



REPORTED ROAD CASUALTIES

LEICESTERSHIRE 2021

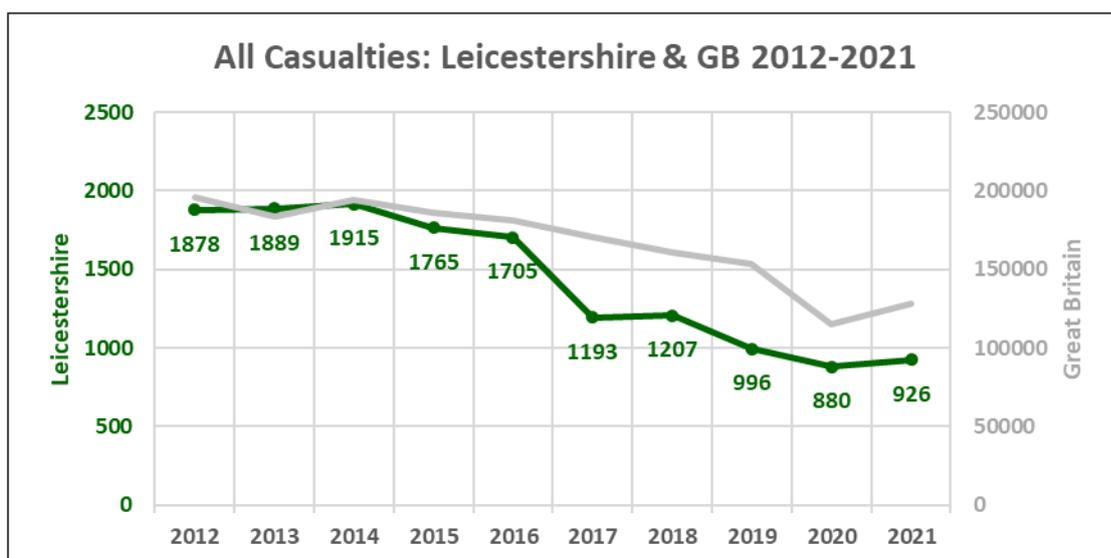
There were 203 reported killed or seriously injured casualties in 2021, six fewer than 2019. Compared with the 2009-2013 average, there were 9% fewer killed or seriously injured casualties in 2021 and 54% fewer casualties overall.

ABOUT THIS REPORT

This report provides an overview of reported road casualties in 2021 in Leicestershire. This is created to support LCC's annual report on casualty reduction.

CONTENTS

Introduction	p.2
Summary and headline figures	p.3
Casualties by road user type	p.5
Casualties by road type	p.13
National comparisons	p.16
Definitions & sources	p.19



CONCLUSIONS

- While there was a slight increase in the total number of casualties in 2021 compared with 2020, the long-term trend would still suggest total casualty numbers are decreasing.
- 2021 saw a small decrease in the number of killed or seriously injured casualties in Leicestershire compared with 2020, despite a significant increase across Great Britain.
- 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 2020 using the Department for Transport's 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, 2021 statistics are compared against:

- **2020** – for information rather than meaningful comparison, as year-on-year variation can be high
- **2014-2018 average & 2009-2013 average** – averages to represent the approximate situation five and ten years ago respectively. Averages are used rather than single years (2016 and 2011) 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.

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

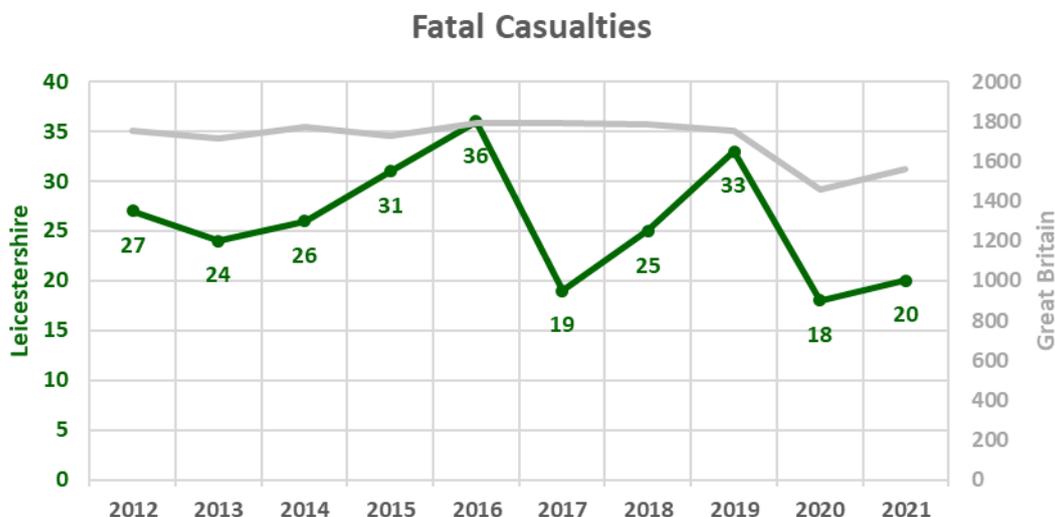
The table below shows the number of reported road casualties in Leicestershire in 2021 compared with previous years, and the percentage change reported by DfT in comparison with 2021 casualty figures for Great Britain (GB):

Leicestershire	2021	2020		2014-2018 average		2009-2013 average				
		Leics	GB	Leics	GB	Leics	GB			
All casualties	926	880	+5%	+11%	1557	-41%	-28%	2011	-54%	-37%
KSI	203	209	-3%	+16%	235	-14%	-3%	224	-9%	-0%
Killed	20	18	+11%	+7%	27	-27%	-12%	33	-39%	-17%
Seriously injured	183	191	-4%	+16%	207	-12%	-2%	191	-4%	+1%
Slightly injured	723	671	+8%	+10%	1322	-45%	-33%	1787	-60%	-42%

HEADLINE STATISTICS

A total of **20 people were killed** in reported road traffic collisions in Leicestershire in 2021. This is two more than 2020 (18), but is lower than the 2014-2018 and 2009-2013 averages (27 & 33).

The long-term trend of Great Britain is a statistically significant fall between 2006 and 2010, followed by relative consistency between 2010-19 before a significant reduction in 2020 and slight rise in 2021. 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. The reduction in 2020 is attributed to the reduction in road traffic in response to the COVID-19 pandemic.

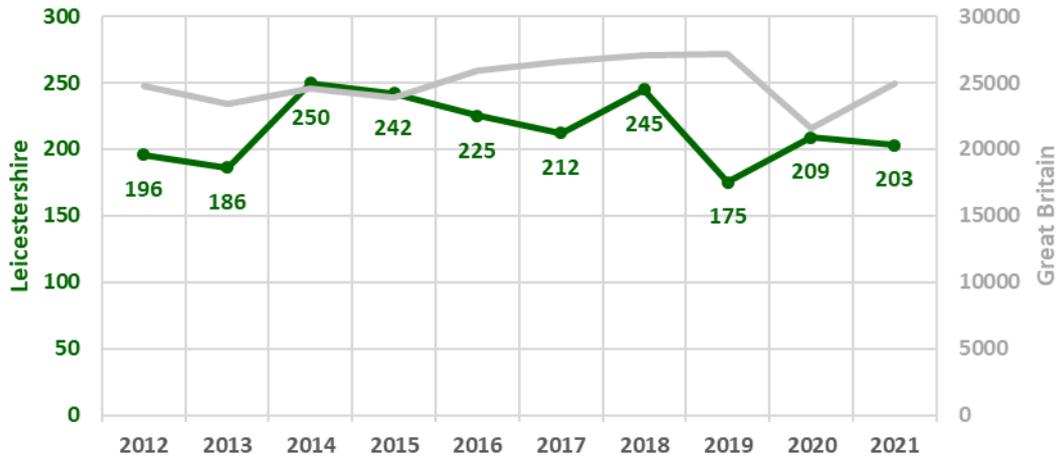


At a local authority level, trends can be more reliably seen by comparing killed and seriously injured casualties together, a nationally recognised statistic with the acronym “KSI”.

A total of **203 people were killed or seriously injured** in reported road traffic collisions in Leicestershire in 2021. This is less than 2020 (209), the 2014-2018 average (235), and the 2009-2013 average (224).

