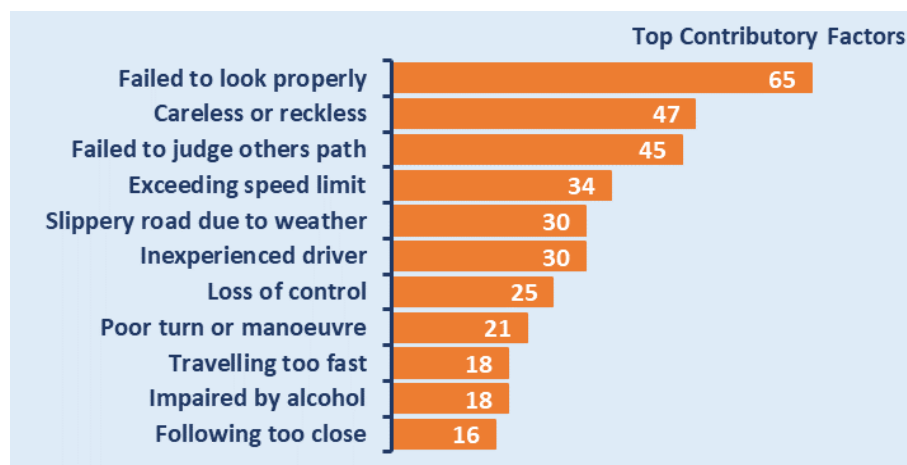
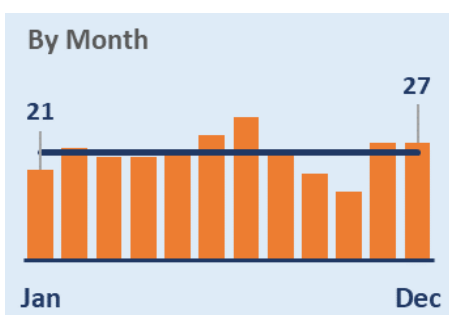
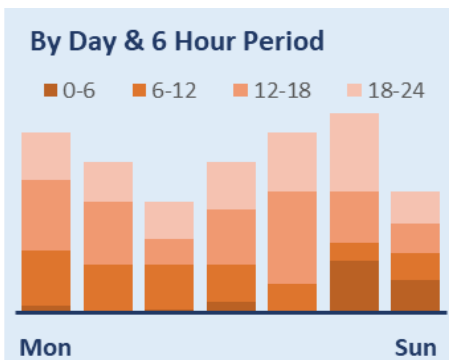
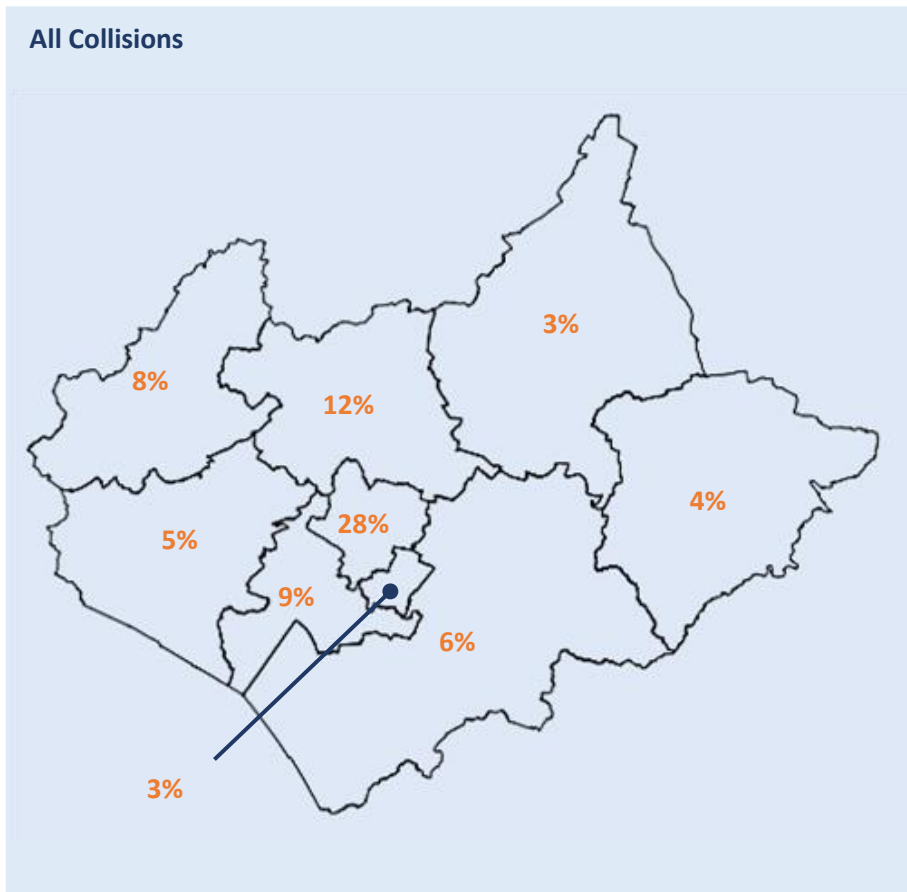
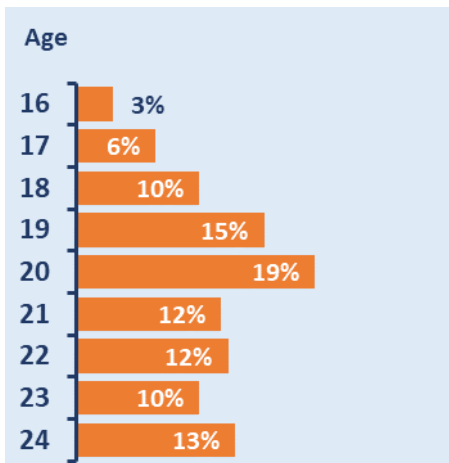
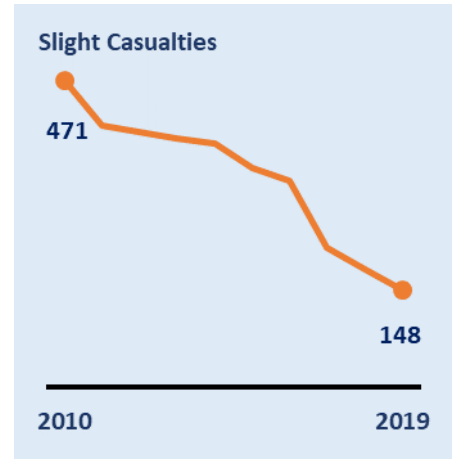
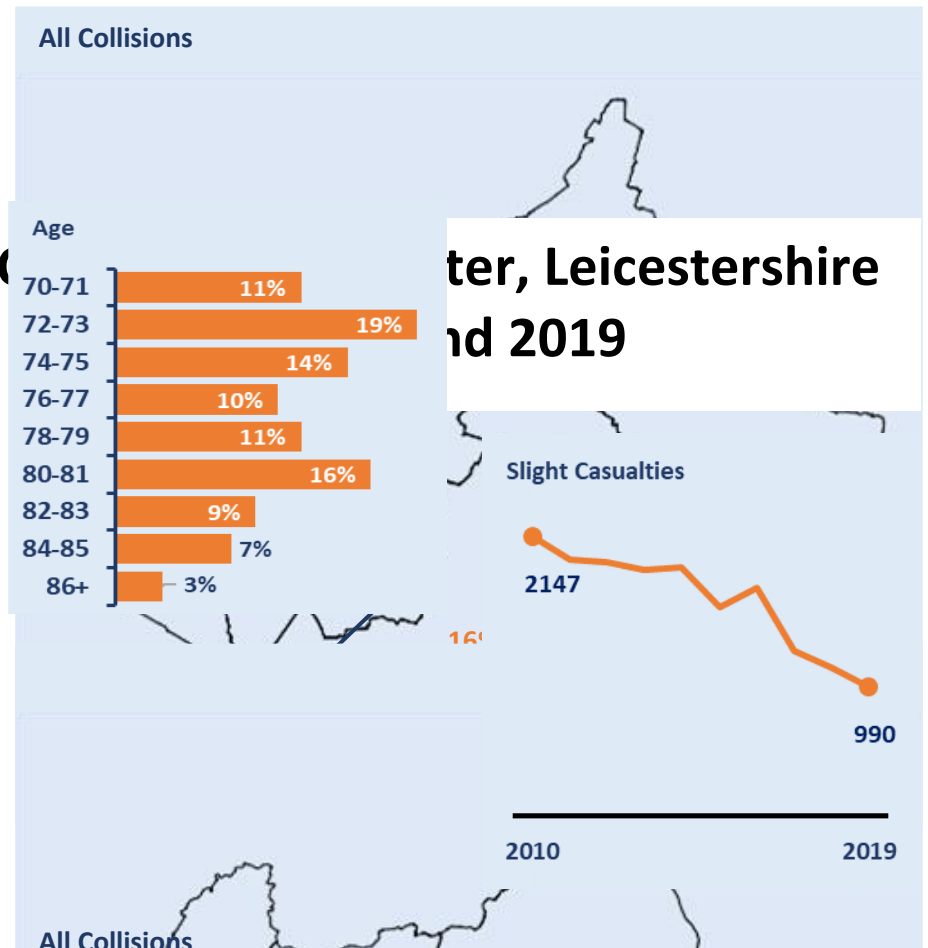
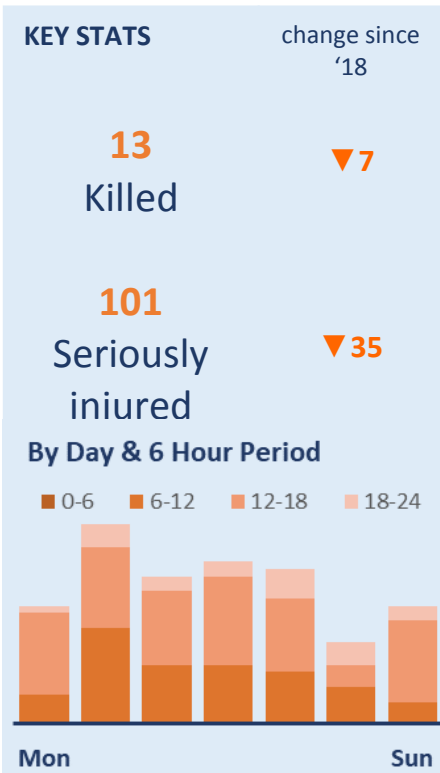
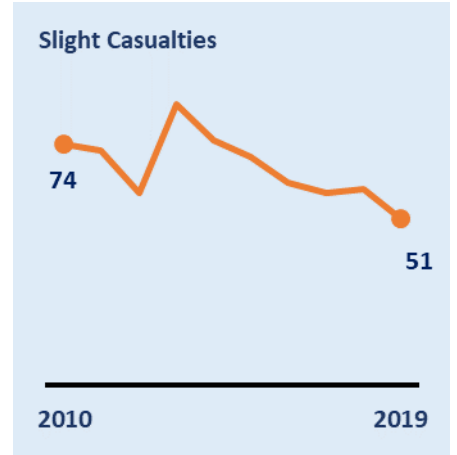
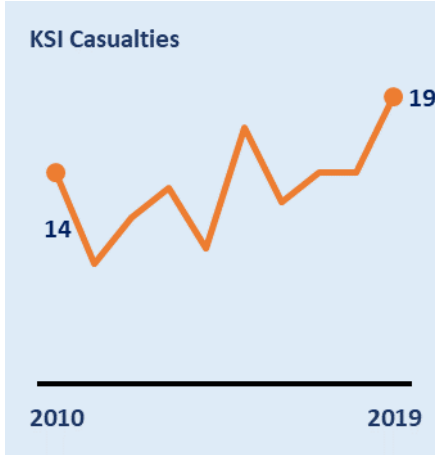
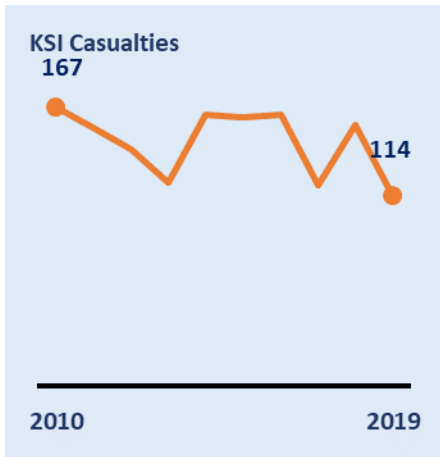


