



REPORTED ROAD CASUALTIES

LEICESTERSHIRE 2022

There were 250 reported killed or seriously injured casualties in 2022, 47 more than 2021. Compared with the 2010-2014 average, there were 13% more killed or seriously injured casualties in 2022 but 58% fewer casualties overall.

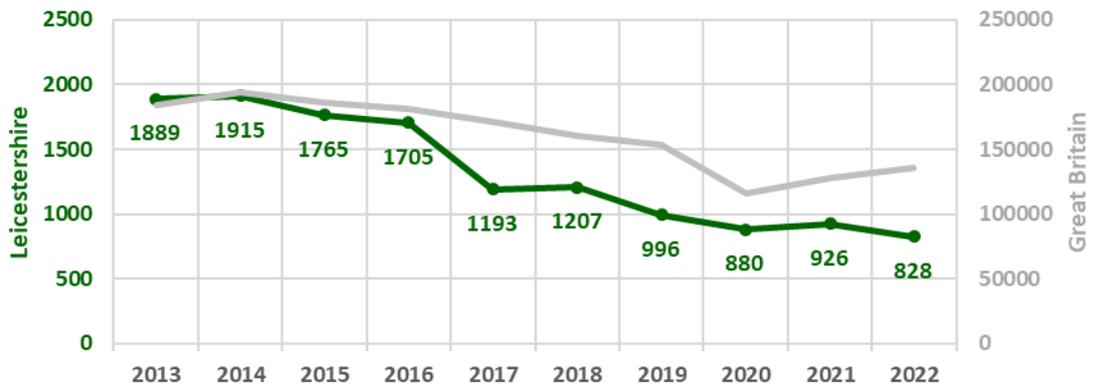
ABOUT THIS REPORT

This report provides an overview of reported road casualties in 2022 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.14
National comparisons	p.17
Definitions & sources	p.20

All Casualties: Leicestershire & GB 2013-2022



CONCLUSIONS

- Total casualties in 2022 were the lowest on record, continuing the long-term trend that appears to show overall casualty numbers are decreasing.
- Killed or seriously injured (KSI) casualties do not appear to be reducing locally or nationally, with 2022's total the joint highest since 2009.
- 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 2022 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, 2022 statistics are compared against:

- **2021** – for information rather than meaningful comparison, as year-on-year variation can be high
- **2015-2019 average & 2010-2014 average** – averages to represent the approximate situation five and ten years ago respectively. Averages are used rather than single years (2017 and 2012) 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

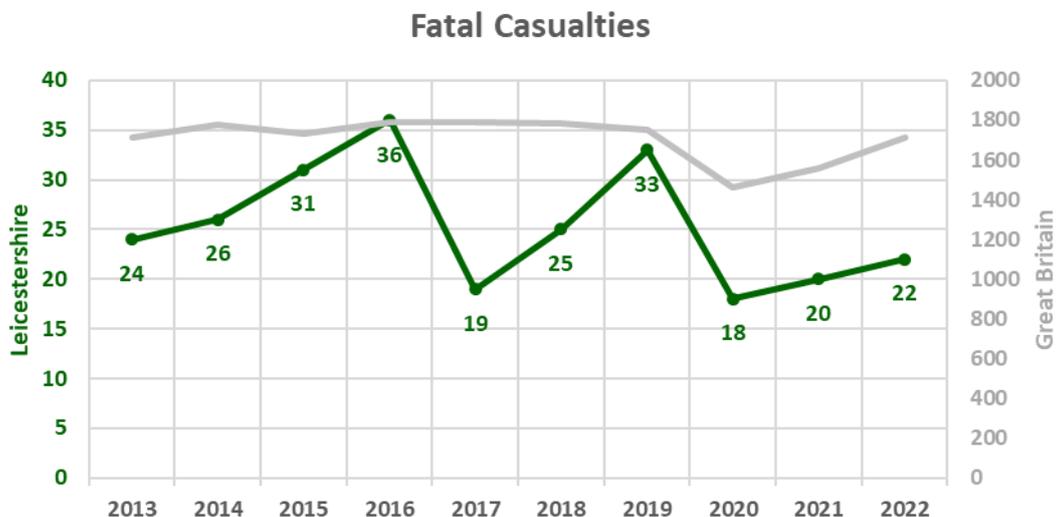
The table below shows the number of reported road casualties in Leicestershire in 2022 compared with previous years, and the percentage change reported by DfT in comparison with 2022 casualty figures for Great Britain (GB):

Leicestershire	2022	2021		2015-2019 average		2010-2014 average				
		Leics	GB	Leics	GB	Leics	GB			
All casualties	828	926	-11%	+6%	1373	-40%	-21%	1952	-58%	-31%
KSI	250	203	+23%	+10%	220	+14%	+5%	221	+13%	+13%
Killed	22	20	+10%	+10%	29	-24%	-3%	31	-29%	-5%
Seriously injured	228	183	+25%	+11%	191	+19%	+6%	190	+20%	+14%
Slightly injured	578	723	-20%	+5%	1153	-50%	-25%	1731	-67%	-38%

HEADLINE STATISTICS

A total of **22 people were killed** in reported road traffic collisions in Leicestershire in 2022. This is two more than 2021 (20), but is lower than the 2015-2019 and 2010-2014 averages (29 & 31).

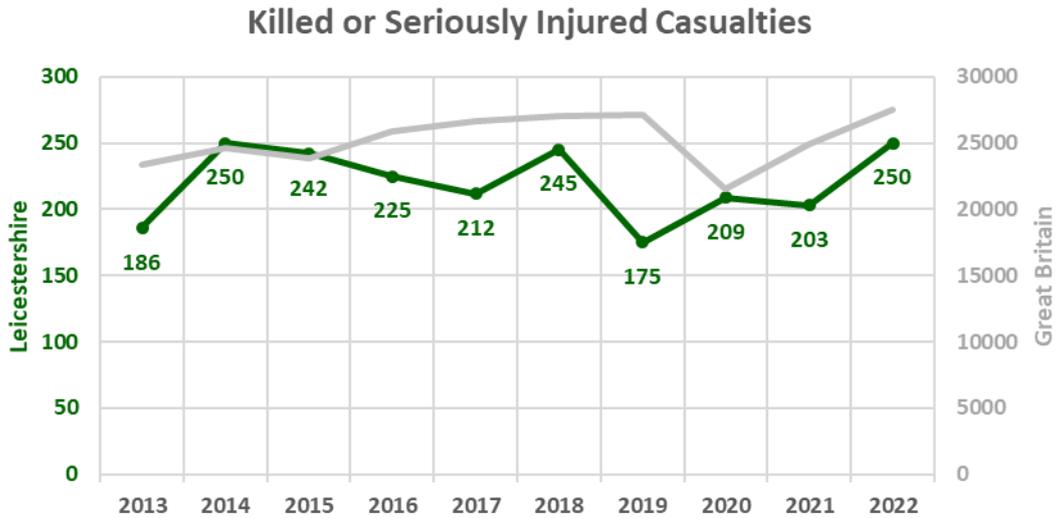
The long-term trend of Great Britain is a statistically significant fall between 2006 and 2010, followed by relative consistency between 2010-19 before a significant reduction in 2020 and steady increase since. Most of the year-on-year changes since 2010 are either explained by one-off causes (for instance, 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.



