

REPORTED ROAD CASUALTIES

LEICESTERSHIRE 2019

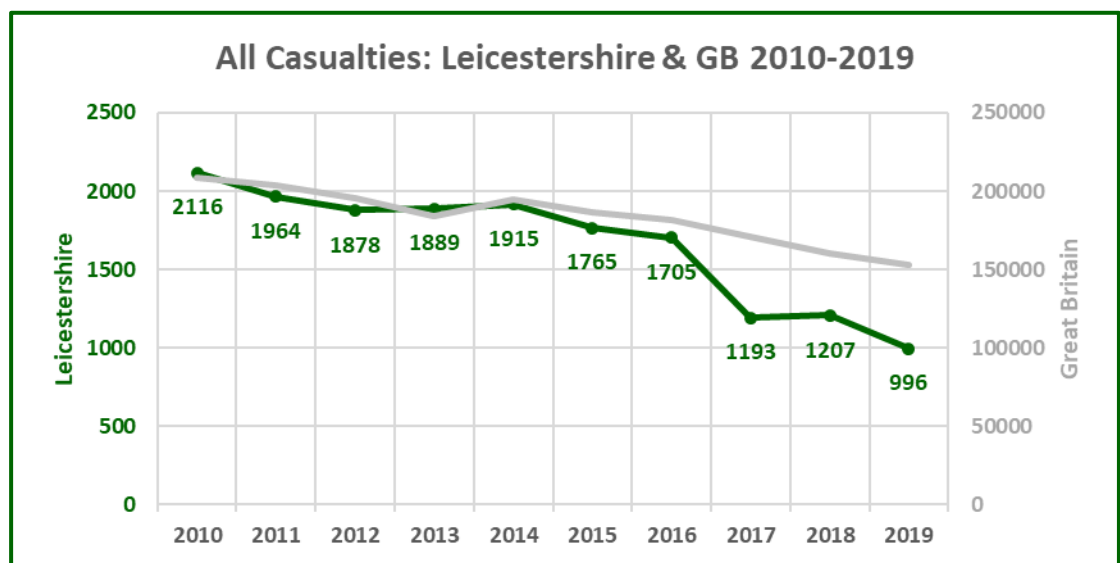
There were 175 reported killed or seriously injured casualties in 2019, a decrease of 29% compared with 2018. Compared with the 2007-11 average, there were 30% fewer killed or seriously injured casualties in 2019 and 55% fewer casualties overall.

ABOUT THIS REPORT

This report provides an overview of reported road casualties in 2019 in Leicestershire. This is created to support the annual report on casualty reduction to the Council's Environment and Transport Overview and Scrutiny Committee.

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CONCLUSIONS

- There was a significant reduction in overall casualty totals between 2019 and 2018 to the lowest total on record, continuing the long-term trend which shows that overall casualty numbers are reducing.
- 2019 saw the lowest number of killed or seriously injured casualties on record, while Great Britain has seen a year-on-year increase since 2015.
- Leicestershire continues to be a high performing authority when compared with other County Councils, East Midlands authorities and statistical neighbours.
- Generally, it appears that Leicestershire performs well over most key statistics compared with the rest of Great Britain, with local trends usually better or consistent with those nationally.

INTRODUCTION

This report provides the number of personal-injury road traffic collisions in Leicestershire that were reported by the police in 2019 using the STATS19 reporting system. It also includes the number of people killed or injured in these collisions and which road user group they were in. The current set of definitions and detail of information goes back to 1979, providing a long period for comparison.

The information used to create these statistics are collected by police forces, either through officers attending the scene of collisions or from members of the public reporting the collision in police stations after the incident. There is no obligation for people to report all personal-injury collisions to the police (although there is an obligation under certain conditions, as outlined in the Road Traffic Act). These figures, therefore, do not represent the full range of collisions or casualties in Leicestershire.

All collisions that were reported by the police and that occurred on a public highway involving at least one motor vehicle, horse rider or pedal cyclist, and where at least one person was injured are included. Collisions that happened on private land (including private drives) or car parks are not included in the statistics. Damage only collisions that do not result in personal injury are also excluded from these statistics.

Throughout this document, 2019 statistics are compared against:

- **2018** – for information rather than meaningful comparison, as year-on-year variation can be high
- **2012-2016 average & 2007-2011 average** – averages to represent the approximate situation five and ten years ago respectively. Averages are used rather than single years (2014 and 2009) to ensure that “anomaly” years do not skew the comparisons too greatly.

STRENGTHS AND WEAKNESSES OF THE DATA

Comparisons of road collision reports with death registrations show that very few, if any, road collision fatalities are not reported by the police. However, it has long been known that a considerable proportion of non-fatal casualties are not known to the police, as hospital, survey and compensation claims data all indicate a higher number of casualties than police collision data would suggest.

Furthermore comparison with other authorities and Great Britain will become increasingly difficult, due to the adoption of the **Collision Recording and Sharing (CRASH)** system among approximately half of English police forces by early 2016. This system is purported to increase severity accuracy by eliminating the uncertainty arising from individual officer judgements, and forces that have migrated to CRASH are estimated to have added 20% to the Great Britain total for serious injuries. There is currently no indication that Leicestershire Police have any intention of migrating to CRASH in the near future.

Resource-driven process changes at Leicestershire Police have been acknowledged by the Force to have contributed to a 17% fall in the number of reported collisions. Officers are typically no longer deployed to collisions where casualties have only suffered slight injuries, despite such collisions being part of the STATS19 dataset. It is therefore incumbent on the casualties involved to report such collisions to the ever-lessening number of police stations.

Therefore the data used as the basis for these statistics should not be regarded as a complete record of all personal injury road collisions. Nevertheless, police data on road collisions, whilst not perfect, remain the most detailed, complete and reliable single source of information on road casualties covering the whole of Great Britain, in particular for monitoring trends over time.

SUMMARY FIGURES

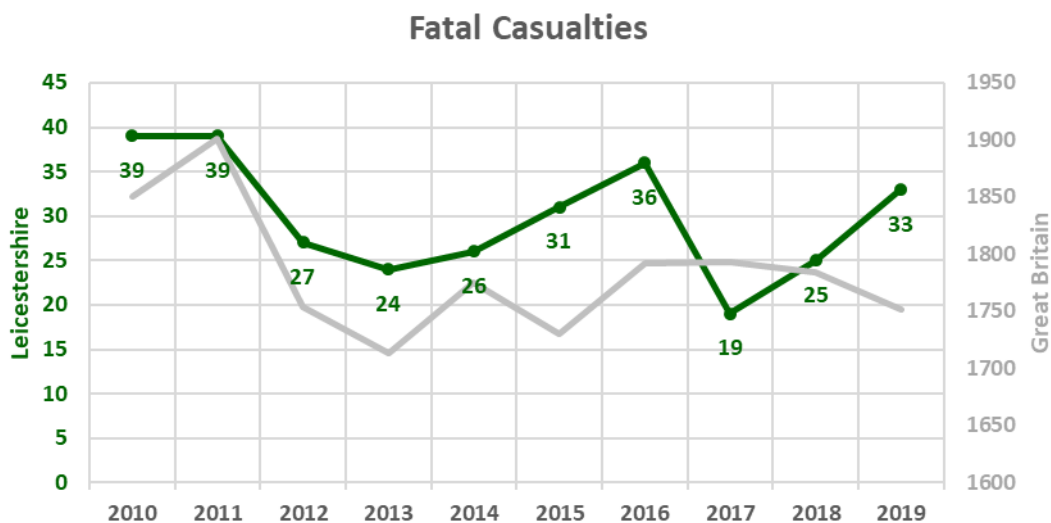
The table below shows the number of reported road casualties in Leicestershire in 2019 compared with previous years, and the percentage change reported by DfT in comparison with 2019 casualty figures for Great Britain (GB):

Leicestershire	2019	2018		2012-2016 average		2007-2011 average				
		Leics	GB	Leics	GB	Leics	GB			
All casualties	996	1207	-17%	-5%	1830	-46%	-19%	2193	-55%	-31%
KSI	175	245	-29%	+1%	220	-20%	+13%	251	-30%	+2%
Killed	33	25	+32%	-2%	29	+15%	0%	44	-25%	-24%
Seriously injured	142	220	-35%	+2%	191	-26%	+14%	208	-32%	+4%
Slightly injured	821	962	-15%	-6%	1611	-49%	-23%	1942	-58%	-36%

HEADLINE STATISTICS

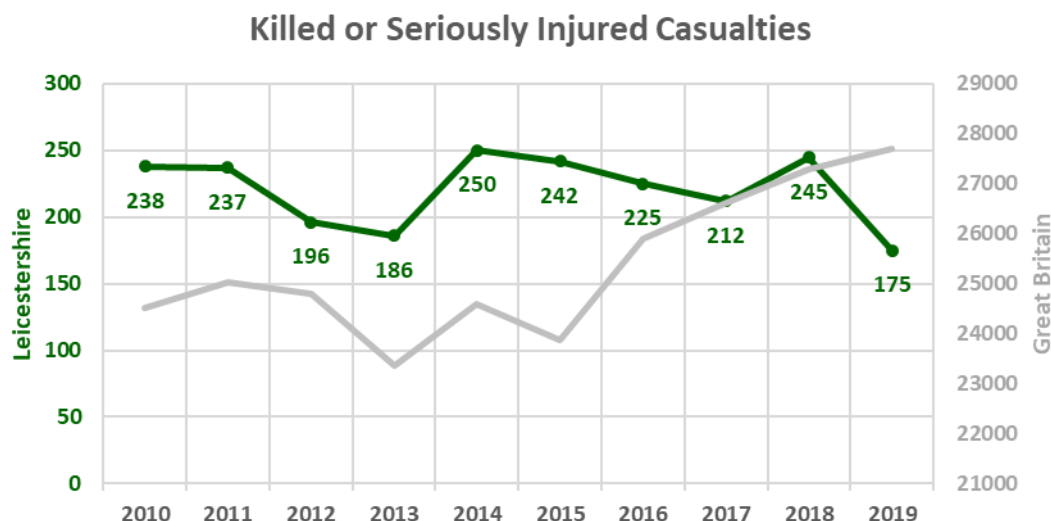
A total of **33 people were killed** in reported road traffic collisions in Leicestershire in 2019. This is higher than 2018 (25) and the 2012-16 average (29), but a reduction from the 2007-11 average (44).