Younger Drivers in Leicester, Leicestershire & Rutland 2019



Older Driver Casualties in Leicester, Leicestershire & Rutland 2019

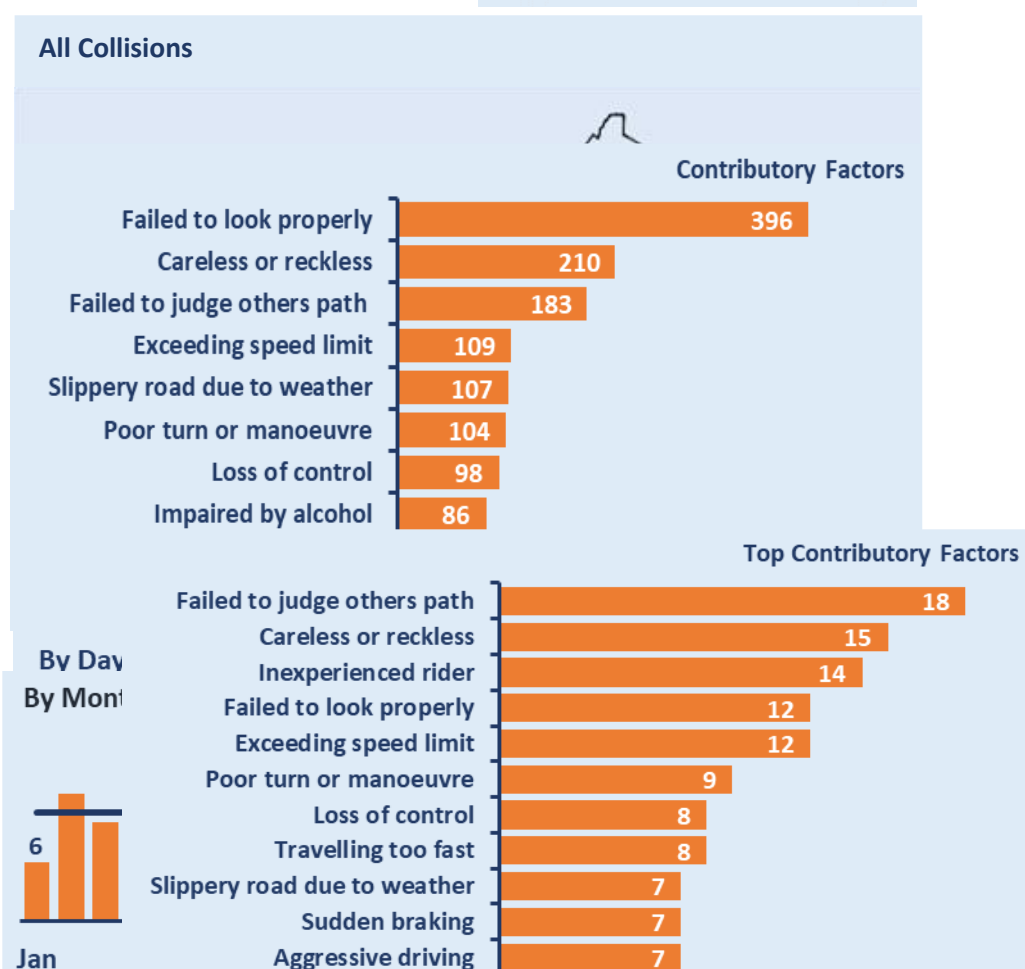
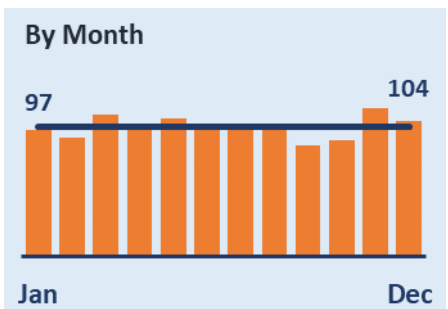
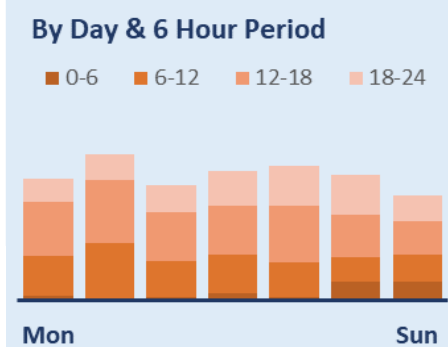
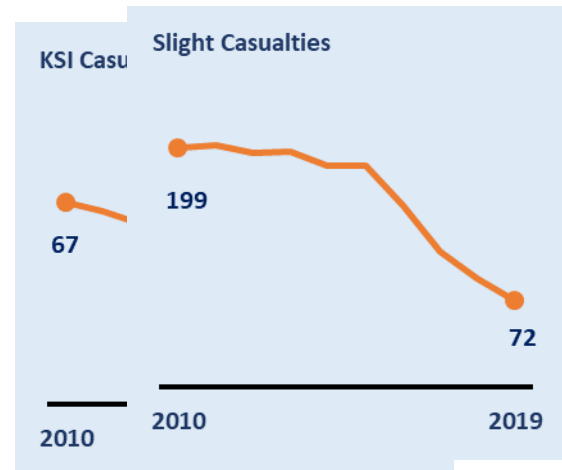
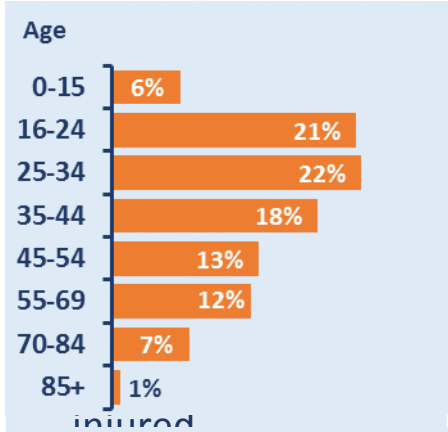