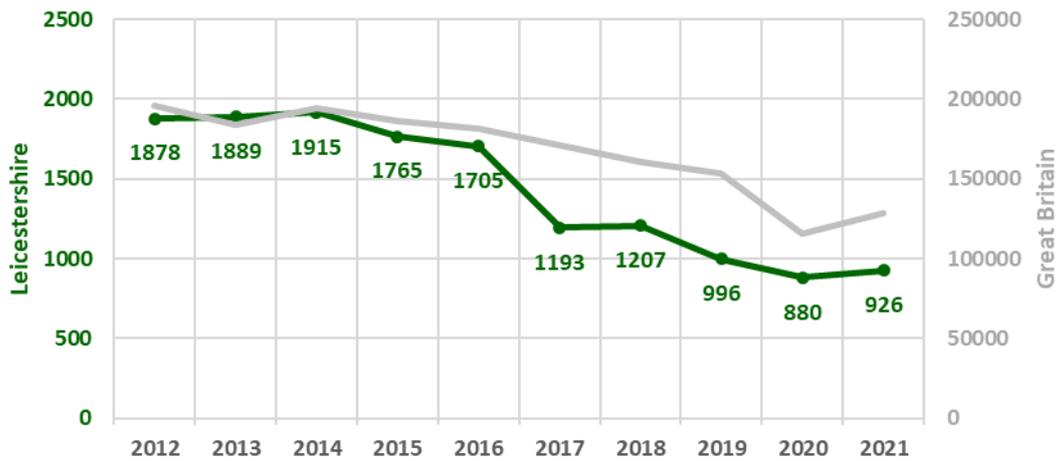
Since 2014, Leicestershire’s KSI totals have been steadily decreasing, albeit with a few outliers in 2018 and 2019. During this time, KSI casualty totals across Great Britain have mostly increased, until they were heavily reduced by the COVID-19 pandemic in 2020. 2021 saw an increase, although not back up to the levels seen between 2016-2019.

Killed or Seriously Injured Casualties



There was a total of **926 casualties of all severities (combined)** in reported road traffic collisions in Leicestershire in 2021. This is 46 more than in 2020, but is still the second lowest total on record and a significant decrease when compared with the 2014-2018 average (1557) and the 2009-2013 average (2011).

All Casualty Severities (Combined)



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	2021	% share	2020		2014-2018 Average		2009-2013 average	
	599	65% (GB 55%)	580	+3%	1057	-43%	1391	-57%
	92	10% (GB 13%)	90	+2%	140	-34%	176	-48%
	79	9% (GB 12%)	74	+7%	145	-46%	178	-56%
	82	9% (GB 13%)	71	+15%	135	-39%	149	-45%
Other	74	8% (GB 7%)	65	+14%	80	-8%	117	-37%

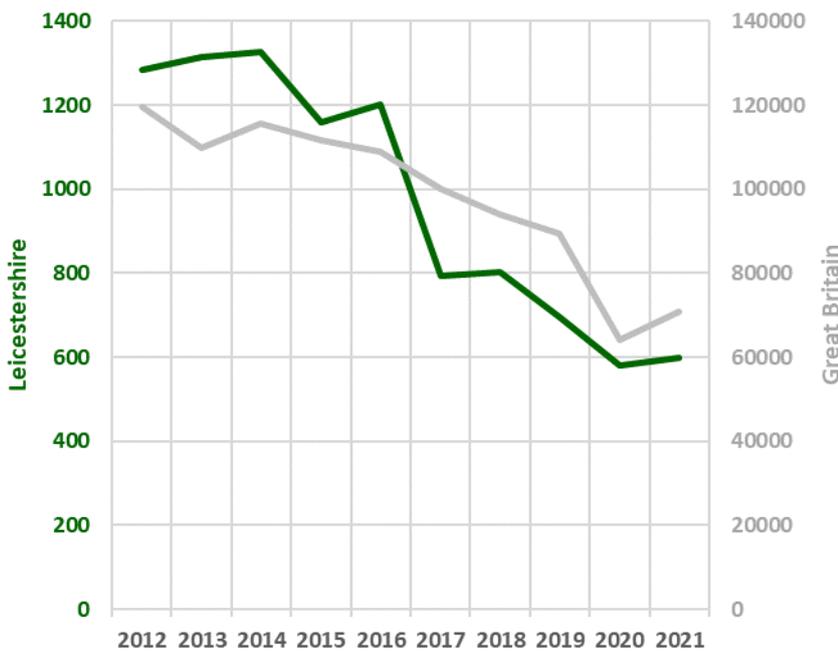
In 2021 car occupants accounted for 65% of all reported road casualties in Leicestershire. Across Great Britain the share is different, with the share of casualties higher among pedestrians, motorcyclists, and pedal cyclists than in Leicestershire.

Further information on casualties and casualty rates by road user type across Great Britain can be found in the Department for Transport's [2021 Annual Report](https://www.gov.uk/government/statistics/reported-road-casualties-great-britain-annual-report-2020/the-impact-of-lockdown-on-reported-road-casualties-great-britain-final-results-2020)<https://www.gov.uk/government/statistics/reported-road-casualties-great-britain-annual-report-2020/the-impact-of-lockdown-on-reported-road-casualties-great-britain-final-results-2020>.

CAR OCCUPANTS

Severity	2021	2020		2014-2018 average		2009-2013 average	
		Leics	GB	Leics	GB	Leics	GB
All casualties	599	580 +3%	+10%	1057 -43%	-33%	1391 -57%	-44%
Killed or Seriously Injured	90	100 -10%	+18%	112 -20%	-1%	122 -26%	-2%

All Severities (Combined)



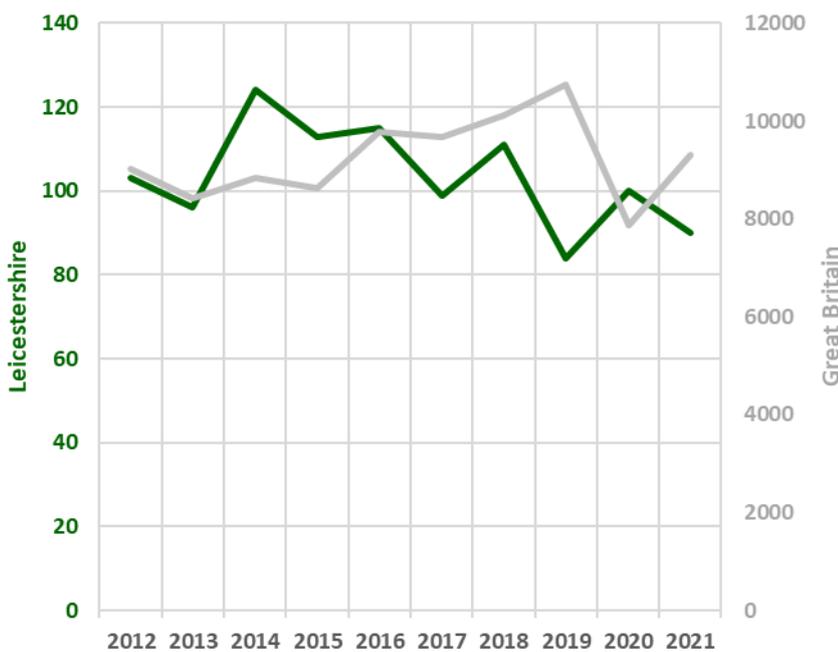
Car occupants continue to account for the largest proportion of casualties of all severities. There were a total of **599 car occupant casualties** of which 69% were drivers and 31% were passengers.

Total car occupant casualties in Leicestershire increased against 2020 by 3%, but is significantly less than the 2014-2018 average (43%) and the 2009-2013 average (57%).

A total of **90 car occupants were killed or seriously injured** in 2020. This is down from 2019 by 10, and is less than both the 2014-2018 and 2009-2013 averages.

The general long-term trend for overall car occupant casualties appears to be downwards, although the reduction in the last 10 years is not as pronounced for killed and seriously injured casualties.

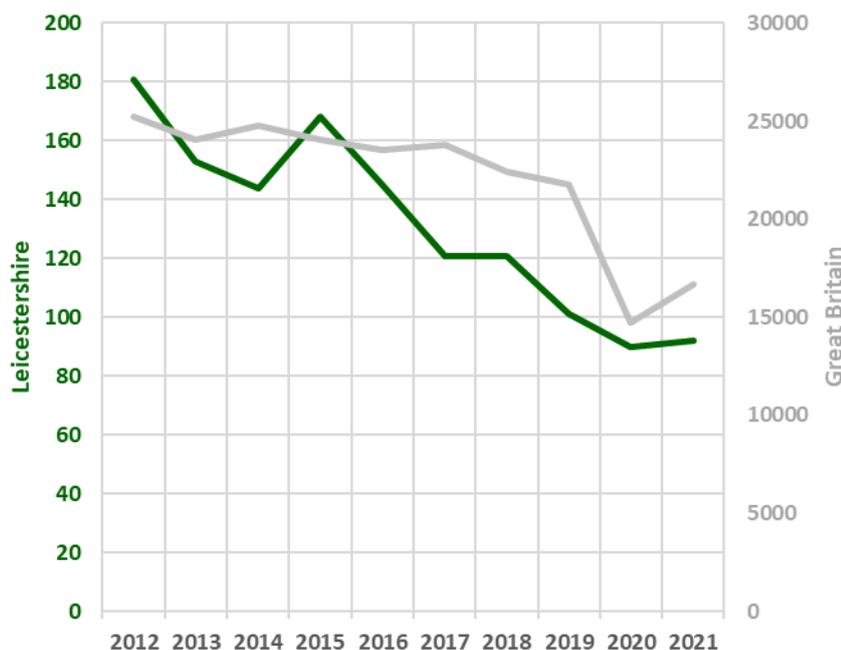
Killed or Seriously Injured (KSI)