The long-term trend of Great Britain is a statistically significant fall between 2006 and 2010 followed by relative consistency from 2010 onwards. Most of the year on year changes since 2010 are either explained by one-off causes (for instance, the snow in 2010) or natural variation, which is stronger at a local level due to the smaller numbers involved.

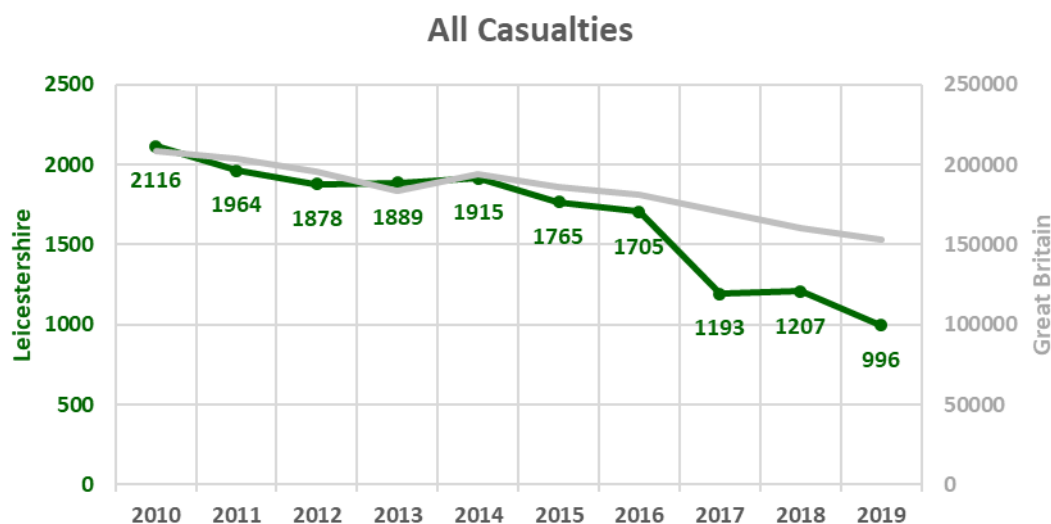


At a local authority level, trends can be more reliably seen by comparing killed and seriously injured casualties together, a nationally recognised statistic with the acronym “KSI”.

A total of **175 people were killed or seriously injured** in reported road traffic collisions in Leicestershire in 2019. This represents a decrease against 2018 (245), the 2012-2016 average (220), and the 2007-2011 average (251). This goes against the national trend, which appears to show an increase in killed or seriously injured casualties.







There was a total of **996 casualties of all severities (combined)** in reported road traffic collisions in Leicestershire in 2019. This is the lowest total on record, and a significant decrease when compared with 2018 (1207), the 2012-16 average (1830) and the 2007-11 average (2193).



This mirrors the trend of decreasing casualty numbers across Great Britain, although the decrease is not quite as sharp nationally as it is locally.

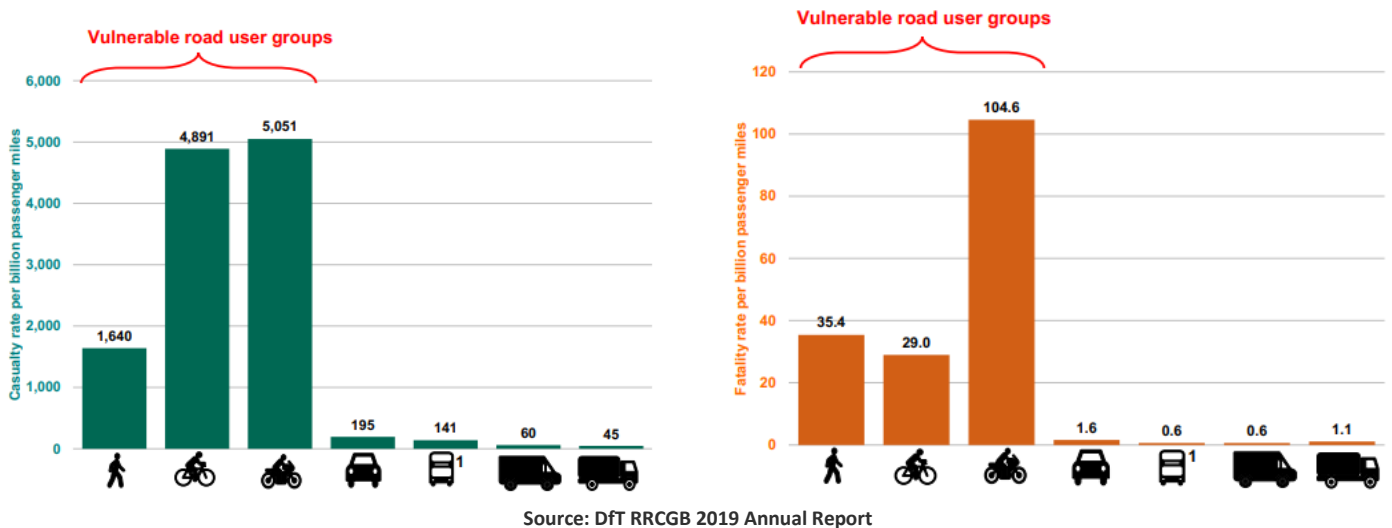
CASUALTIES BY ROAD USER TYPE

TOTAL CASUALTIES BY ROAD USER TYPE

Mode	2019	% share	2018		2012-16 Average		2007-11 average	
	697	70% (GB 42%)	803	-13%	1257	-45%	1545	-55%
	101	10% (GB 27%)	121	-17%	158	-36%	181	-44%
	79	8% (GB 19%)	115	-31%	166	-52%	193	-59%
	65	7% (GB 6%)	100	-35%	152	-57%	144	-55%
Other	54	5% (GB 6%)	68	-21%	97	-44%	130	-59%

In 2019 car occupants account for 70% of all reported road casualties in Leicestershire, which is unsurprising given that cars account for around 80% of traffic on British roads. Across Great Britain the share is significantly different, where the share of casualties is significantly higher among pedestrians and motorcyclists than in Leicestershire.

A comparison over the whole of *Great Britain* by the Department for Transport comparing the casualty and fatality rates per billion passenger miles by road user type clearly defines the more vulnerable road user groups:



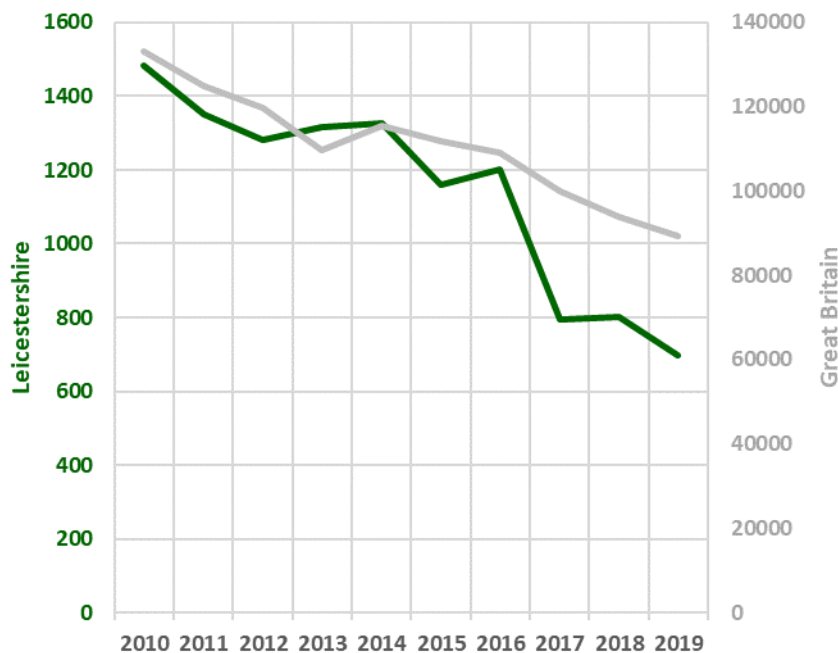
The pattern for pedal cycles is notable: the overall casualty rate of around 4,891 casualties per billion miles cycled is close to the motorcycling casualty rate, whereas the fatality rate of 29.0 per billion miles cycled is much closer to the pedestrian rate.

It is not possible to replicate the analysis for Leicestershire, as traffic mileage is not broken down to local authority level by the Department for Transport for most of the user groups shown above.

