	178 9.7% -3.8%	294 16.0% +9.7%	300 16.3% -1.0%	212 11.5% +3.9%	227 12.4% +36.7%		

2024 Fatal Collision Analysis:

Figure 4 - Gender Distribution:
There have been 52 fatal casualties in 2024, 75% of those are male and 25% are female. In 2023 there were 48 fatal casualties, 75% were male and 25% were female.

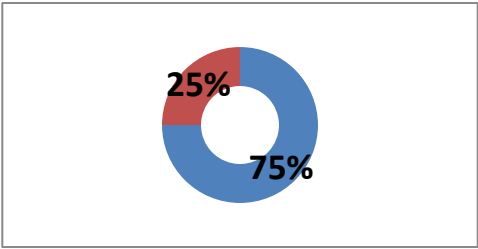


Table 4 - Age Distribution:

Age	2024	5 Yrs Avg
Child 0 to 16	1	1
Young Adult 17 to 24	11	8.2
Adult 25 to 59	23	22.2
Mature Adult 60+	17	16.8
Fatal Casualty Total	52	48.4

Figure 5
21% of the fatal casualties in 2024 are young adults aged 17-24.
33% are mature adults aged 60+.
Together in 2024, these groups account for 54% of the total.
There was one child (0-16yrs) deaths in 2024 a decrease from three in 2023.

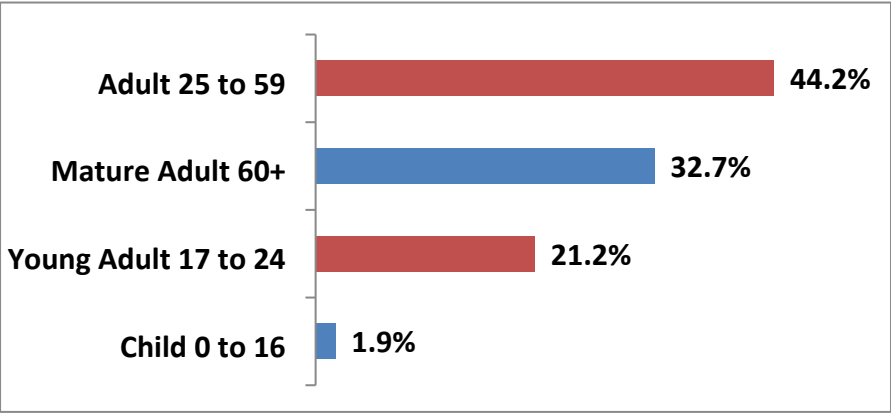


Figure 6 – Age Distribution Graph

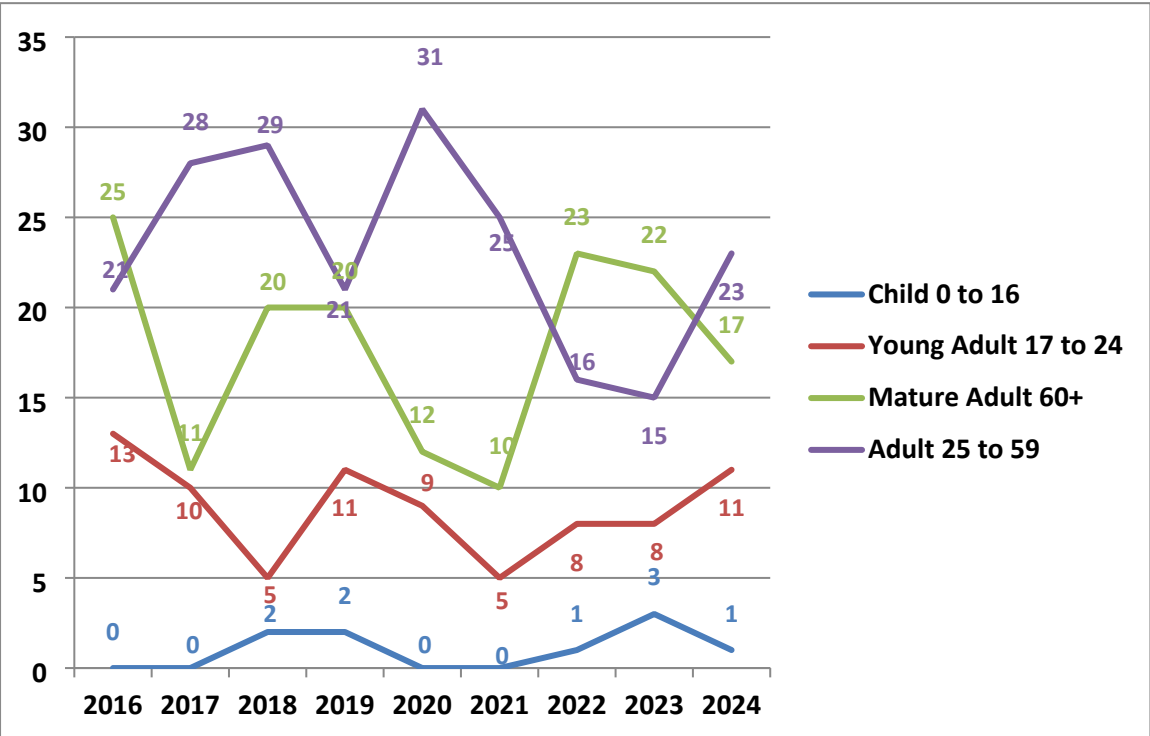


Figure 7 - Time of the day:
The peak has occurred between 14.00-15.00. The data collated throughout 2018-2024 demonstrates that whilst peak times are random more fatal collisions occur in the afternoon and evening than the night and morning.

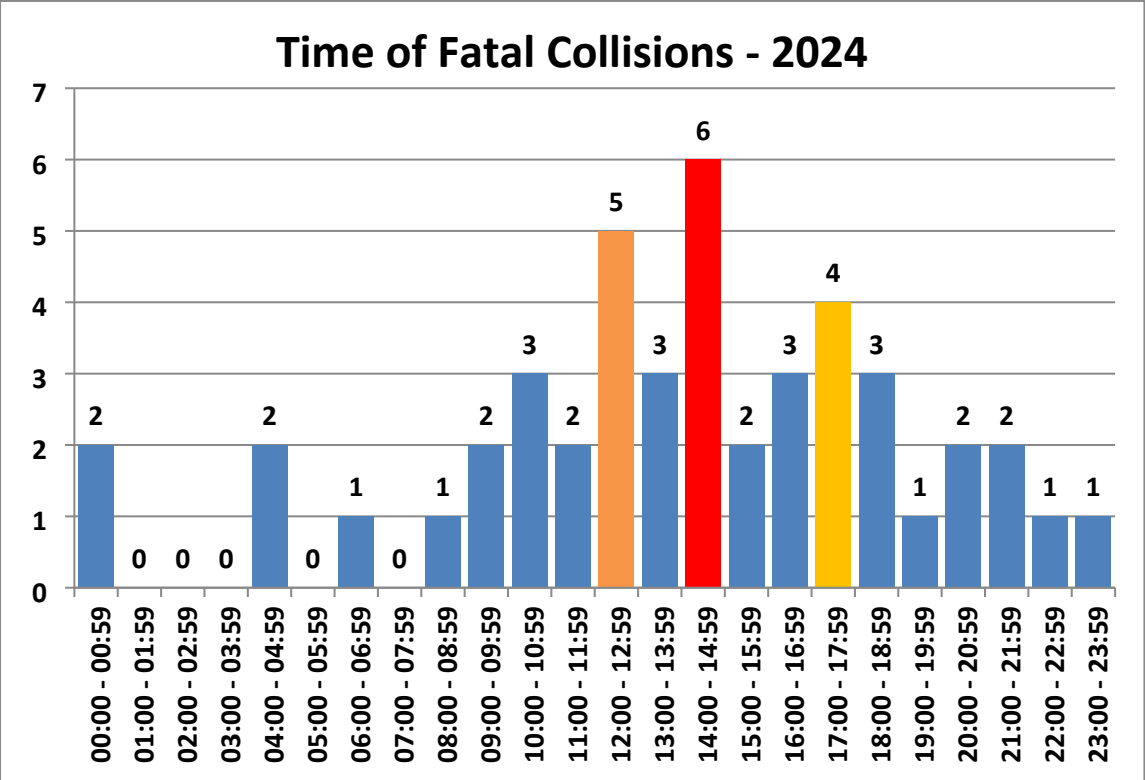


Figure 8 - Causality Class:
Drivers and riders continue to account for most fatal casualties in 2024 with 77%. In 2023 this was 60%.

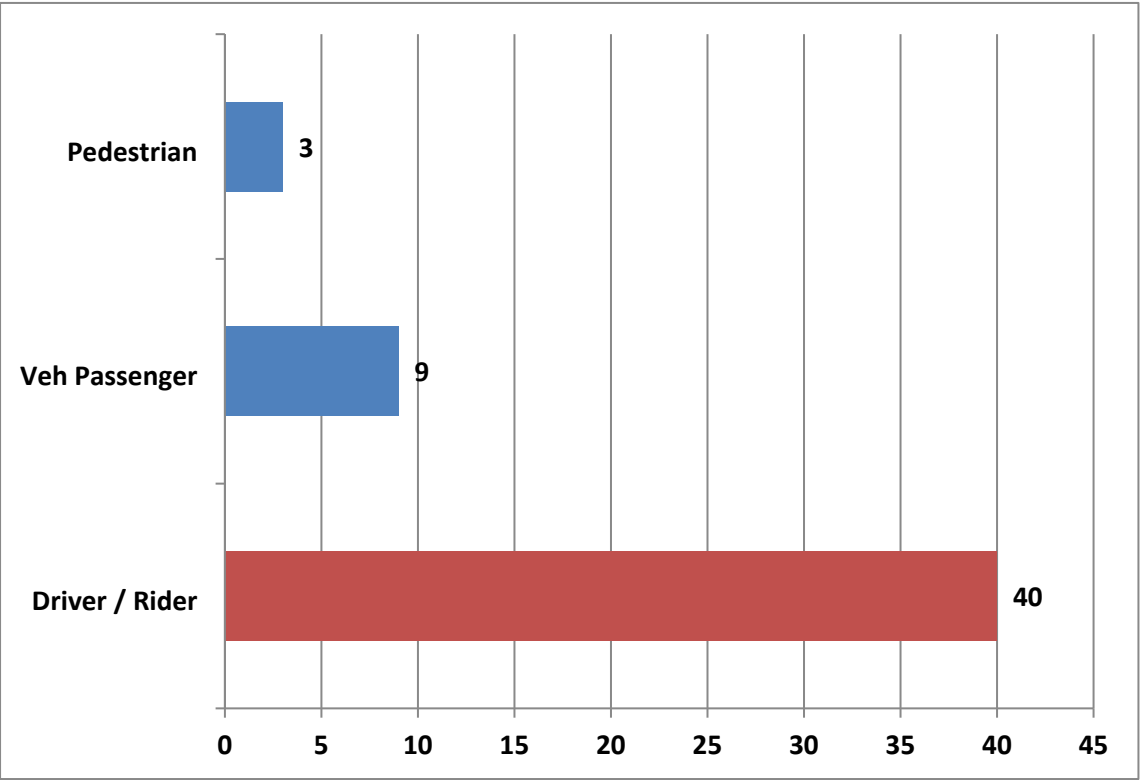


Figure 9 - Weather:
Most fatal collisions (92%) happened in fine weather without high winds.