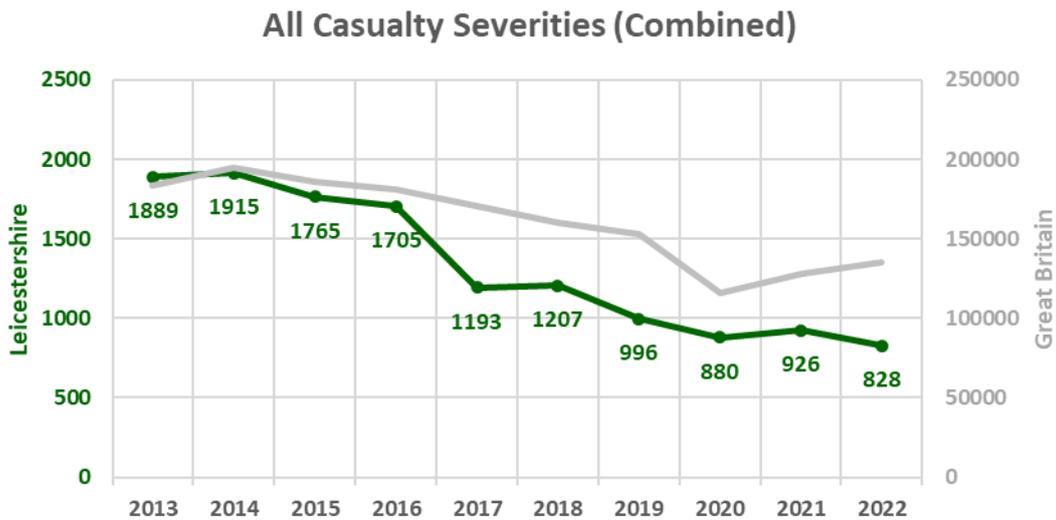
At a local authority level, trends can be more reliably seen by comparing killed and seriously injured casualties together, a nationally recognised statistic with the acronym “KSI”.

A total of **250 people were killed or seriously injured** in reported road traffic collisions in Leicestershire in 2022. This is more than 2021 (203), the 2015-2019 average (220), and the 2010-2014 average (221).

Long-term local and national trends from 2000 to now shows a consistent decrease from 2000 to 2010, but generally little change from 2010 to now. In the shorter-term, KSI casualty totals dipped significantly in 2020 due to the Covid-19 pandemic, but have since increased significantly to pre-pandemic levels. In Leicestershire levels were relatively low between 2019-2021, but have unfortunately risen again significantly in 2022 to the joint highest total since 2009.



There was a total of **828 casualties of all severities (combined)** in reported road traffic collisions in Leicestershire in 2022. This is the lowest total on record, 98 fewer than 2021, and a significant decrease when compared with the 2015-2019 average (1373) and the 2010-2014 average (1952).



This mirrors the long-term trend of decreasing casualty numbers across Great Britain, although Leicestershire has not seen the post-pandemic increase that is emerging in the national totals.

CASUALTIES BY ROAD USER TYPE

TOTAL CASUALTIES BY ROAD USER TYPE

Mode	2022	% share	2021		2015-2019 Average		2010-2014 average	
	511	65% (GB 58%)	599	-15%	931	-45%	1352	-62%
	83	11% (GB 15%)	92	-10%	131	-37%	167	-50%
	98	13% (GB 13%)	79	+24%	126	-22%	174	-44%
	79	10% (GB 12%)	82	-4%	113	-30%	155	-49%
Other	12	2% (GB 2%)	23	-48%	10	+25%	14	-14%

Percentages may not total 100% due to rounding

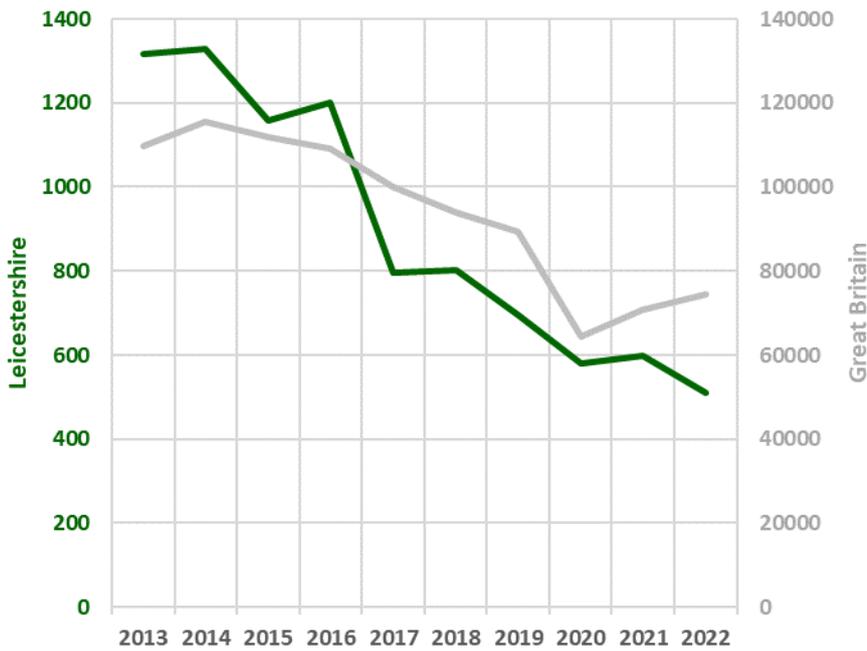
In 2022 car occupants accounted for 65% of all reported road casualties in Leicestershire. Across Great Britain the share is slightly different, with the share of casualties higher among pedestrians and pedal cyclists than in Leicestershire.

Further information on casualties and casualty rates by road user type across Great Britain can be found in the Department for Transport's 2022 Annual Report (<https://www.gov.uk/government/statistics/reported-road-casualties-great-britain-annual-report-2022/reported-road-casualties-great-britain-annual-report-2022#casualties-and-rates-by-road-user-type>)

CAR OCCUPANTS

Leicestershire	2022	2021		2015-2019 average		2010-2014 average	
		Leics	GB	Leics	GB	Leics	GB
All casualties	511	599 -15%	+5%	931 -45%	-26%	1352 -62%	-38%
Killed or Seriously Injured	122	90 +36%	+13%	104 +17%	+7%	116 +5%	+16%

All Severities (Combined)

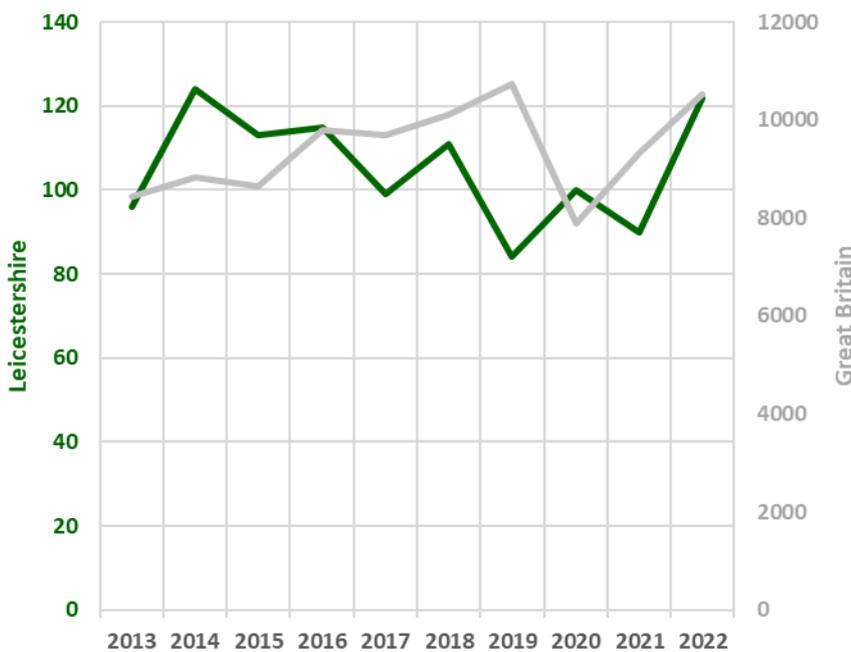


Car occupants continue to account for the largest proportion of casualties of all severities. There were a total of **511 car occupant casualties**, which was the lowest and total on record. 70% or the car occupant casualties were drivers and 30% were passengers.

A total of 122 car occupants were killed or seriously injured in 2022. This is up from 2021 by 32, and is higher than both the 2015-2019 and 2010-2014 averages.

The general long-term trend for overall car occupant casualties appears to be downwards, although the same cannot be said for killed or seriously injured casualties, either locally or nationally.