PEDESTRIANS

Severity	2021	2020		2014-2018 average		2009-2013 average	
		Leics	GB	Leics	GB	Leics	Leics
All casualties	92	90 +2%	+13%	140 -34%	-30%	176 -48%	-35%
Killed or Seriously Injured	40	30 +33%	+17%	34 +18%	-14%	30 +33%	-14%

All Severities (Combined)



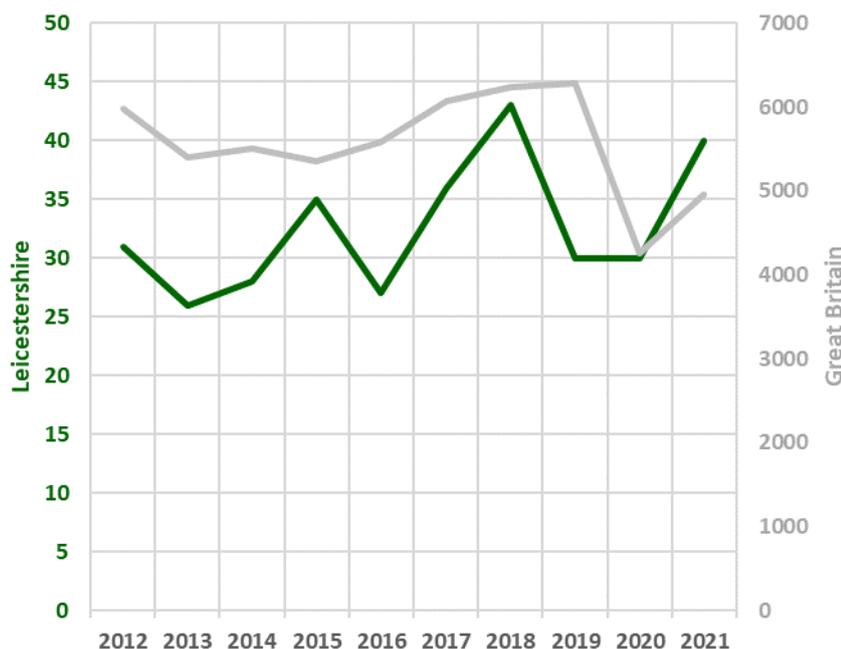
A total of **92 pedestrian casualties** were reported in 2021, which is 2 more than 2020. This is a smaller increase (2%) than seen across Great Britain (13%).

However this is still a significant reduction in comparison with the 2014-2018 average (34%) and the 2009-2013 average (48%).

A total of **40 pedestrians were killed or seriously injured** in 2021, 10 more than in 2020. Of the 40 casualties, five 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.

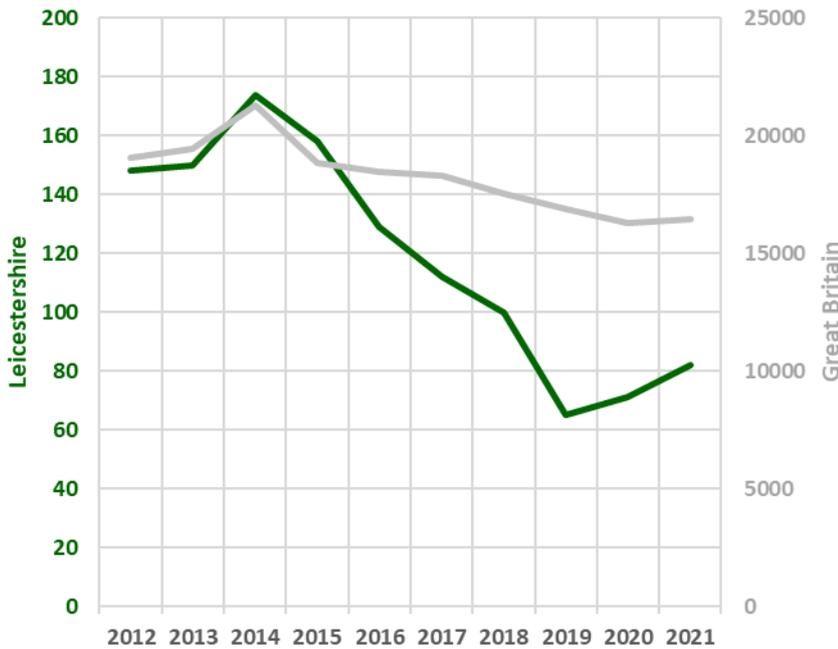
Killed or Seriously Injured (KSI)



PEDAL CYCLISTS

Severity	2021	2020		2014-2018 average		2009-2013 average	
		Leics	GB	Leics	GB	Leics	Leics
All casualties	82	71 +15%	+1%	135 -39%	-13%	149 -45%	-11%
Killed or Seriously Injured	24	28 -14%	+1%	23 +5%	+12%	13 +79%	+32%

All Severities (Combined)

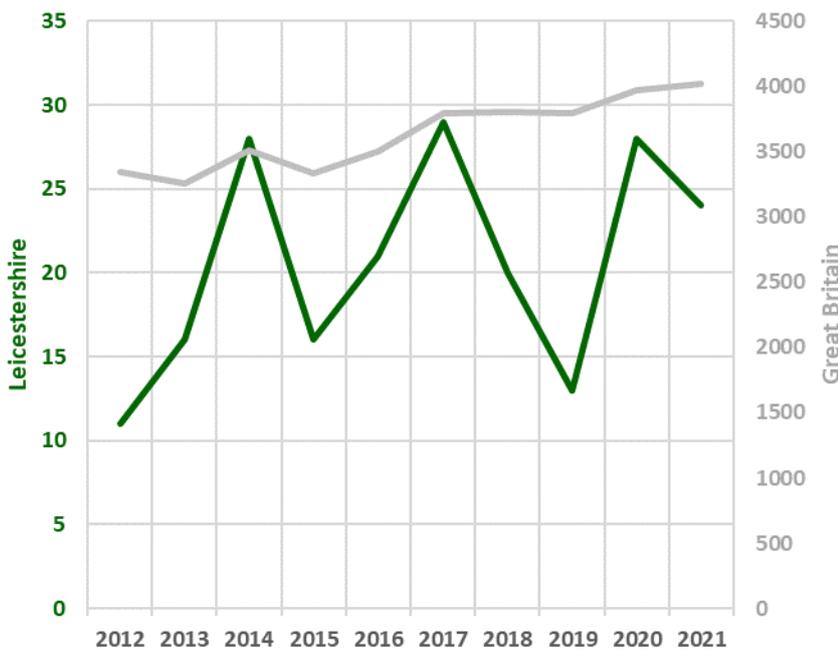


Overall pedal cyclist casualties increased slightly in 2021, with **82 pedal cyclist casualties** reported in Leicestershire. This is a 15% increase on 2020, despite pedal cycle traffic having been estimated to have decreased by 21% between 2020 and 2021.

The 2021 total represents a 39% reduction from the 2014-2018 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, until 2020 there was a clear trend of pedal cycle casualties reducing in Leicestershire, with overall numbers having decreased every year between 2014 and 2019.

Killed or Seriously Injured (KSI)



There were **24 killed or seriously injured pedal cyclists** in 2021 in Leicestershire, 4 fewer than 2020, with one fatality.

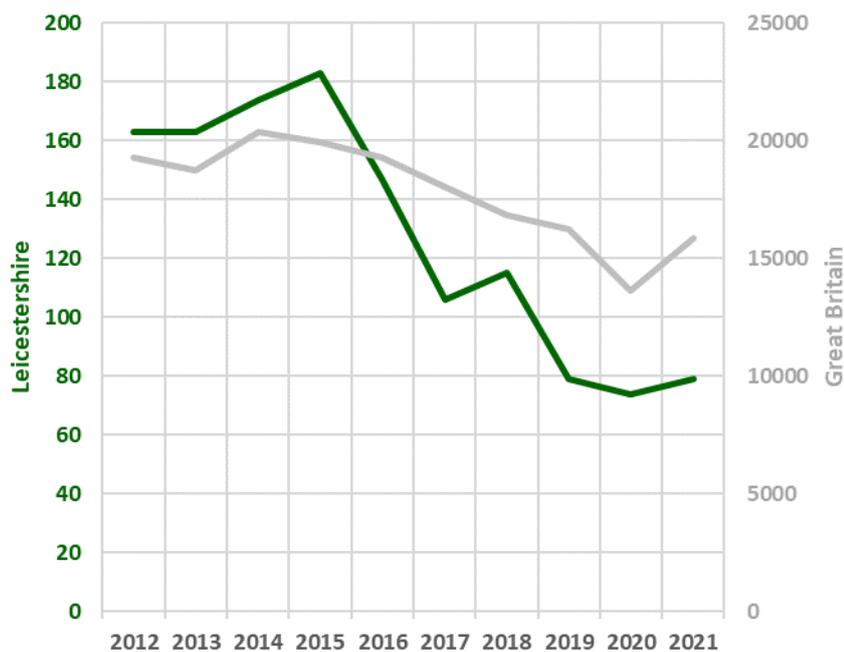
Due to the significant year-on-year variation caused by the small numbers involved, it is difficult to identify local trends for killed or seriously injured pedal cyclist casualties.