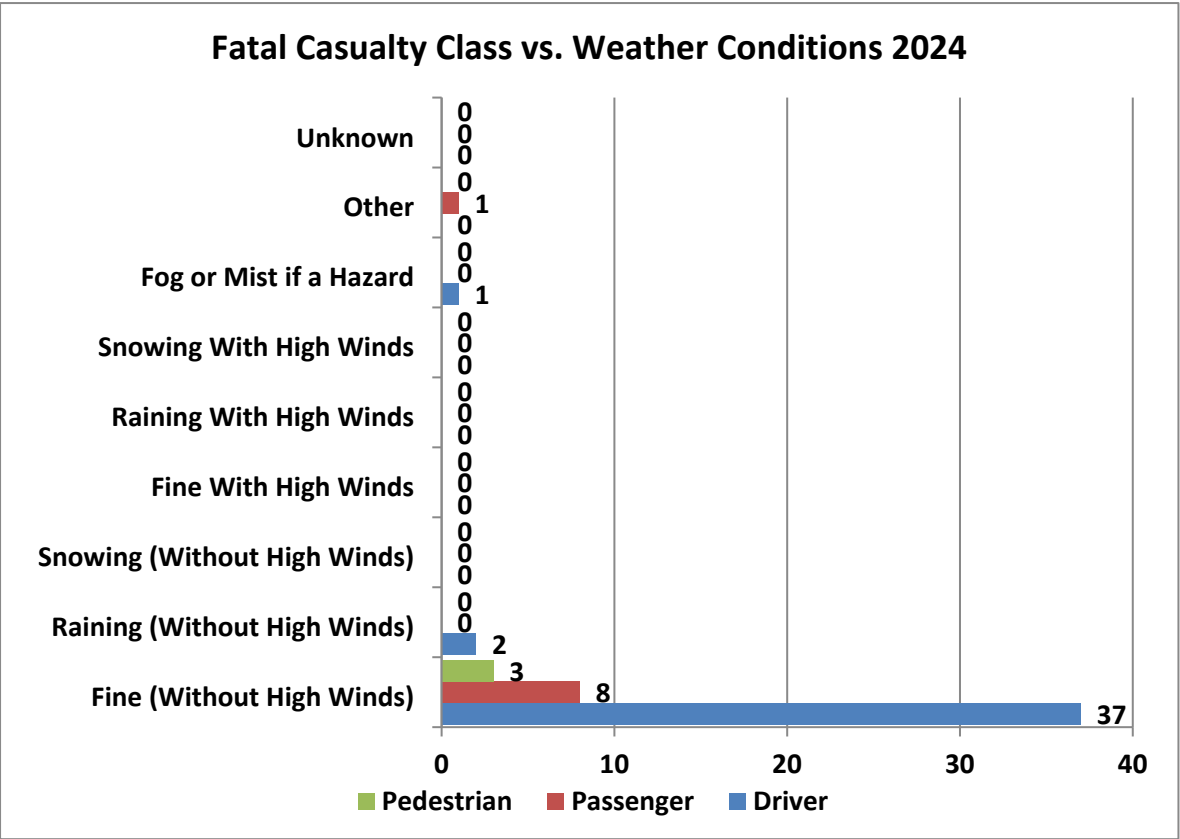


Figure 10 - Causality Vehicle Type:
 STATS 19 data continue to show that most collisions involve a car.

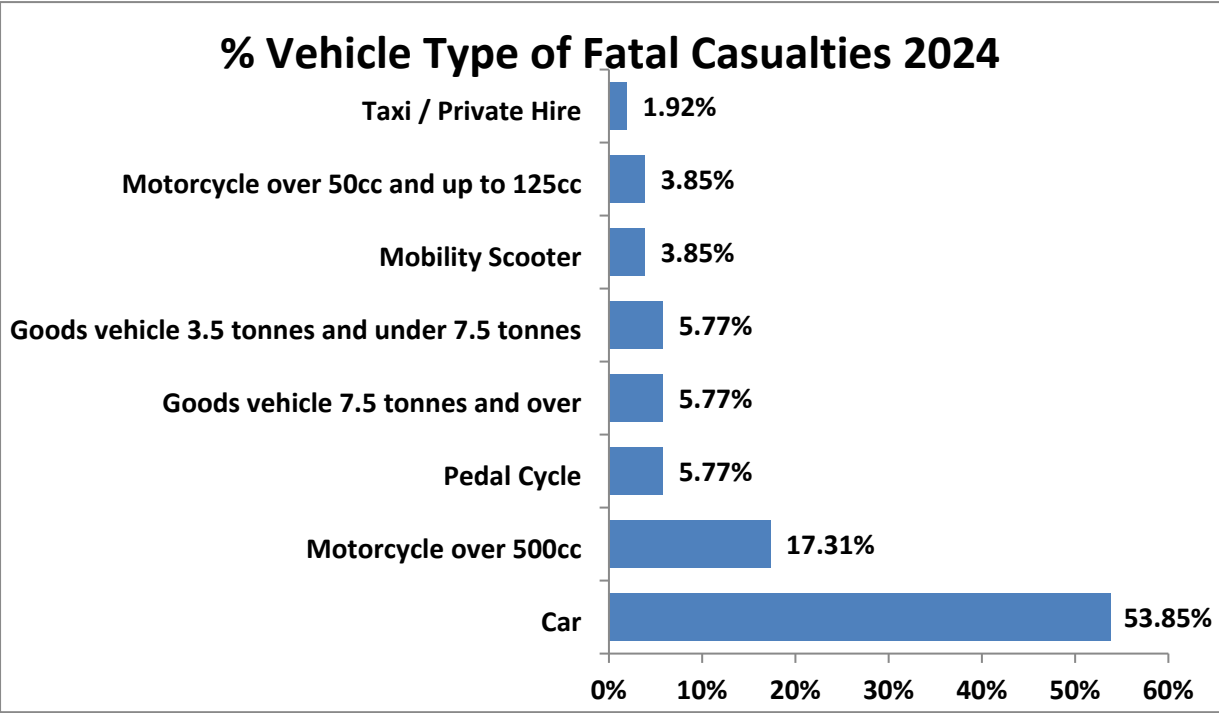


Table 5 – Motorcycle/Mobility Scooter Fatalities

Year	Motorcycle 50 cc and under	Motorcycle over 50cc and up to 125cc	Motorcycle over 125cc and up to 500cc	Motorcycle over 500cc	Motor cycle Unknown cc	Mobility Scooter
2024	0	2	3	9	0	2
5 Yrs Avg	0	1.8	0.4	6.8	0.8	0

Table 6 - Contributory Factors:

Contributory Factors	
Driver/rider being aggressive, dangerous or reckless	15
Affected by alcohol	5
Distraction to driver/rider from inside/outside or on vehicle	5
Illness or disability	5
Ineffective observation by either the driver, rider or pedestrian	5
Driver/rider exceeding speed limit	4
Affected by drugs	2
Driver / rider illegal turn / direction of travel or failed to comply with traffic sign / signal	2

Driver/rider inexperienced or learner	2
Driver/rider passing too close to another road user or pedestrian	2
Driver/rider travelling too fast for conditions (including loss of control or swerving)	2
Driver/rider had uncorrected or defective eyesight	1
Driver/rider too tired to drive/ride safely	1
Driver/Rider view obscured by blind spot	1
Drivers/riders view obscured by vegetation, buildings, layout or road signs	1
Incorrect use of crossing facility by person crossing the road	1
Pedestrian, cyclist, equestrian hard to see	1
Road surface was slippery due to weather	1
Slippery road (due to weather)	1
Total	57

Table 7 - Contributory Factors by Road User Group:

Group	Contributory Factor
17-24	Careless/Reckless/In a hurry
	Failed to look properly
	Failed to judge other person's path or speed
	Inexperienced or learner driver/rider
	Distraction in vehicle
	Exceeding speed limit
	Impaired by alcohol
	Loss of control
	Slippery road (due to weather)
TWMV 500cc+	Careless/Reckless/In a hurry
	Failed to look properly
	Loss of control
	Failed to judge other person's path or speed
	Exceeding speed limit
	Poor turn or manoeuvre
	Dazzling sun
	Deposit on road (eg. oil, mud, chippings)
	Inexperienced or learner driver/rider
TWMV 50cc-125cc	Careless/Reckless/In a hurry
	Failed to look properly
	Inexperienced or learner driver/rider
	Failed to judge other person's path or speed
	Animal or object in carriageway
	Rain, sleet, snow, or fog
	Slippery road (due to weather)
Mature Adults 60+	Careless/Reckless/In a hurry
	Failed to look properly
	Failed to judge other person's path or speed

	Dazzling sun
	Other - Please specify below
	Illness or disability, mental or physical
	Loss of control
	Slippery road (due to weather)
	Exceeding speed limit
	Distraction in vehicle
	Careless/Reckless/In a hurry (Pedestrian)
	Poor turn or manoeuvre
	Aggressive driving
	Rain, sleet, snow, or fog
	Following too close
	Fatigue

Table 8 - Road Type:
 79.55% of fatal collisions happened on A and B Class roads in 2023. In 2022 it was 96%.

Road Type	Fatal Collisions	%
A Class road	37	78.72%
B Class road	2	4.26%
C Class road	4	8.51%
D Class road	4	8.51%
Total	47	

*last 5 years to 31/12/2022

KSI Analysis – By User Group

Two Wheeled Motor Vehicle (TWMV):

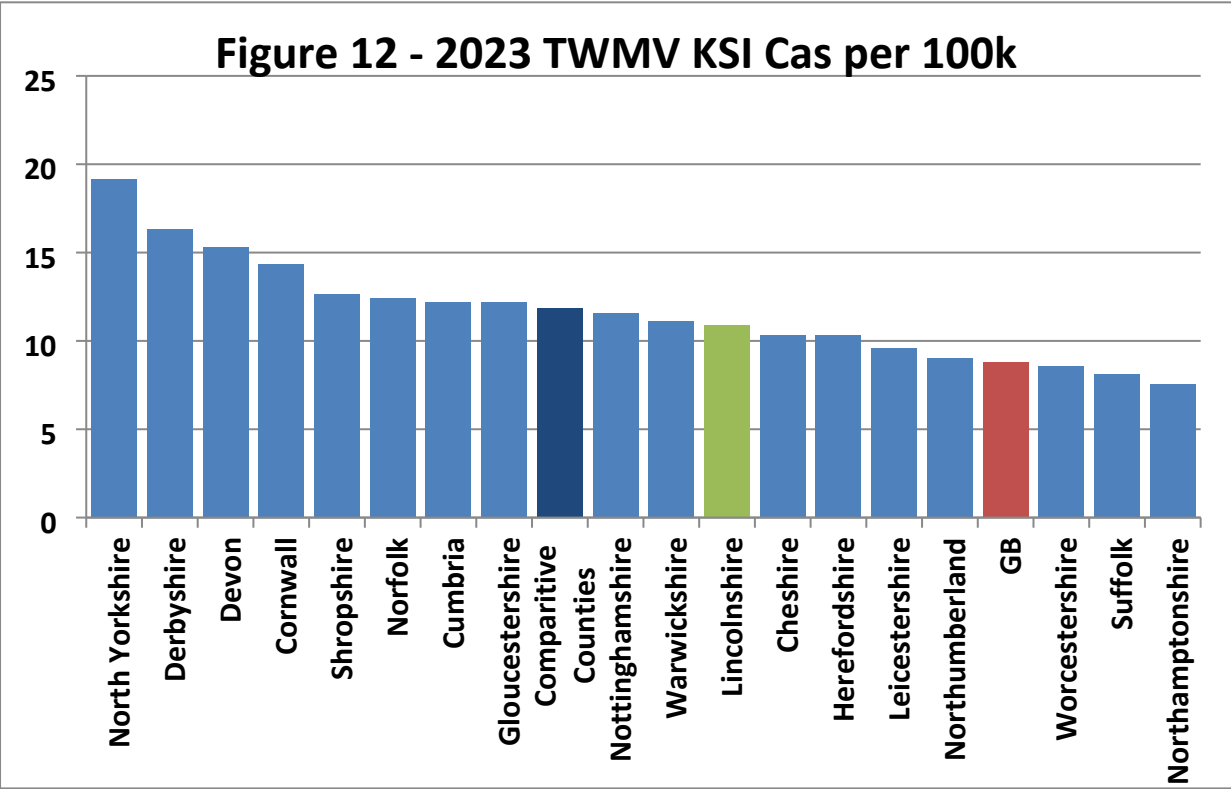
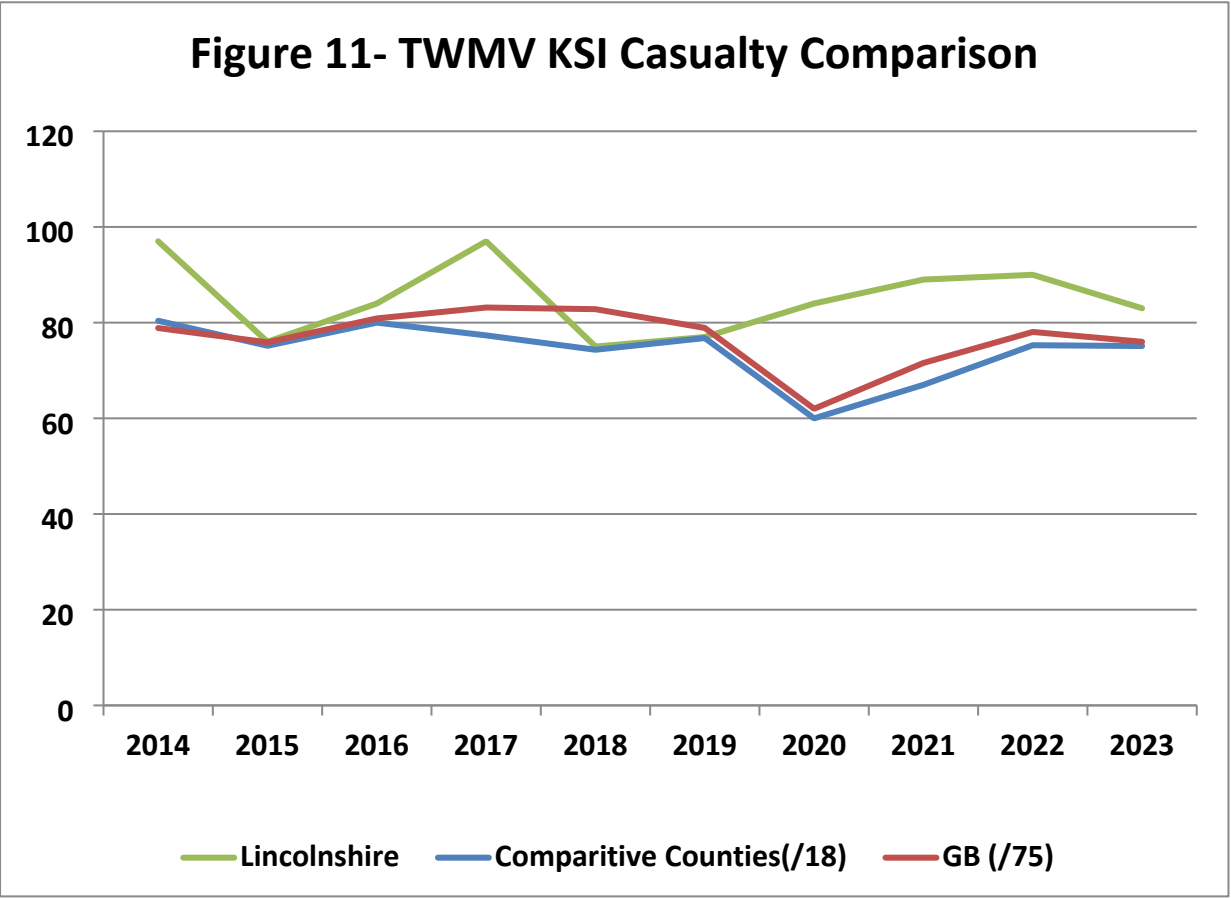