CAR OCCUPANTS

Severity	2019	2018		2012-2016 average		2007-2011 average				
		Leics	GB	Leics	GB	Leics	GB			
All casualties	697	803	-13%	-5%	1257	-45%	-21%	1545	-55%	-37%
Killed or Seriously Injured	84	111	-24%	+6%	110	-24%	+20%	138	-39%	-2%

All Severities (Combined)

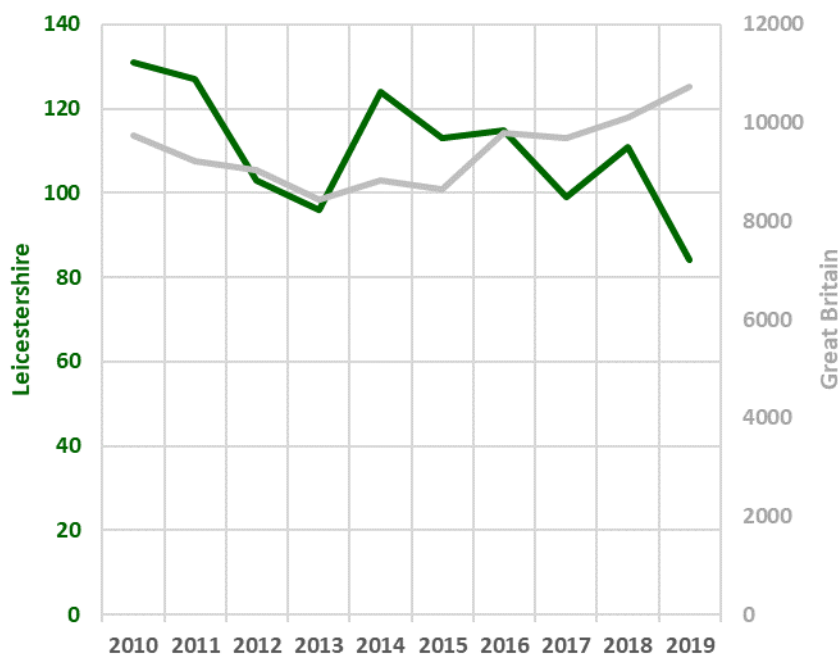


Car occupants continue to account for the largest proportion of casualties of all severities. There were a total of **697 car occupant casualties** of which 71% were drivers and 29% were passengers, around the same proportion as across Great Britain.

Total car occupant casualties in Leicestershire decreased against 2018 by 13%, and represent a significant reduction to with the 2012-2016 average (45%) and the 2007-2011 average (55%).

A total of **84 car occupants were killed or seriously injured** in 2019. This is a 24% decrease compared with 2018 and the 2012-2016 average, and a 39% reduction from the 2007-2011 average.

Killed or Seriously Injured (KSI)



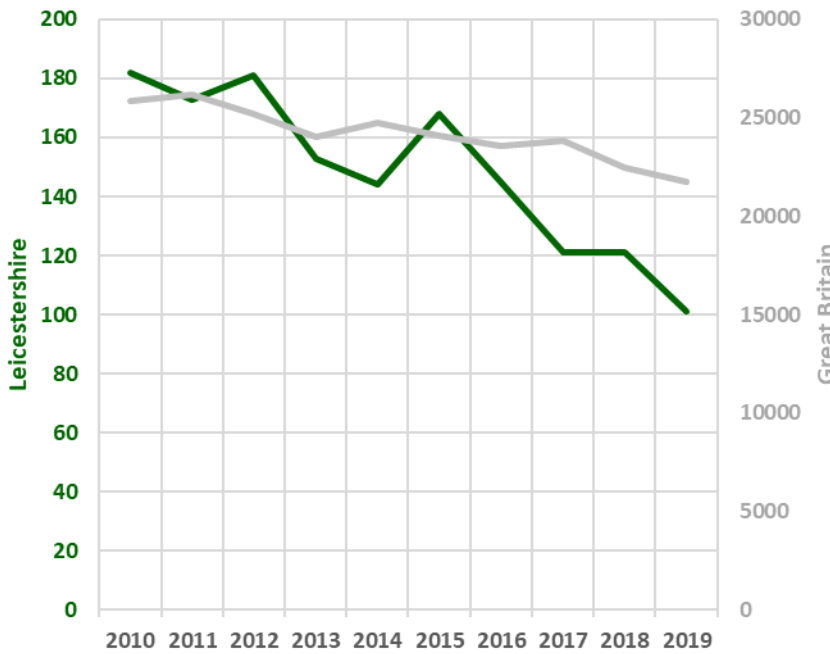
While the general long-term trend for overall car occupant casualties appears to be downwards, this is not necessarily the case for killed or seriously injured casualties. It is too early to say whether the 2019 reduction in Leicestershire will be sustained, particularly as the number is clearly increasing across Great Britain.

Car and taxi traffic in Great Britain increased by 2% from 2018 to 2019. Although increases in car and taxi traffic can lead to an increase in collisions, other factors can have a stronger influence on road safety.

PEDESTRIANS

Severity	2019	2018		2012-2016 average		2007-2011 average				
		Leics	GB	Leics	GB	Leics	GB			
All casualties	101	121	-17%	-3%	158	-36%	-10%	181	-44%	-21%
Killed or Seriously Injured	30	43	-30%	+1%	30	0%	+13%	32	-6%	+1%

All Severities (Combined)



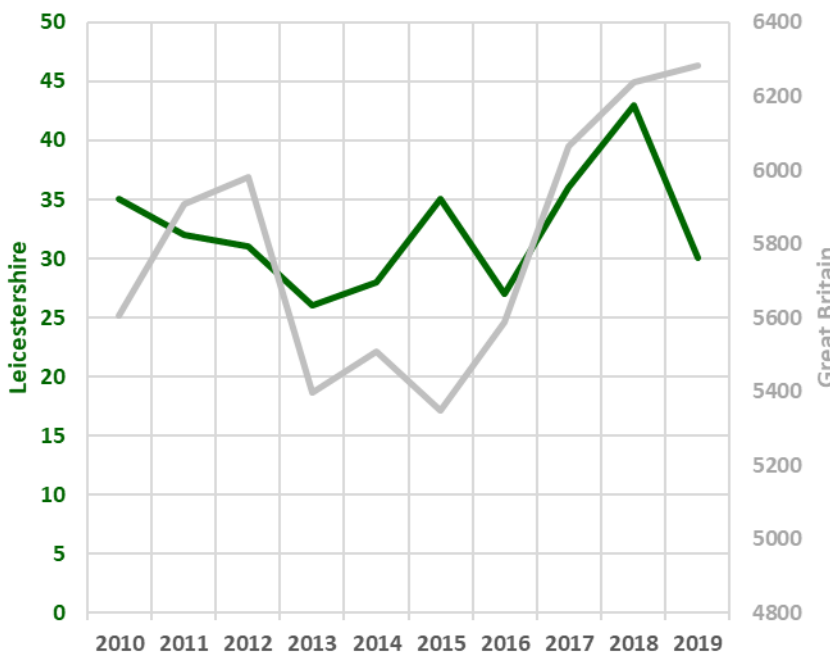
A total of **101 pedestrian casualties** were reported in 2019, which is 20 fewer than 2018.

There are 36% fewer pedestrian casualties in Leicestershire (10% fewer in Great Britain) when compared with the 2012-2016 average. The reduction is greater against the 2007-2011 average (44% for Leicestershire, 21% for Great Britain).

A total of **30 pedestrians were killed or seriously injured** in 2019, down from 43 in 2018. Of the 30 casualties, 6 were fatal.

The small numbers of killed or seriously injured pedestrian casualties in Leicestershire makes it difficult to identify local trends, as variations could be a result of natural variation and cannot be easily attributed to underlying causes.

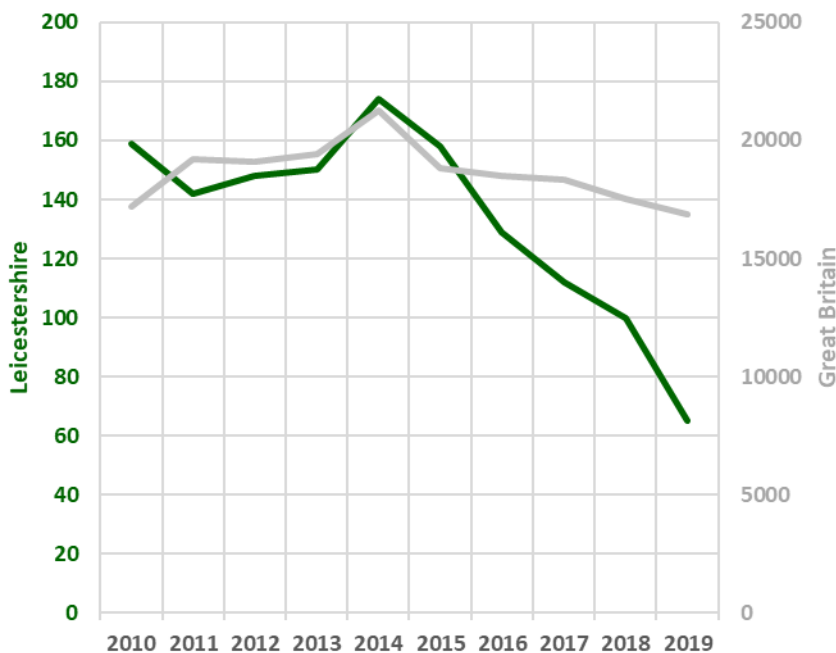
Killed or Seriously Injured (KSI)



PEDAL CYCLISTS

Severity	2019	2018		2012-2016 average		2007-2011 average				
		Leics	GB	Leics	GB	Leics	GB			
All casualties	65	100	-35%	-4%	152	-57%	-13%	144	-55%	-2%
Killed or Seriously Injured	13	20	-35%	0%	18	-29%	+12%	14	+6%	+37%

All Severities (Combined)

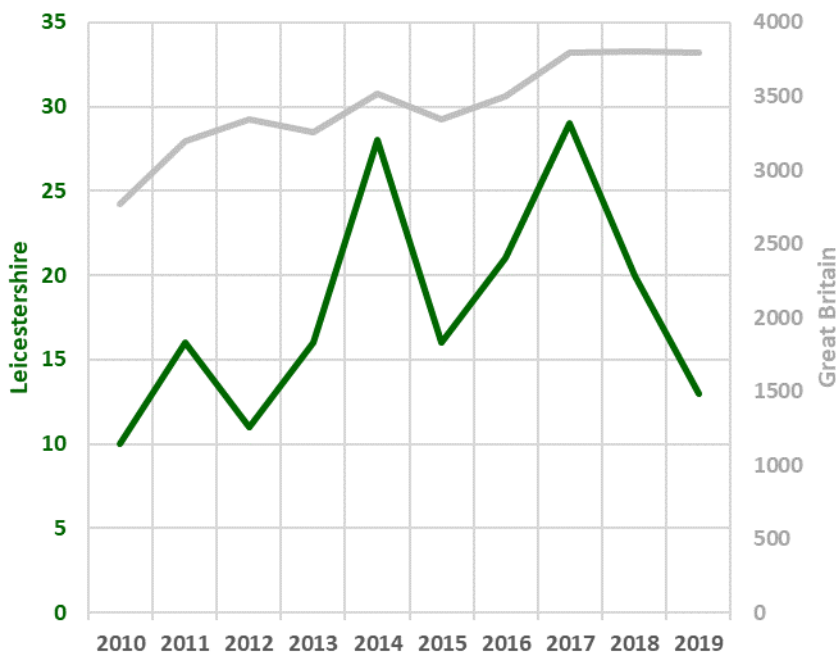


Overall pedal cyclist casualties were at their lowest on record, with **65 pedal cyclist casualties** reported in Leicestershire in 2019. This represents a 57% reduction from the 2012-16 average, significantly more than the Great Britain reduction of 13% over the same timeframe.