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	2021	2020		2014-2018 average		2009-2013 average				
		Leics	GB	Leics	Leics	Leics	GB			
All casualties	79	74	+7%	+16%	145	-46%	-16%	178	-56%	-19%
Killed or Seriously Injured	40	31	+29%	+17%	54	-26%	-10%	48	-17%	-5%

All Severities (Combined)

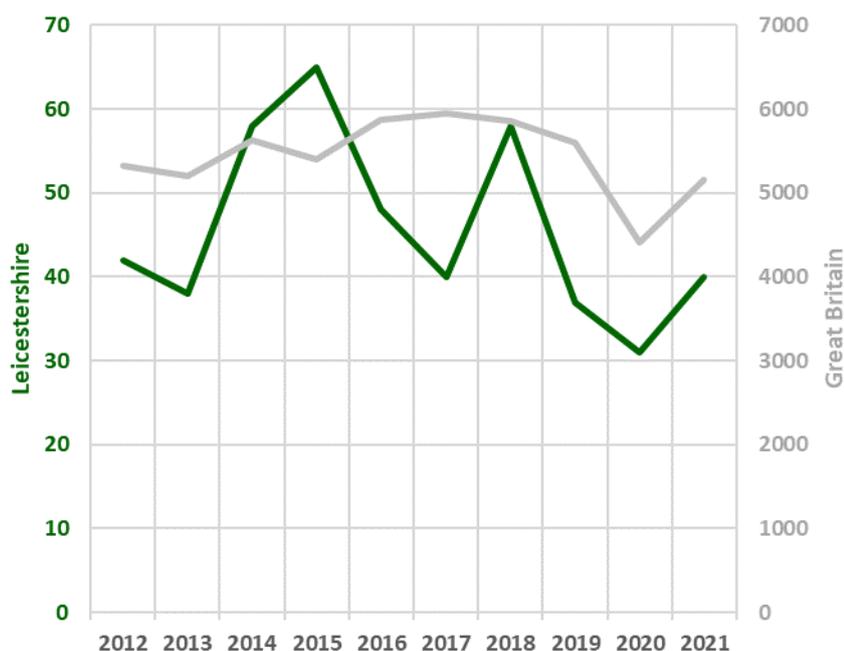


In total there were **79 motorcyclist casualties** in Leicestershire in 2021, five more than in 2020.

Motorcycle casualties in Leicestershire appear to be reducing at a greater rate than across Great Britain. When 2021 is compared to the 2014-2018 average, motorcycle casualties are 46% lower in Leicestershire (16% in Great Britain), and 56% lower in Leicestershire when compared to the 2009-2013 average (19% in Great Britain).

There were **40 motorcyclists reported killed or seriously injured** in Leicestershire in 2021, up from 31 in 2020. This is fewer than the 2014-2018 average (54) and the 2009-2013 average (48). Of the 40, five were fatal.

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 there has been a general trend of reducing numbers since 2017.

E-SCOOTERS

Number of Collisions	2021		2020	
	Leics	GB	Leics	GB
All Severities	4	1352	3	460
Killed or Seriously Injured	0	431	1	130

Very few collisions involving e-scooters have been reported to-date in Leicestershire, as is the case in most other force areas. It is therefore impossible to identify any trends at a local level, until more data is available.

The Department for Transport (DfT) has produced an [e-scooter factsheet](#) to accompany its Reported Road Casualties in Great Britain 2021 report. The main points of this report state that:

- of all collisions involving e-scooters, 324 included only one e-scooter with no other vehicles involved in the collision (single vehicle collision), compared to 83 in 2020
- there were 1,434 casualties in collisions involving e-scooters, compared to 484 in 2020
- of all casualties in collisions involving e-scooters, 1,102 were e-scooter users, compared to 384 in 2020
- there were 10 killed in collisions involving e-scooters (all of whom were e-scooter riders) compared to 1 in 2020
- the DfT's best estimate, after adjusting for changes in reporting by police, is that there were 421 seriously injured and 1,003 slightly injured in 2021, this compares to 129 and 354 respectively in 2020

Further detail is included in the factsheet, including:

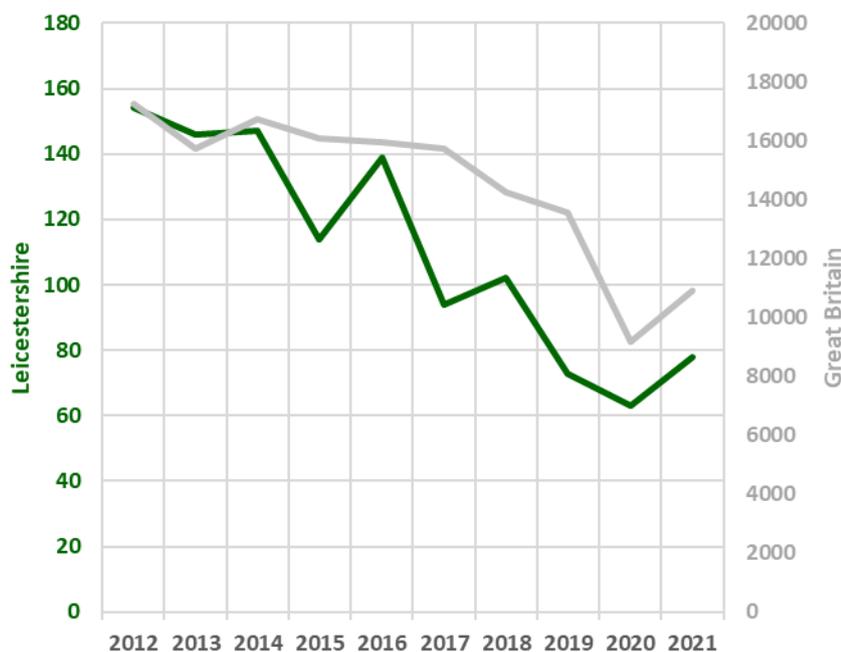
- Reported casualties in collisions involving e-scooters by month, age, sex and time of day
- Reported casualties by police force area. There were 17 casualties in the Leicestershire Police force area (including the City of Leicester and Rutland) in 2021, accounting for just 1% of the figures nationally. The highest proportion by some way (36%) is the Metropolitan Police force area.
- Reported e-scooters involved in collisions by ownership type (in trial areas where private and rental e-scooters are distinguished from each other)
- Reported casualties in collisions involving e-scooters by injury type. The three most common type of injuries sustained in collisions involving e-scooters (to the e-scooter users or others) are all of slight severity. However, the fourth, fifth and sixth most common type of injuries are different type of fractures and head injures which are considered as serious injuries.

It should be noted that e-scooters are not one of the designated vehicle types collected in the STATS19 specification. At present, they are being recorded as "Other vehicle" with the type of vehicle being added in a free text field. This makes it possible to report on collisions and casualties involving e-scooters, until such a time as the STATS19 specification is updated following the DfT's STATS19 review.

CHILDREN (AGED 15 OR UNDER)

Severity	2021	2020		2014-2018 average		2009-2013 average				
		Leics	GB	Leics	Leics	Leics	GB			
All casualties	78	63	+24%	+19%	119	-35%	-31%	159	-51%	-41%
Killed or Seriously Injured	13	11	+18%	+25%	16	-18%	-3%	12	+10%	-14%

All Severities (Combined)

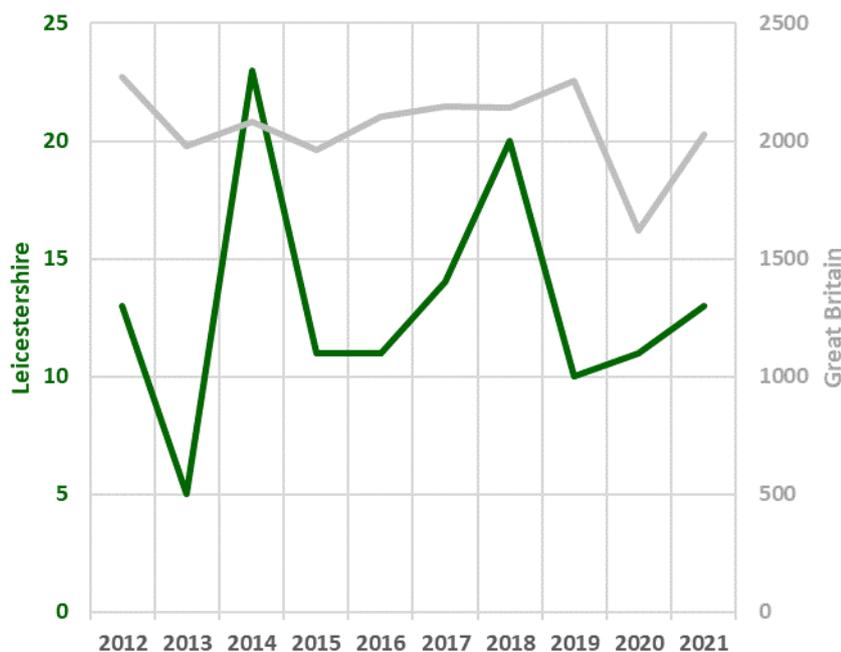


There were **78 reported child casualties in total** in 2021 in Leicestershire. This is more than the 2020 total (63), but less than the 2014-2018 average (119) and the 2009-2013 average (159).