Figure 13- TWMV<125cc KSI Cas Comparison

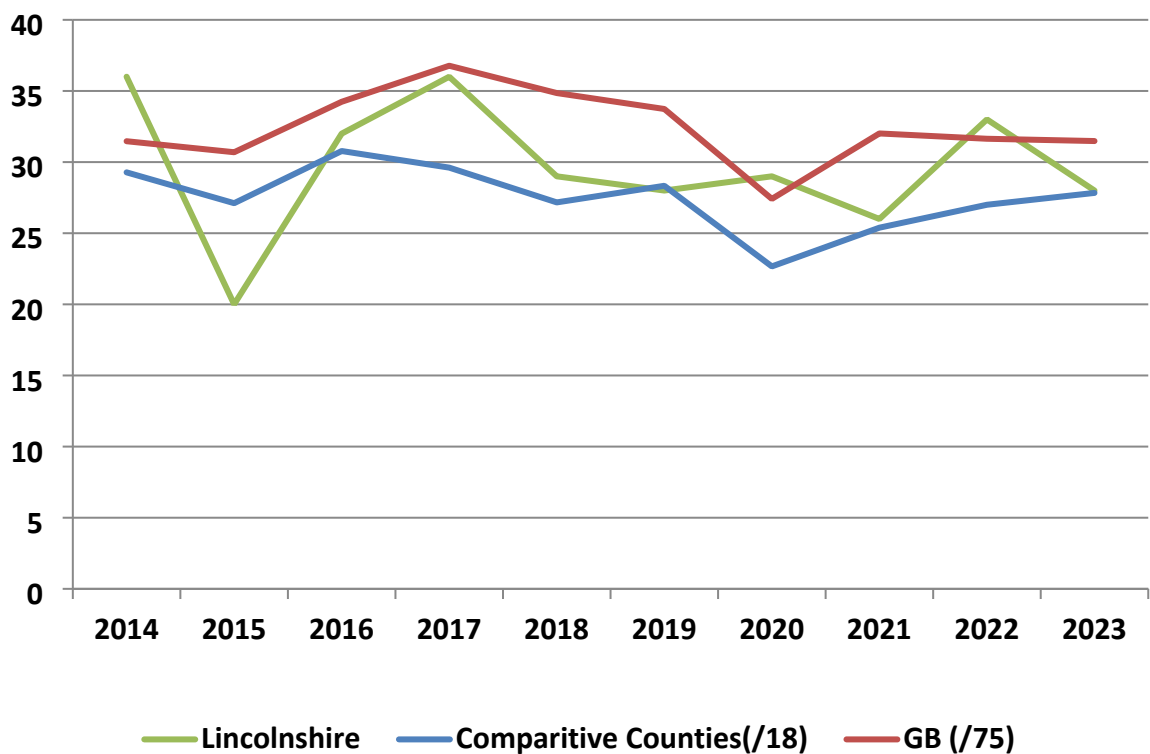


Figure 14- TWMV>125cc KSI Cas Comparison

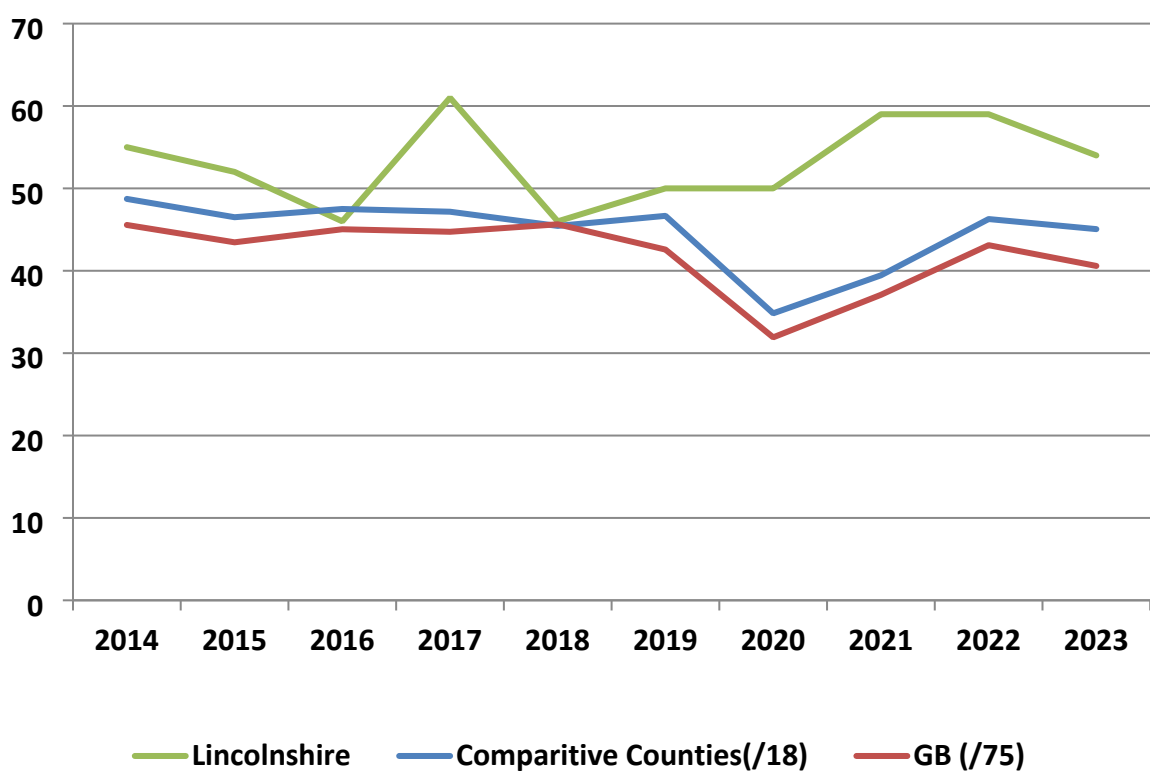


Table 9 and 9b - TWMV District Trends

Lincolnshire Road Safety Partnership Rolling Performance Dashboard - 2024														
	1st Jan 2024 to 31st Dec 24	1st Jan 2023 to 31st Dec 23	% Change on Previous Year	MALE FEMALE	West Lindsey DC	East Lindsey	Lincoln City	North Kesteven DC	South Kesteven DC	South Holland DC	Boston BC	District Distribution	URBAN RURAL	
TWMV KSI Casualties (All cc's & Unknown)			8.8%		10 11.5% -41.2%	24 27.6% +4.3%	8 9.2% +60.0%	14 16.1% +27.3%	15 17.2% +50.0%	7 8.0% 0.0	9 10.3% +28.6%			
Low Powered TWMV (upto 125cc) KSI Casualties			-10.7%		3 12.0% -50.0%	5 20.0% -37.5%	4 16.0% +33.3%	5 20.0% +25.0%	1 4.0% -66.7%	4 16.0% 0.0	3 12.0% #DIV/0!			
High Powered TWMV (over 125cc) KSI Casualties			19.2%		7 11.3% -36.4%	19 30.6% +26.7%	4 6.5% +100.0%	9 14.5% +28.6%	14 22.6% +100.0%	3 4.8% 0.0	6 9.7% -14.3%			

Lincolnshire Road Safety Partnership Rolling Performance Dashboard - 2023														
	1st Jan 2023 to 31st Dec 23	1st Jan 2022 to 31st Dec 22	% Change on Previous Year	MALE FEMALE	West Lindsey DC	East Lindsey	Lincoln City	North Kesteven DC	South Kesteven DC	South Holland DC	Boston BC	District Distribution	URBAN RURAL	
TWMV KSI Casualties (All cc's & Unknown)			-12.1%		17 21.3% +13.3%	23 28.8% -14.8%	5 6.3% -44.4%	11 13.8% -8.3%	10 12.5% -33.3%	7 8.8% +16.7%	7 8.8% 0.0			
Low Powered TWMV (upto 125cc) KSI Casualties			-15.2%		6 21.4% +50.0%	8 28.6% +60.0%	3 10.7% -62.5%	4 14.3% -33.3%	3 10.7% -62.5%	4 14.3% +300.0%	0 0.0% -100.0%			
High Powered TWMV (over 125cc) KSI Casualties			-10.3%		11 21.2% 0.0	15 28.8% -31.8%	2 3.8% +100.0%	7 13.5% +16.7%	7 13.5% 0.0	3 5.8% -40.0%	7 13.5% +16.7%			

Pedestrian:

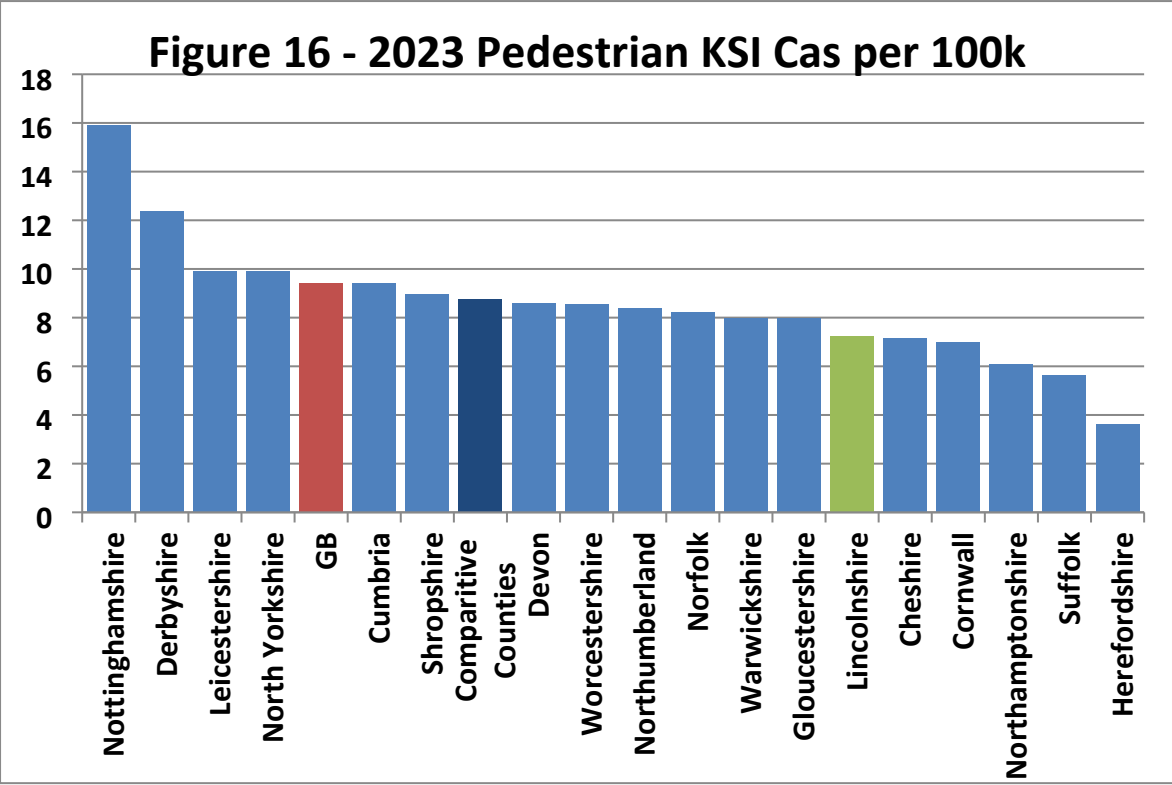
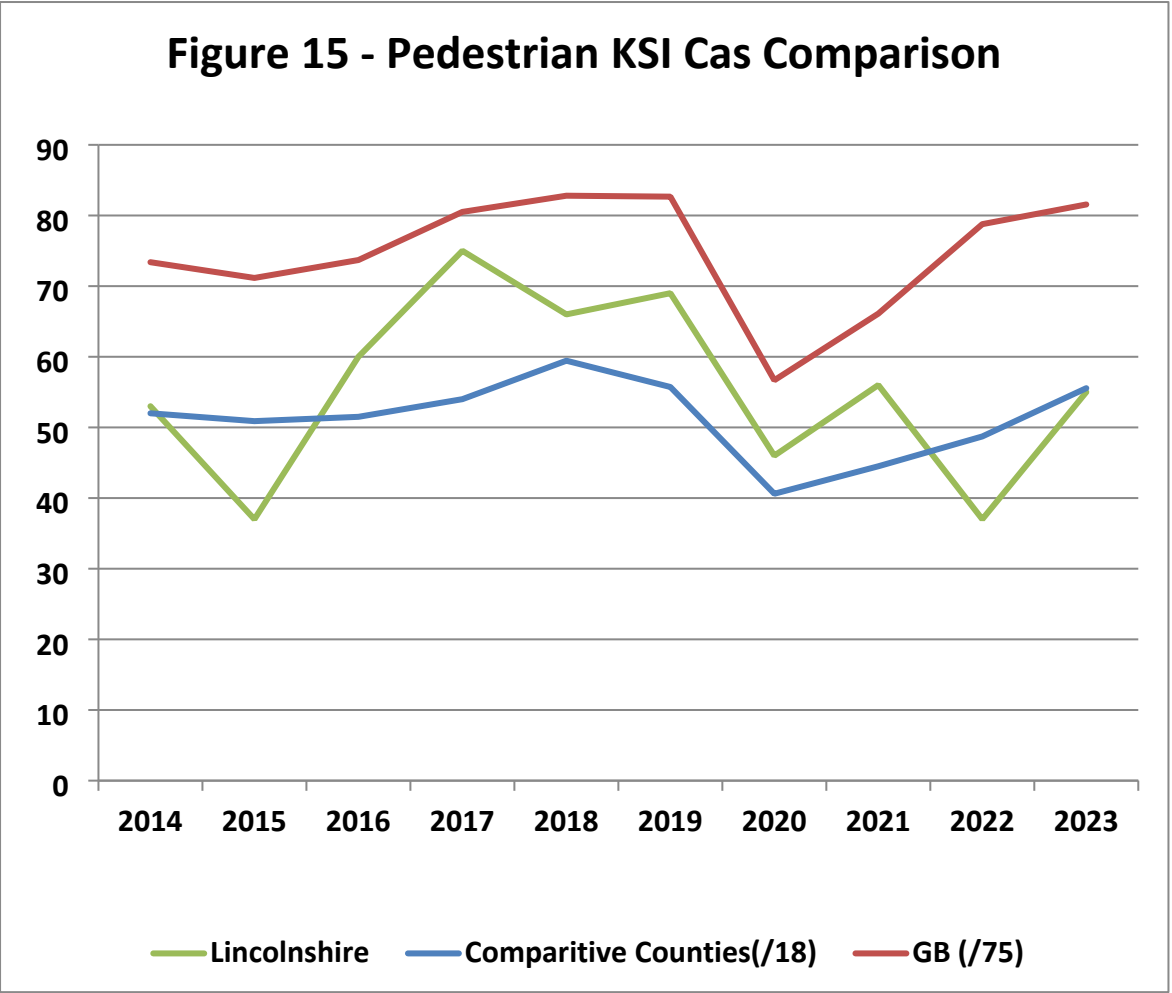


Table 10 and 10b - Pedestrian District Trends

Lincolnshire Road Safety Partnership Rolling Performance Dashboard - 2024													
	1st Jan 2024 to 31st Dec 24	1st Jan 2023 to 31st Dec 23	% Change on Previous Year	MALE FEMALE	West Lindsey DC	East Lindsey	Lincoln City	North Kesteven DC	South Kesteven DC	South Holland DC	Boston BC	District Distribution	URBAN RURAL
Pedestrians KSI Casualties			-10.9%		4 8.2% -20.0%	13 26.5% 0.0	8 16.3% -42.9%	3 6.1% -40.0%	13 26.5% +116.7%	3 6.1% 0.0	5 10.2% -44.4%		

Lincolnshire Road Safety Partnership Rolling Performance Dashboard - 2023													
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Pedestrians KSI Casualties	55	37	48.6%		5 9.1% +150.0%	13 23.6% +62.5%	14 25.5% +100.0%	5 9.1% +25.0%	6 10.9% -14.3%	3 5.5% +200.0%	9 16.4% +12.5%		

Pedal Cyclist:

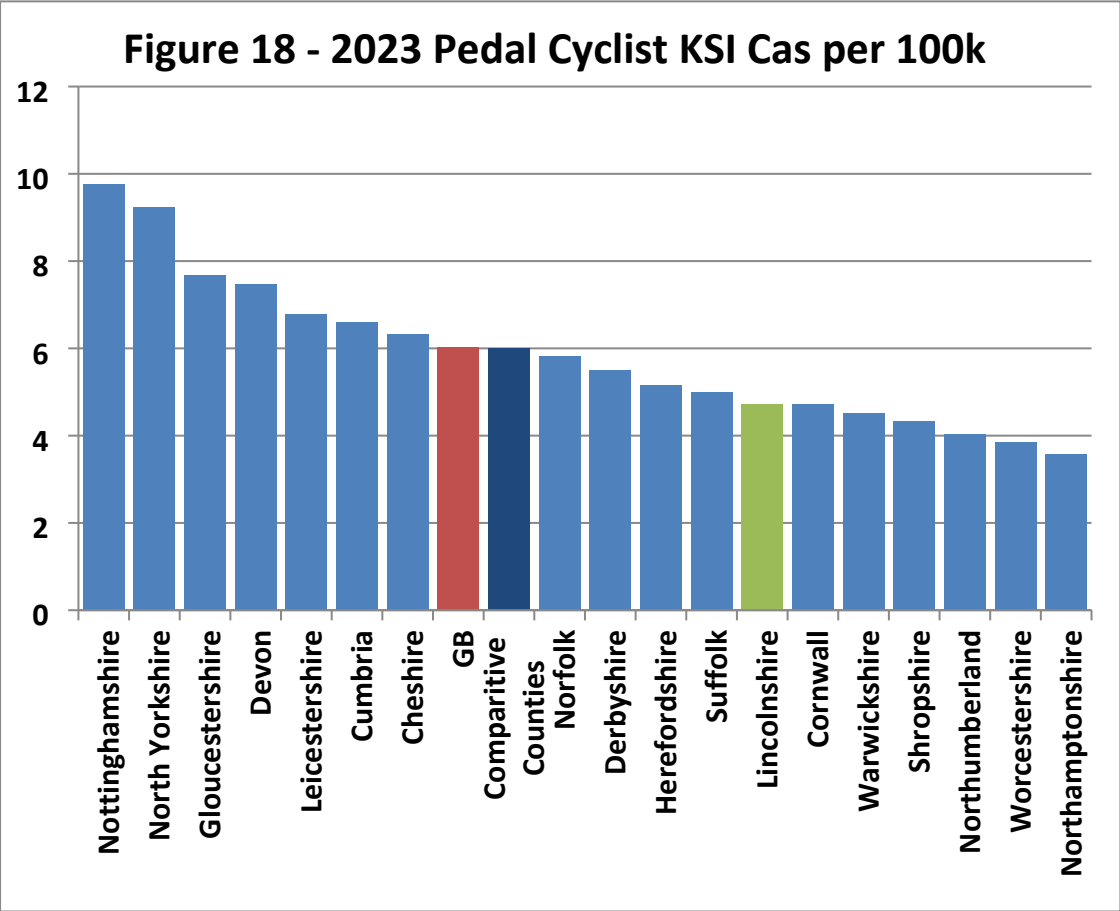
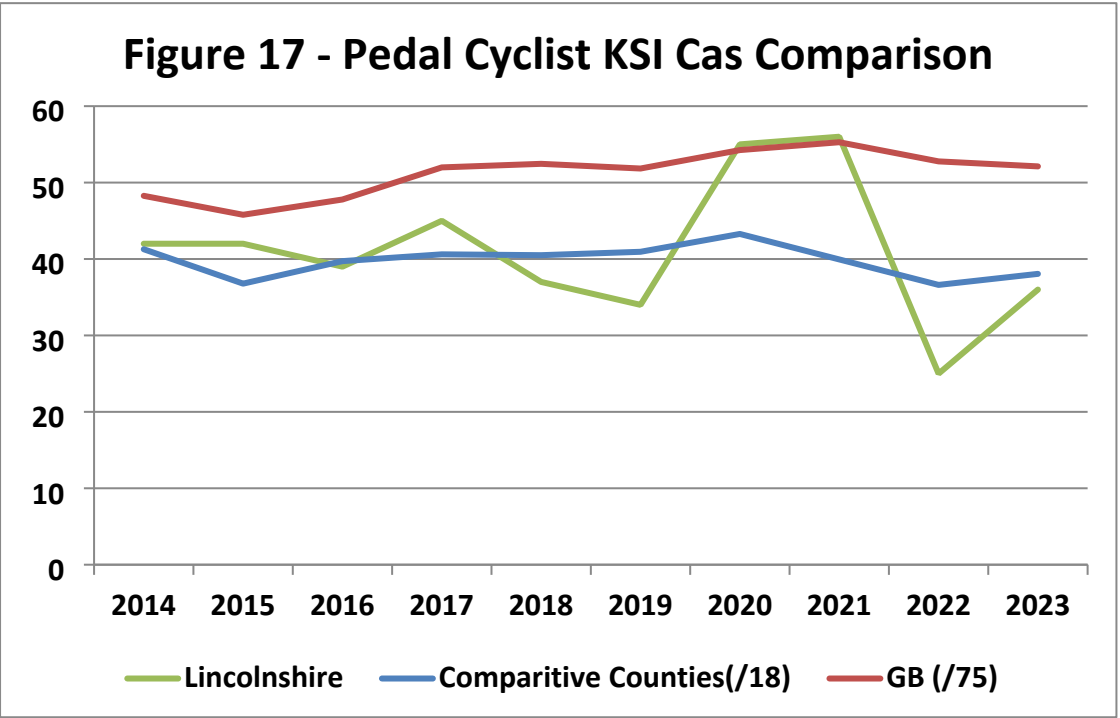