While overall pedal cycle casualties in Great Britain appear to have flat-lined with a slight recent reduction, there appears to be a clear trend of pedal cycle casualties reducing in Leicestershire, with overall numbers having decreased every year since 2014.

There were **13 killed or seriously injured pedal cyclists** in 2019, 7 less than 2018, with no fatalities in either 2018 or 2019.

Killed or Seriously Injured (KSI)



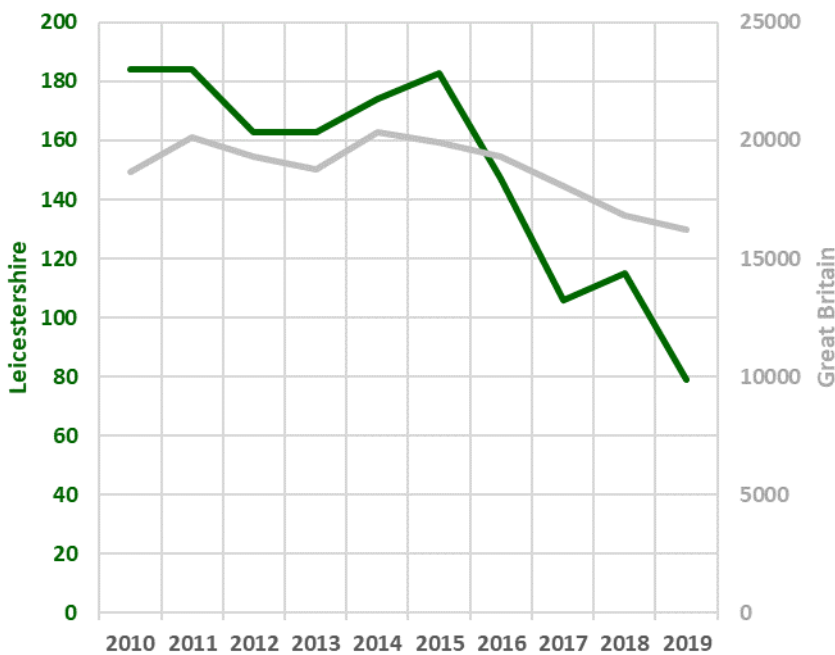
Due to the significant year-on-year variation caused by the small numbers involved, it is difficult to identify local trends for killed or seriously injured pedal cyclist casualties.

However the picture across Great Britain would suggest a national increase of killed or seriously injured pedal cyclists in the last ten years.

MOTORCYCLISTS

Severity	2019	2018		2012-2016 average		2007-2011 average				
		Leics	GB	Leics	GB	Leics	GB			
All casualties	79	115	-31%	-4%	166	-52%	-17%	193	-59%	-22%
Killed or Seriously Injured	37	58	-36%	-4%	50	-26%	+2%	51	-28%	-5%

All Severities (Combined)

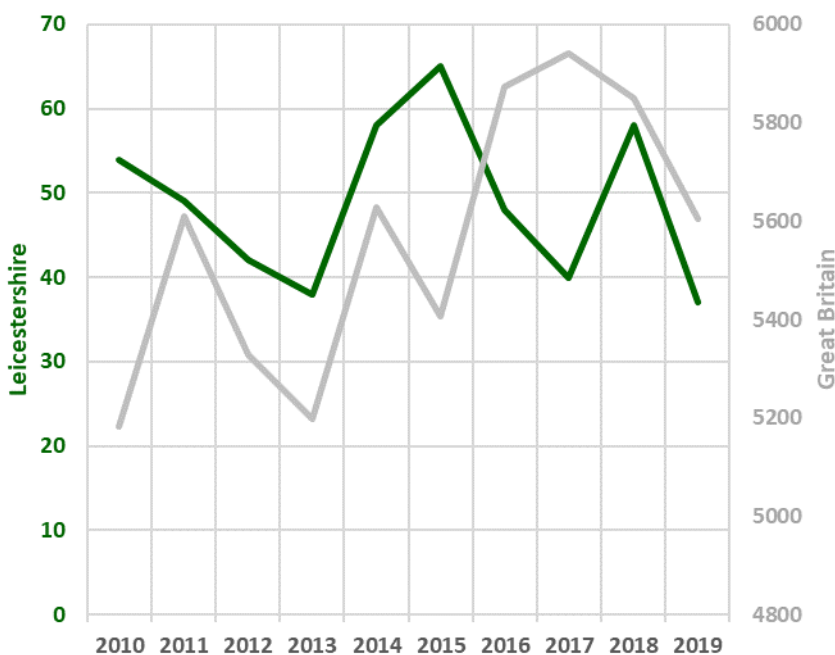


In total there were **79 motorcyclist casualties** in Leicestershire in 2019, significantly less than any other year.

Motorcycle casualties in Leicestershire appear to be reducing at a greater rate than across Great Britain. When 2019 is compared to the 2012-2016 average, motorcycle casualties are 52% lower in Leicestershire (17% in Great Britain), and 59% lower in Leicestershire when compared to the 2007-11 average (22% in Great Britain).

There were **37 motorcyclists reported killed or seriously injured** in Leicestershire in 2019, down from 58 in 2018. This is fewer than the 2012-2016 average (50) and the 2007-2011 average (51). Of the 37, eleven were fatal, the highest number in a single year since 2005.

Killed or Seriously Injured (KSI)



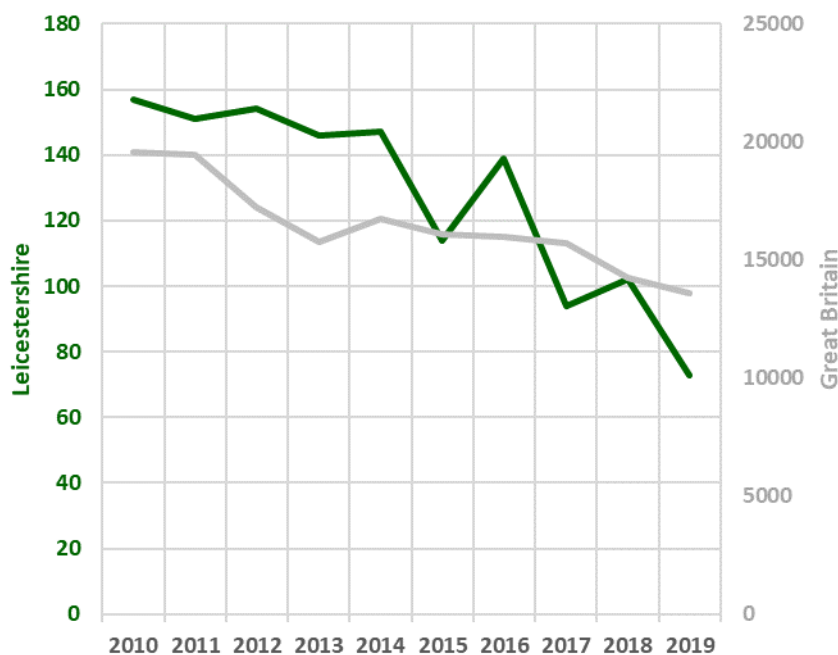
Due to the significant year-on-year variation caused by the small numbers involved, it is difficult to identify local trends for killed or seriously injured pedal cyclist casualties.

There has also been considerable year-on-year variance for killed or seriously injured motorcyclists across Great Britain over the last ten years, although numbers have decreased in both years since 2017.

