

Leicester, Leicestershire & Rutland Road Safety Report 2021

KEY STATS

28
Fatalities

change since
2017-19
average

▼ 4

289
Seriously injured

▼ 10

1210
Slightly injured

▼ 502

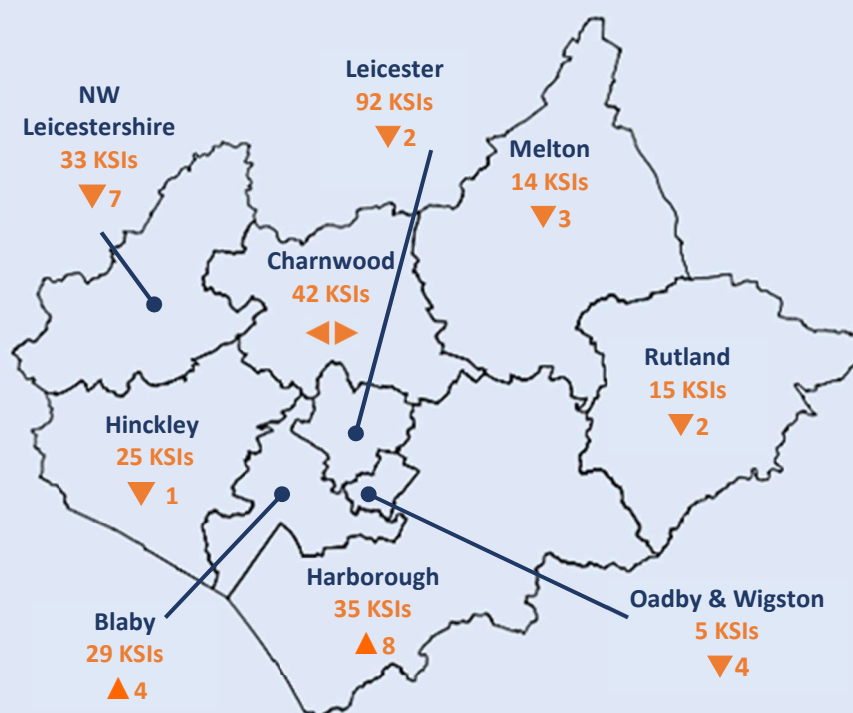
Fatalities



Serious Injury



KSI Collisions



Injuries sustained in 2021



21%
Killed or
seriously
injured

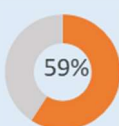


79%
Slightly
injured

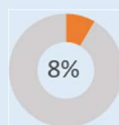
All casualties compared to 2017-19 average



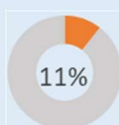
903
▼ 358



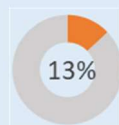
129
▼ 28



162
▼ 44

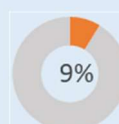


199
▼ 86

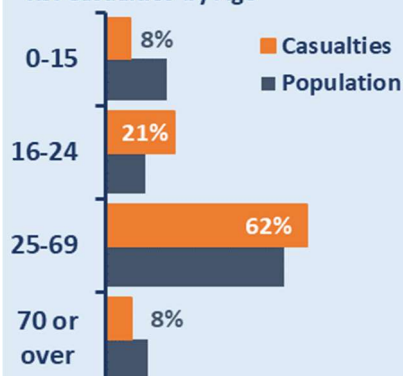


Other

134
▼ 1



KSI Casualties by Age



Follow Us:



www.speedorsafety.com



@LLRRoadSafety

Leicestershire County Road Safety Report 2021

KEY STATS

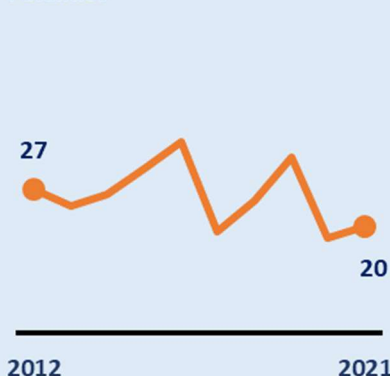
change since
2017-19
average

20
Fatalities ▼ **6**

183
Seriously injured ▼ **2**

722
Slightly injured ▼ **199**


Fatalities



Serious Injury

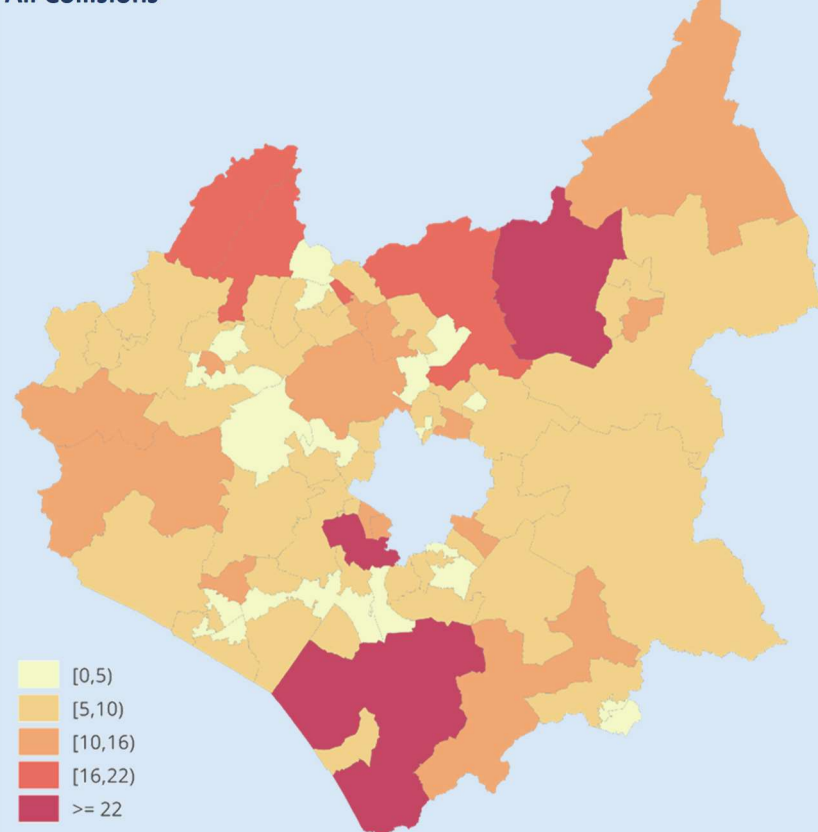


Injuries sustained in 2021

 **22%**
Killed or
seriously injured

 **78%**
Slightly injured

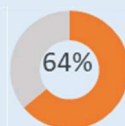
All Collisions



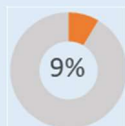
All casualties compared to 2017-19 average