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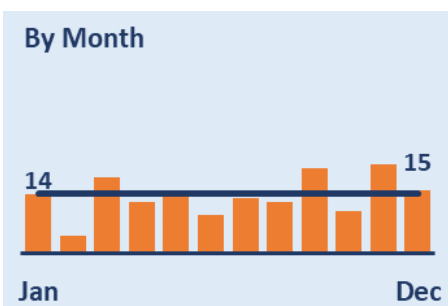
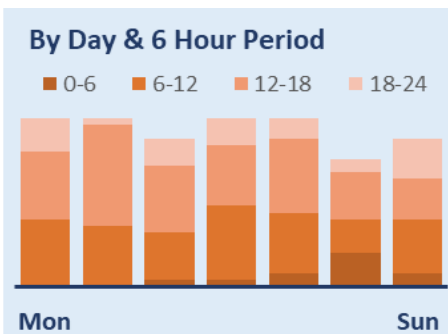
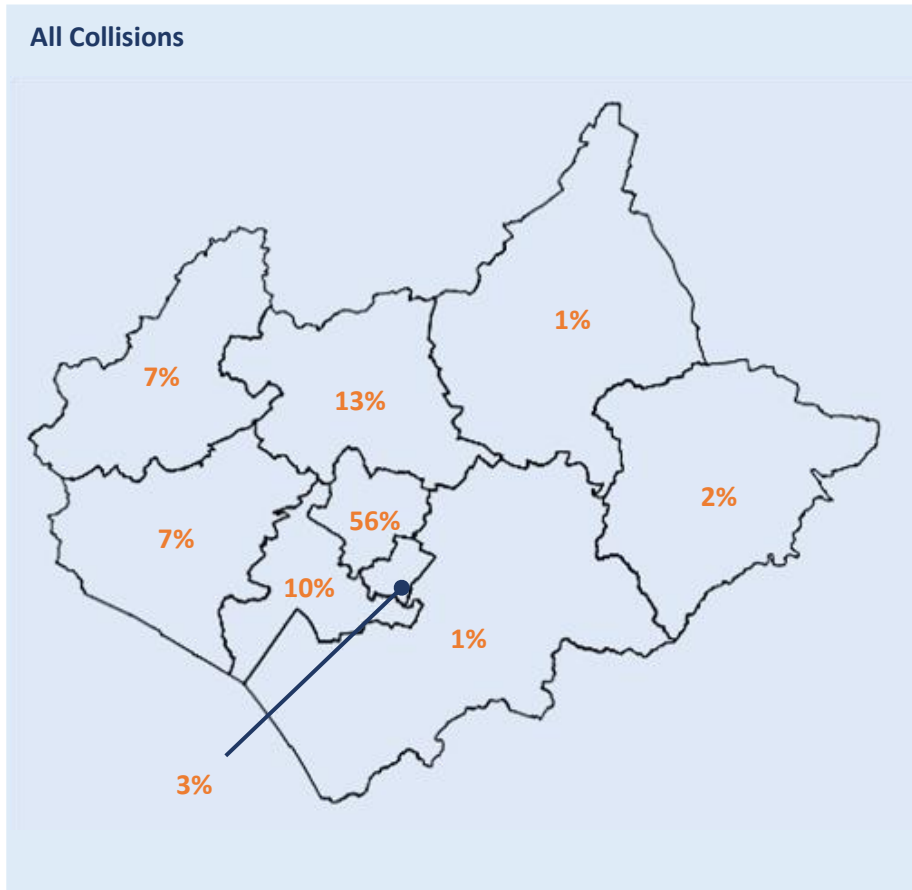
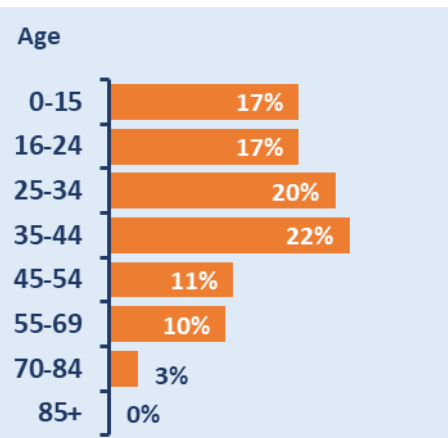
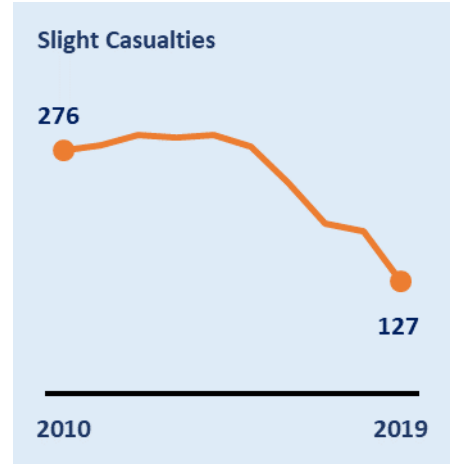
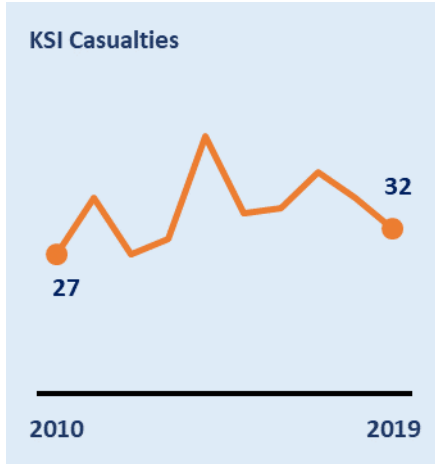