There were **13 children killed or seriously injured** in Leicestershire in 2021, one more than 2020, with no fatalities. 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 increased between 2013 and 2019, before a significant drop in 2020 followed by an increase in 2021.

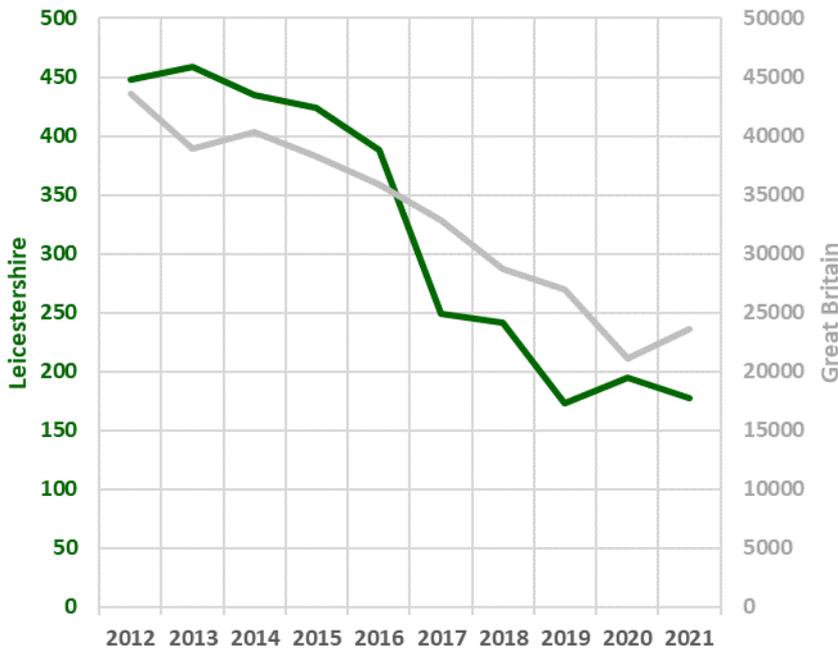
Killed or Seriously Injured (KSI)



YOUNGER CASUALTIES (AGED 17 TO 24)

Severity	2021	2020		2014-2018 average		2009-2013 average				
		Leics	GB	Leics	Leics	Leics	GB			
All casualties	177	195	-9%	+12%	347	-49%	-33%	496	-64%	-49%
Killed or Seriously Injured	38	51	-25%	+24%	50	-24%	-6%	54	-30%	-14%

All Severities (Combined)



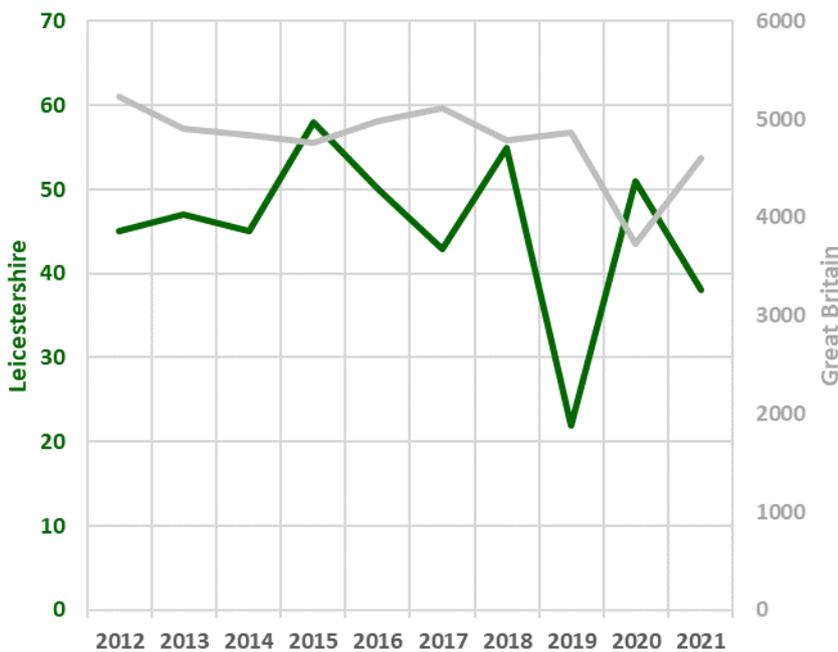
There were **177 reported younger total casualties** in 2021 in Leicestershire, a decrease of 9% compared with 2020.

As is the case nationally, the trend is generally downwards with a 49% reduction in Leicestershire against the 2014-2018 average, and 64% when compared with the 2009-2013 average.

There were **38 killed or seriously injured younger casualties** in Leicestershire in 2021, 13 less than 2020, with 2 fatalities.

This is contrary to the statistics across Great Britain, which show a 25% increase in the number of younger killed or seriously injured casualties across Great Britain compared with 2020.

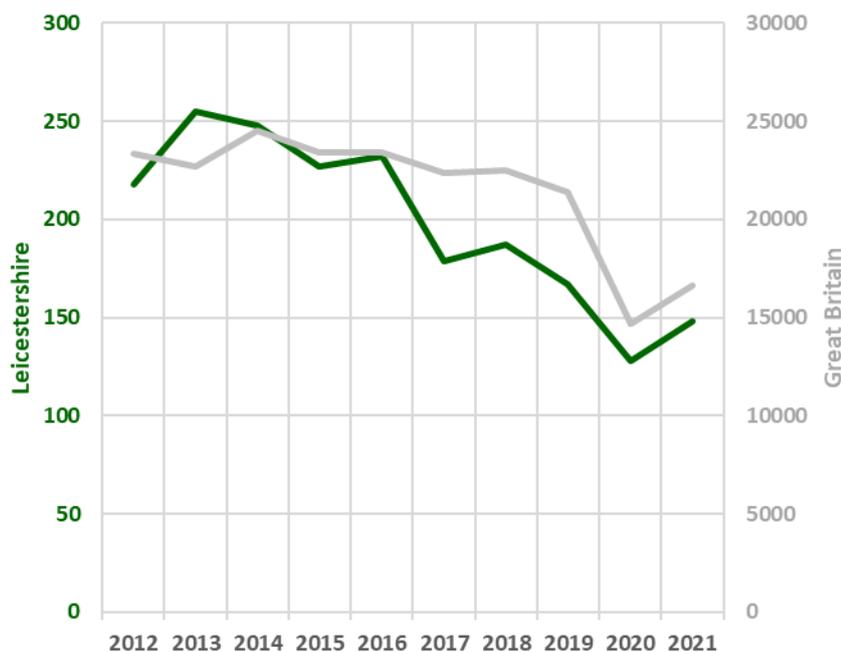
Killed or Seriously Injured (KSI)



OLDER CASUALTIES (AGED 60 AND OVER)

Severity	2021	2020		2014-2018 average		2009-2013 average				
		Leics	GB	Leics	Leics	Leics	GB			
All casualties	148	128	+16%	+13%	215	-31%	-28%	235	-37%	-30%
Killed or Seriously Injured	40	28	+43%	+11%	40	0%	-8%	30	+33%	+8%

All Severities (Combined)



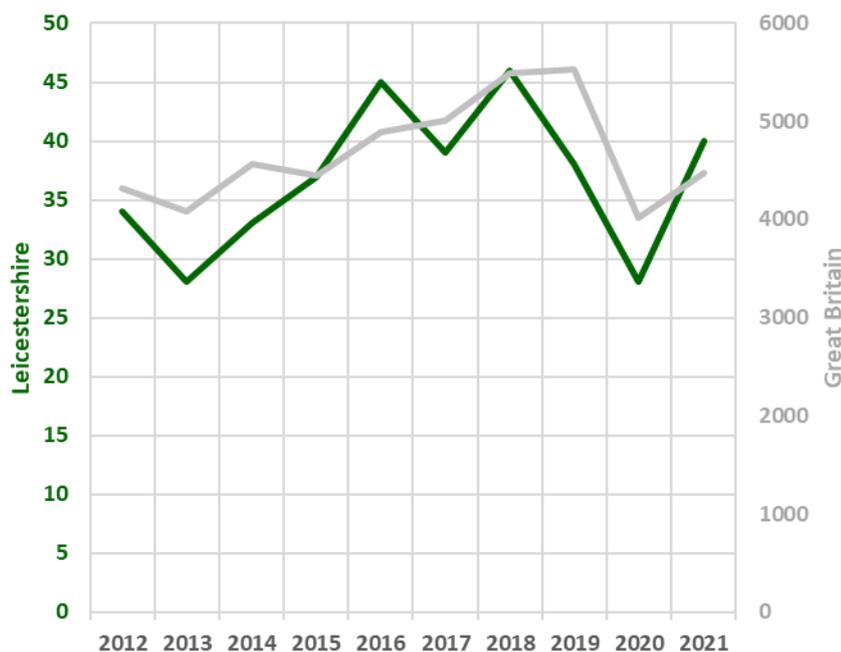
The **total number of older casualties was 148** in Leicestershire in 2021. This is a 16% increase from 2020, a 31% decrease from the 2014-2018 average and 37% from the 2009-2013 average.