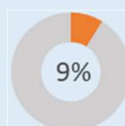
592
▼ **161**



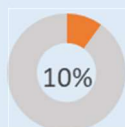
79
▼ **21**



82
▼ **10**

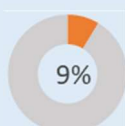


92
▼ **23**

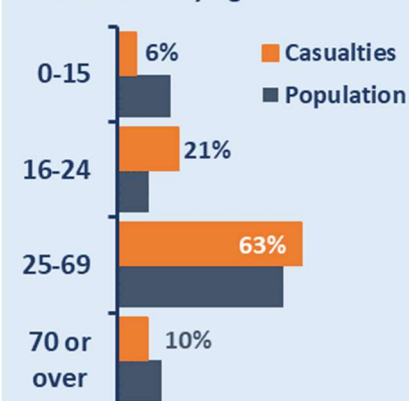


Other

80
▲ **7**



KSI Casualties by Age



Follow Us:



www.speedorsafety.com



@LLRRoadSafety

Leicester City Road Safety Report 2021

KEY STATS

 change since
2017-19
average

5
Fatalities

▲ 1

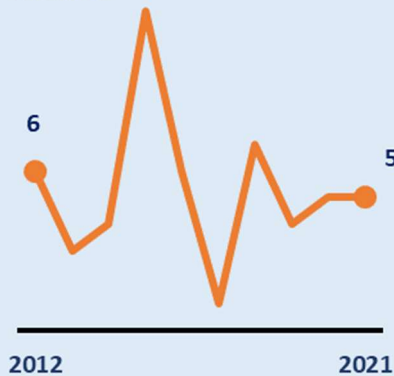
93
Seriously
injured

▼ 3

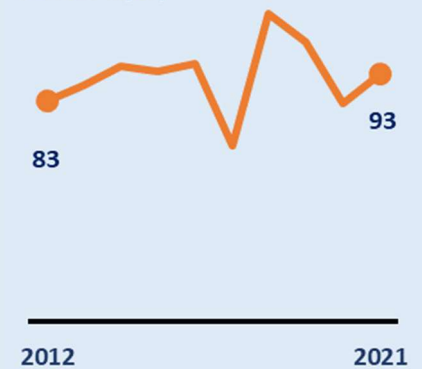
448
Slightly
injured

▼ 287

Fatalities



Serious Injury



Injuries sustained in 2021



18%
Killed or
seriously
injured

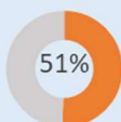


82%
Slightly
injured

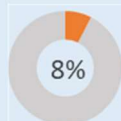
All casualties compared to 2017-19 average



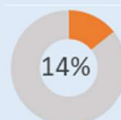
276
▼ 184



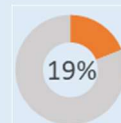
41
▼ 9



78
▼ 29

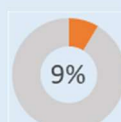


104
▼ 62

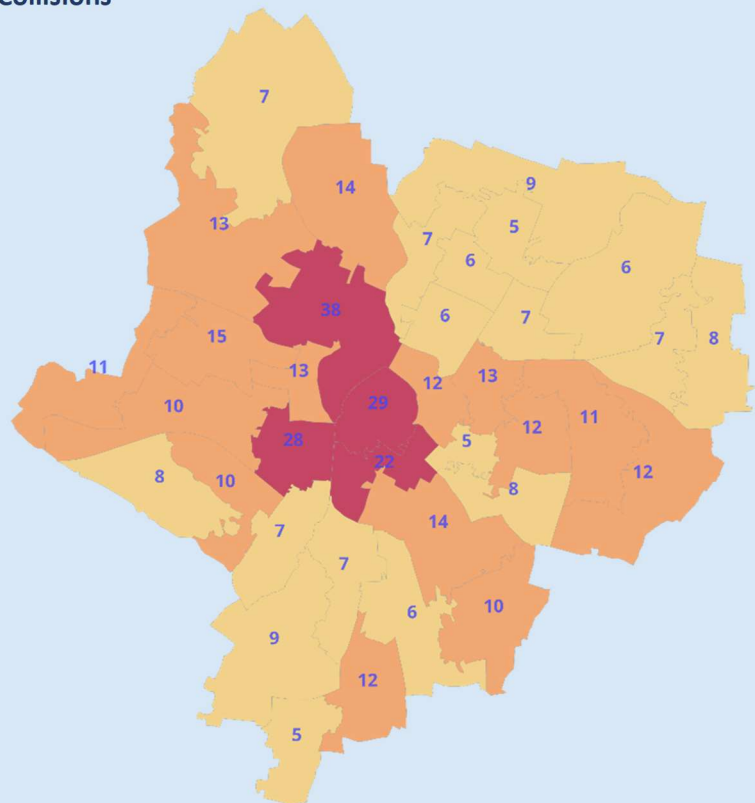


Other

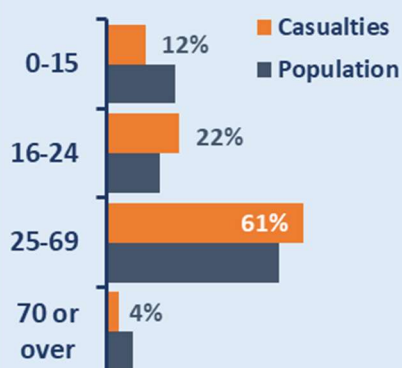
47
▼ 6



All Collisions



KSI Casualties by Age



Follow Us:



www.speedorsafety.com



@LLRRoadSafety

Rutland County Road Safety Report 2021

KEY STATS

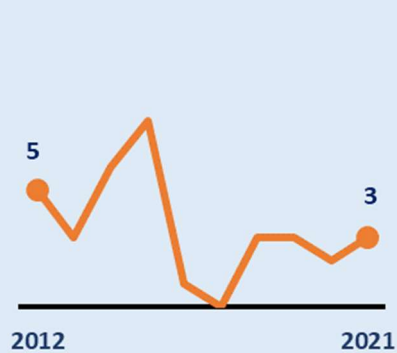
change since
2017-19
average

3
Fatalities ▲ 1

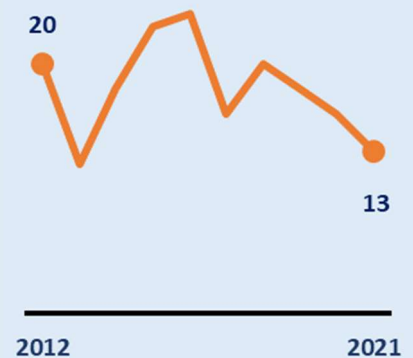
13
Seriously injured ▼ 5

40
Slightly injured ▼ 15


Fatalities



Serious Injury

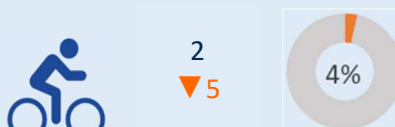
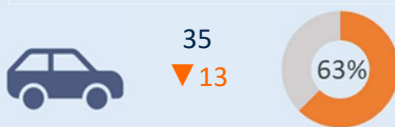


Injuries sustained in 2021

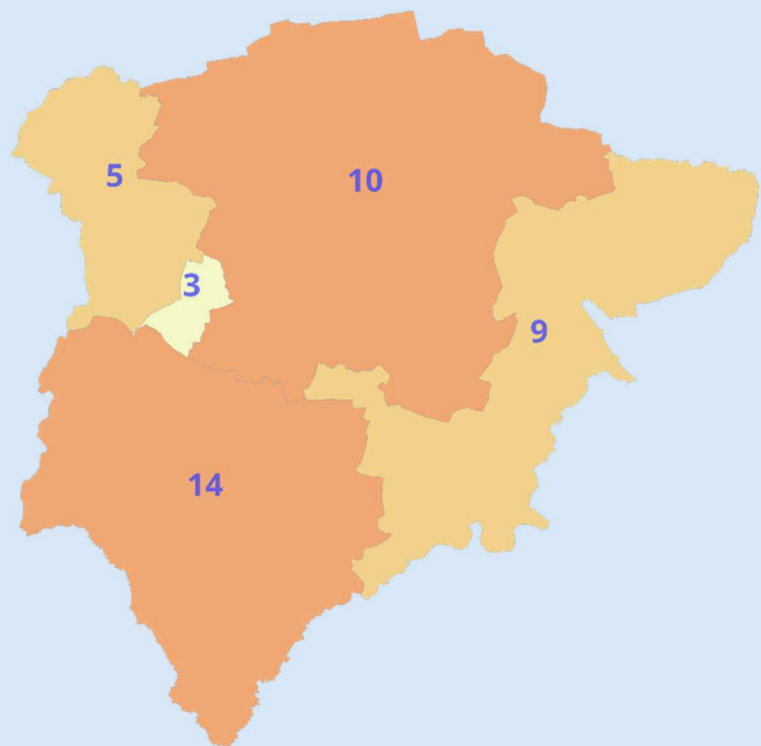
 **29%**
Killed or
seriously
injured

 **71%**
Slightly
injured

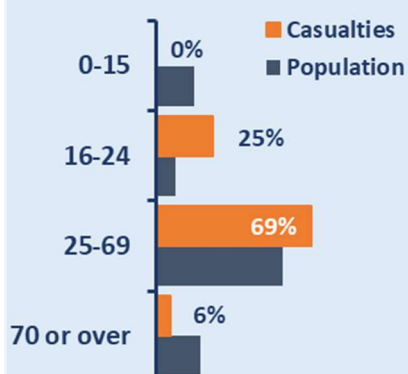
All casualties compared to 2017-19 average



All Collisions



KSI Casualties by Age



Follow Us:



www.speedorsafety.com



@LLRRoadSafety

Strategic Road Network Road Safety Report 2021

KEY STATS

4
Fatalities

change since
2017-19
average

▼ 4

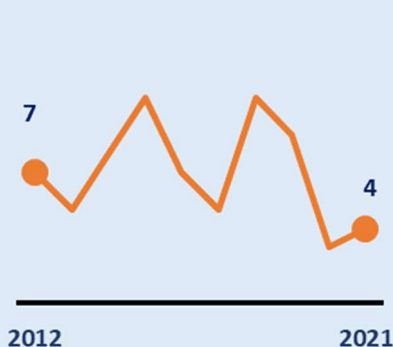
28
Seriously injured

↔ 0

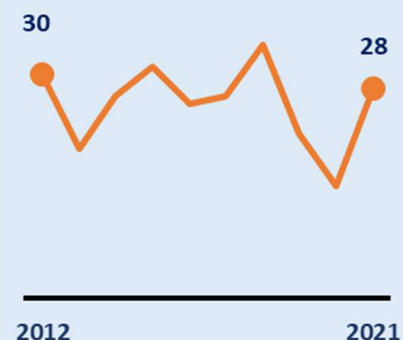
130
Slightly injured

▲ 10

Fatalities



Serious Injury



Injuries sustained in 2021

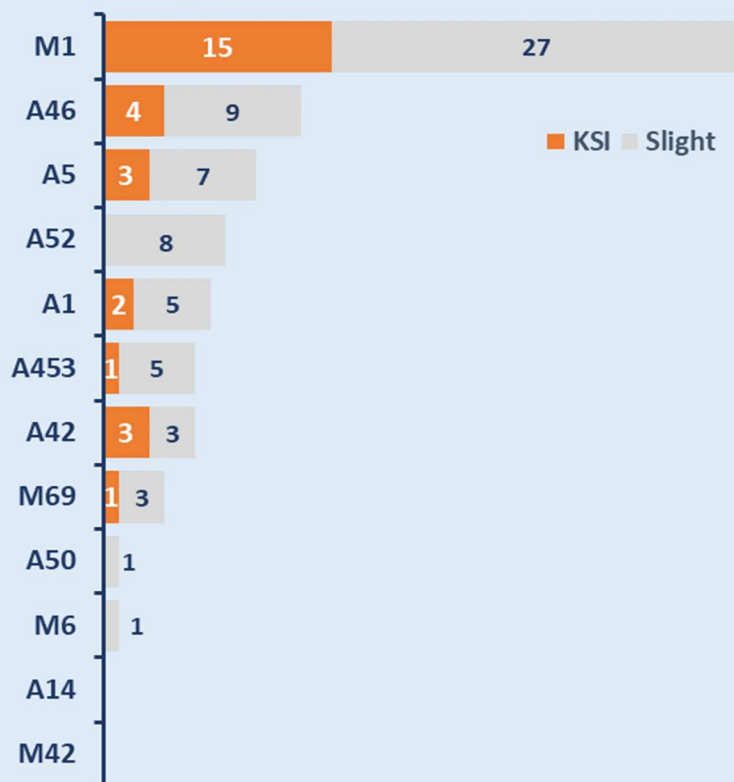


20%
Killed or
seriously
injured



80%
Slightly
injured

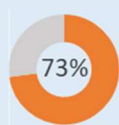
All Collisions by Route



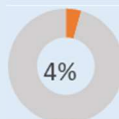
All casualties compared to 2017-19 average



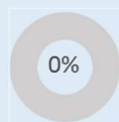
118



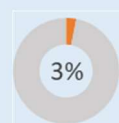
7



0

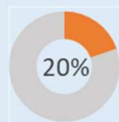


5

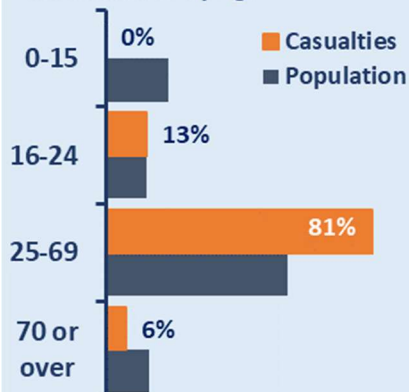


Other

32



KSI Casualties by Age



Follow Us:



www.speedorsafety.com



@LLRRoadSafety



Younger Drivers in Leicester, Leicestershire & Rutland 2021

KEY STATS

change since
2017-19
average

4
Killed ▼ **1**

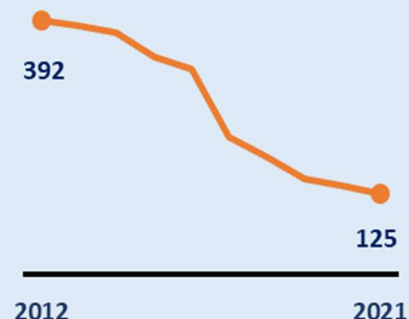
29
Seriously injured ▲ **3**

125
Slightly injured ▼ **56**

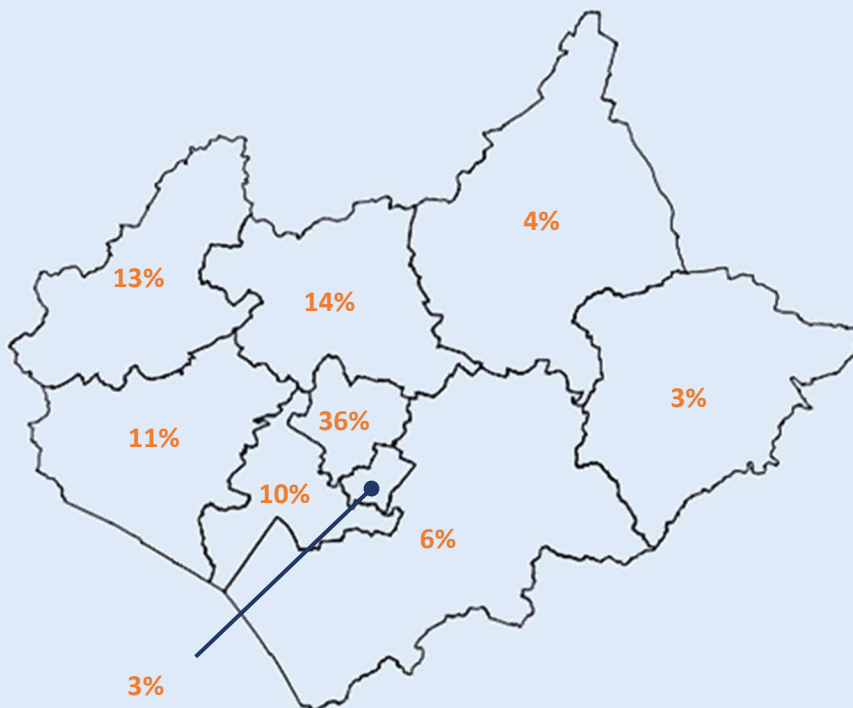
KSI Casualties



Slight Casualties



All Collisions

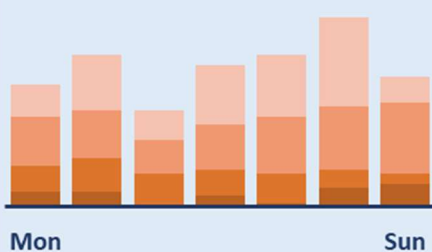


Age

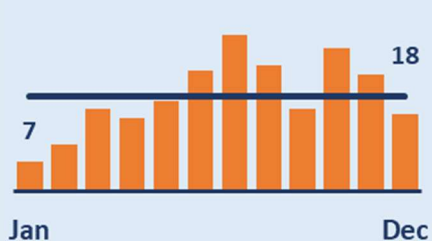


By Day & 6 Hour Period

0-6 6-12 12-18 18-24



By Month



Top Contributory Factors





Older Driver Casualties in Leicester, Leicestershire & Rutland 2021

KEY STATS

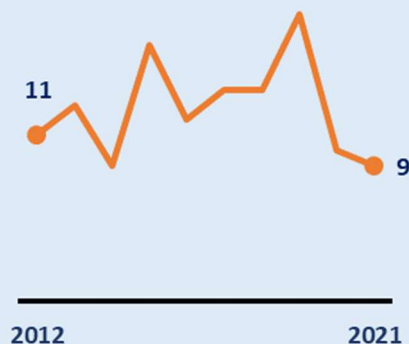
change since
2017-19
average

1
Killed ▼1

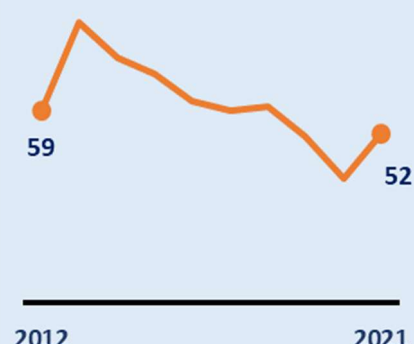
8
Seriously injured ▼6

52
Slightly injured ▼5

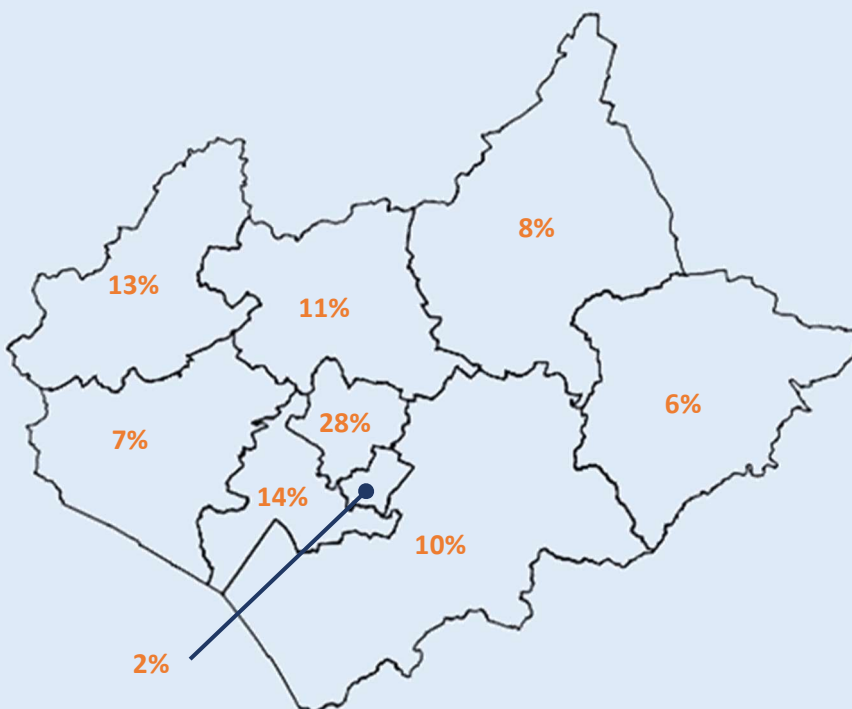
KSI Casualties



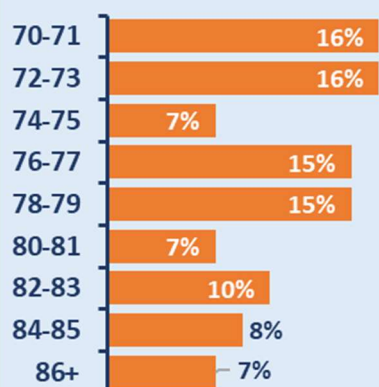
Slight Casualties



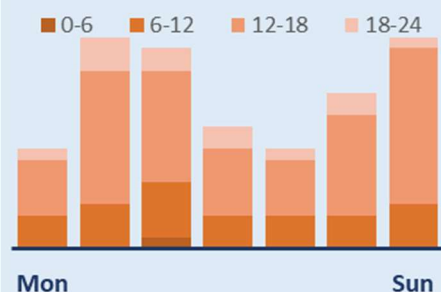
All Collisions



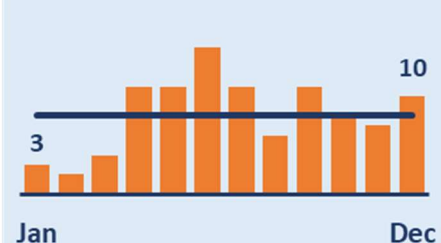
Age



By Day & 6 Hour Period



By Month



Top Contributory Factors



Car Users in Leicester, Leicestershire & Rutland 2021

KEY STATS

change since
2017-19
average

12
Killed ▼ **2**

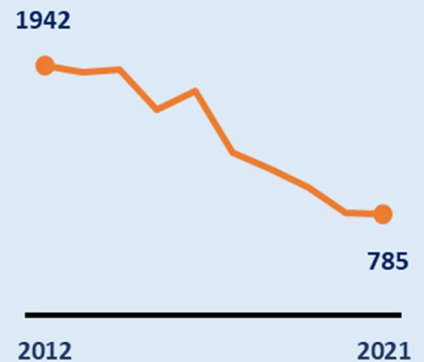
106
Seriously injured ▼ **10**

785
Slightly injured ▼ **346**

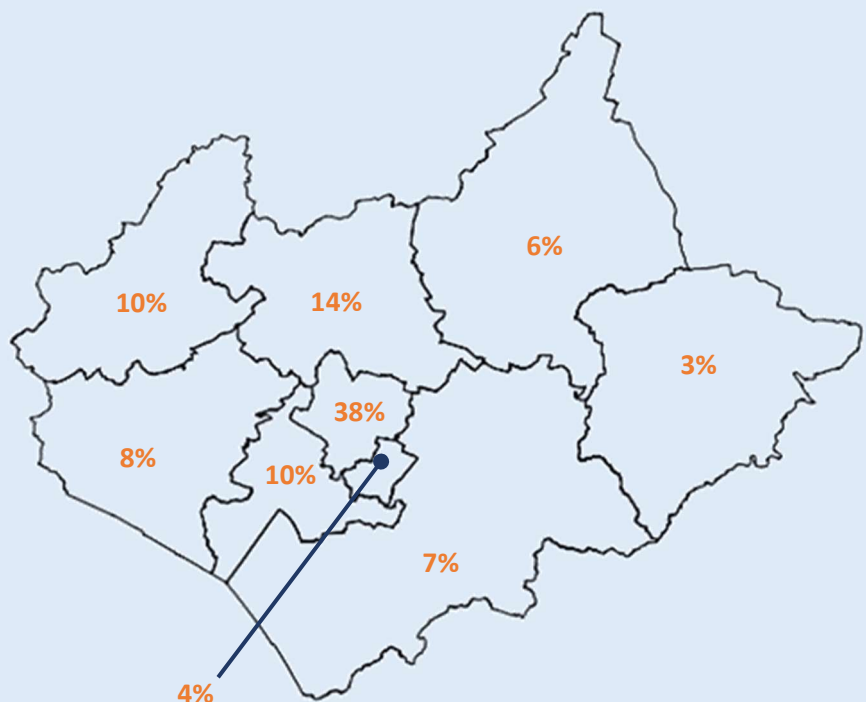
KSI Casualties



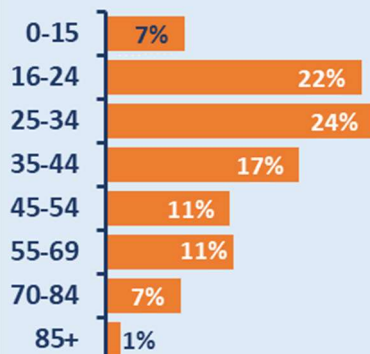
Slight Casualties



All Collisions

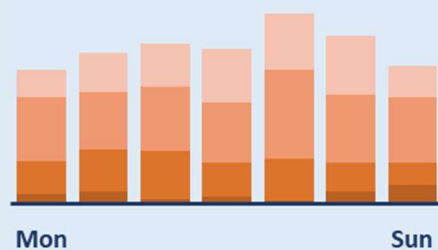


Age

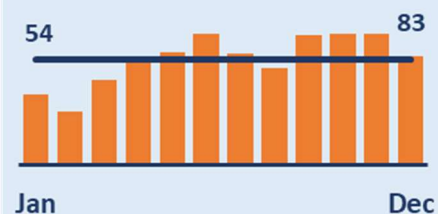


By Day & 6 Hour Period

0-6 6-12 12-18 18-24



By Month



Contributory Factors





Motorcyclist Casualties in Leicester, Leicestershire & Rutland 2021

KEY STATS

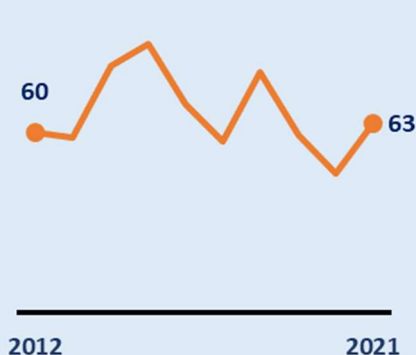
change since
2017-19
average

6
Killed ▼ 1

57
Seriously injured ▼ 1

66
Slightly injured ▼ 25