Motorcyclist Casualties in Leicester, Leicestershire & Rutland 2019



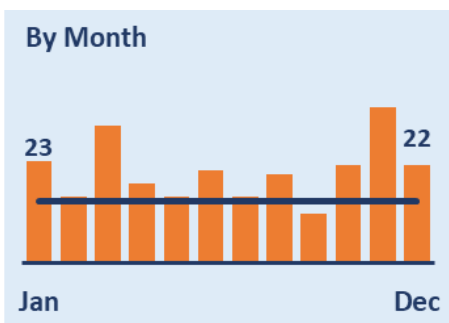
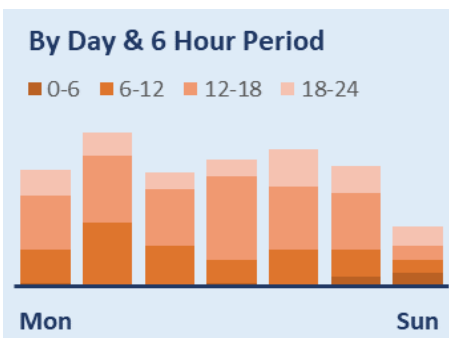
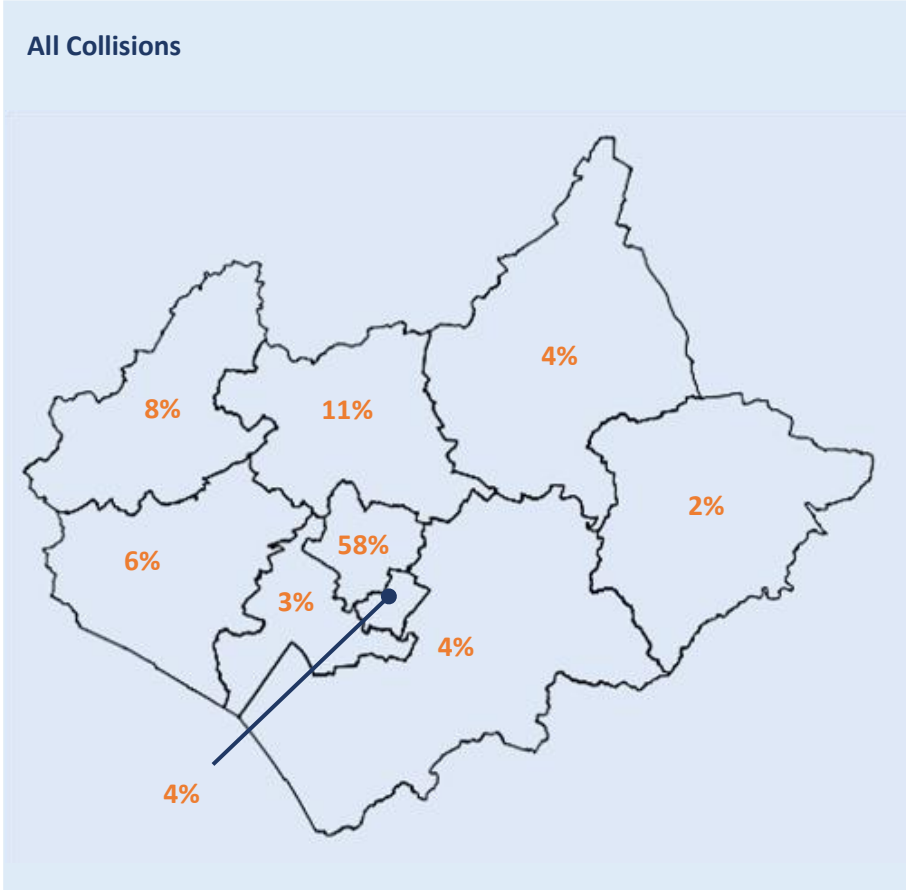
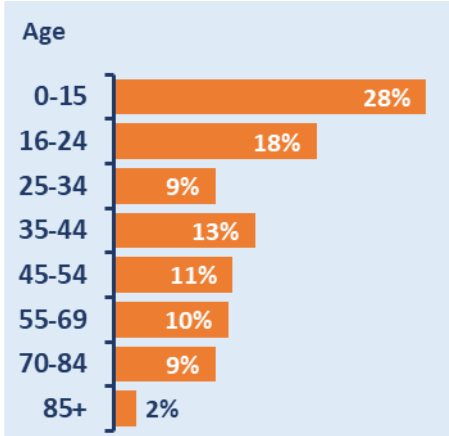
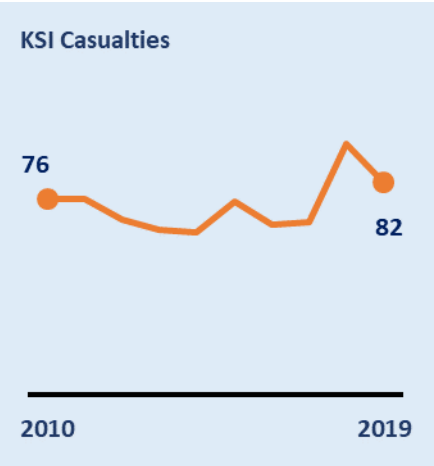


Cyclist Casualties in Leicester, Leicestershire & Rutland 2019



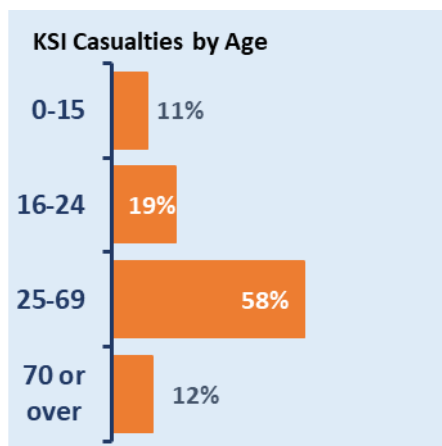
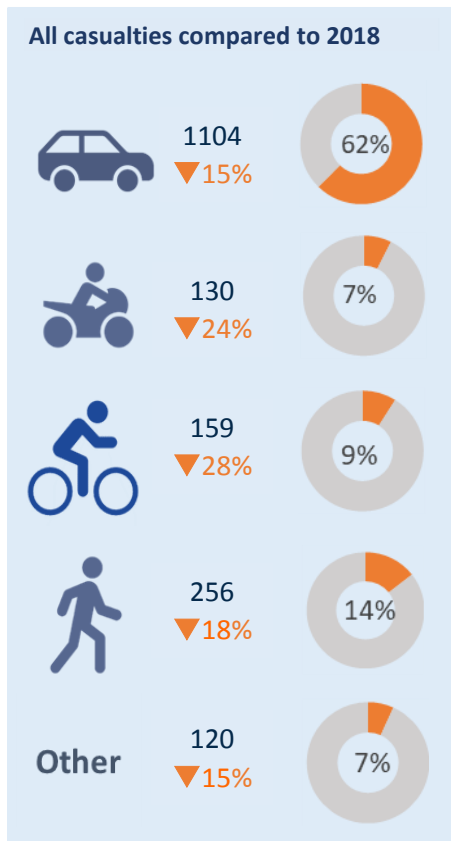
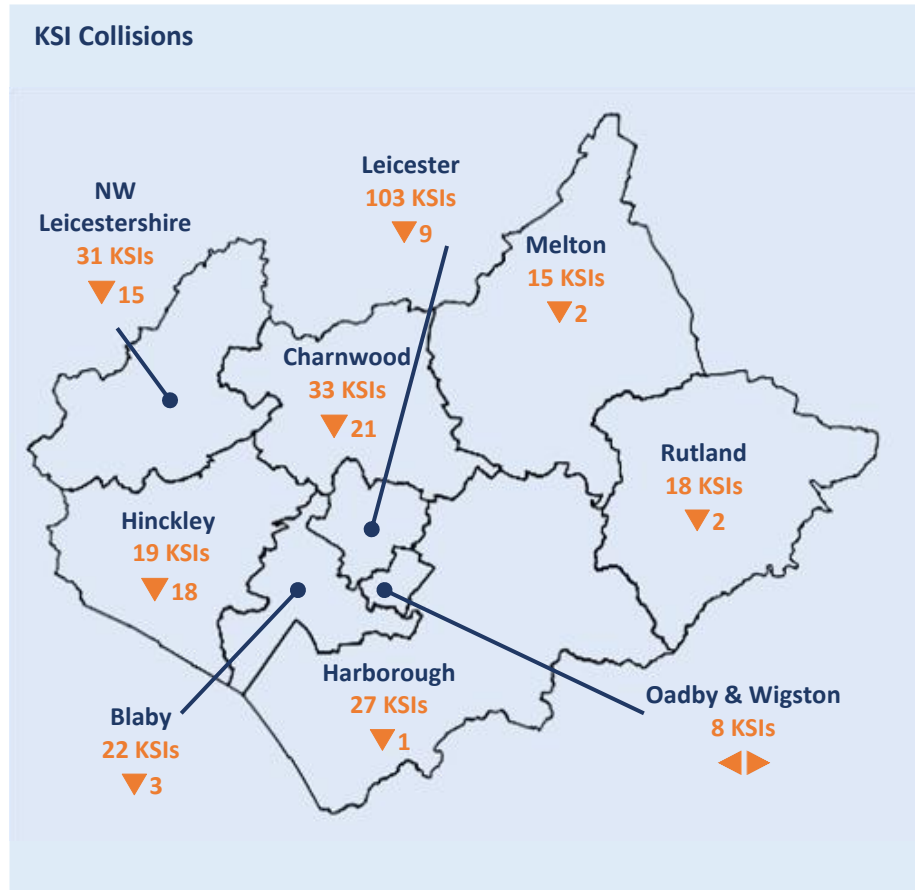
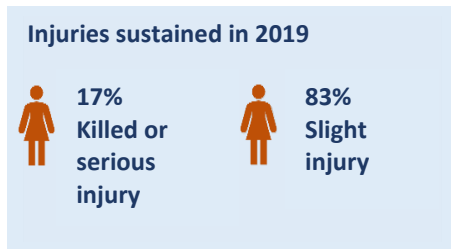
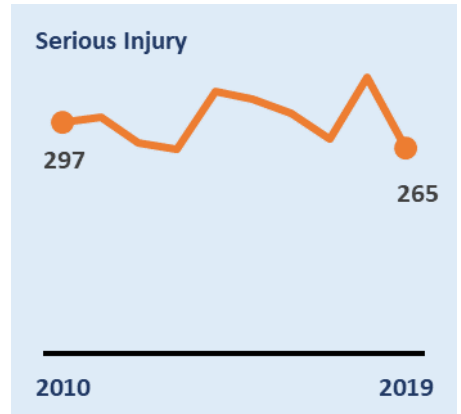