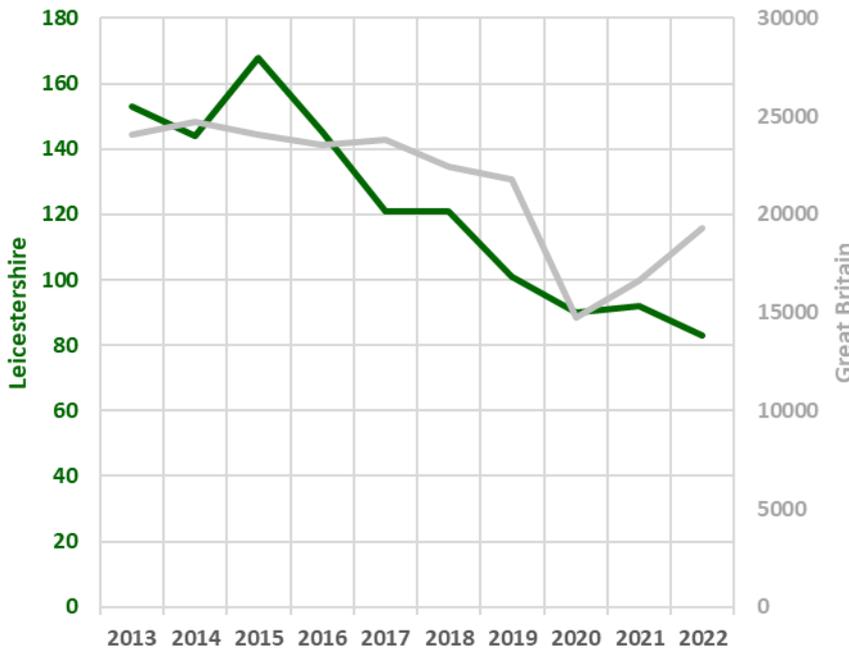
Killed or Seriously Injured (KSI)



PEDESTRIANS

Leicestershire	2022	2021		2015-2019 average		2010-2014 average				
		Leics	GB	Leics	GB	Leics	GB			
All casualties	83	92	-10%	+16%	131	-37%	-16%	166	-50%	-23%
Killed or Seriously Injured	41	40	+3%	+19%	34	+20%	+0.1%	30	+35%	+4%

All Severities (Combined)



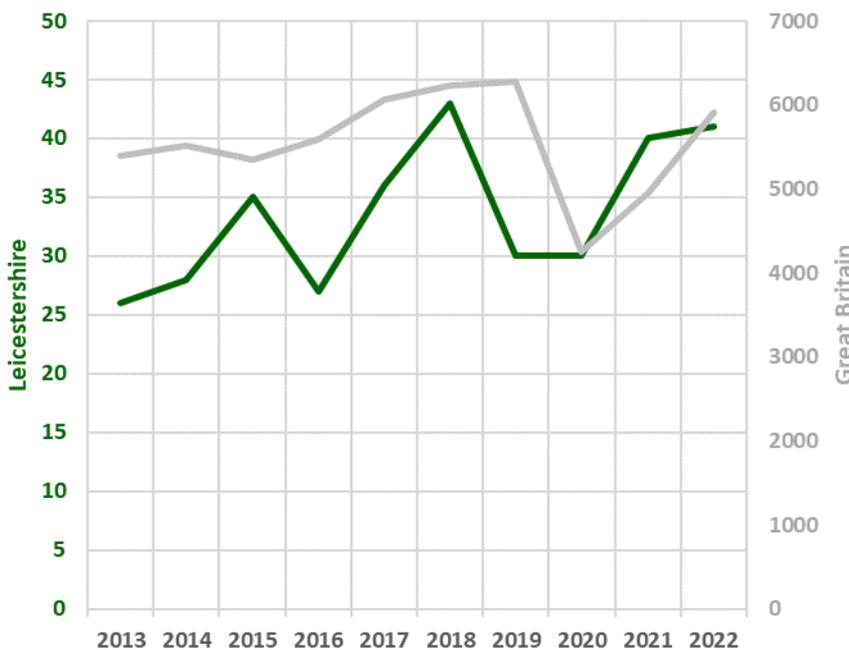
A total of **83 pedestrian casualties** were reported in 2022, which is 9 fewer than 2021. This goes against the national trend, which saw a 16% increase).

The long-term trend is still downwards, with significant decreases compared with the 2015-2019 average (37%) and the 2010-2014 average (50%).

A total of **41 pedestrians were killed or seriously injured** in 2022, 1 more than in 2021. Of the 41 casualties, four 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.

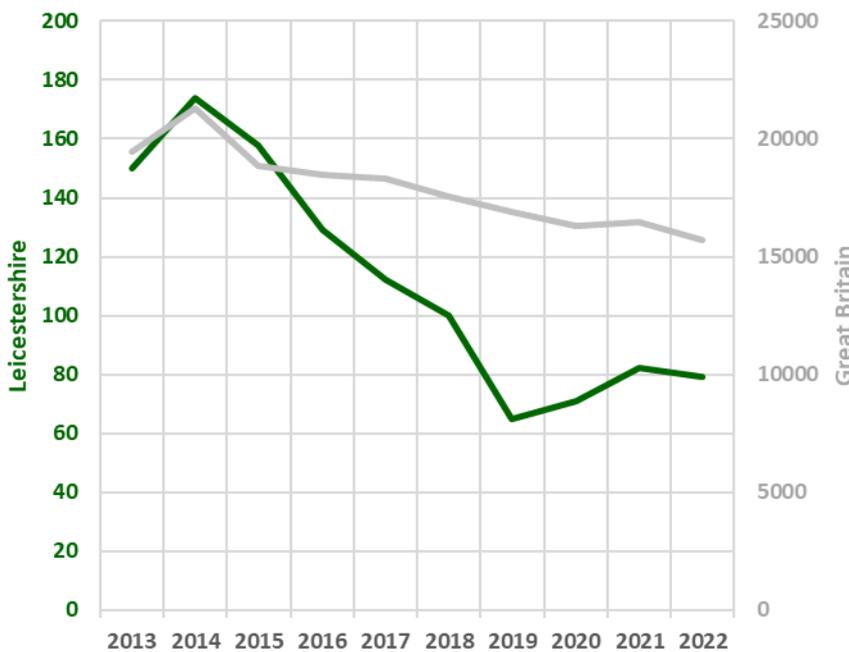
Killed or Seriously Injured (KSI)



PEDAL CYCLISTS

Leicestershire	2022	2021		2015-2019 average		2010-2014 average	
		Leics	GB	Leics	GB	Leics	GB
All casualties	79	82 -4%	-5%	113 -30%	-13%	155 -49%	-18%
Killed or Seriously Injured	29	24 +21%	-5%	20 +46%	+4%	16 +79%	+18%

All Severities (Combined)

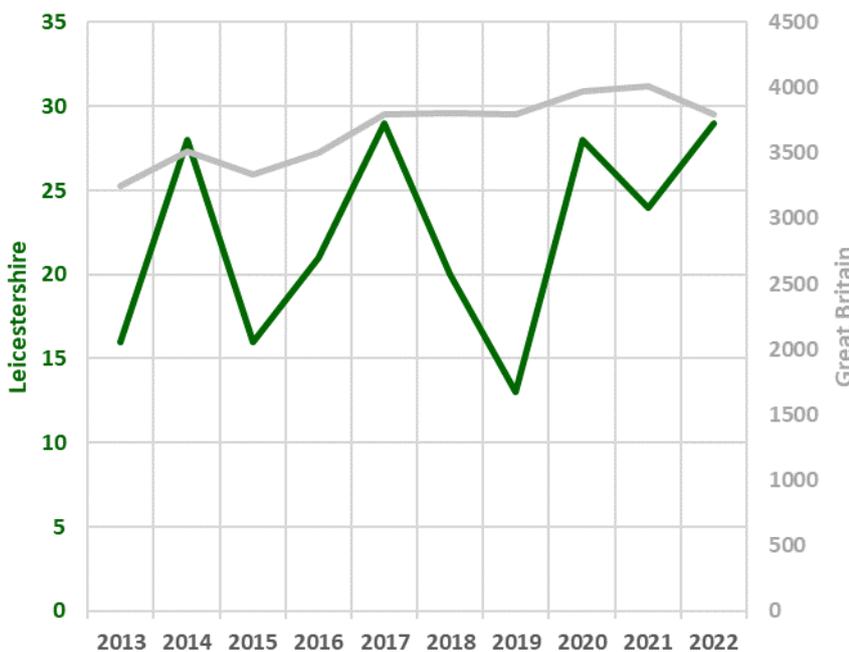


Overall pedal cyclist casualties decreased slightly in 2022, with **79 pedal cyclist casualties** reported in Leicestershire.