CHILDREN (AGED 15 OR UNDER)

Severity	2019	2018		2012-2016 average		2007-2011 average		
		Leics	GB	Leics	GB	Leics	GB	
All casualties	73	102	-28%	140	-48%	171	-57%	-36%
Killed or Seriously Injured	10	20	-50%	13	-21%	14	-28%	-16%

All Severities (Combined)

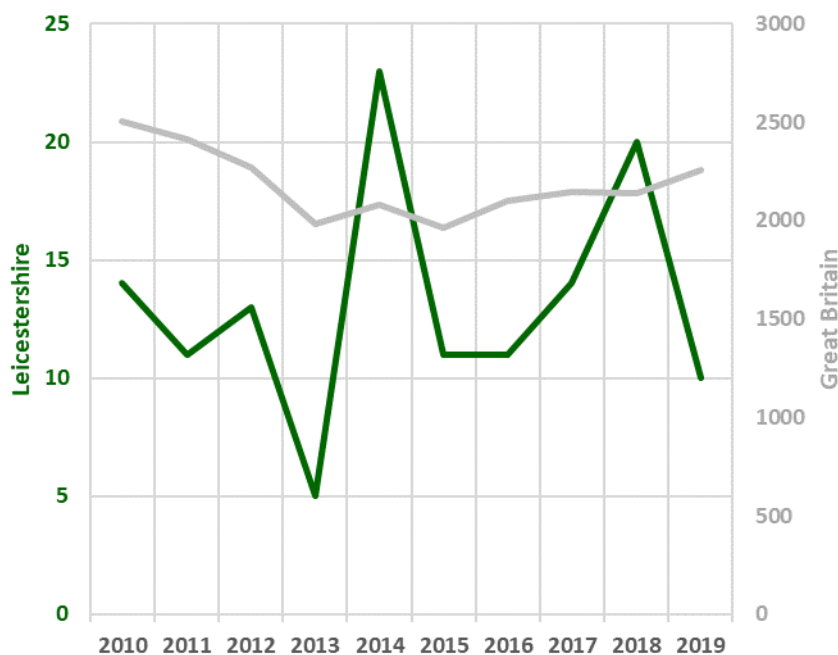


There were **73 reported child casualties in total** in 2019 in Leicestershire. This represents significant decreases against the 2018 total (102), the 2012-16 average (140) and the 2007-11 (171) average.

There were **10 children killed or seriously injured** in Leicestershire in 2019, ten fewer than 2018, with one fatality. The natural variation of the small numbers involved makes it difficult to identify any clear trends at a local level.

Nationally, the number of killed or seriously injured children has slightly increased since 2013.

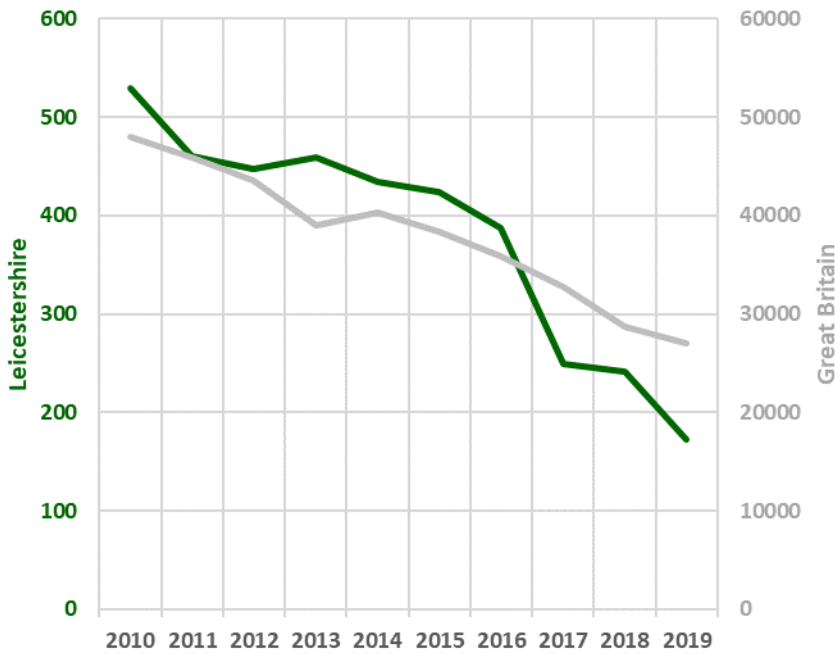
Killed or Seriously Injured (KSI)



YOUNGER CASUALTIES (AGED 17 TO 24)

Severity	2019	2018		2012-2016 average		2007-2011 average				
		Leics	GB	Leics	GB	Leics	GB			
All casualties	173	241	-28%	-6%	431	-60%	-32%	561	-69%	-49%
Killed or Seriously Injured	22	55	-60%	+1%	49	-55%	-2%	66	-67%	-21%

All Severities (Combined)



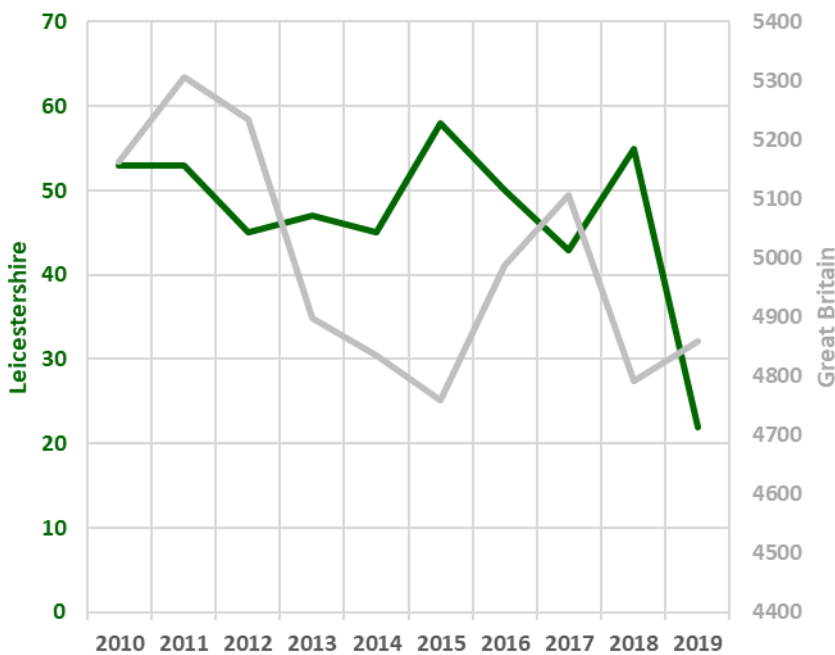
There were **173 reported younger total casualties** in 2019 in Leicestershire, the lowest total on record.

As is the case nationally, the trend is downwards with a 60% reduction in Leicestershire against the 2012-16 average, and 69% when compared with the 2007-11 average.

There were **22 killed or seriously injured younger casualties** in Leicestershire in 2019, 33 less than 2018, with 7 fatalities.

This is a significantly lower number of killed or seriously injured casualties compared with previous years, while numbers across Great Britain rose slightly.

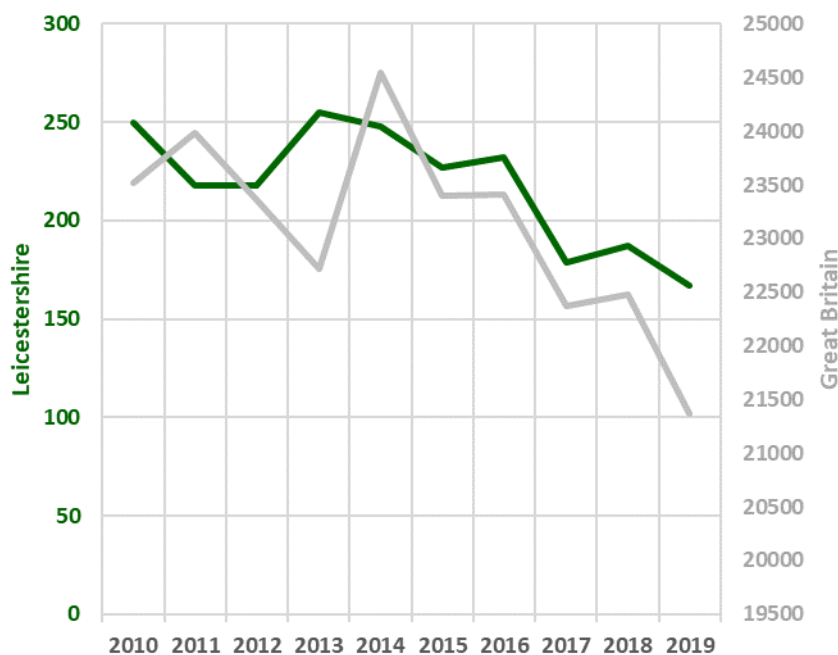
Killed or Seriously Injured (KSI)



OLDER CASUALTIES (AGED 60 AND OVER)

Severity	2019	2018		2012-2016 average		2007-2011 average				
		Leics	GB	Leics	GB	Leics	GB			
All casualties	167	187	-11%	-5%	236	-29%	-9%	226	-26%	-12%
Killed or Seriously Injured	38	46	-17%	+1%	35	+7%	+24%	28	+35%	+33%

All Severities (Combined)

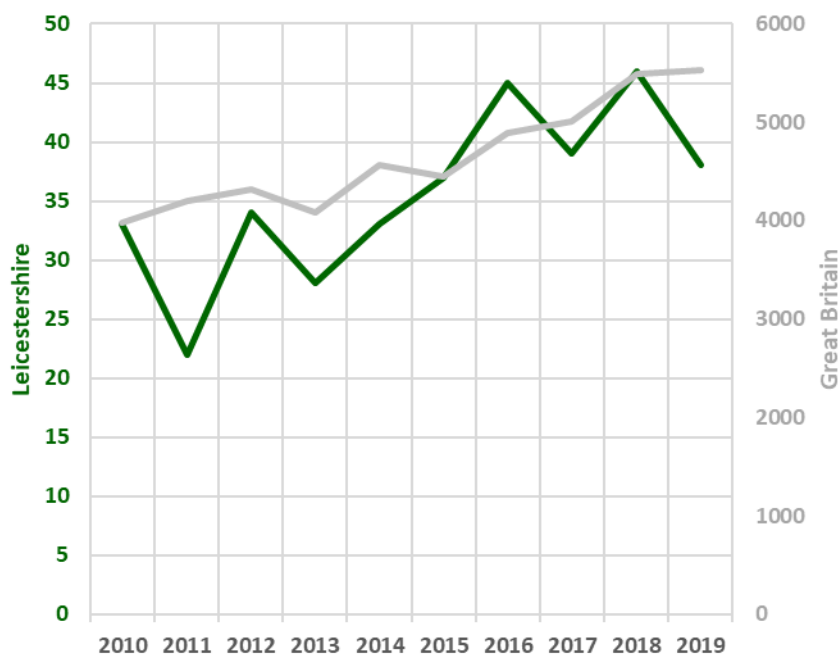


The total number of older casualties was 167 in Leicestershire in 2019. This is an 11% decrease from 2018, a 29% decrease from the 2012-16 average and 26% from the 2007-11 average.