Pedestrian Casualties in Leicester, Leicestershire & Rutland 2019



Leicester, Leicestershire & Rutland Road Safety Report 2019

KEY STATS	% change since '18
40 Fatalities	▲ 14%
265 Serious injuries	▼ 26%
1464 Slight injuries	▼ 16%



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Leicestershire County Road Safety Report 2019

KEY STATS

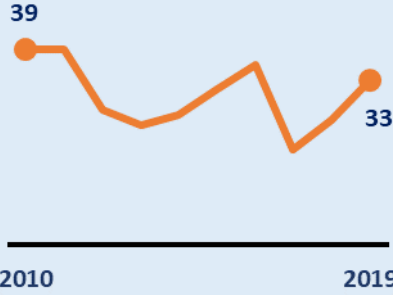
% change since '18

33 ▲ **32%**
Fatalities

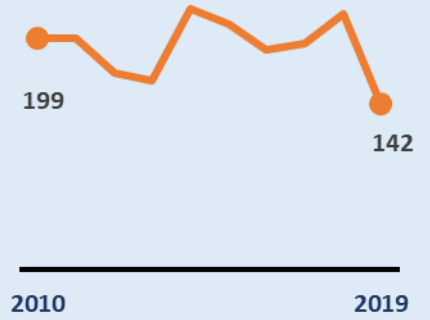
142 ▼ **35%**
Serious injuries

821 ▼ **15%**
Slight injuries

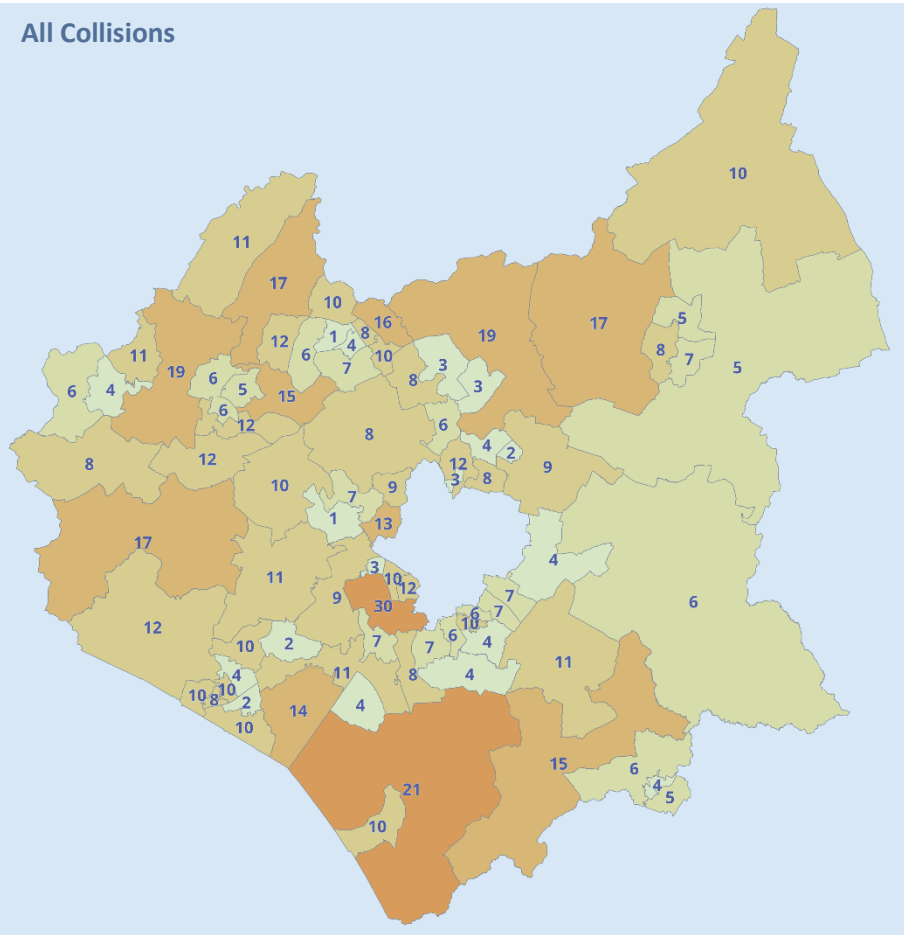
Fatalities



Serious Injury



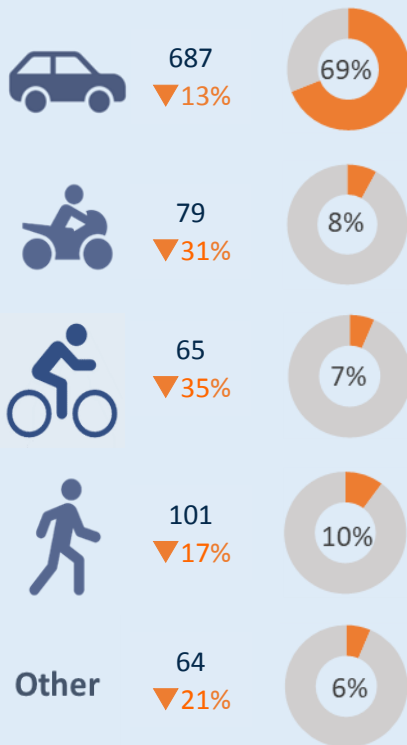
All Collisions



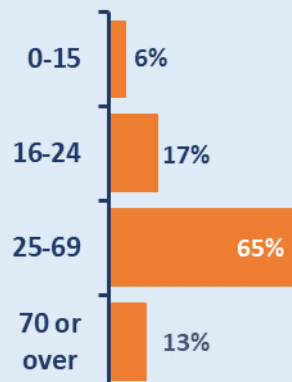
Injuries sustained in 2019



All casualties compared to 2018



KSI Casualties by Age



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Leicester City Road Safety Report 2019