The trends locally and nationally do appear to suggest there has been a recent reduction in the total number of older casualties, with the increase in 2021 likely due to the impact of Covid-19 in 2020.

There were **40 killed or seriously injured** older casualties in Leicestershire in 2021, 12 more than 2020.

In previous years, it has been speculated by the Department for Transport that the growing population of people within this age group may partly explain the slight upturn in killed or seriously injured casualties.

Killed or Seriously Injured (KSI)

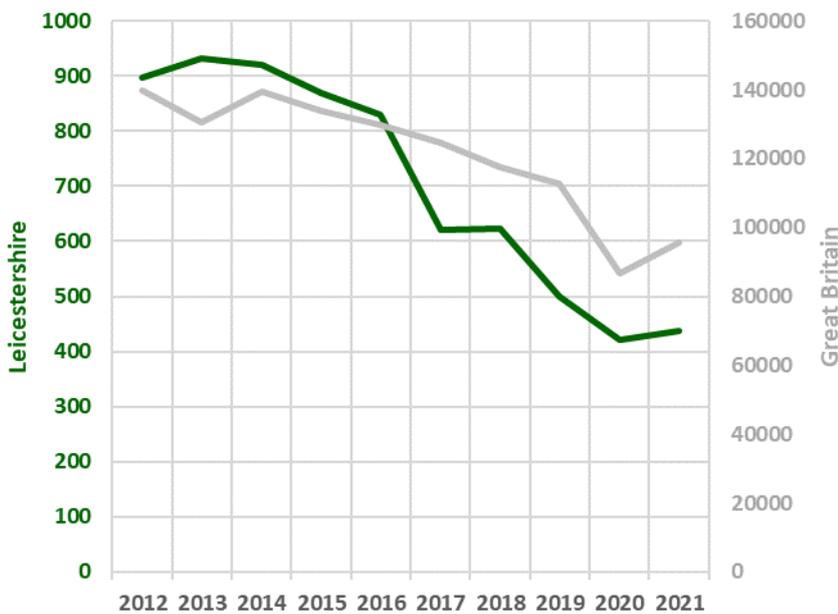


CASUALTIES BY ROAD TYPE

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

Severity	2021	2020		2014-2018 average		2009-2013 average				
		Leics	GB	Leics	Leics	Leics	GB			
All casualties	438	422	+4%	+10%	722	-43%	-26%	978	-55%	-33%
Killed or Seriously Injured	96	96	0%	+17%	100	-4%	+2%	84	+14%	+8%

All Severities (Combined)

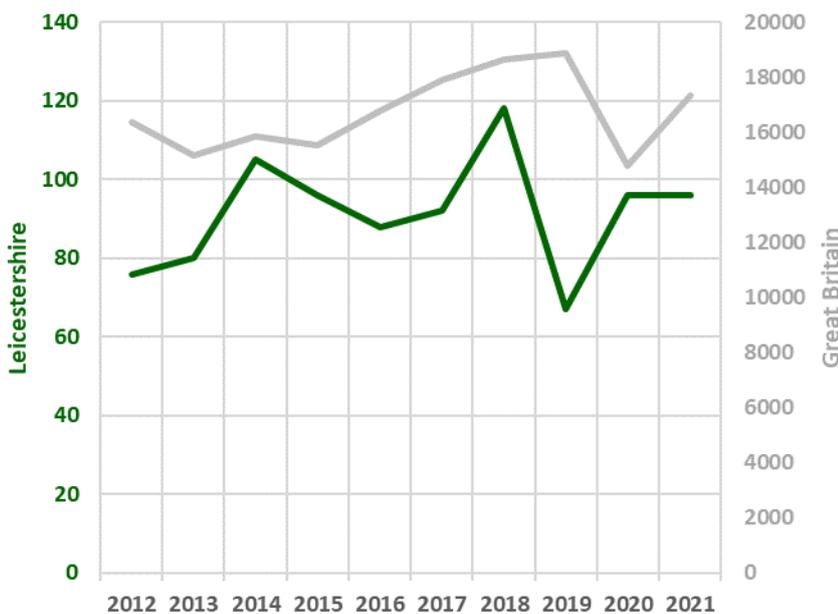


There were **438 total casualties on built-up roads** in Leicestershire in 2021. This is a small increase compared to 2020 (4%), but a large decrease when compared to the 2014-2018 average (43%), and 2009-2013 average (26%).

The trend is similar across Great Britain, with a relatively continuous decrease among casualties of all severities over the past ten years except for 2020 to 2021.

There were **96 killed or seriously injured casualties reported on built-up roads** in 2021, the same as in 2020.

Killed or Seriously Injured (KSI)

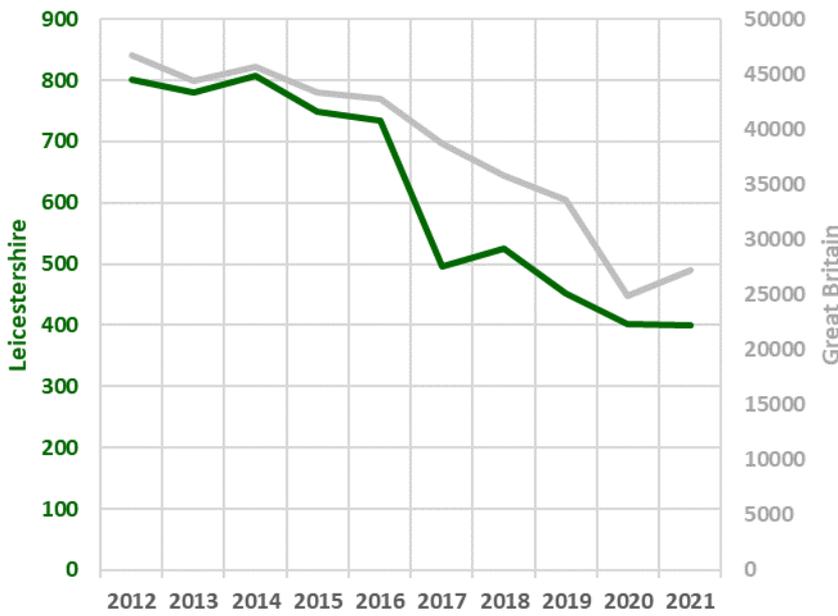


There does not appear to be a clear trend either locally or nationally, with numbers staying broadly within the same range for the past ten years.

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

Severity	2021	2020		2014-2018 average		2009-2013 average				
		Leics	GB	Leics	Leics	Leics	GB			
All casualties	399	402	-1%	+9%	662	-40%	-34%	838	-52%	-45%
Killed or Seriously Injured	91	101	-10%	+10%	117	-22%	-14%	125	-27%	-16%

All Severities (Combined)



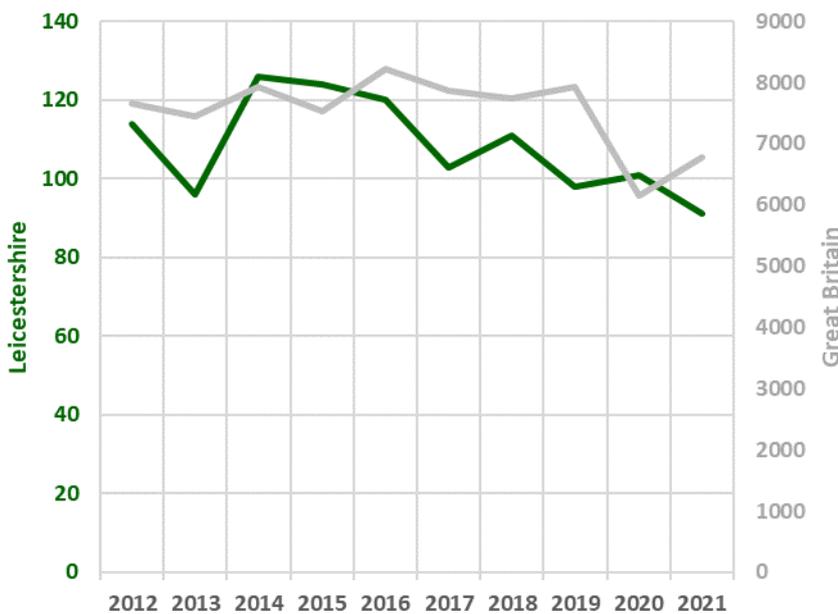
There were **399 total casualties on non-built-up roads** in Leicestershire in 2021. This is three less than in 2020, which is contrary to Great Britain overall which has seen a 9% increase.