The trends locally and nationally do appear to suggest there has been a recent reduction in the total number of older casualties.

There were 38 killed or seriously injured older casualties in Leicestershire in 2019, eight less than 2018. However this is slightly more than the 2012-16 average and ten more than the 2007-11 average. While these increases can partially be explained by natural variation due to the small numbers involved, the picture across Great Britain also suggest significant increases in this category.

Killed or Seriously Injured (KSI)



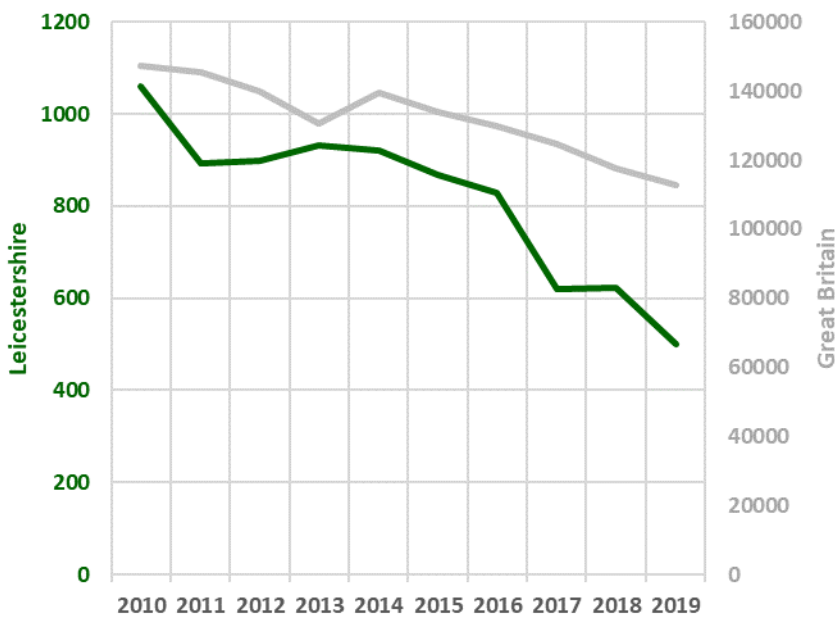
Across Great Britain the older population has increased by 17% since 2009. It is speculated by the Department for Transport that the growing population may partly explain the slight upturn in killed or seriously injured casualties for this age group in the last few years.

CASUALTIES BY ROAD TYPE

BUILT-UP ROADS (20/30/40MPH)

Severity	2019	2018		2012-2016 average		2007-2011 average				
		Leics	GB	Leics	GB	Leics	GB			
All casualties	501	623	-20%	-4%	890	-44%	-16%	1041	-52%	-28%
Killed or Seriously Injured	67	118	-43%	+1%	89	-25%	+18%	85	-21%	+11%

All Severities (Combined)

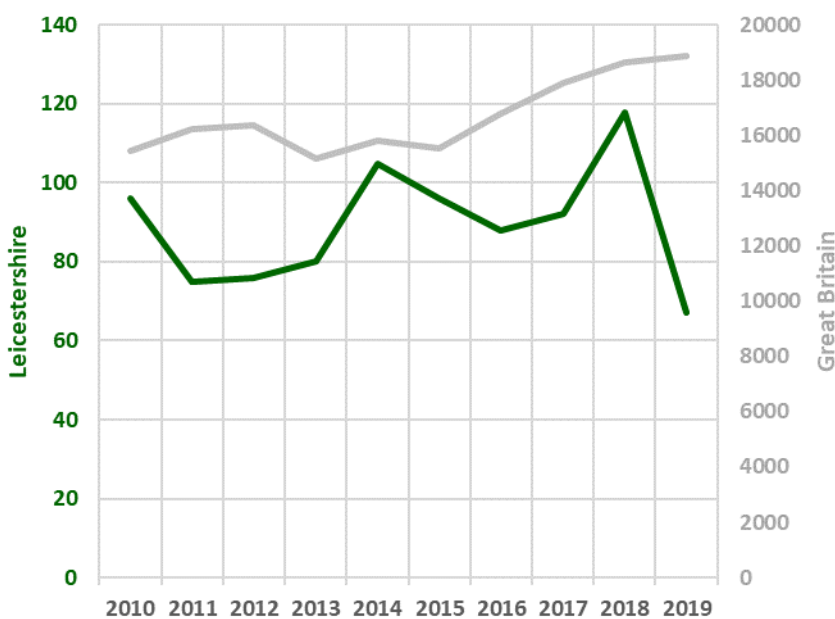


There were **501 total casualties on built-up roads** in Leicestershire in 2019. This is a significant reduction compared to 2018 (20%), and an even larger decrease when compared to the 2012-16 average (44%), and 2007-2011 average (52% down).

The trend is similar across Great Britain, with a relatively continuous decrease among casualties of all severities over the past ten years.

There were **67 killed or seriously injured casualties reported on built-up roads** in 2019, a significant reduction compared to the unusually high total in 2018 (118).

Killed or Seriously Injured (KSI)

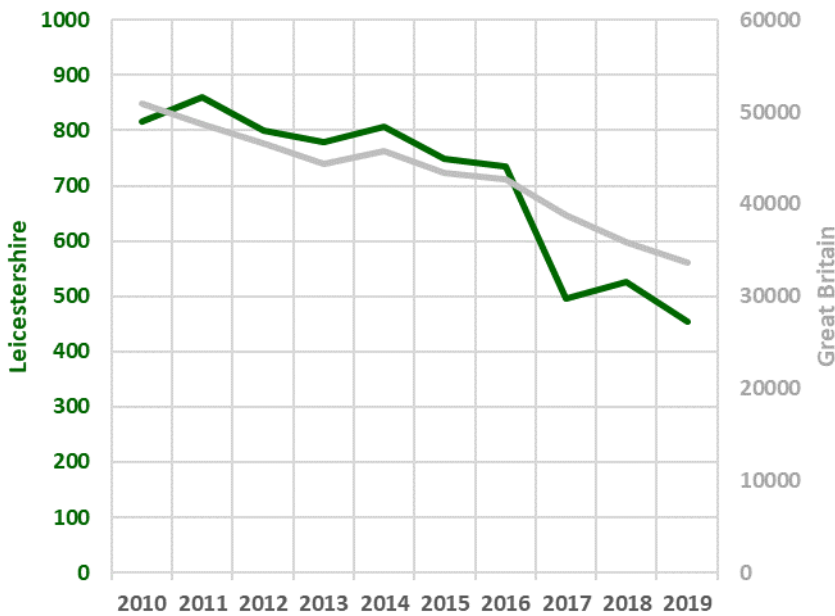


This breaks the trend of a steady increase each year in Leicestershire since 2016, while Great Britain's KSI totals have risen every year since 2015.

NON-BUILT-UP ROADS (50/60/70MPH)

Severity	2019	2018		2012-2016 average		2007-2011 average				
		Leics	GB	Leics	GB	Leics	GB			
All casualties	453	526	-14%	-6%	774	-41%	-25%	925	-51%	-40%
Killed or Seriously Injured	98	111	-12%	-2%	116	-16%	+2%	143	-32%	-13%

All Severities (Combined)



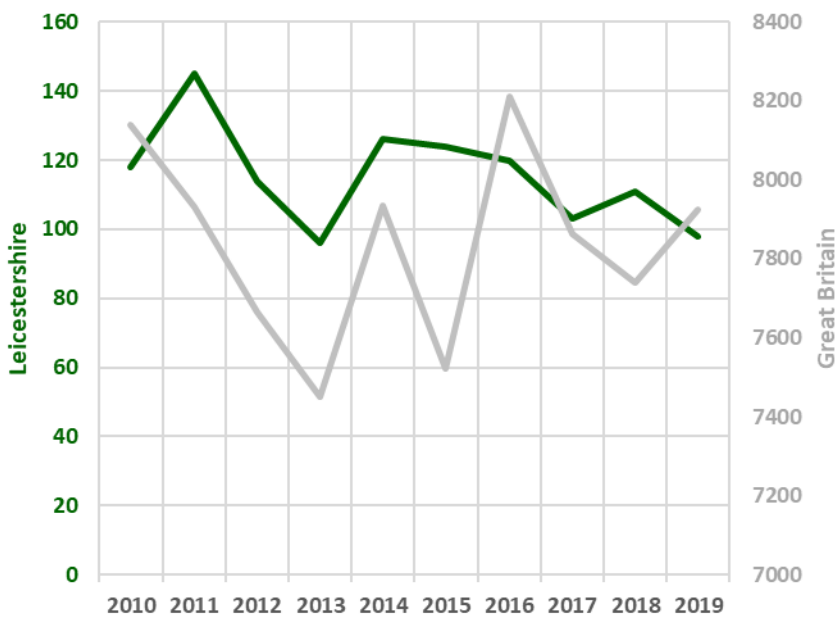
There were **453 total casualties on non-built-up roads** in Leicestershire in 2019. This is a 14% reduction compared to 2018, and a significant decrease when compared to the 2012-16 average (41%), and 2007-11 average (51%).

The trend is similar across Great Britain, with a relatively continuous decrease among casualties of all severities.

There were **98 killed or seriously injured casualties reported on non-built-up roads** in 2019, the second lowest on record.

The trend locally and nationally appears to be little significant change over the last 5-10 years, with the KSI totals hovering around the same area.