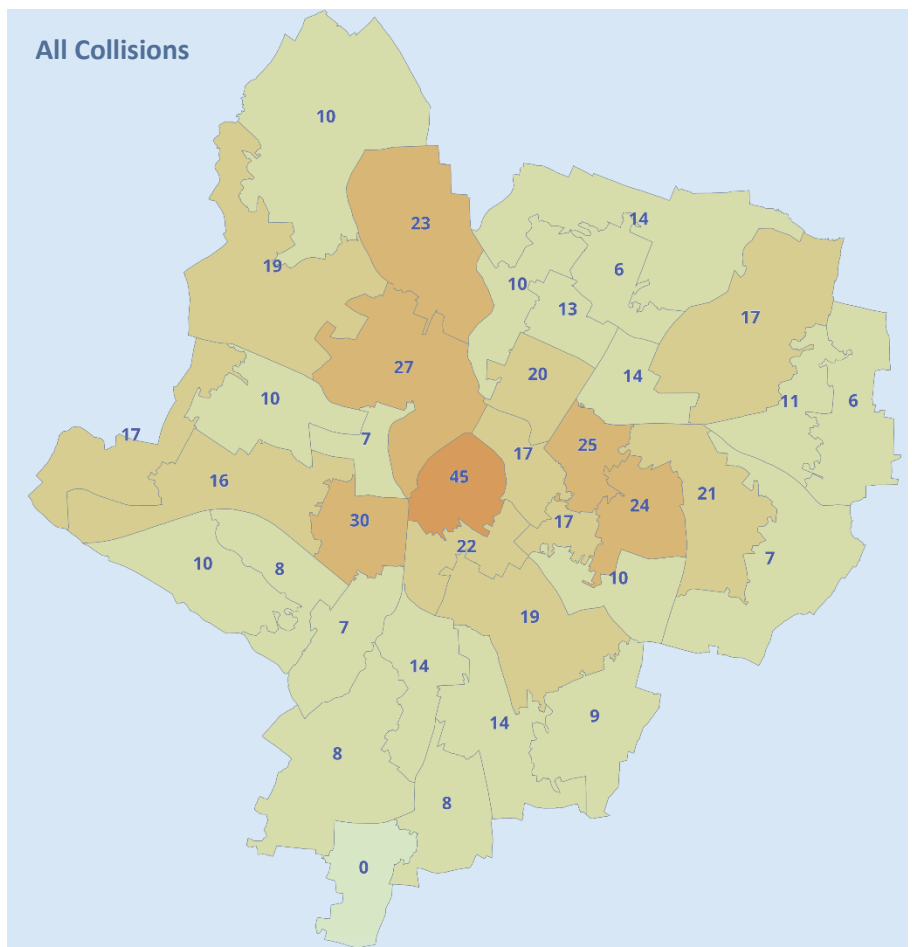
KEY STATS

	% change since '18
4 Fatalities	▼ 43%
105 Serious injuries	▼ 9%
598 Slight injuries	▼ 20%



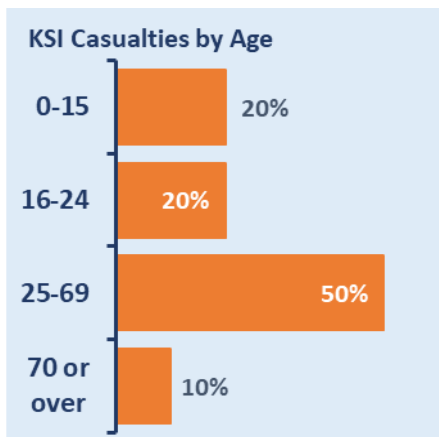
Injuries sustained in 2019

15% Killed or serious injury	85% Slight injury
------------------------------	-------------------



All casualties compared to 2018

381 ▼ 16%	54%
45 ▼ 6%	6%
90 ▼ 22%	13%
151 ▼ 20%	21%
Other 40 ▼ 32%	6%

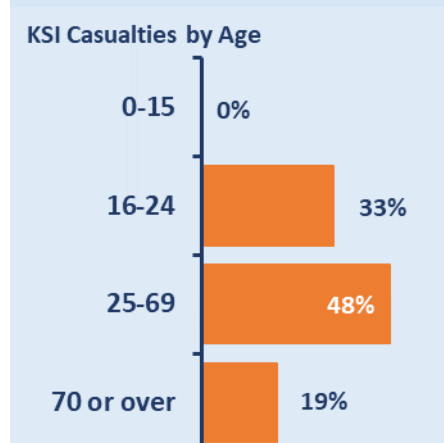
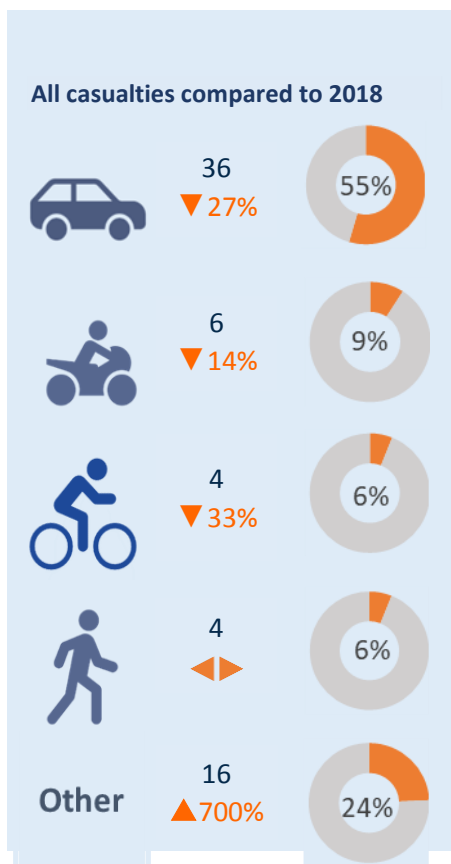
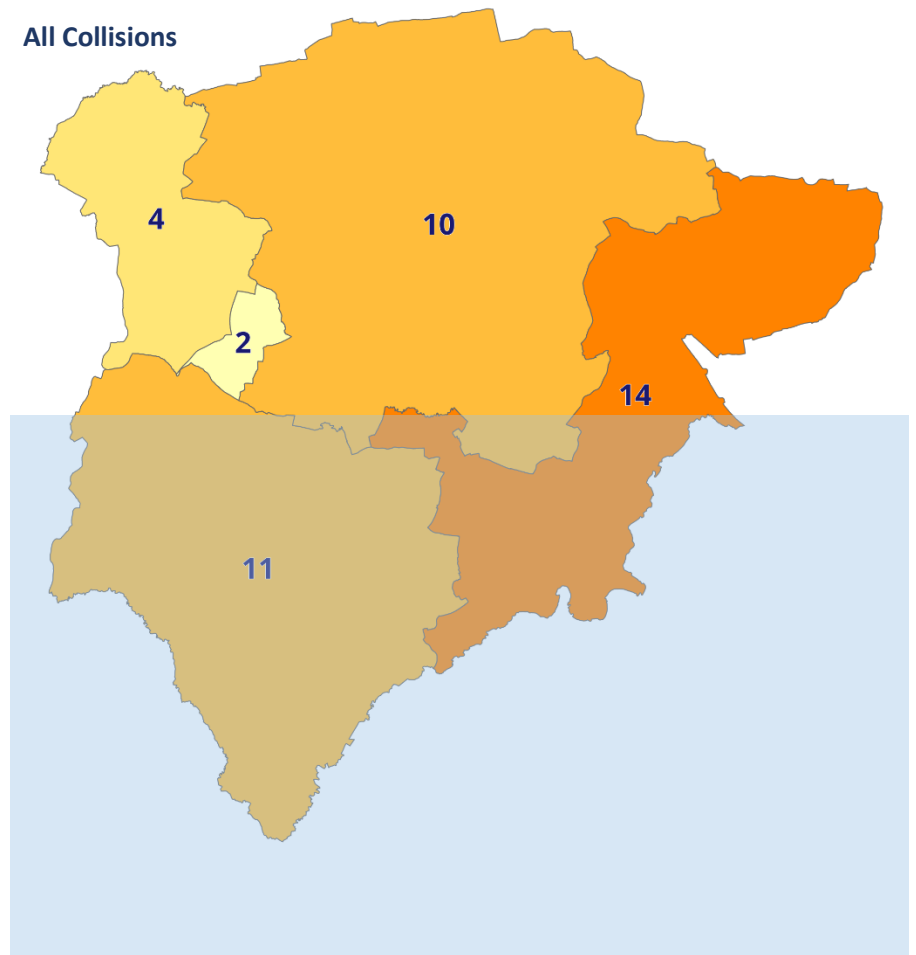
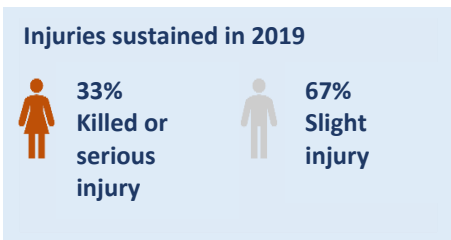
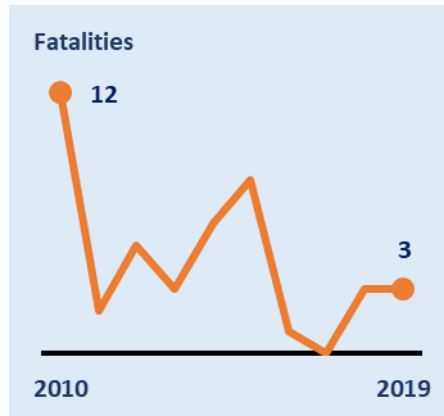


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Rutland County Road Safety Report 2019