Table 11 and 11.b - Pedal Cyclist District Trends

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	1st Jan 2024 to 31st Dec 24	1st Jan 2023 to 31st Dec 23	% Change on Previous Year	MALE FEMALE	West Lindsey DC	East Lindsey	Lincoln City	North Kesteven DC	South Kesteven DC	South Holland DC	Boston BC	District Distribution	URBAN RURAL
Pedal Cyclist KSI Casualties			8.6%		4 10.5% +300.0%	13 34.2% +62.5%	5 13.2% 0.0	5 13.2% +66.7%	7 18.4% +16.7%	0 0.0% -100.0%	4 10.5% -20.0%		
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Pedal Cyclist KSI Casualties	35	25	40.0%		1 2.9% 0.0	8 22.9% +166.7%	5 14.3% 0.0	3 8.6% -25.0%	6 17.1% 0.0	7 20.0% +600.0%	5 14.3% 0.0		

Senior Drivers:

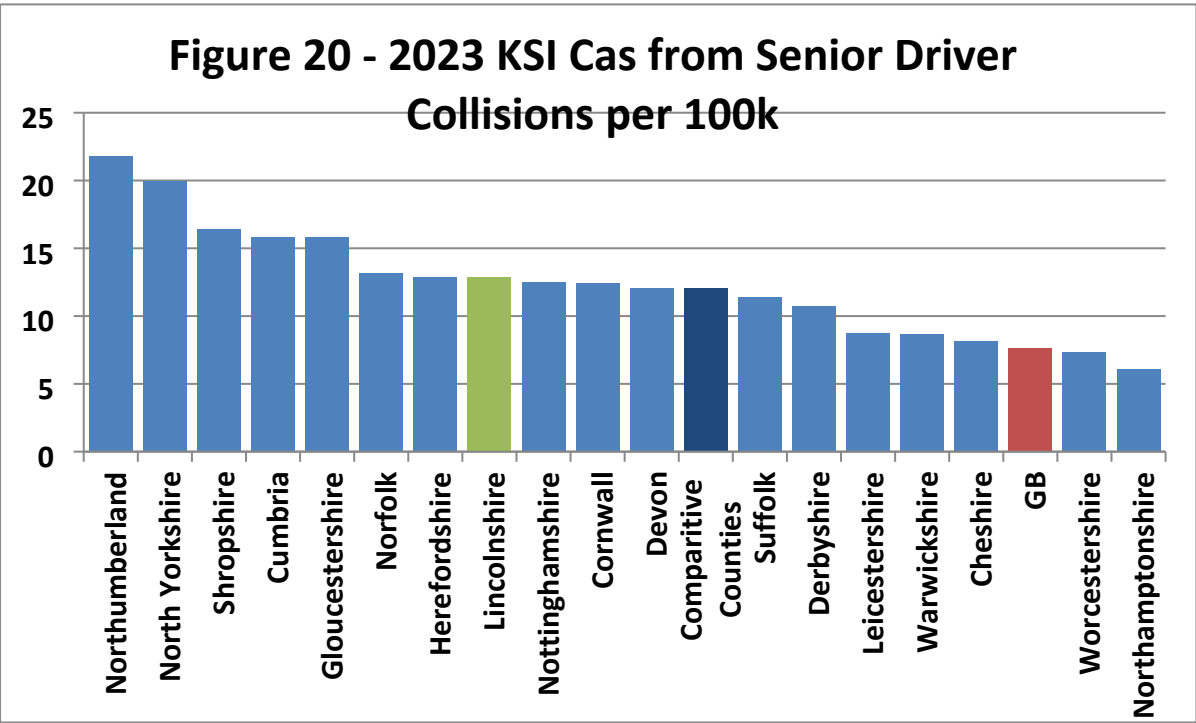
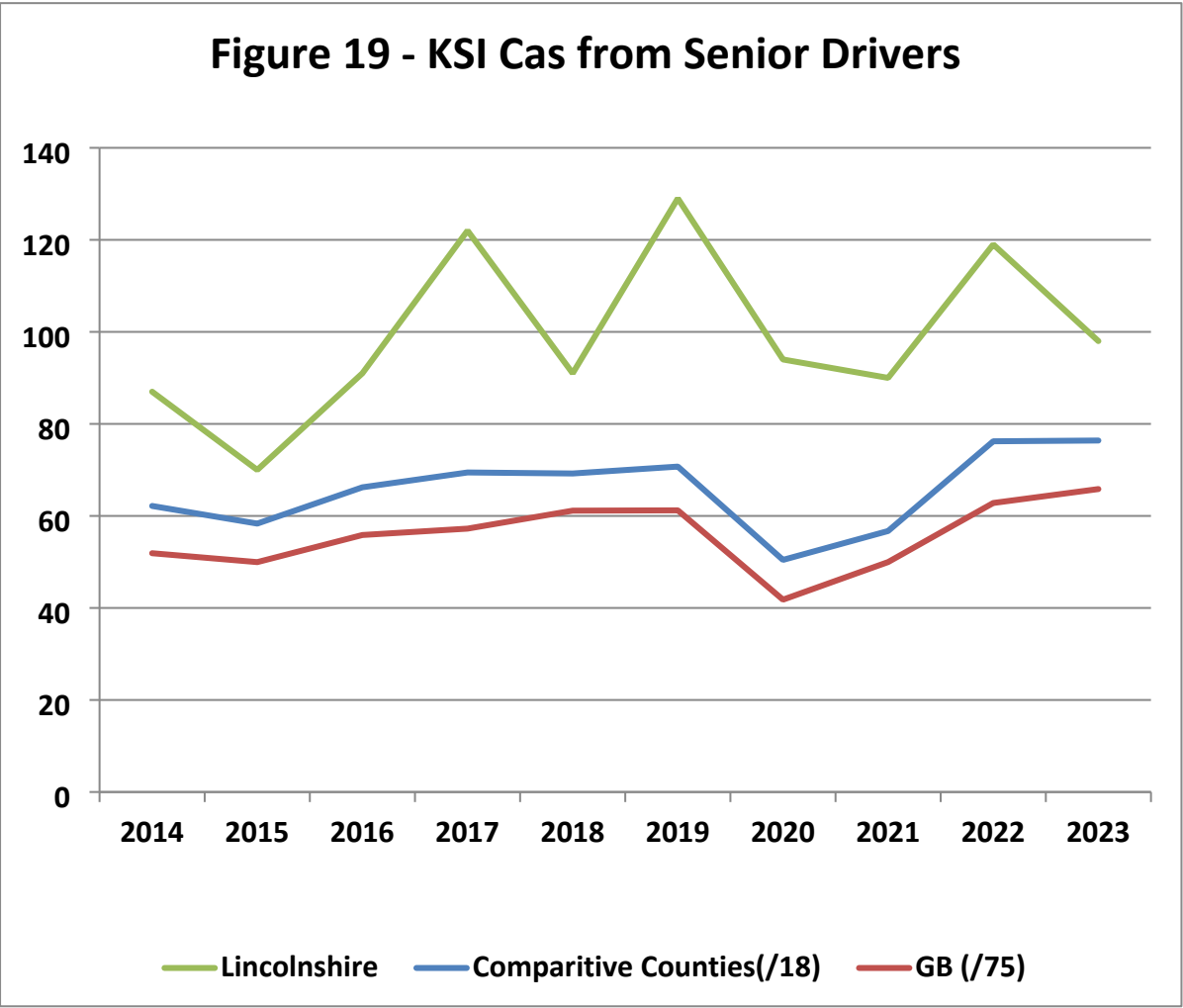


Table 12 and 12b - Senior Driver District Trends

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	1st Jan 2024 to 31st Dec 24	1st Jan 2023 to 31st Dec 23	% Change on Previous Year	MALE FEMALE	West Lindsey DC	East Lindsey	Lincoln City	North Kesteven DC	South Kesteven DC	South Holland DC	Boston BC	District Distribution	URBAN RURAL
KSI Collisions Involving a 60+ year old Driver			-7.2%		14 12.1% -30.0%	32 27.6% -15.8%	8 6.9% -20.0%	20 17.2% +17.6%	24 20.7% +14.3%	7 6.0% -30.0%	11 9.5% +22.2%		
Lincolnshire Road Safety Partnership Rolling Performance Dashboard - 2023													
	1st Jan 2023 to 31st Dec 23	1st Jan 2022 to 31st Dec 22	% Change on Previous Year	MALE FEMALE	West Lindsey DC	East Lindsey	Lincoln City	North Kesteven DC	South Kesteven DC	South Holland DC	Boston BC	District Distribution	URBAN RURAL
KSI Collisions Involving a 60+ year old Driver	125	127	-1.6%		20 16.0% +42.9%	38 30.4% +5.6%	10 8.0% +11.1%	17 13.6% -5.6%	21 16.8% -19.2%	10 8.0% +66.7%	9 7.2% -50.0%		

Young Driver:

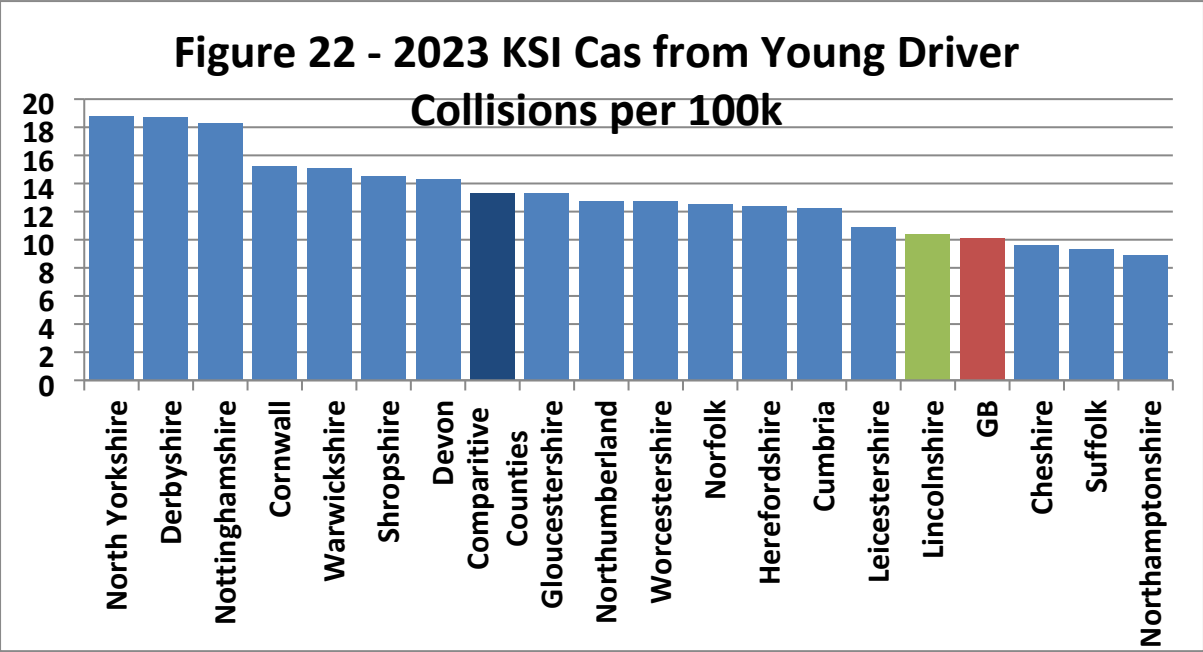
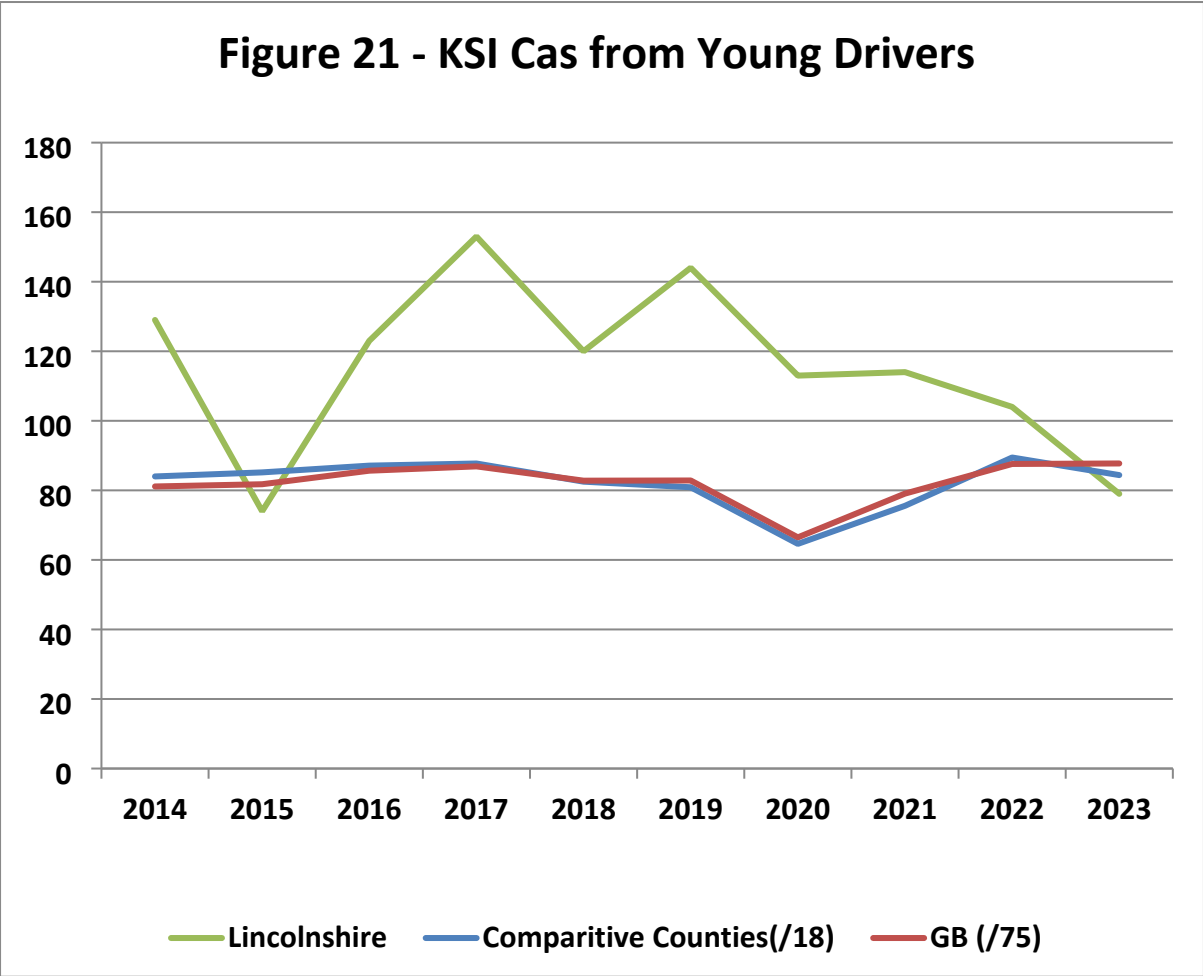