The long-term trend is similar locally and nationally across Great Britain, with a relatively continuous decrease among casualties of all severities.

There were **91 killed or seriously injured casualties reported on non-built-up roads** in 2021, ten fewer than in 2020.

Local trends show little significant change over the last 5-10 years, with the KSI totals hovering around the same area. The same could be said for Great Britain prior to 2020, with KSI numbers largely flatlining before a significant decrease in 2019.

Killed or Seriously Injured (KSI)



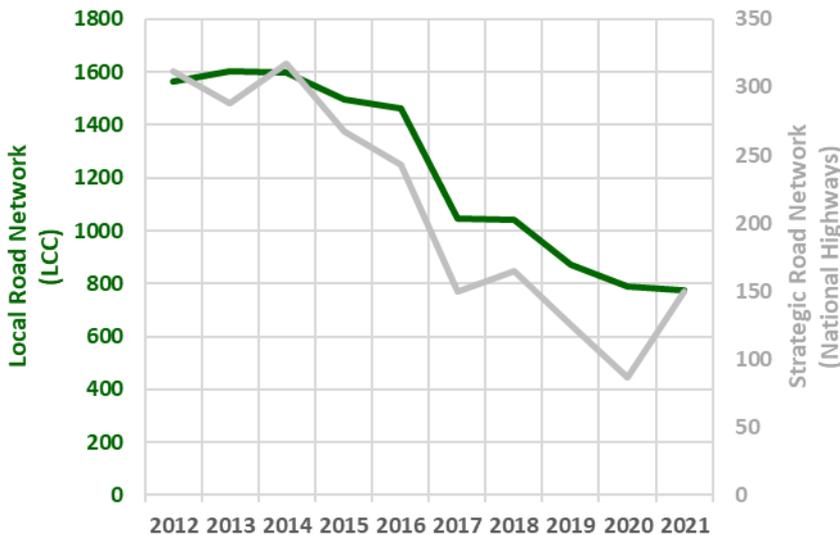
LOCAL ROAD NETWORK V STRATEGIC ROAD NETWORK

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

The Strategic Road Network (SRN) comprises of motorways and major trunk roads which are managed by National Highways. Across England, they comprise just 2.4% of road length but 33% of motorised traffic.

Severity	2021		2020		2014-2018 average		2009-2013 average	
	LRN	SRN	LRN	SRN	LRN	SRN	LRN	SRN
All	776	150	791 -2%	87 +72%	1329 -42%	228 -34%	1680 -54%	331 -55%
KSI	174	29	191 -9%	17 +71%	201 -14%	34 -14%	187 -7%	37 -21%

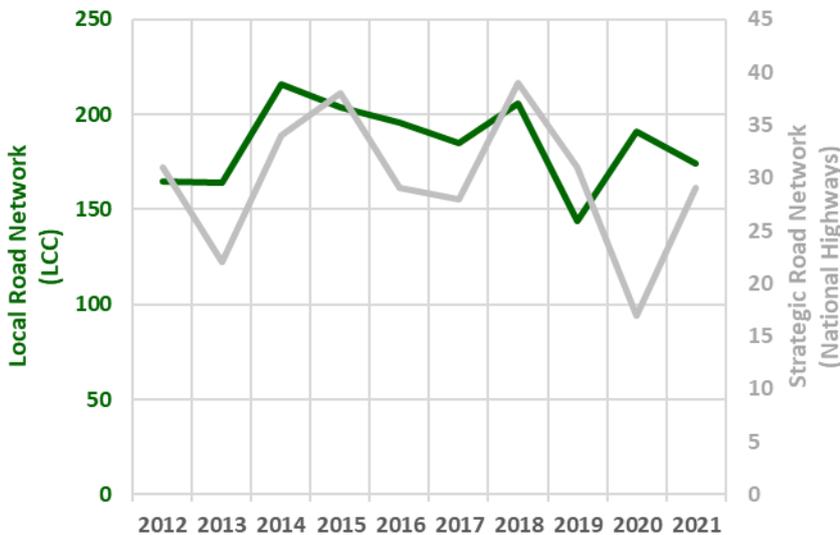
All Severities (Combined)



The trends for overall casualty totals on local (LCC) and strategic (National Highways) roads in Leicestershire are broadly in line with each other, although 2021 saw a very large increase in totals on the National Highways network.

A similar statement could be made for killed and seriously injured casualties on the Strategic Road Network, which nearly doubled in 2021 compared with 2020.

Killed or Seriously Injured (KSI)



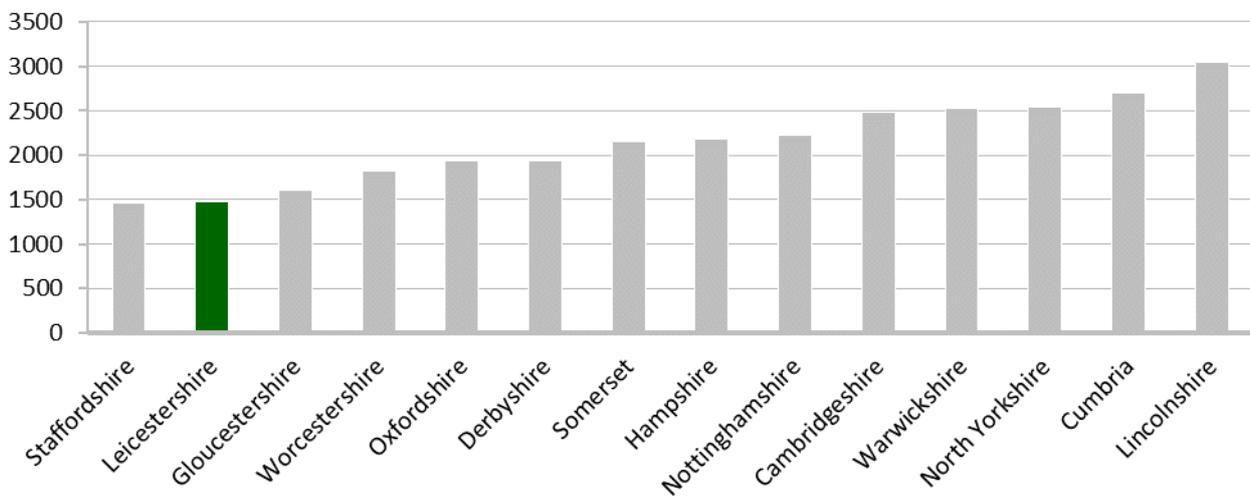
COMPARISONS WITH OTHER AUTHORITIES

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).

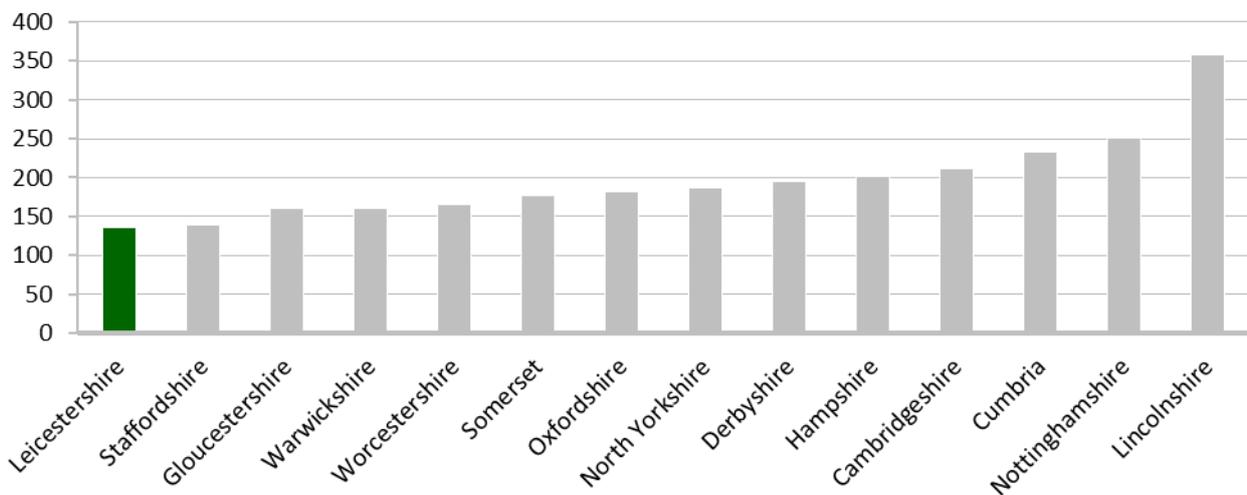
STATISTICAL NEIGHBOURS

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

Casualty Rate Per Million People (2017-21 Average)
Statistical Neighbours



Casualty Rate Per Billion Vehicle Kilometres (2017-21 Average)
Statistical Neighbours