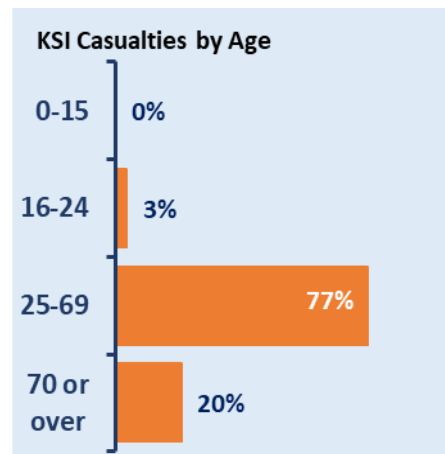
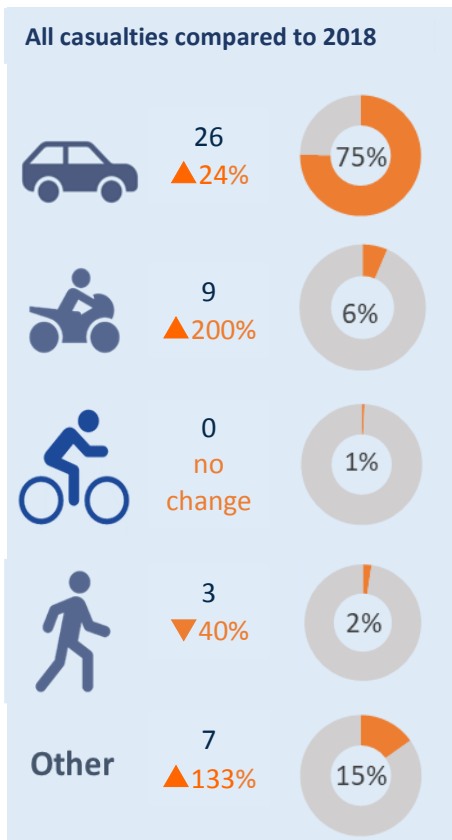
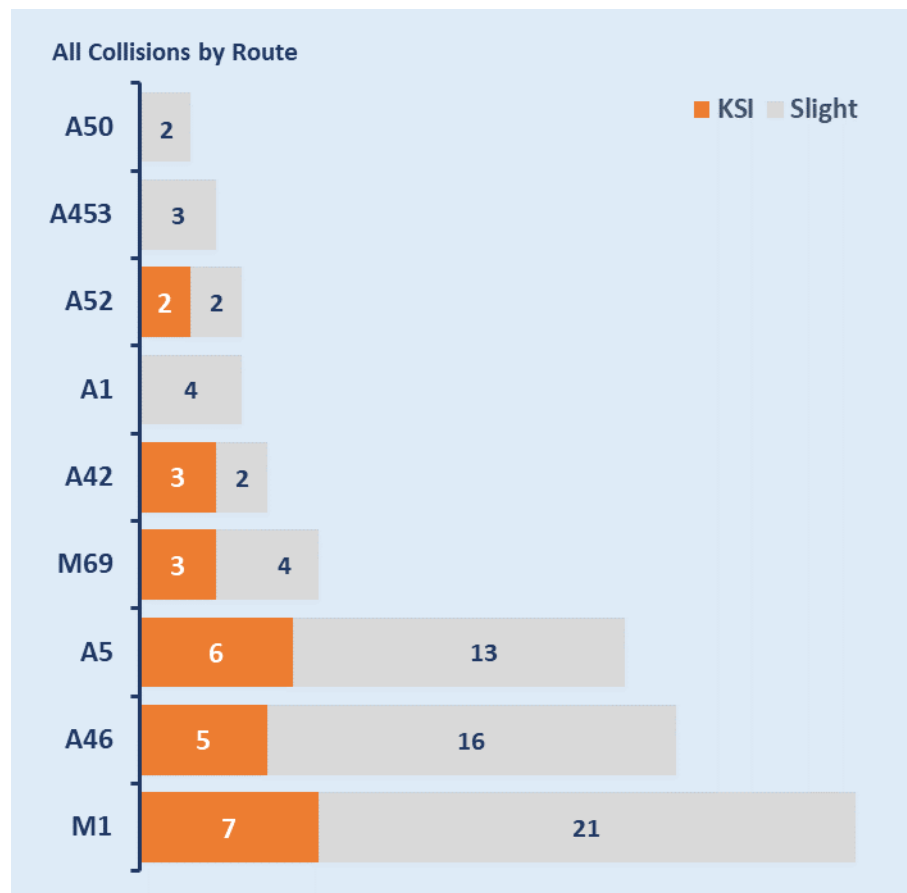
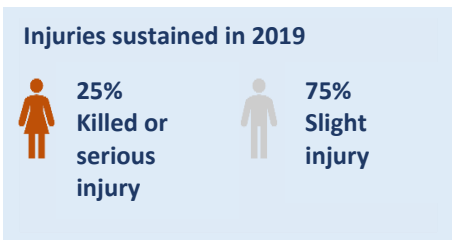
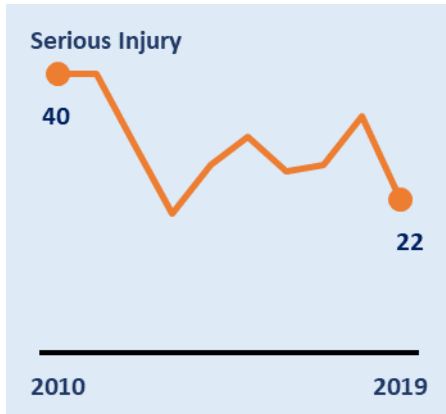
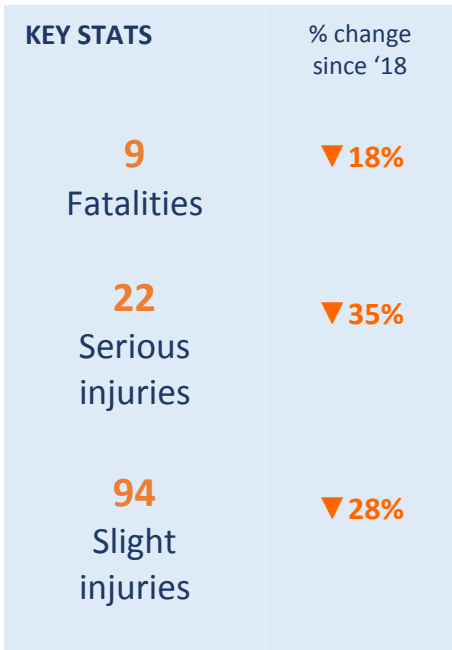


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Partnership Activity Output 2019

Fatal 4 Operations

303 seatbelt offences

59 phone offences

23 clinics

2 drink or drug offences

8 speeding offences

Safety Camera Scheme

48,818

Camera Speeding
Notices Sent

3,732

Camera Red Light
Notices Sent

3,210

Mobile Camera Van
Hours

1,736

Mobile Camera Van
Visits

59 Community Speed Surveys Completed

Driver Education Workshops Courses | Attendees

1136 | 23,585 Speed Awareness

82 | 1,618 What's Driving Us

85 | 1,610 Motorway Awareness

12 | 152 Safe & Considerate Driving

Officer Issued Tickets

573 Seatbelt

Tickets Issued

373 Mobile

Phone Tickets Issued

367 Speeding

Tickets Issued

Older Road Users

Older Road Users

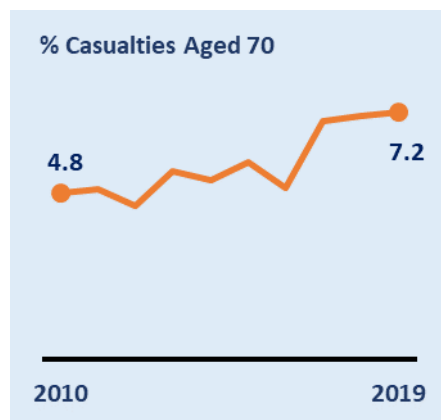
There is no definitive definition of an older road user or driver, however a widely accepted definition is people aged 70+ and that is what is used here, unless otherwise stated.

Background

Between 2018 and 2025 the UK population is predicted to rise by 1.5 million (2.4%). The 70+ population is predicted to rise by 1.2 million (14.1%). In the Partnership area, the 70+ population has risen by 14.5% between 2016 and 2020 and now represents 13.3% of the population. Nationally there was a 4.8% increase in full driving licence holders aged 70+ between 2018-2019.