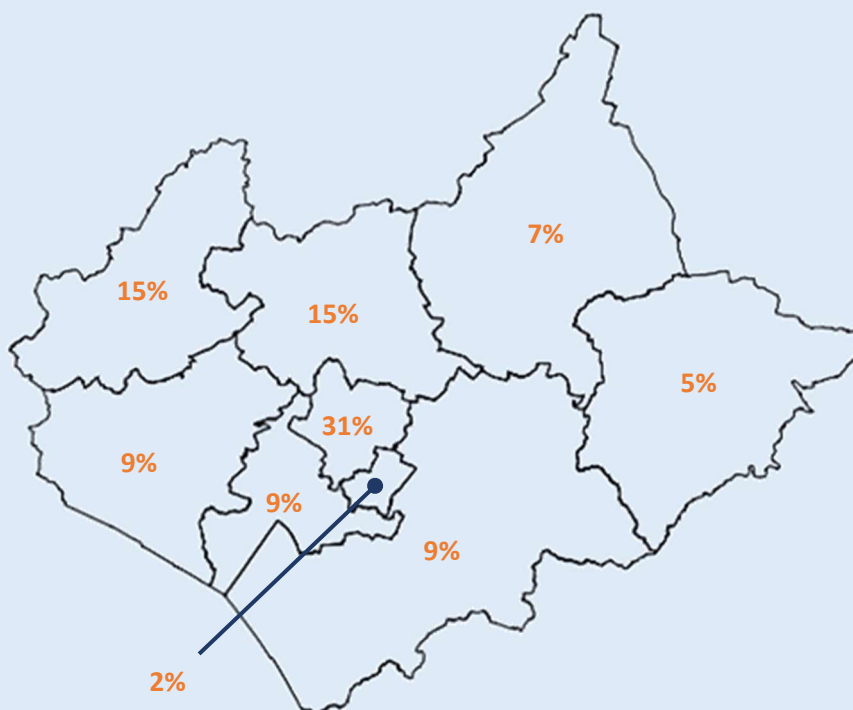
KSI Casualties



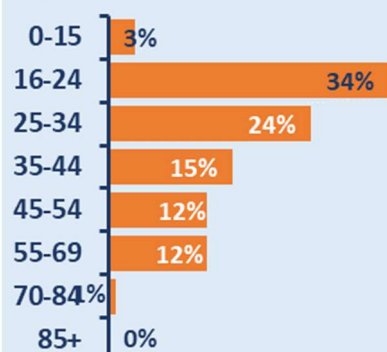
Slight Casualties



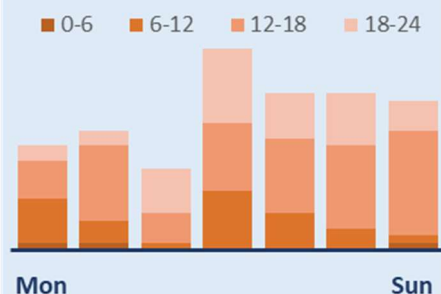
All Collisions



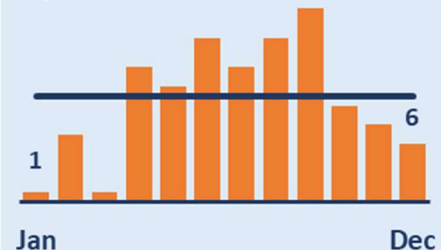
Age



By Day & 6 Hour Period



By Month



Top Contributory Factors



Cyclist Casualties in Leicester, Leicestershire & Rutland 2021

KEY STATS

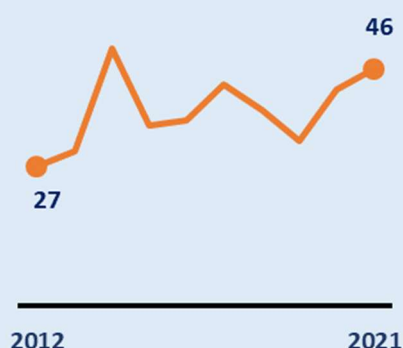
 change since
2017-19
average

2
Killed ▲ 1

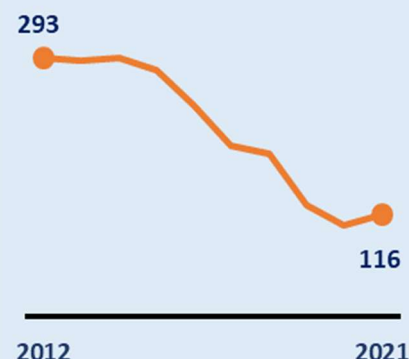
44
Seriously injured ▲ 7

116
Slightly injured ▼ 52

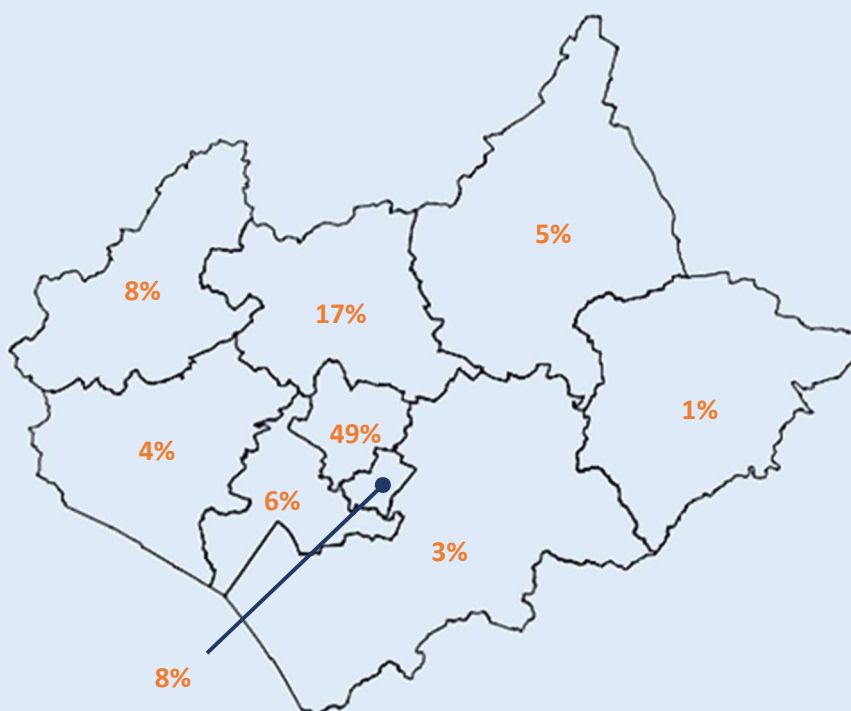
KSI Casualties



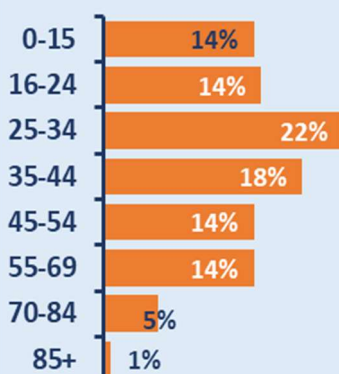
Slight Casualties



All Collisions

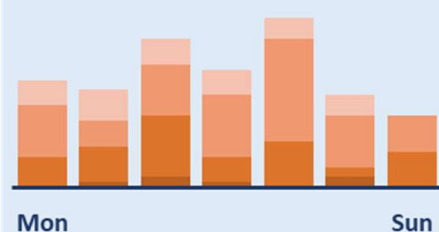


Age

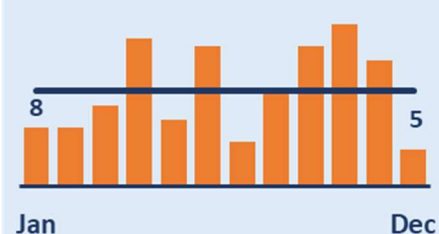


By Day & 6 Hour Period

0-6 6-12 12-18 18-24



By Month



Top Contributory Factors





Pedestrian Casualties in Leicester, Leicestershire & Rutland 2021

KEY STATS

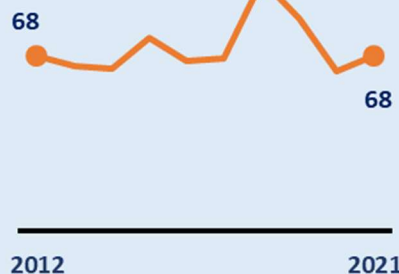
change since
2017-19
average

6
Killed ▼ **2**

62
Seriously injured ▼ **12**

131
Slightly injured ▼ **10**

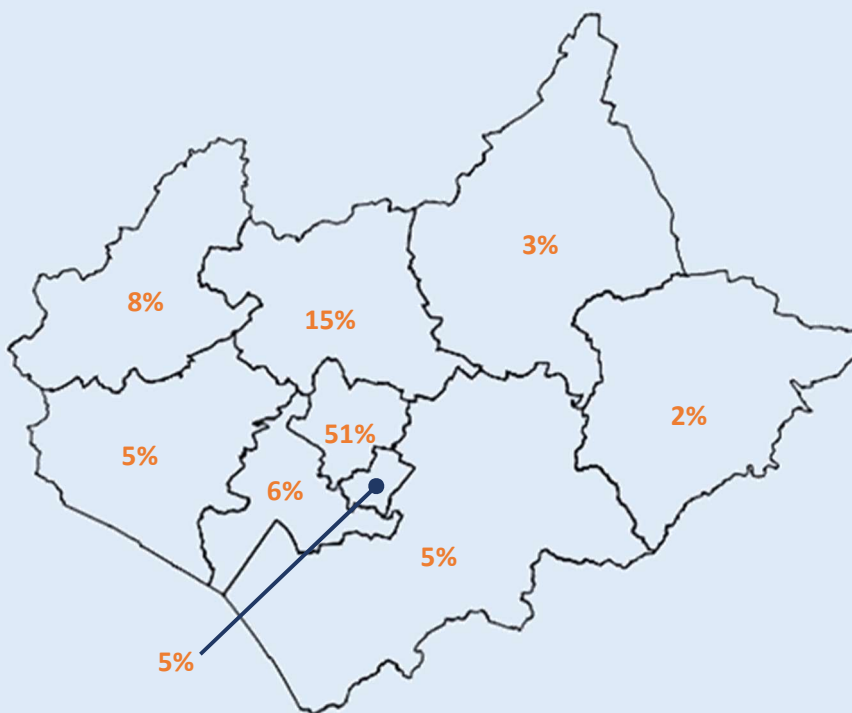
KSI Casualties



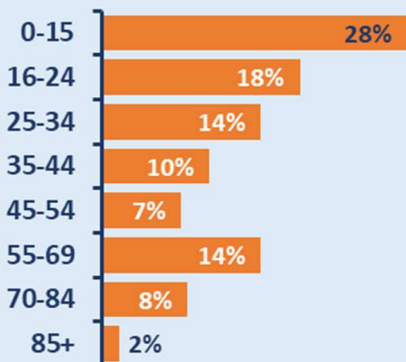
Slight Casualties



All Collisions

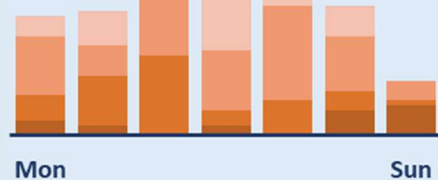


Age



By Day & 6 Hour Period

■ 0-6 ■ 6-12 ■ 12-18 ■ 18-24



By Month



Top Contributory Factors



Context, Trends & Recommendations 2021

Compared to 3-year average (2017-19):



- ▼ **12.5%** fatalities locally
- ▼ **4.2%** killed and seriously injured people locally
- ▼ **25.2%** all casualties locally

- ▼ **12.3%** fatalities nationally



- ▼ **12.5%** national vehicle miles

Compared to Last Census (2011-2021):



- ▲ **10.2%** local population
- ▲ **8.4%** local population aged 14 and under
- ▲ **29.3%** local population aged 70 and over