Killed or Seriously Injured (KSI)



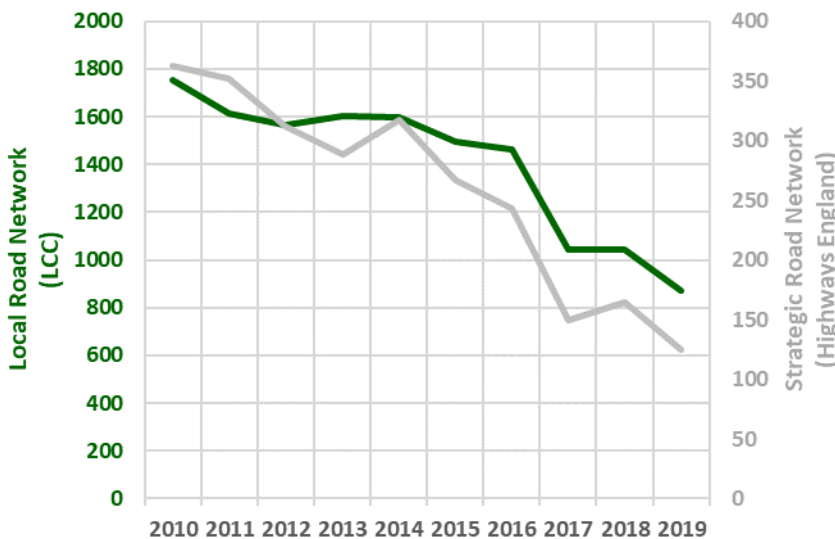
LOCAL ROAD NETWORK V STRATEGIC ROAD NETWORK

Leicestershire County Council is responsible as Local Highway Authority for all non-strategic adopted roads in Leicestershire – the Local Road Network (LRN).

The SRN comprises of motorways and major trunk roads which are managed by Highways England (HE). Across England, they comprise just 2.4% of road length but 32% of motorised traffic.

Severity	2019		2018		2012-2016 average		2007-2011 average	
	LRN	SRN	LRN	SRN	LRN	SRN	LRN	SRN
All	871	125	1043 -16%	165 -24%	1545 -44%	285 -56%	1822 -52%	371 -66%
KSI	144	31	206 -30%	39 -20%	189 -24%	31 0%	207 -30%	44 -30%

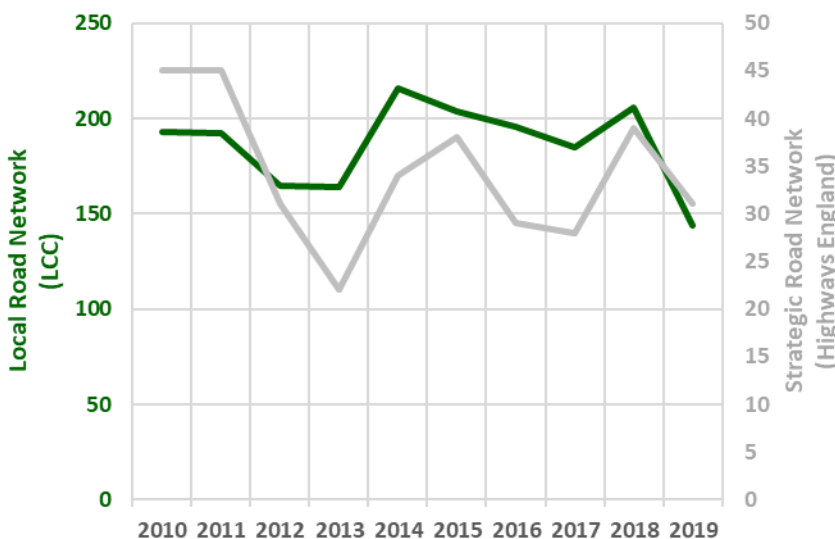
All Severities (Combined)



The trends for casualties on local (LCC) and strategic (Highways England) roads in Leicestershire are broadly in line with each other.

Longer-term overall casualty numbers appear to be in decline, while KSI numbers have largely flat-lined for both the local and strategic road networks.

Killed or Seriously Injured (KSI)



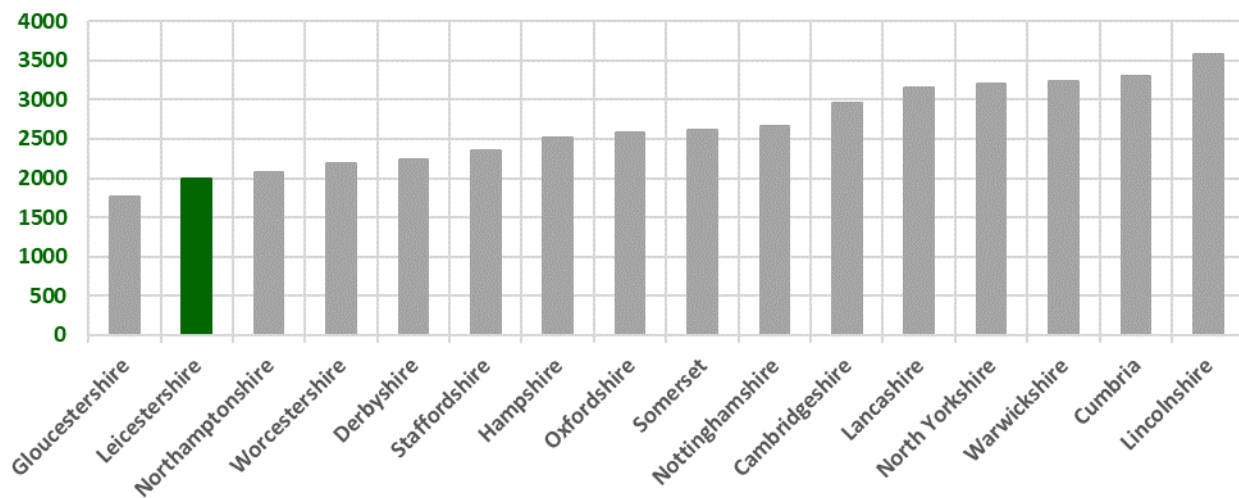
COMPARISONS WITH OTHER AUTHORITIES

When comparing with other authorities it is far more worthwhile comparing casualty rates, rather than absolute numbers. This allows the statistics to take demographics into account, which in this case are population (per million people) and amount of traffic (billion vehicle kilometres).

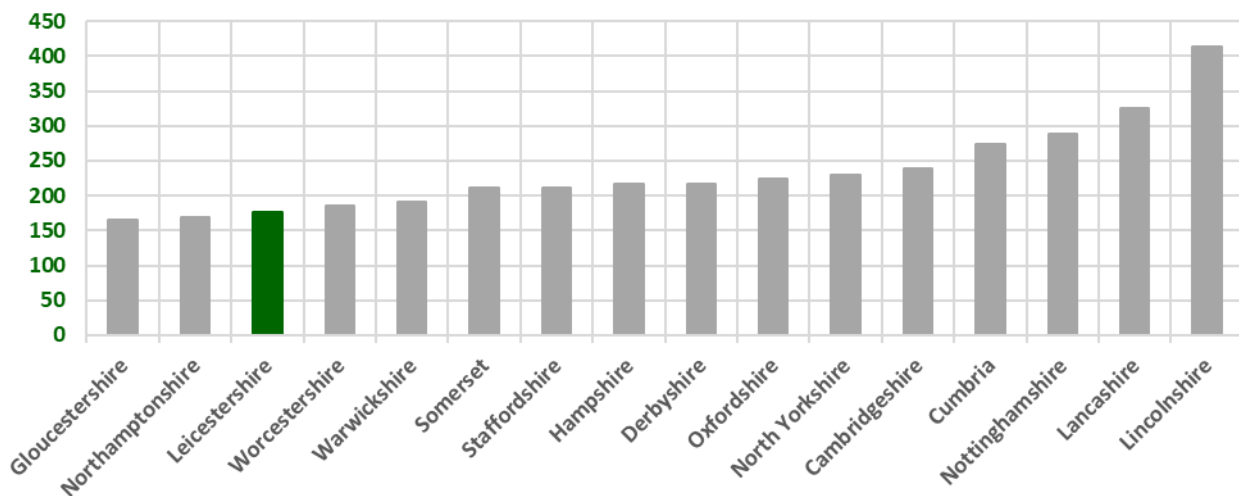
STATISTICAL NEIGHBOURS

The authorities listed below were identified as being similar enough characteristically to Leicestershire, for direct comparison to be of particular use.