The 2022 total represents a 30% reduction from the 2015-2019 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 **29 killed or seriously injured pedal cyclists** in 2022 in Leicestershire, 5 more than 2021, with one fatality.

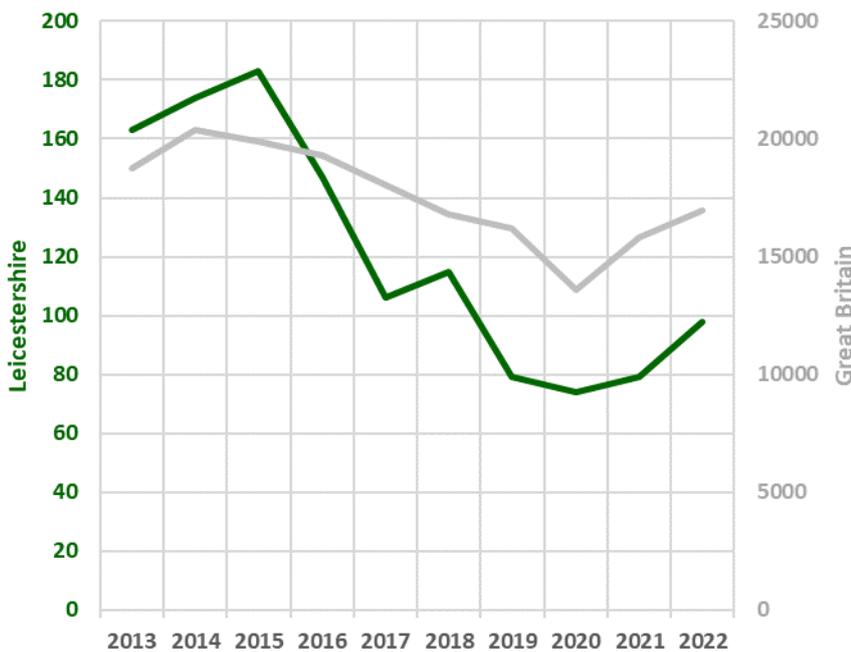
Due to the significant year-on-year variation caused by the small numbers involved, it is difficult to identify local trends for killed or seriously injured pedal cyclist casualties.

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

MOTORCYCLISTS

Leicestershire	2022	2021		2015-2019 average		2010-2014 average	
		Leics	GB	Leics	GB	Leics	GB
All casualties	98	79 +24%	+7%	126 -22%	-6%	174 -44%	-13%
Killed or Seriously Injured	42	40 +5%	+8%	50 -15%	-2%	48 -13%	+4%

All Severities (Combined)

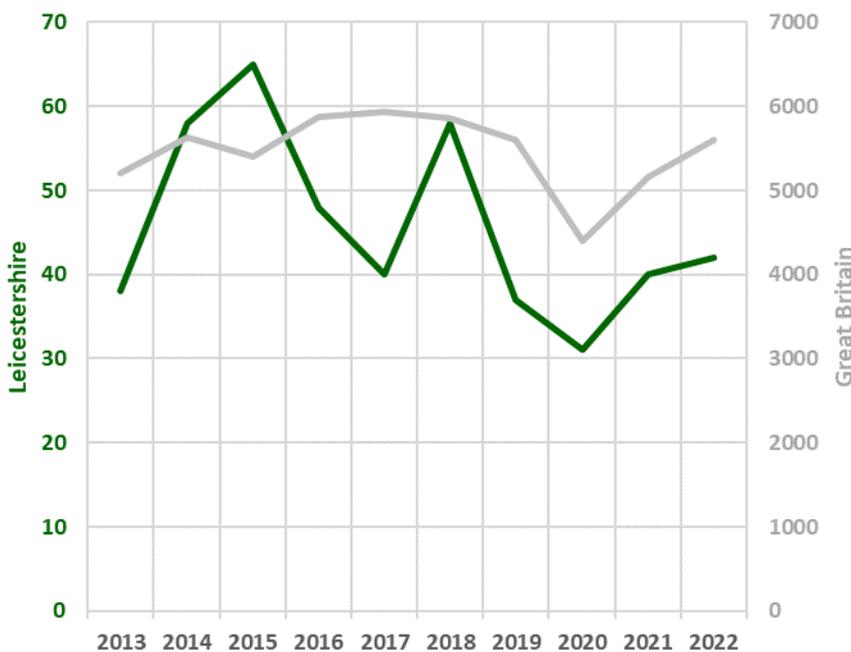


In total there were **98 motorcyclist casualties** in Leicestershire in 2022, 19 more than in 2021.

Motorcycle casualties in Leicestershire and across Great Britain were higher in 2022 than pre-pandemic levels, so it will be particularly important to monitor motorcycle casualty totals in the coming years to ensure the recent increase isn't simply a consequence of increased traffic levels.

There were **42 motorcyclists reported killed or seriously injured** in Leicestershire in 2022, up from 40 in 2021. This is fewer than the 2015-2019 average (50) and the 2010-2014 average (48). Of the 42, four 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 motorcyclist casualties.

E-SCOOTERS

Number of Collisions	2022		2021		2020	
	Leics	GB	Leics	GB	Leics	GB
All Severities	7	1402	4	1352	3	460
Killed or Seriously Injured	3	452	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 2022 report. The main points of this report state that:

- of all collisions involving e-scooters, 341 included only one e-scooter with no other vehicles involved in the collision (single vehicle collision), compared to 324 in 2021
- there were 1,492 casualties in collisions involving e-scooters, compared to 1,434 in 2021
- of all casualties in collisions involving e-scooters, 1,149 were e-scooter users, compared to 1,102 in 2021
- there were 12 killed in collisions involving e-scooters (11 of whom were e-scooter riders) compared to 10 in 2021
- the DfT's best estimate, after adjusting for changes in reporting by police, is that there were 440 seriously injured and 1,040 slightly injured in collisions involving e-scooters, this compares to 418 and 1,006 respectively in 2021

Further detail is included in the factsheet, including:

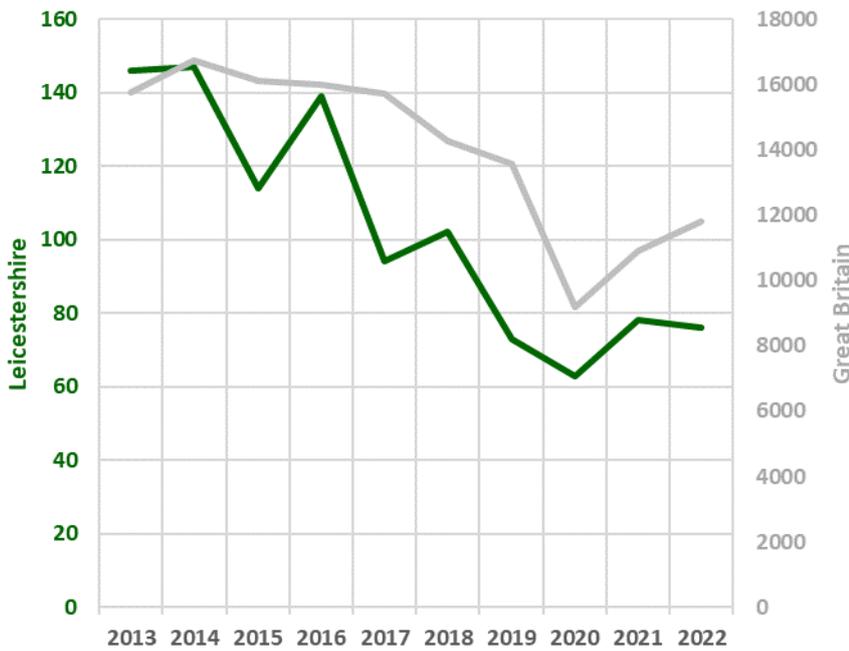
- Reported casualties in collisions involving e-scooters by month, age, sex and time of day
- Reported casualties by police force area. There were 20 casualties in the Leicestershire Police force area (including the City of Leicester and Rutland) in 2022, accounting for just 1% of the figures nationally. The highest proportion by some way (25%) 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. Four out of the top five most common type of injuries sustained in collisions involving e-scooters (to the e-scooter users or others) are all of slight severity, although five out of the top ten are of a serious nature.