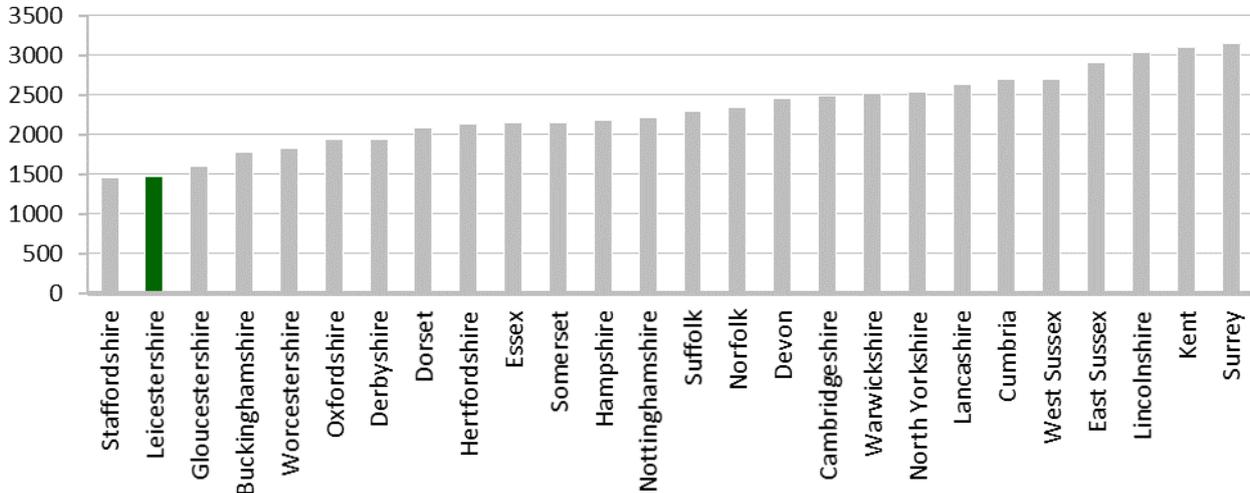


Leicestershire ranks 2nd and 1st against its statistical neighbours when the average of casualty rates between 2017 and 2021 are compared against population and traffic flow respectively.

COUNTIES

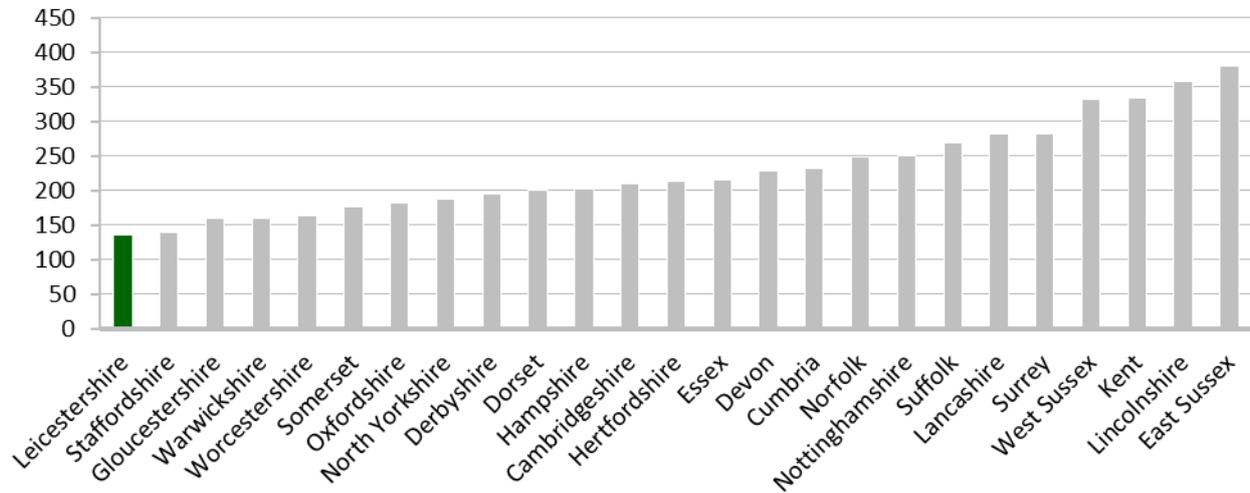
Casualty Rate Per Million People (2017-21 Average)

Counties



Casualty Rate Per Billion Vehicle Kilometres (2017-21 Average)

Counties

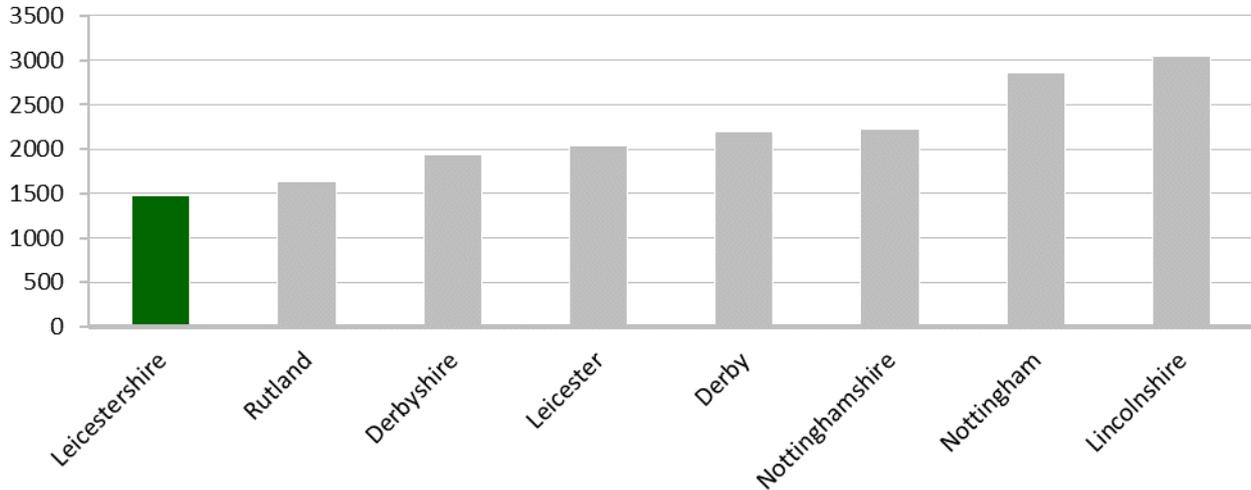


Leicestershire continues to perform well in comparison with other County Councils, ranking 2nd when the total number of casualties are calculated per million population between 2017-21. When comparing against traffic flow over the same period, Leicestershire are ranked 1st.

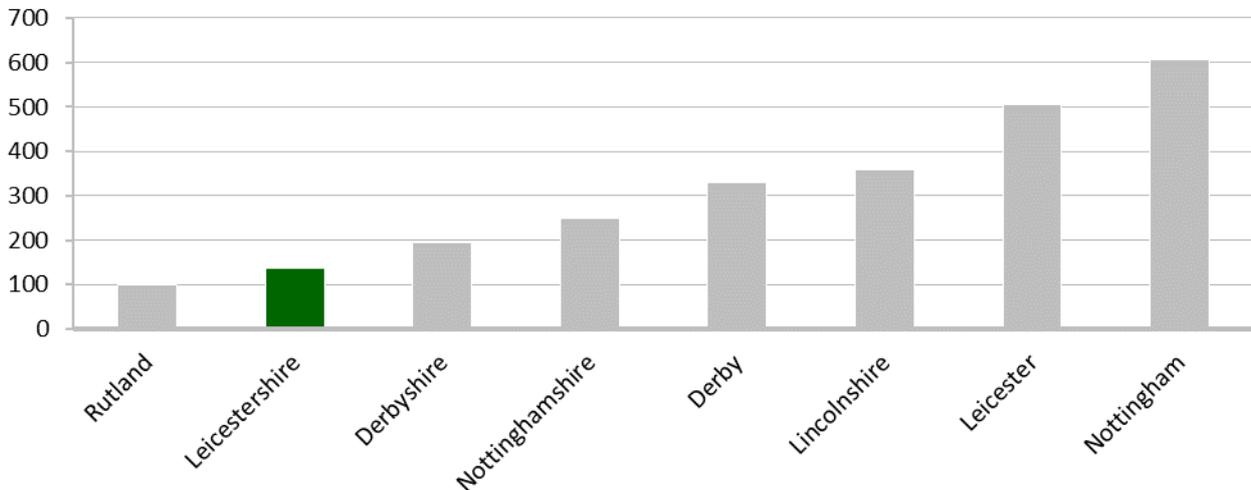
EAST MIDLANDS

Casualty Rate Per Million People (2017-21 Average)

East Midlands

**Casualty Rate Per Billion Vehicle Kilometres (2017-21 Average)**

East Midlands



In the East Midlands, Leicestershire is the highest performing authority when looking at the 2017-21 casualty rate per million population, and second 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: 2021 Annual Report

Department for Transport: Road Lengths in Great Britain 2021

Department for Transport: Road Traffic Estimates: Great Britain 2021