The effects of lockdown in 2021

2020 was dominated by the coronavirus pandemic which had a dramatic impact on travel and collisions. Comparisons with 2020 alone, although useful as a snapshot, do not present a true depiction of the current trends.

Indeed 2021 was still impacted by the virus with the Country in lockdown until 8th March, resulting in a third less traffic on the roads than would normally be expected. Traffic remained on average 9.5% lower than normal for the rest of the year.

Road User Trends

Driver Collisions by Age



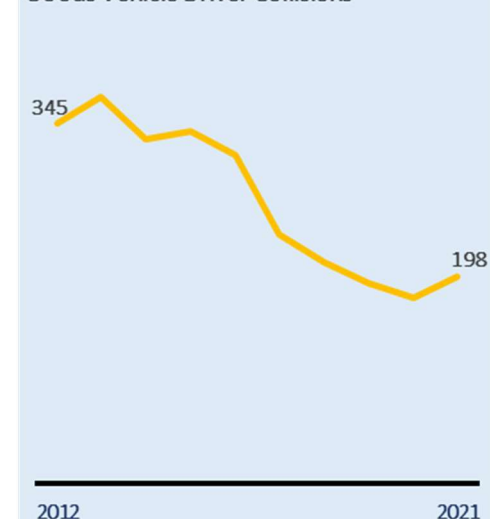
Motorcyclist Collisions by Age



Road User Collisions



Goods Vehicle Driver Collisions



Cycle Collisions

Across the East Midlands all vehicle types saw an increase in Km travelled in 2021 compared to 2020 with the exception of pedal cycles. Overall traffic increased by 12% and yet cycling reduced by 19%. This is still much higher (18%) than the average for 2017-2019, whereas other vehicles were still below the levels prior to the pandemic.

Despite the reduction in cycling from 2020, the number of cycle casualties in the Partnership Area increased from 146 in 2020 to 162 in 2021.

Child / Student Pedestrians

In 2021, 89 pedestrians, from 88 collisions, aged 24 or under were injured on the Partnership's roads. Fortunately, no fatalities occurred. This represents an improvement on the 2017-2019 average of 126 pedestrians. Undoubtedly, the lockdown in the first three months of the year had a major effect with 9 collisions recorded. The remaining months of the year were largely similar to previous years prior to 2020 including a notable increase from 2 each in February and March to 8 in April.