It should be noted that in 2022, e-scooters were not one of the designated vehicle types collected in the STATS19 specification. Until the end of 2023, they were 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, prior to the change coming into effect from 2024 onwards making them a specific vehicle type in the specification.

CHILDREN (AGED 15 OR UNDER)

Leicestershire	2022	2021		2015-2019 average		2010-2014 average	
		Leics	GB	Leics	GB	Leics	GB
All casualties	76	78 -3%	+8%	104 -27%	-22%	151 -50%	-33%
Killed or Seriously Injured	22	13 +69%	+11%	13 +67%	+6%	13 +67%	-0.1%

All Severities (Combined)

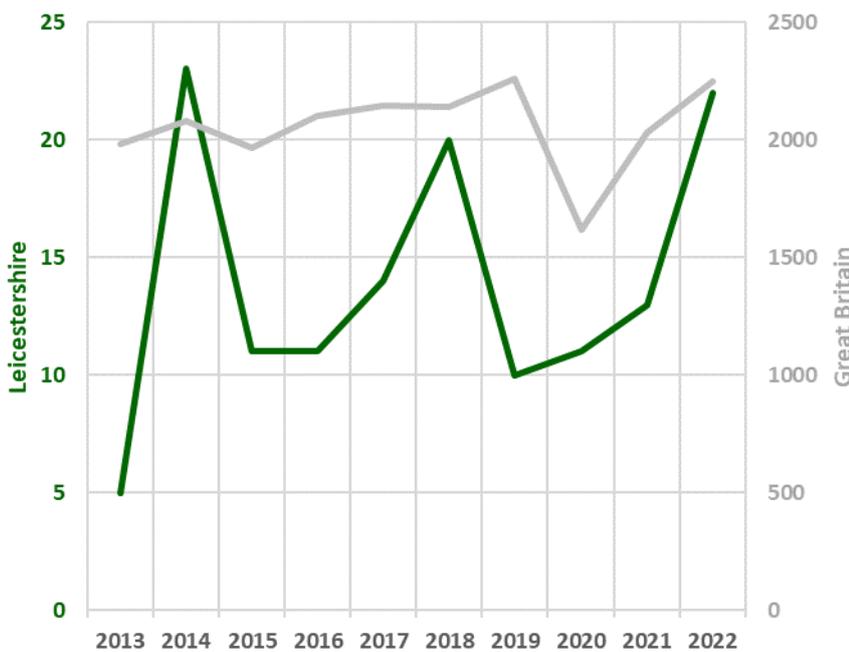


There were **76 reported child casualties in total** in 2022 in Leicestershire. This is slightly less than the 2021 total (78), and less than the 2015-2019 average (104) and the 2010-2014 average (151).

There were **22 children killed or seriously injured** in Leicestershire in 2022, nine more than 2021, 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 seems to be increasing, except for a dip in 2020 attributed to the Covid-19 pandemic.

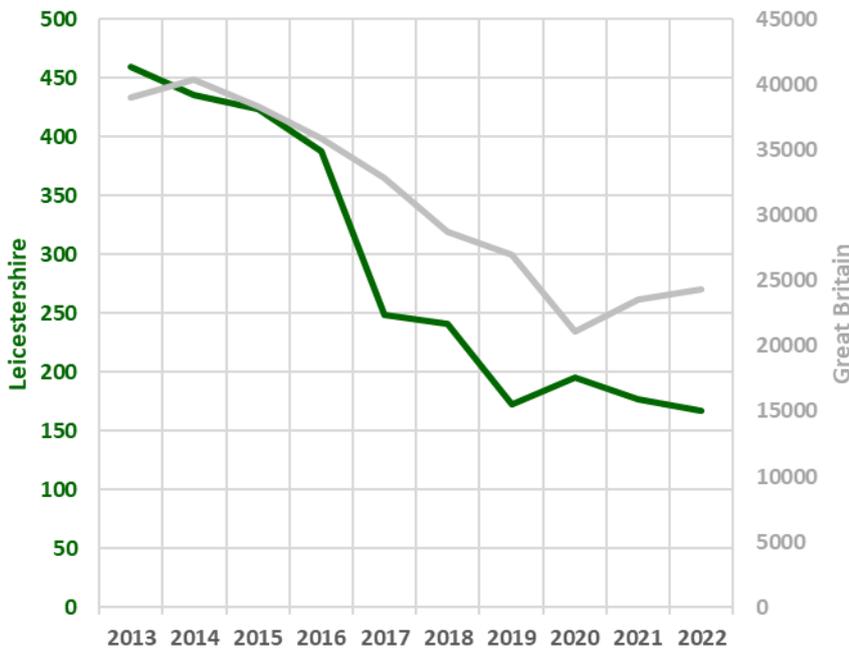
Killed or Seriously Injured (KSI)



YOUNGER CASUALTIES (AGED 17 TO 24)

Leicestershire	2022	2021		2015-2019 average		2010-2014 average				
		Leics	GB	Leics	GB	Leics	GB			
All casualties	167	177	-6%	+3%	295	-43%	-25%	466	-64%	-44%
Killed or Seriously Injured	45	38	+18%	+8%	46	-1%	+1%	49	-7%	-2%

All Severities (Combined)

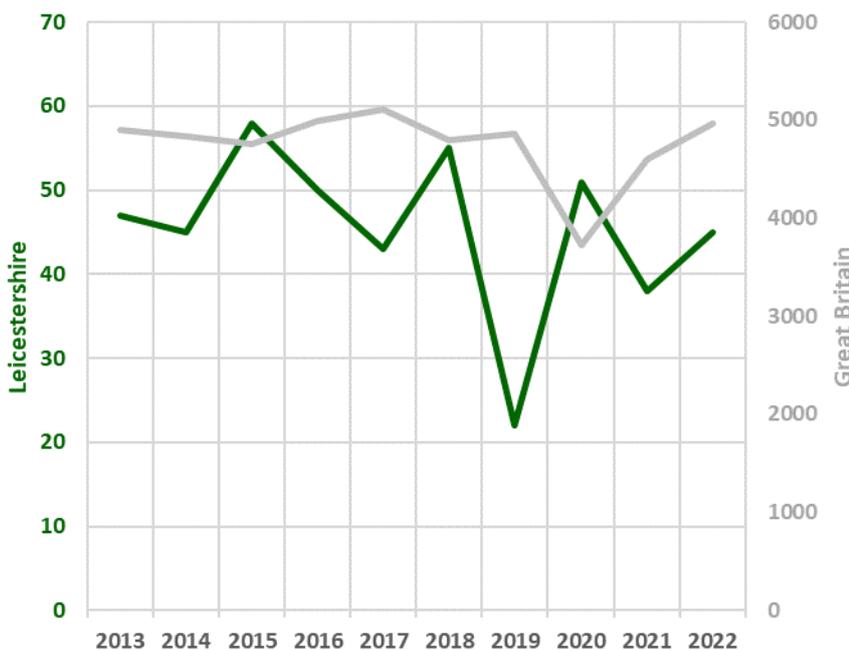


There were **167 reported younger total casualties** in 2022 in Leicestershire, a decrease of 6% compared with 2021.

As is the case nationally, the trend is generally downwards with a 43% reduction in Leicestershire against the 2015-2019 average, and 64% when compared with the 2010-2014 average.

There were **45 killed or seriously injured younger casualties** in Leicestershire in 2022, seven more than 2021, with 2 fatalities.