Table 13 and 13b - Young Driver District Trends

Lincolnshire Road Safety Partnership Rolling Performance Dashboard - 2024													
	1st Jan 2024 to 31st Dec 24	1st Jan 2023 to 31st Dec 23	% Change on Previous Year	MALE FEMALE	West Linsey DC	East Linsey	Lincoln City	North Kesteven DC	South Kesteven DC	South Holland DC	Boston BC	District Distribution	URBAN RURAL
KSI Collisions Involving a 17-24 year old Driver			31.9%		18 19.8% -5.3%	17 18.7% +13.3%	8 8.8% +14.3%	16 17.6% +77.8%	18 19.8% +80.0%	5 5.5% -16.7%	9 9.9% +200.0%		
Lincolnshire Road Safety Partnership Rolling Performance Dashboard - 2023													
	1st Jan 2023 to 31st Dec 23	1st Jan 2022 to 31st Dec 22	% Change on Previous Year	MALE FEMALE	West Linsey DC	East Linsey	Lincoln City	North Kesteven DC	South Kesteven DC	South Holland DC	Boston BC	District Distribution	URBAN RURAL
KSI Collisions Involving a 17-24 year old Driver	69	87	-20.7%		19 27.5% +46.2%	15 21.7% -34.8%	7 10.1% 0.0	9 13.0% -25.0%	10 14.5% -37.5%	6 8.7% +50.0%	3 4.3% -75.0%		

Children aged 0-15:

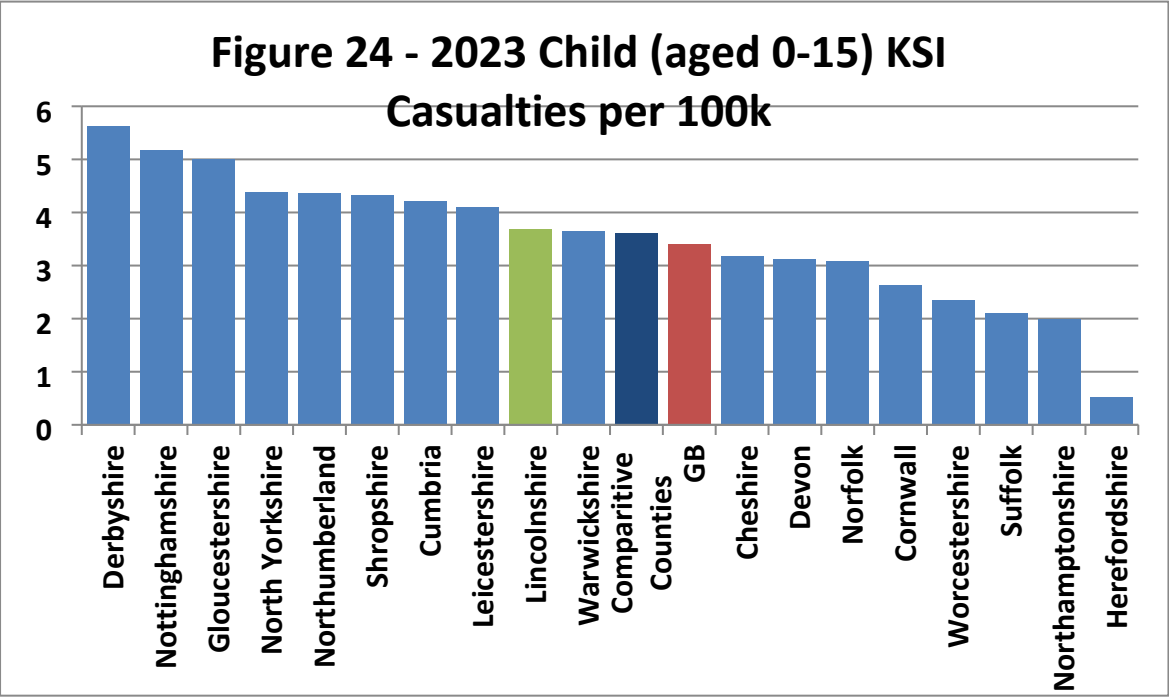
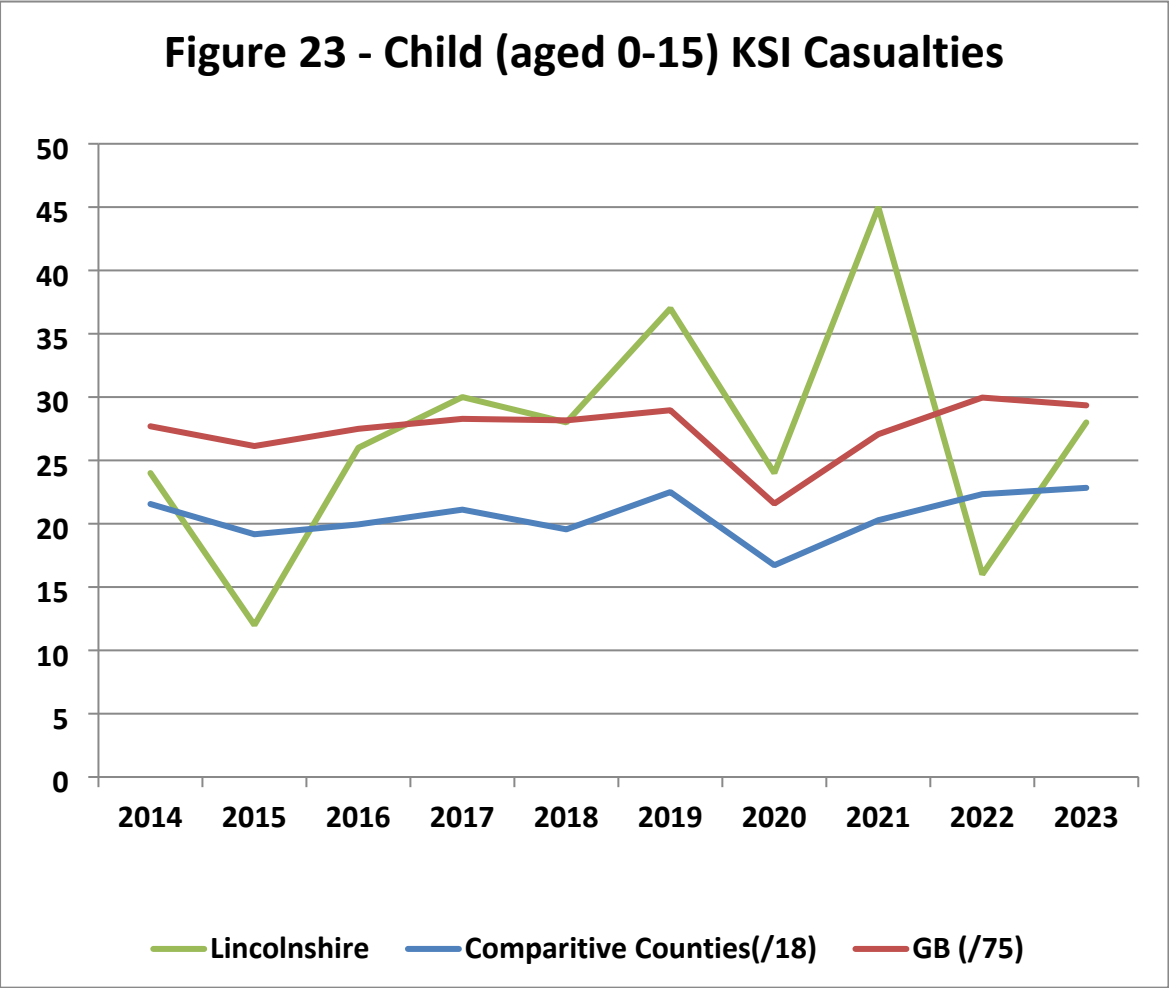


Table 14 and 14b – Child aged 0-15yrs District Trends

Lincolnshire Road Safety Partnership Rolling Performance Dashboard - 2024													
	1st Jan 2024 to 31st Dec 24	1st Jan 2023 to 31st Dec 23	% Change on Previous Year	MALE FEMALE	West Lindsey DC	East Lindsey	Lincoln City	North Kesteven DC	South Kesteven DC	South Holland DC	Boston BC	District Distribution	URBAN RURAL
Child (0-15) KSI Casualties			-14.3%		3 12.5% -40.0%	8 33.3% 0.0	1 4.2% -75.0%	2 8.3% 0.0	6 25.0% +20.0%	1 4.2% 0.0	3 12.5% 0.0		
Lincolnshire Road Safety Partnership Rolling Performance Dashboard - 2023													
	1st Jan 2023 to 31st Dec 23	1st Jan 2022 to 31st Dec 22	% Change on Previous Year	MALE FEMALE	West Lindsey DC	East Lindsey	Lincoln City	North Kesteven DC	South Kesteven DC	South Holland DC	Boston BC	District Distribution	URBAN RURAL
Child (0-15) KSI Casualties	28	16	75.0%		5 17.9% +150.0%	8 28.6% +100.0%	4 14.3% +100.0%	2 7.1% +100.0%	5 17.9% +150.0%	1 3.6% -50.0%	3 10.7% 0.0		

Car & Taxi:

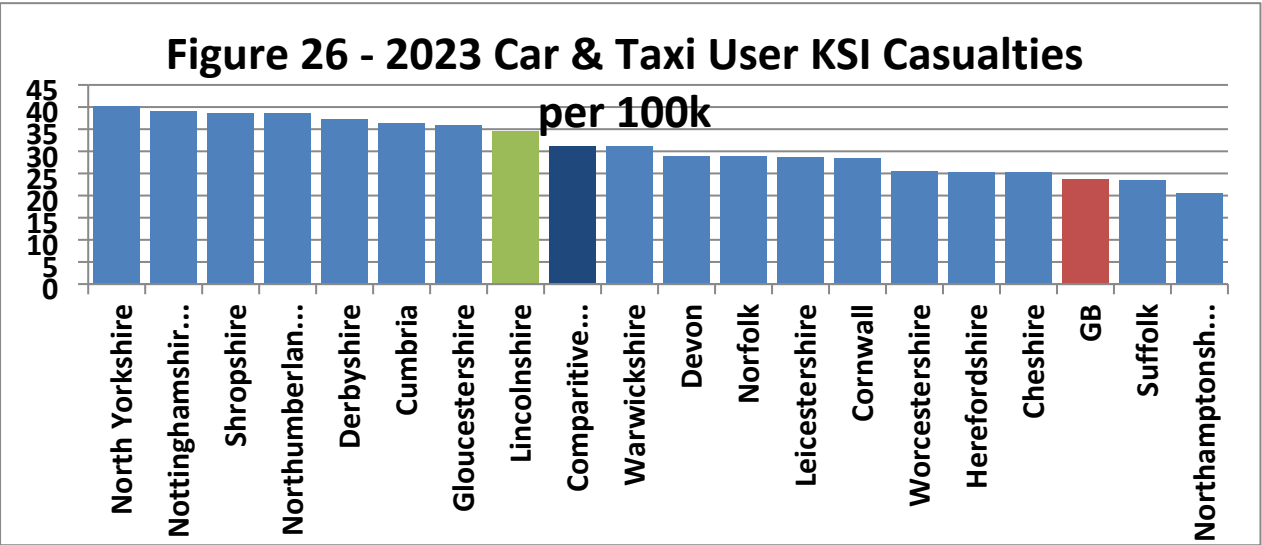
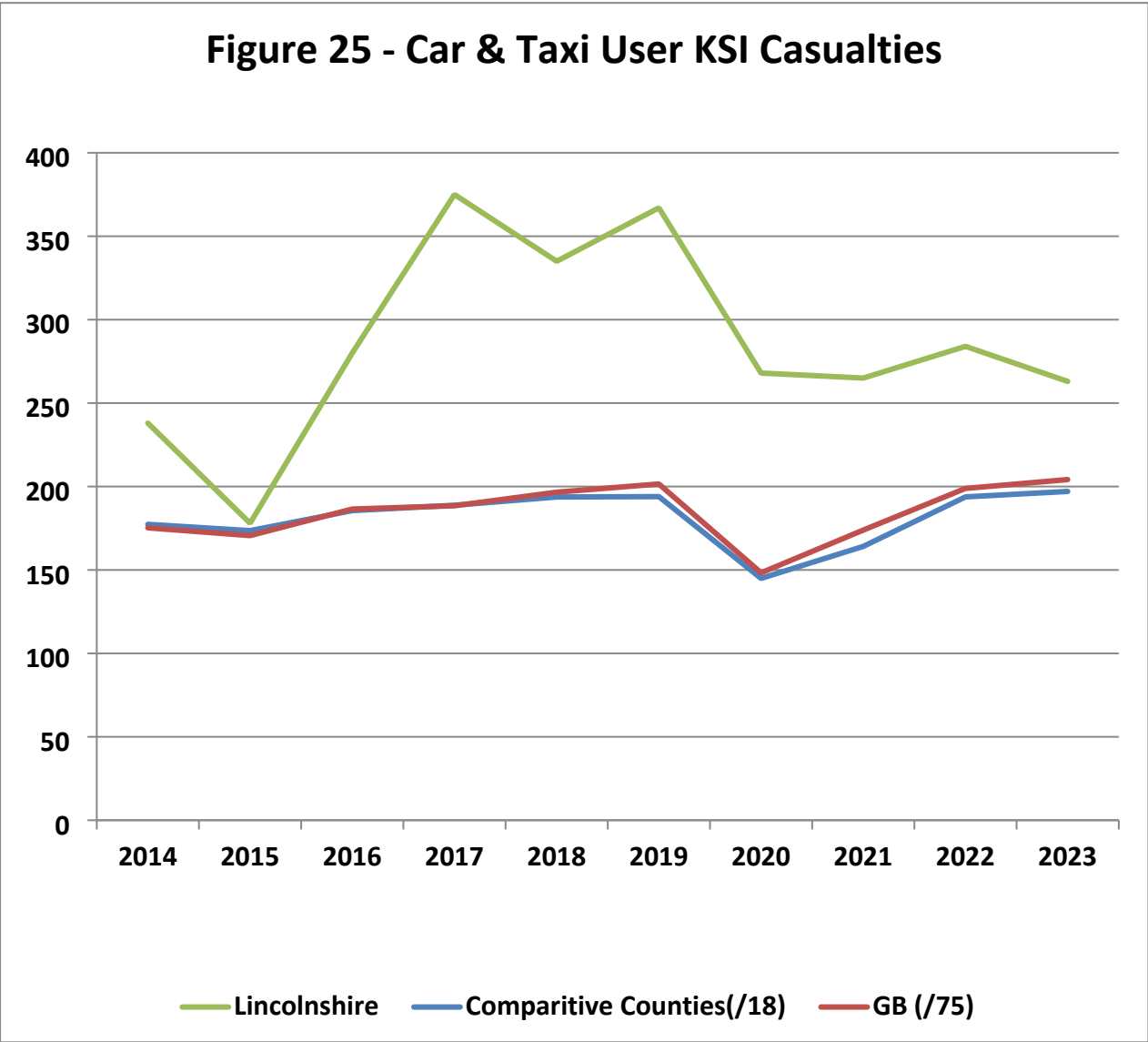








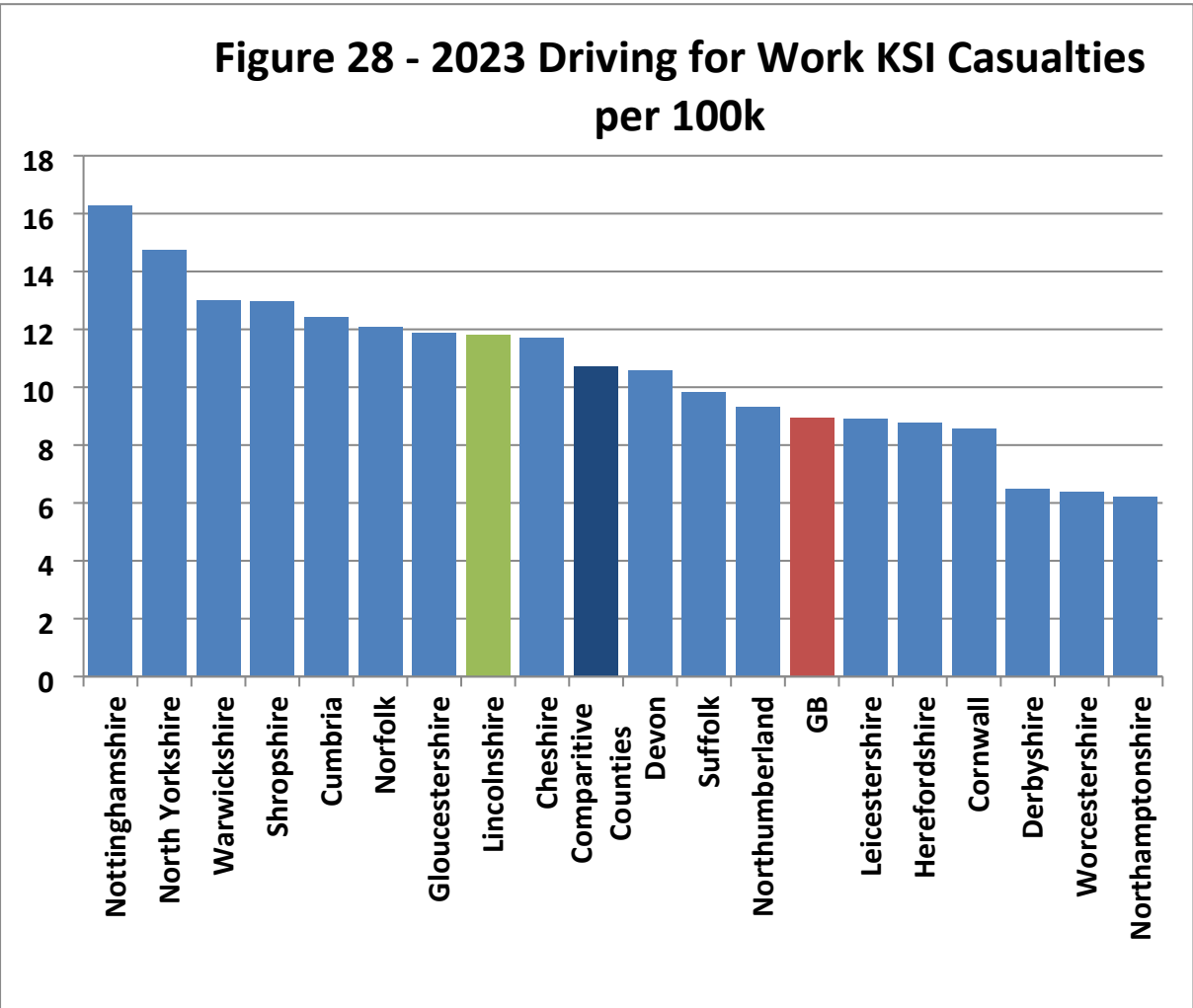
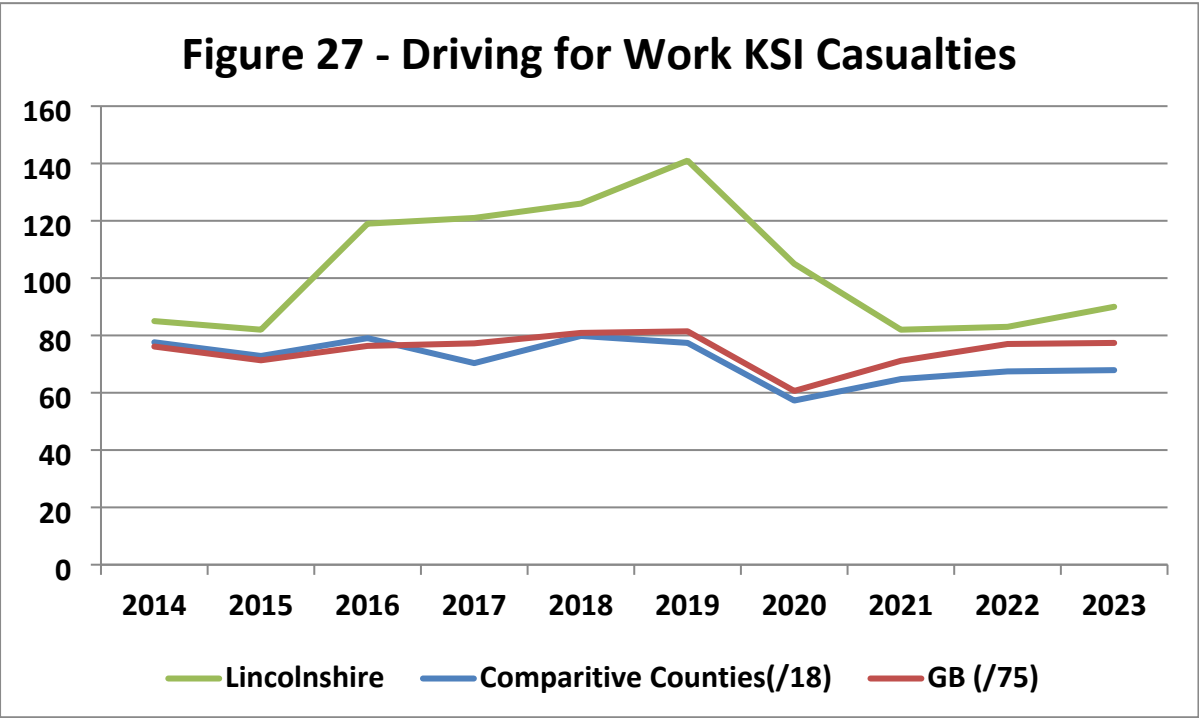
Table 15 and 15b- Car & Taxi District Trends
Lincolnshire Road Safety Partnership Rolling Performance Dashboard - 2024