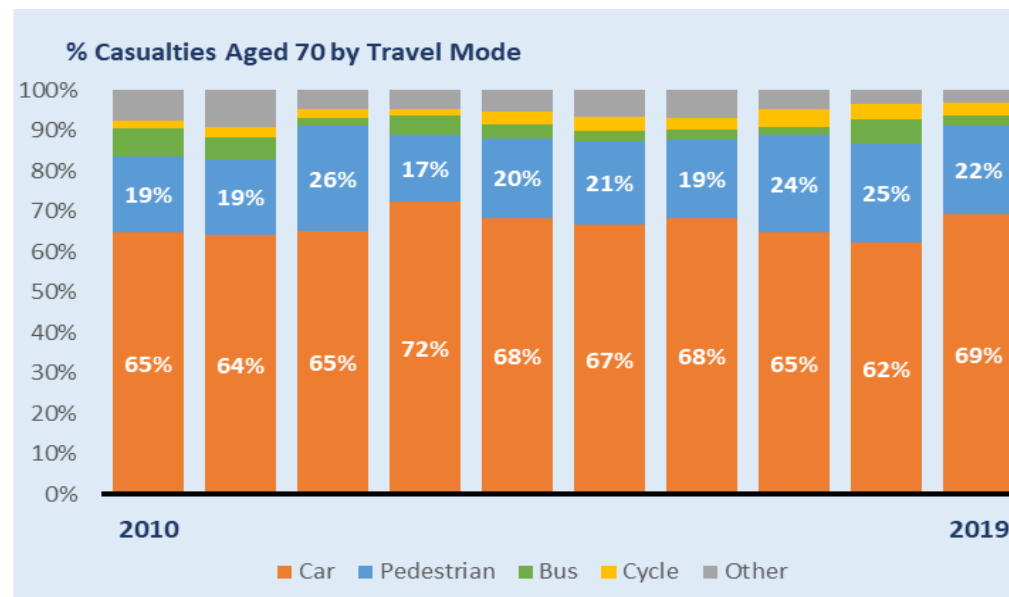
The 70+ age group are more likely to be killed or seriously injured in a collision than other age groups. When compared to the underlying population, 29% of this age group were killed or seriously injured compared to only 17% for the under 70's.

The first chart shows that the percentage of all casualties in this age group has increased over time. This is because the actual number of all age casualties has fallen by 50% over 10 years but casualties aged 70+ has only fallen by 25%.

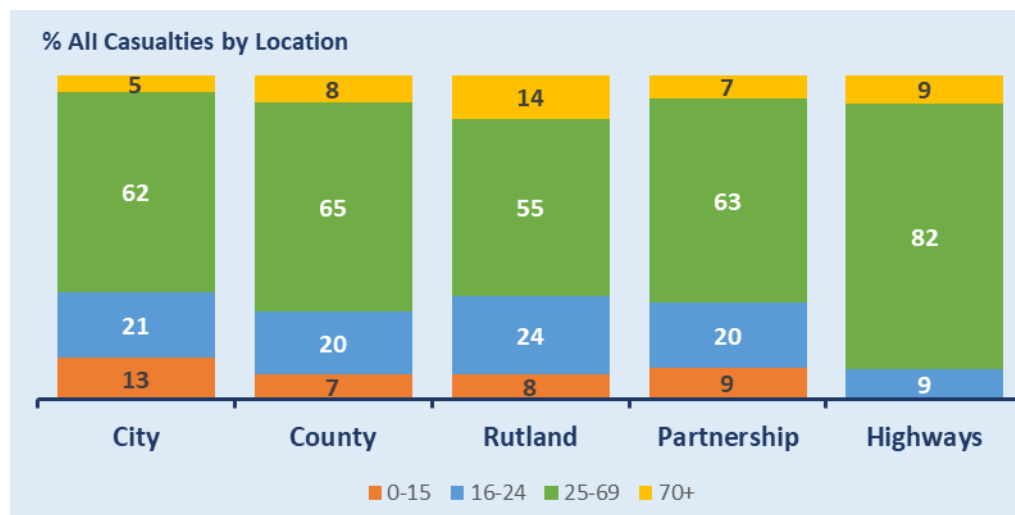


The second chart shows the percentage of casualties in this age group by their mode of travel. Travelling by car

and walking are the main travel modes. Over the last 3 years walking has been above the 20% benchmark and car travel has also increased in 2019.

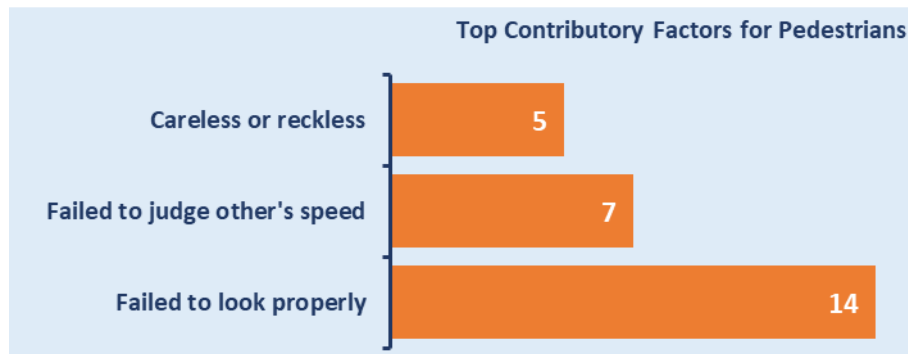
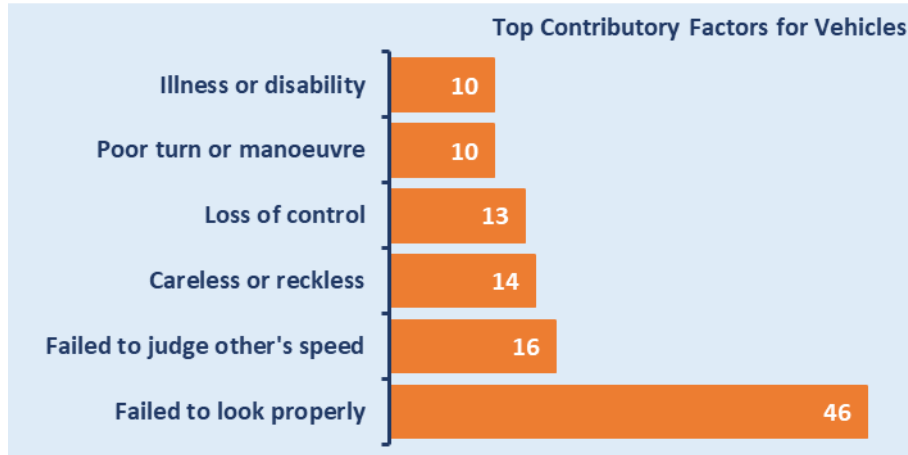


The third chart shows the breakdown of age groups by location. It shows that 14% of casualties in Rutland are aged 70+. This is based on small numbers however with there being 9 casualties out



of 66 casualties in 2019 for this age group.

In the fourth chart, the most frequently cited factor contributing to the collision from an older driver perspective is failed to look properly. This is also the same older pedestrians too.



Trends & Recommendations

Trends

Compared to 2018 there was a:

- 14.3% Increase in fatalities
- 22.0% Reduction in KSI casualties
- 17.4% Reduction in all casualties

This can be viewed in the context of the following stats:

Compared to 2018:

- 0.02% increase in national vehicle miles
- 1.5% increase in local population aged 15 and over
- 3.2% increase in local population aged 70 and over
- 1.2% increase in all [UK] driving licence holders
- 0.1% decrease in all [UK] driving licence holders aged 15 – 24
- 3.9% increase in all [UK] driving licence holders aged 70+
- 1.8% decrease in national fatalities
- 1.0% increase in East Midlands fatalities

Recommendations

1 - Continue to target key road user groups in campaign strategies including:

- Young Drivers

- Cyclists

2 – Particular focus on older road users especially car users and pedestrians which collectively make up 81% of older road user casualties. Share best practice with local regional and national partners.

3 – Particular focus on motorcycles, especially riders of high-powered motorbikes and associated awareness of motorbikes for other road users. Campaigns to highlight safe and considerate riding through villages on known bike routes to alleviate concerns from local residents.

4 – Particular focus on pedestrians especially those of pre-school and school age who comprise 28% of pedestrian casualties.