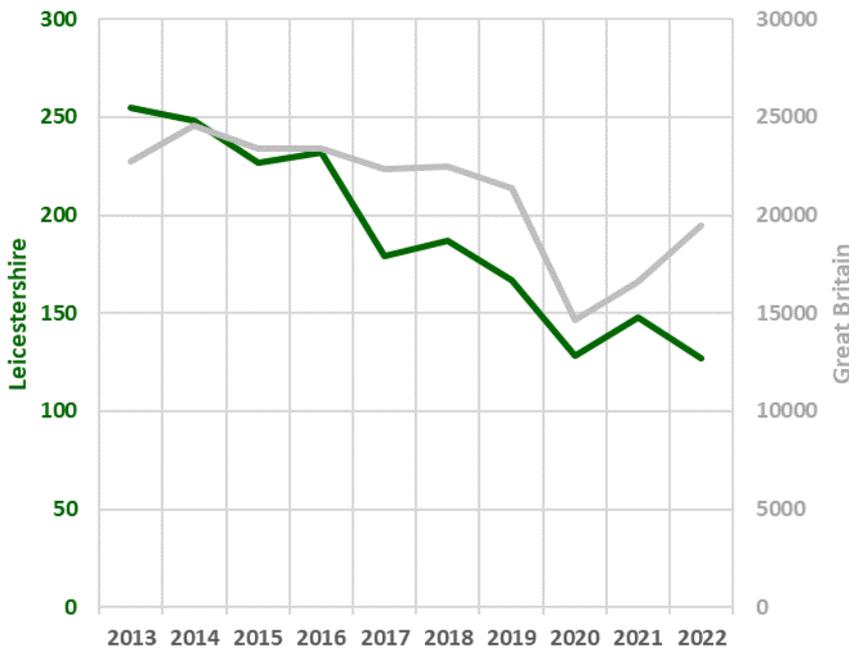
Killed or Seriously Injured (KSI)



OLDER CASUALTIES (AGED 60 AND OVER)

Leicestershire	2022	2021		2015-2019 average		2010-2014 average				
		Leics	GB	Leics	GB	Leics	GB			
All casualties	127	148	-14%	+17%	198	-36%	-14%	238	-47%	-17%
Killed or Seriously Injured	50	40	+25%	+27%	41	+22%	+12%	30	+67%	+34%

All Severities (Combined)

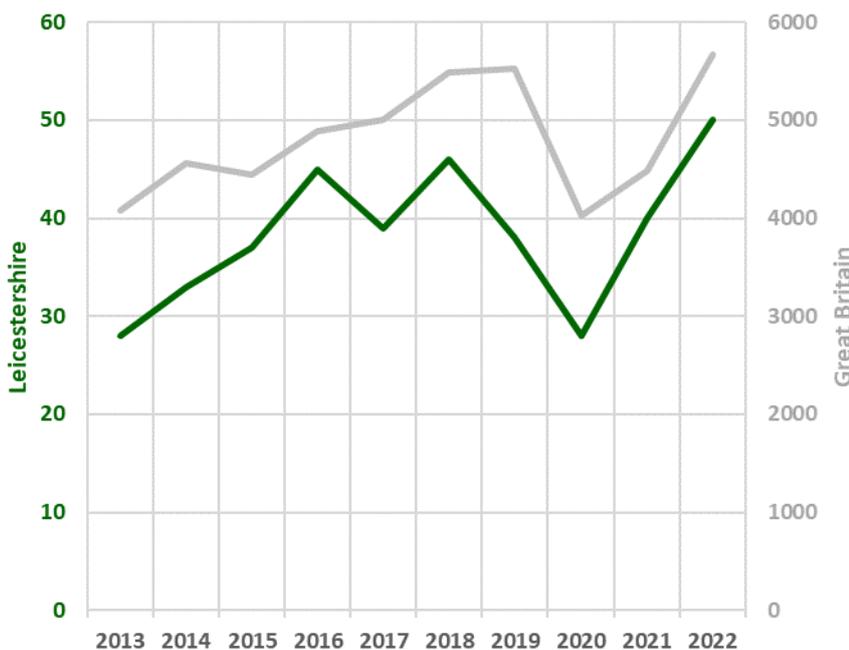


The total number of older casualties was 127 in Leicestershire in 2022. This is a 14% decrease from 2021, a 36% decrease from the 2015-2019 average and 47% from the 2010-2014 average indicating a generally downward trend.

There were 50 killed or seriously injured older casualties in Leicestershire in 2022, 10 more than 2021 and the highest number for decades.

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)

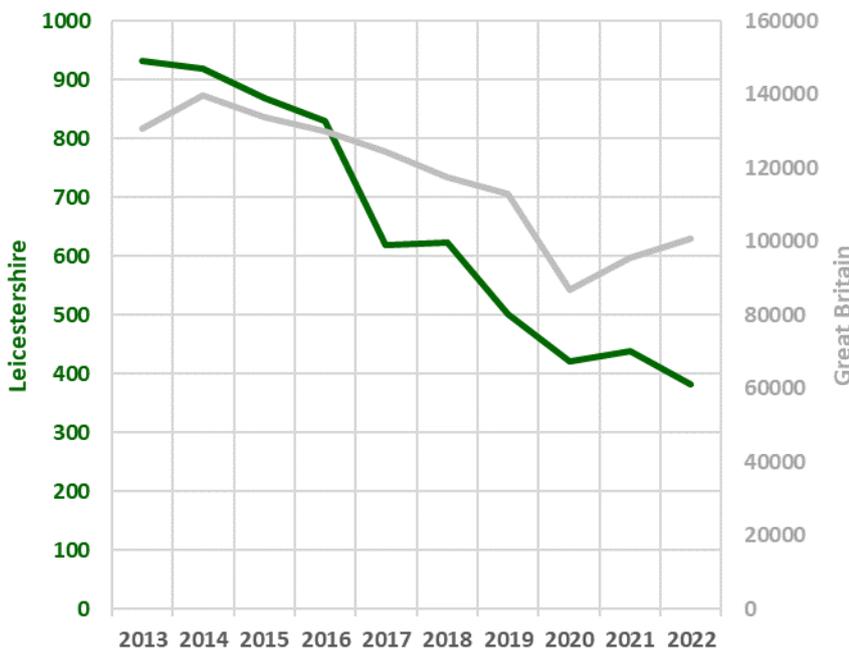


CASUALTIES BY ROAD TYPE

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

Leicestershire	2022	2021		2015-2019 average		2010-2014 average				
		Leics	GB	Leics	GB	Leics	GB			
All casualties	383	438	-13%	+5%	688	-44%	-19%	941	-59%	-28%
Killed or Seriously Injured	106	96	+10%	+10%	92	+15%	+9%	86	+23%	+20%

All Severities (Combined)

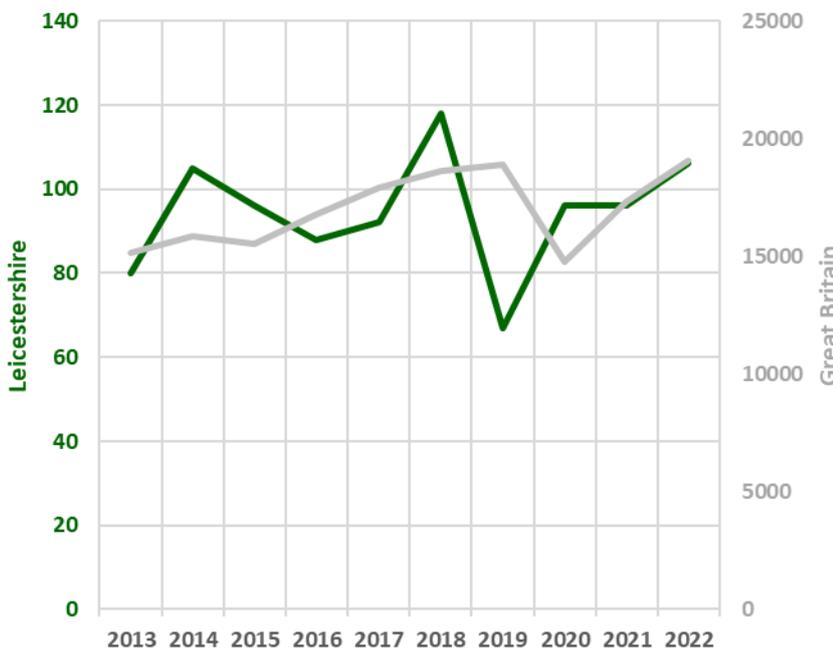


There were **383 total casualties on built-up roads** in Leicestershire in 2022. This is 13% fewer than 2021 (438), and a significant decrease compared to the 2015-2019 average (688), and 2010-2014 average (941).