2015-19 Casualty Rate Per Million People
Statistical Neighbours



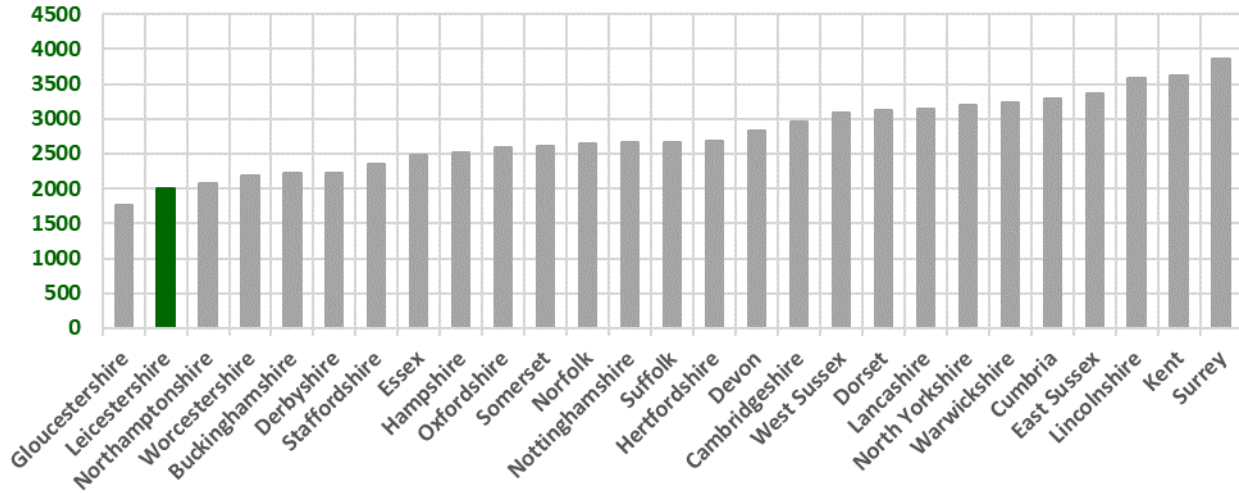
2015-19 Casualty Rate Per Billion Vehicle Kilometres
Statistical Neighbours



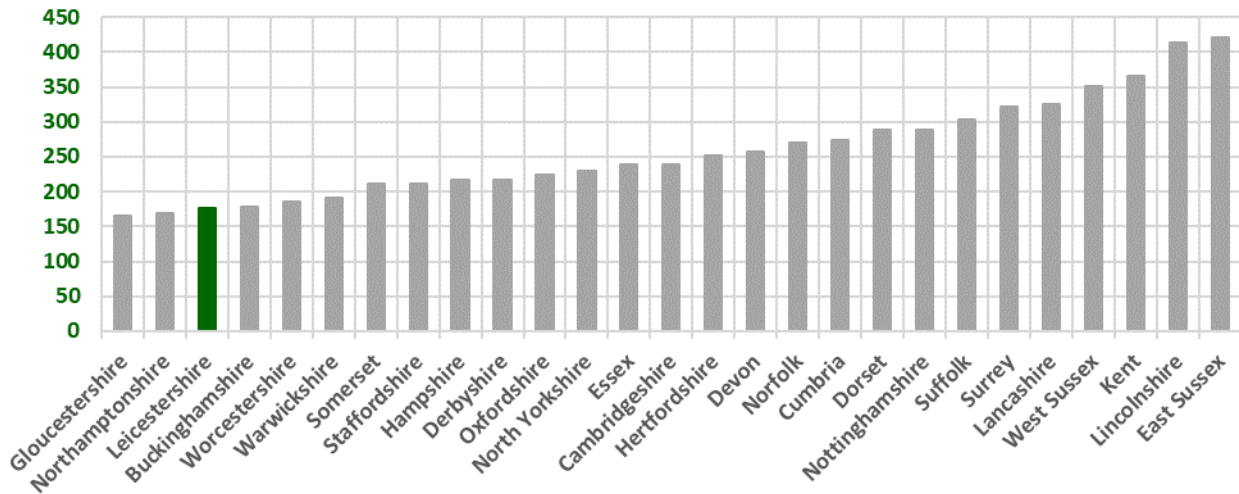
Leicestershire ranks 2nd and 3rd out of 16 statistical neighbours when the average of casualty rates between 2015 and 2019 are compared against population and traffic flow respectively.

COUNTIES

2015-19 Casualty Rate Per Million People
Counties



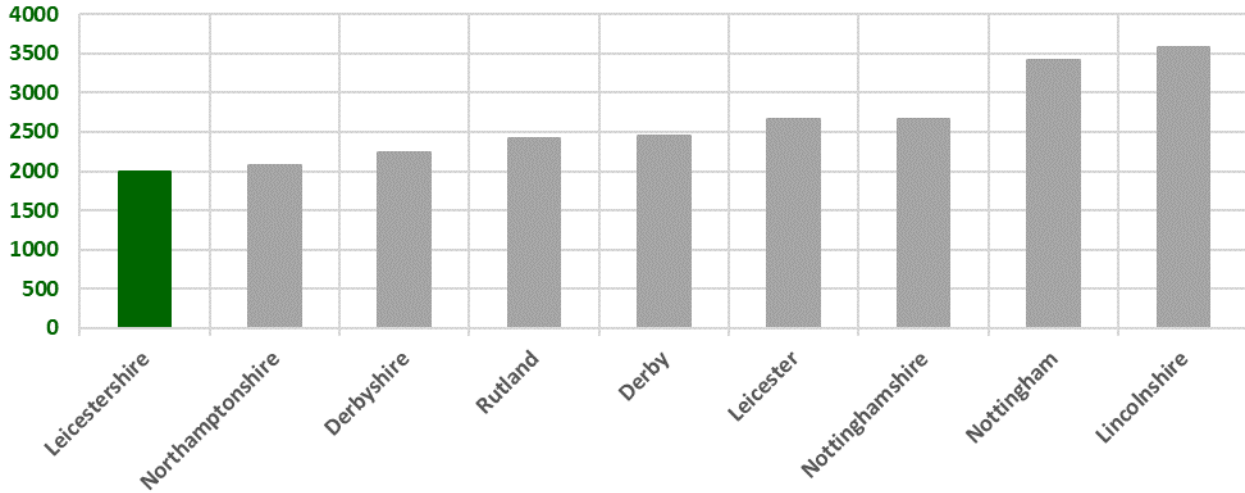
2015-19 Casualty Rate Per Billion Vehicle Kilometres
Counties



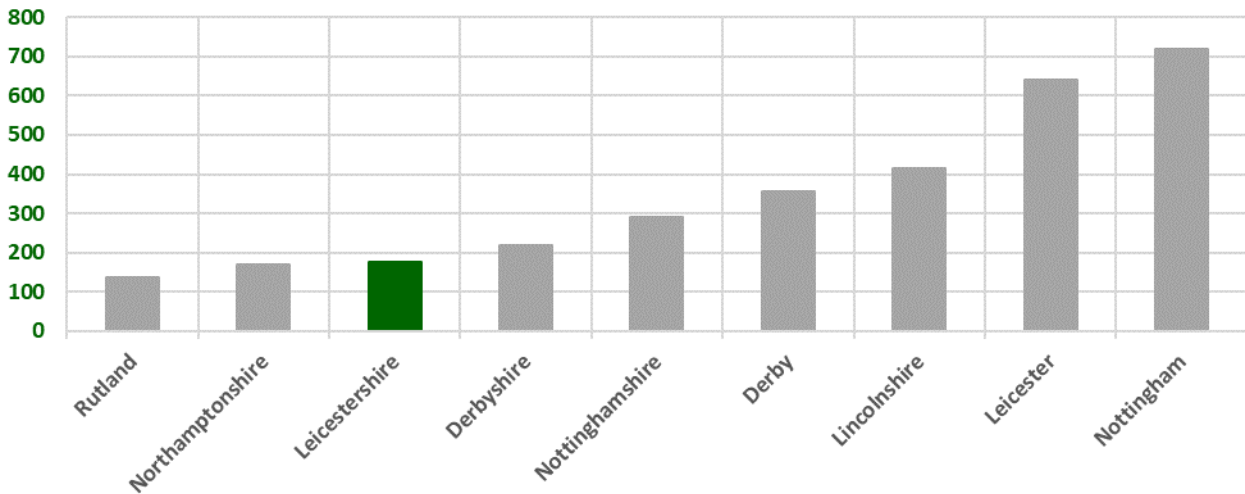
Leicestershire continues to perform well in comparison with other County Councils, ranking 2nd out of 27 when the total number of casualties are calculated per million population between 2015-19. When comparing against traffic flow over the same time period, Leicestershire are ranked 3rd out of 27.

EAST MIDLANDS

2015-19 Casualty Rate Per Million People
East Midlands



2015-19 Casualty Rate Per Billion Vehicle Kilometres
East Midlands



In the East Midlands, Leicestershire is the highest performing authority when looking at the 2015-19 casualty rate per million population, and third when comparing the casualty rate per billion vehicle kilometres.

DEFINITIONS

Casualty: A person killed or injured in a collision. Casualties are sub-divided into killed, seriously injured and slightly injured.

Collision*: Involves personal injury occurring on the public highway (including footways) in which at least one road vehicle or a vehicle in collision with a pedestrian is involved and which becomes known to the police within 30 days of its occurrence. One collision may give rise to several casualties. "Damage-only" collisions are not included.

Fatal collision: A collision in which at least one person is killed.

Injury collision: A collision involving human injury or death.

Killed: Casualties who sustained injuries which caused death less than 30 days after the collision. Confirmed suicides are excluded.

KSI: Killed or seriously injured.

Serious collision: One in which at least one person is seriously injured but no person (other than a confirmed suicide) is killed.

Serious injury: An injury for which a person is detained in hospital as an "in-patient", or any of the following injuries whether or not they are detained in hospital: fractures, concussion, internal injuries, crushing, burns (excluding friction burns), severe cuts, severe general shock requiring medical treatment and injuries causing death 30 or more days after the collision. An injured casualty is recorded as seriously or slightly injured by the police on the basis of information available within a short time of the collision. This generally will not reflect the results of a medical examination, but may be influenced according to whether the casualty is hospitalised or not. Hospitalisation procedures will vary regionally.

Severity: Of a collision; the severity of the most severely injured casualty (either fatal, serious or slight). Of a casualty; killed, seriously injured or slightly injured.

Slight collision: One in which at least one person is slightly injured but no person is killed or seriously injured.

Slight injury: An injury of a minor character such as a sprain (including neck whiplash injury), bruise or cut which are not judged to be severe, or slight shock requiring roadside attention. This definition includes injuries not requiring medical treatment.

* The term 'collision' is used throughout this report. This should not be taken as the Council's view of the relative merits of the terms 'accident', 'collision', 'crash' or any other term.

OTHER SOURCES

Department for Transport: Reported Road Casualties in Great Britain: 2019 Annual Report

Department for Transport: Road Lengths in Great Britain 2019

Department for Transport: Road Traffic Estimates: Great Britain 2019

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