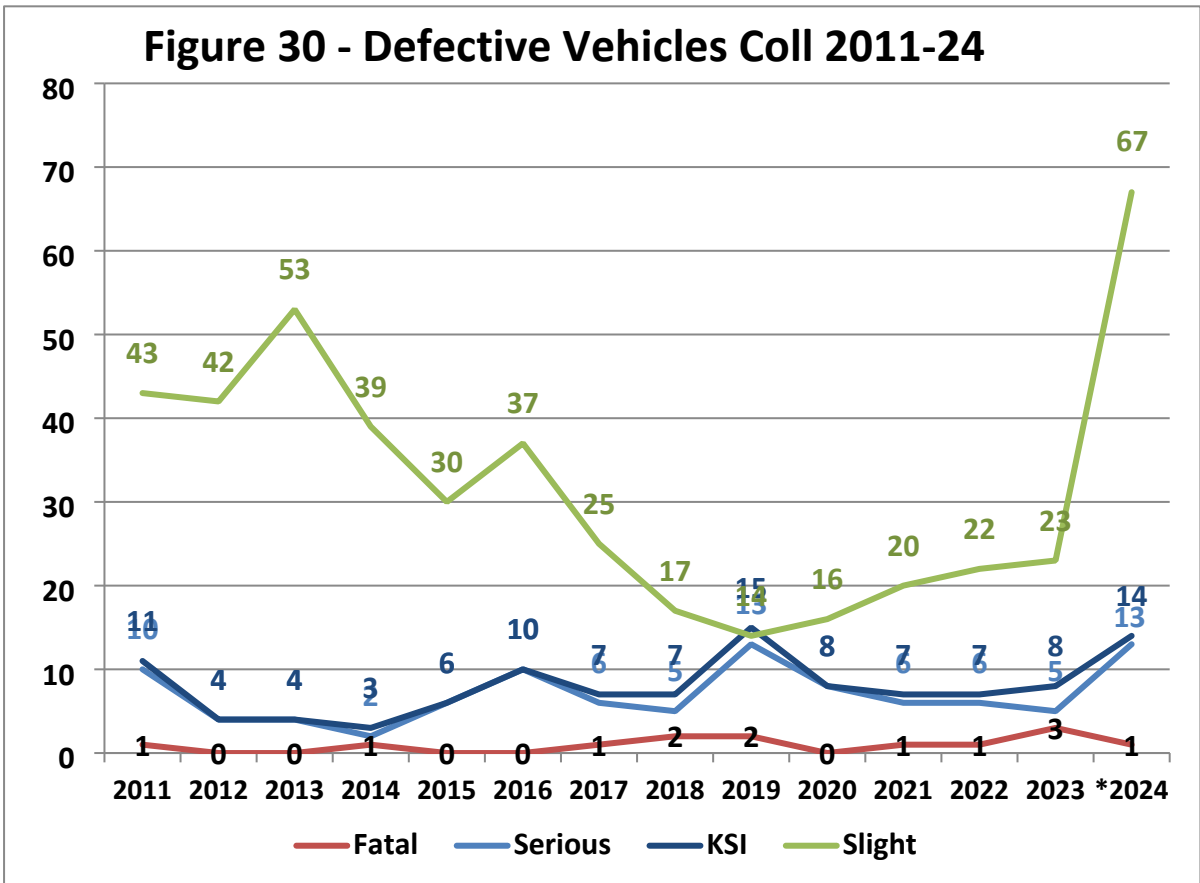
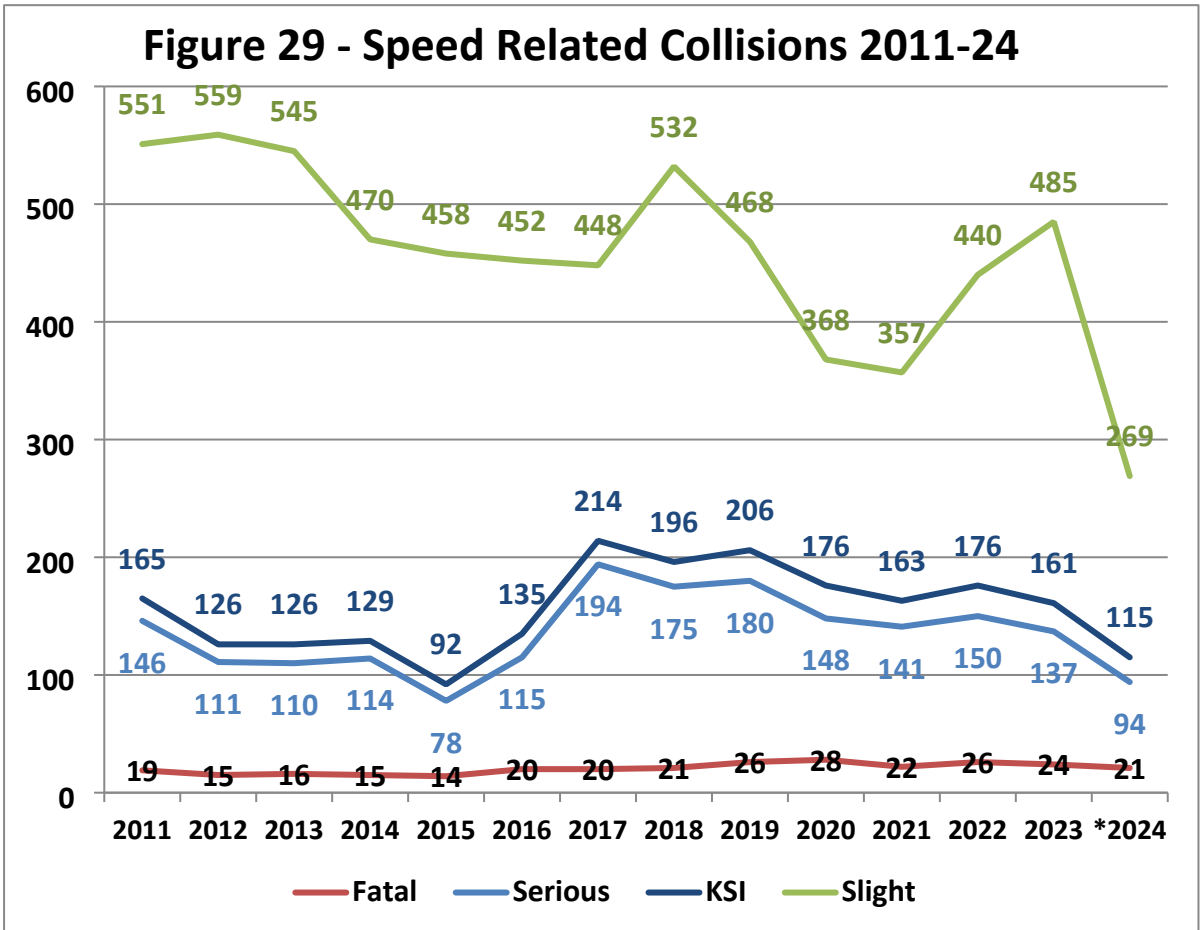
	1st Jan 2024 to 31st Dec 24	1st Jan 2023 to 31st Dec 23	% Change on Previous Year	MALE FEMALE	West Lindsey DC	East Lindsey	Lincoln City	North Kesteven DC	South Kesteven DC	South Holland DC	Boston BC	District Distribution	URBAN RURAL
Car & Taxi KSI Casualties	230	219	5.0%		39 17.0% -26.4%	55 23.9% -5.2%	10 4.3% +66.7%	38 16.5% +31.0%	33 14.3% -31.3%	24 10.4% +60.0%	31 13.5% +210.0%		

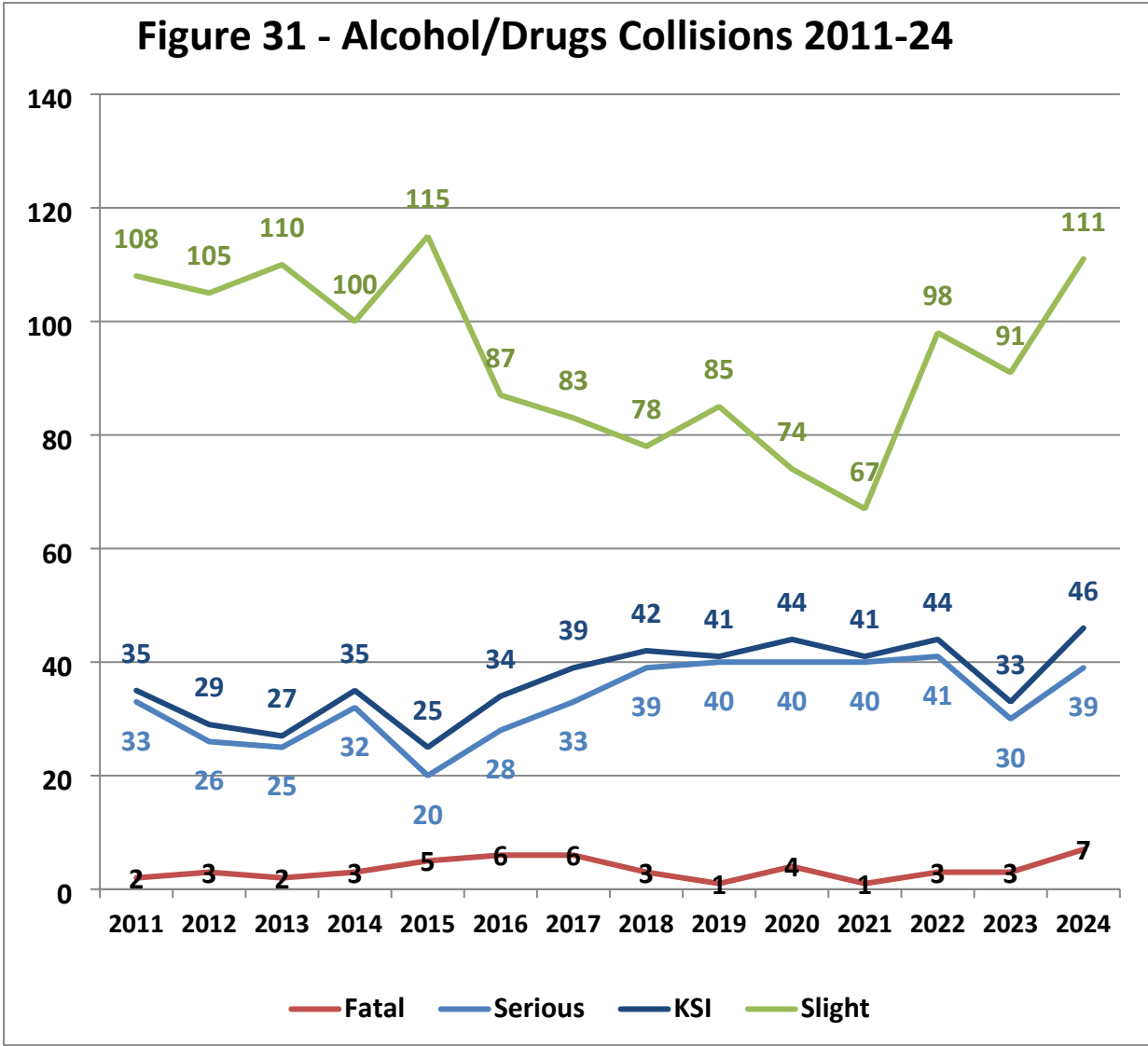
Lincolnshire Road Safety Partnership Rolling Performance Dashboard - 2023

	1st Jan 2023 to 31st Dec 23	1st Jan 2022 to 31st Dec 22	% Change on Previous Year	MALE FEMALE	West Lindsey DC	East Lindsey	Lincoln City	North Kesteven DC	South Kesteven DC	South Holland DC	Boston BC	District Distribution	URBAN RURAL
Car & Taxi KSI Casualties	219	260	-15.8%		53 24.2% +47.2%	58 26.5% -22.7%	6 2.7% -40.0%	29 13.2% -25.6%	48 21.9% -2.0%	15 6.8% -11.8%	10 4.6% -70.6%		

Driving for Work:







Note: Causation factor trends:

The Department for Transport made alterations to STATS19 reporting causation factors. [Guide to contributory factors \(and road safety factors\) for reported road casualties Great Britain - GOV.UK](#)

This should be noted in the following areas in this report:

Table 6: Seems unaffected by the changes with a like for like alternative.
Table 7 is a list of the factors relevant to that year’s collisions, but they may be worded differently to previous years.

Figure 29: Notable effect.
Only three of the previous five "Speed Related" factors still exist.

Figure 30:
For Vehicle Defects, we previously had:

201 Tyres illegal, defective or under inflated

- 202 Defective lights or indicators
- 203 Defective brakes
- 204 Defective steering or suspension
- 205 Defective or missing mirrors
- 206 Overloaded or poorly loaded vehicle or trailer

Since 2024 they are now:

- V1 Vehicle defective tyres
- V2 Vehicle defect (excluding tyres and light)
- V3 Vehicle or trailer was overloaded or poorly loaded
- V4 Driver/Rider view obscured by blind spot
- V5 Vehicle with defective lights or not using headlights when visibility is reduced

This report was written by Steve Batchelor, LRSP Senior Manager, who can be contacted at staying.alive@lincolnshire.gov.uk