The following tables show a breakdown of injury collisions by age group of the casualty and by day and hours. Age groups are based on pre-school to [key stage] KS2, KS3 – KS4 and 18+. The ages are according to the age at the start of each key stage e.g., aged 11 for KS3.

49 of 88 (55.7%) collisions occurred during the daytime on a weekday. The majority of these involved the 11-17 age group. This is not surprising as it is the age when more children and teenagers make their own way to and from School or College. Secondary Schools are more likely to be further

Ages 0-10 by hour / day					
	0-6	6-12	12-18	18-24	Total
Mon	0	0	0	0	0
Tue	0	2	3	2	7
Wed	0	4	2	0	6
Thu	0	1	1	2	4
Fri	0	1	1	2	4
Sat	0	1	2	1	4
Sun	1	1	2	0	4
Total	1	10	11	7	29

away than primary schools and are also more likely to involve crossing busier roads. Conversely, the vast majority of collisions occurring at night-time before 6am involved the over 18's with Friday - Sunday nights having the highest number (7).

Ages 11-17 by hour / day					
	0-6	6-12	12-18	18-24	Total
Mon	0	1	3	0	4
Tue	0	4	1	1	6
Wed	0	4	4	2	10
Thu	1	0	3	0	4
Fri	0	1	6	1	8
Sat	1	1	0	0	2
Sun	0	0	0	0	0
Total	2	11	17	4	34

The big problem with the dataset is small numbers when looking at different age groups. Ideally perhaps 3 year's worth of data may give a more accurate and detailed account, but this has not been possible as 2020 was such an unusual year. Certainly, in years to come a much clearer picture of the trends and key issues should become more apparent.

Ages 18-24 by hour / day					
	0-6	6-12	12-18	18-24	Total
Mon	3	0	3	1	7
Tue	1	1	1	1	4
Wed	0	1	0	0	1
Thu	0	0	1	2	3
Fri	0	0	0	2	2
Sat	2	0	3	1	6
Sun	2	0	0	0	2
Total	8	2	8	7	25

Recommendations

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

- Motorcyclists
- Cyclists

2 – Focus on pedestrians, particularly secondary school aged children, failed to look is the top contributory factor for this group.

This page is intentionally left blank