The trend is similar across Great Britain, with a relatively continuous decrease among casualties of all severities over the past ten years excluding the increase following the Covid-19 pandemic.

There were **106 killed or seriously injured casualties reported on built-up roads** in 2022, ten more than 2021 and similar % increase to Great Britain.

Killed or Seriously Injured (KSI)

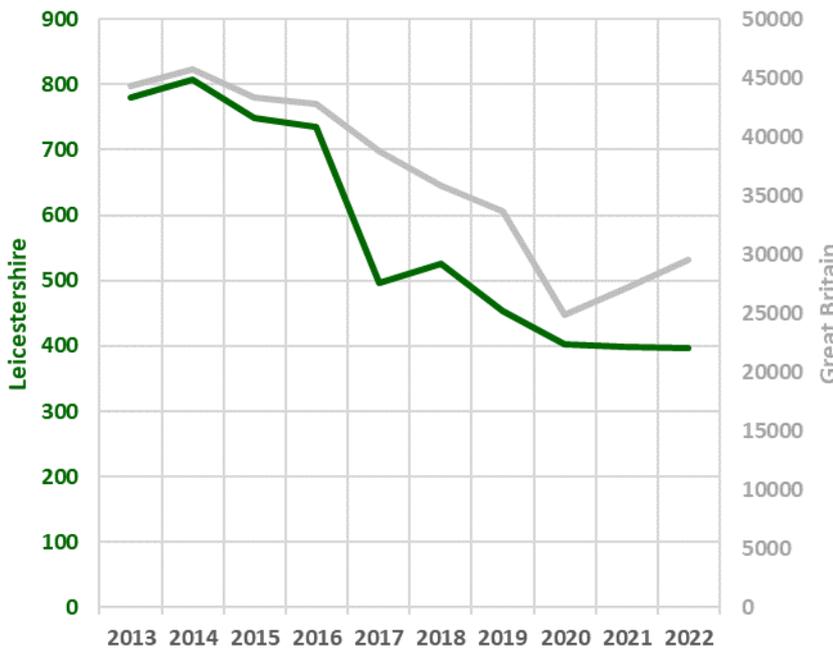


There does not appear to be a clear trend either locally or nationally, with numbers staying broadly within the same range for the past ten years.

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

Leicestershire	2022	2021		2015-2019 average		2010-2014 average	
		Leics	GB	Leics	GB	Leics	GB
All casualties	396	399 -1%	+9%	592 -33%	-24%	813 -51%	-38%
Killed or Seriously Injured	133	91 +46%	+12%	111 +20%	-3%	120 +11%	-3%

All Severities (Combined)



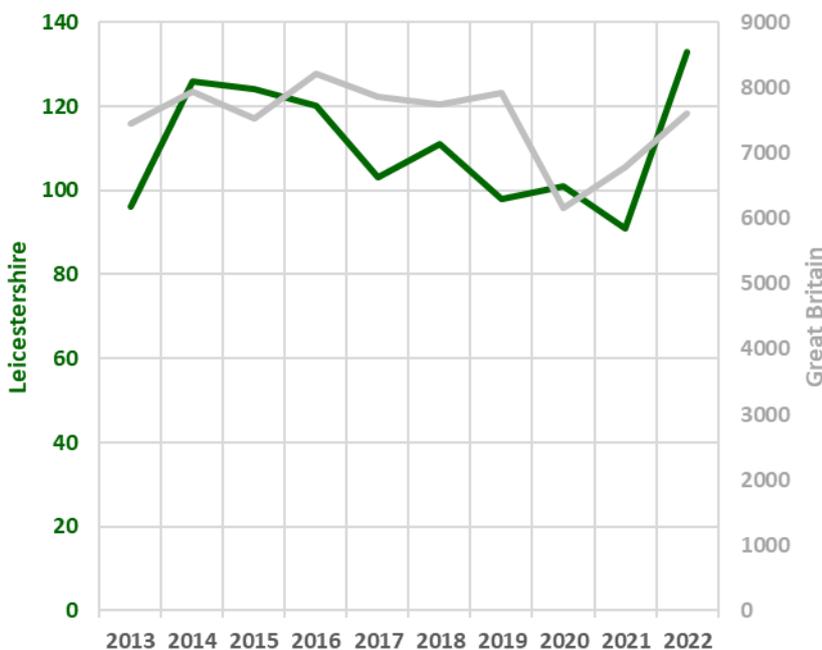
There were **396 total casualties on non-built-up roads** in Leicestershire in 2022. This is three less than in 2021 and is contrary to Great Britain overall which has seen a 9% increase.

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

There were **133 killed or seriously injured casualties reported on non-built-up roads** in 2022, which is significantly higher than in 2021 (91). And the highest total since 2011.

National trends show little significant change over a ten-year period, with the KSI totals hovering around the same area. The same could be said for Leicestershire, although the increase in 2022 is significantly higher than the increase seen across Great Britain.

Killed or Seriously Injured (KSI)



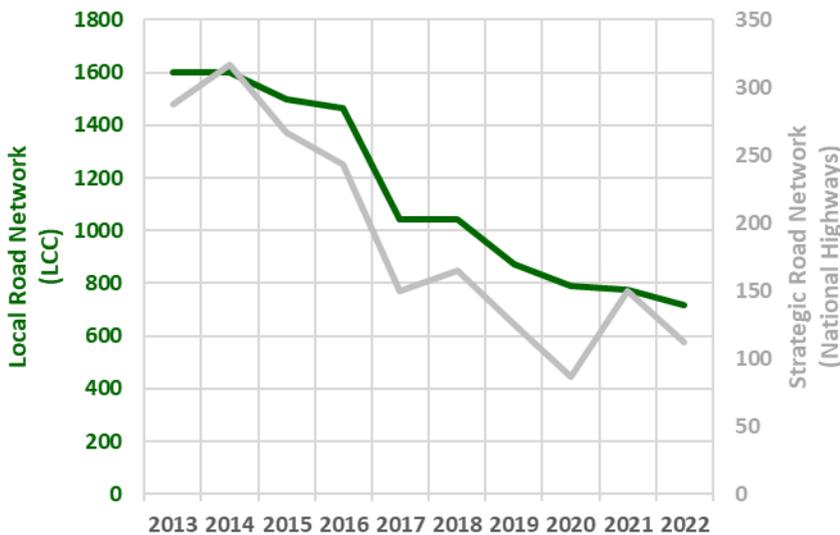
LOCAL ROAD NETWORK V STRATEGIC ROAD NETWORK

Leicestershire County Council is responsible as Local Highway Authority for all non-strategic publicly maintainable highways 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 33.9% of motorised traffic.

Severity	2022		2021		2015-2019 average		2010-2014 average	
	LRN	SRN	LRN	SRN	LRN	SRN	LRN	SRN
All	716	112	776 -8%	150 -25%	1184 -40%	190 -41%	1626 -56%	326 -66%
KSI	216	34	174 +24%	29 +17%	187 +16%	33 +3%	186 +16%	35 -4%

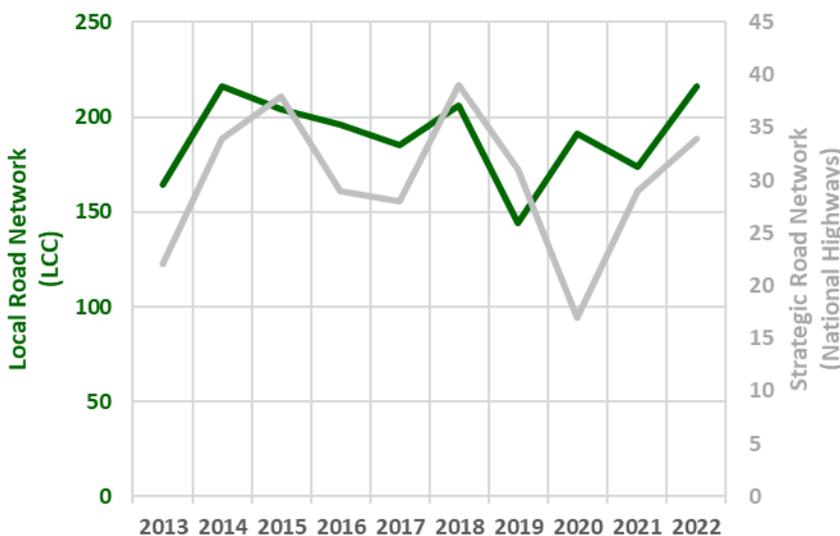
All Severities (Combined)



The trends for overall casualty totals on local (LCC) and strategic (National Highways) roads in Leicestershire are broadly in line with each other.

A similar statement could be made for killed or seriously injured casualties on the Strategic Road Network, which have increased back to pre-pandemic levels.

Killed or Seriously Injured (KSI)



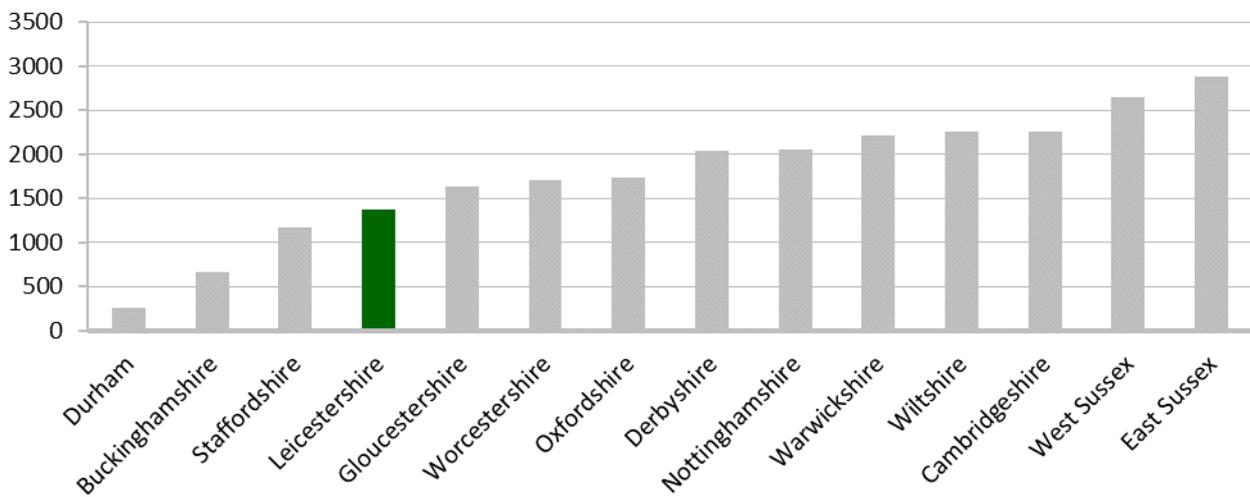
COMPARISONS WITH OTHER AUTHORITIES

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).

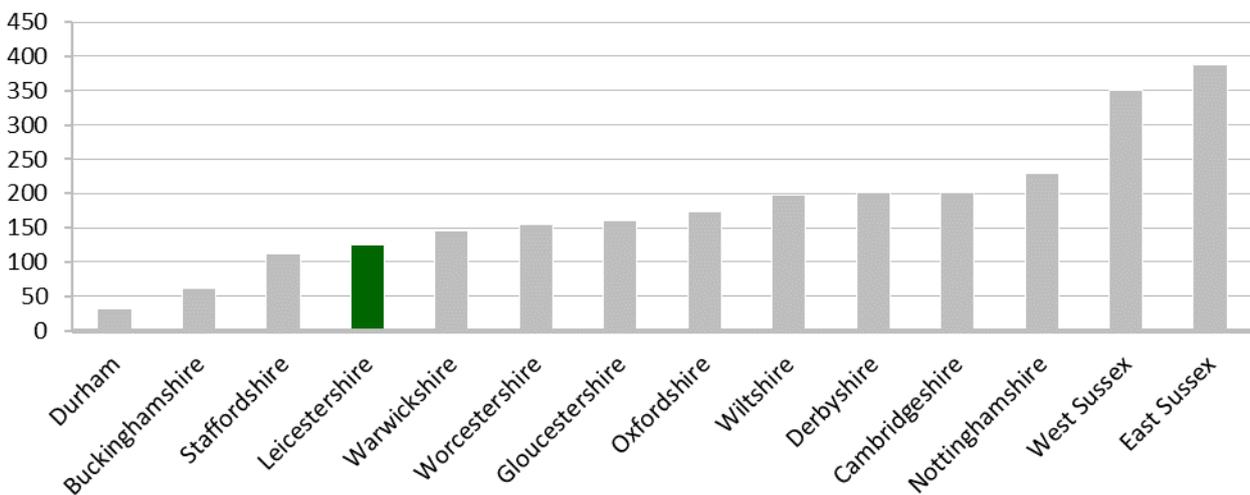
STATISTICAL NEIGHBOURS

The authorities listed below were identified as being similar enough characteristically to Leicestershire with respect to road length, urban/rural % and population, for direct comparison to be of particular use.

Casualty Rate Per Million People (2018-22 Average)
Statistical Neighbours



Casualty Rate Per Billion Vehicle Kilometres (2018-22 Average)
Statistical Neighbours

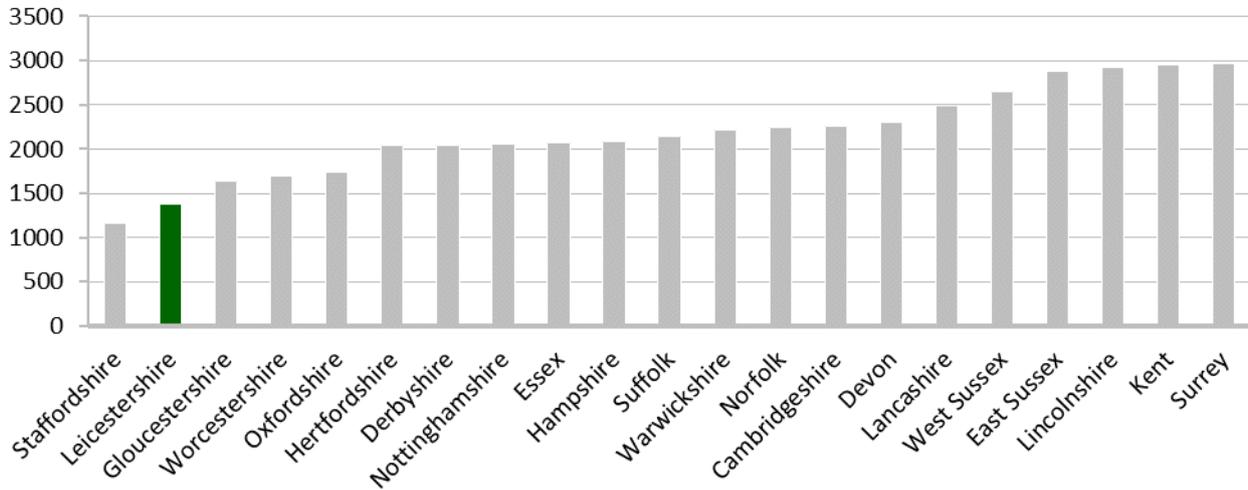


Leicestershire ranks 4th against its statistical neighbours when the average of casualty rates between 2018 and 2022 are compared against population and traffic flow.

COUNTIES

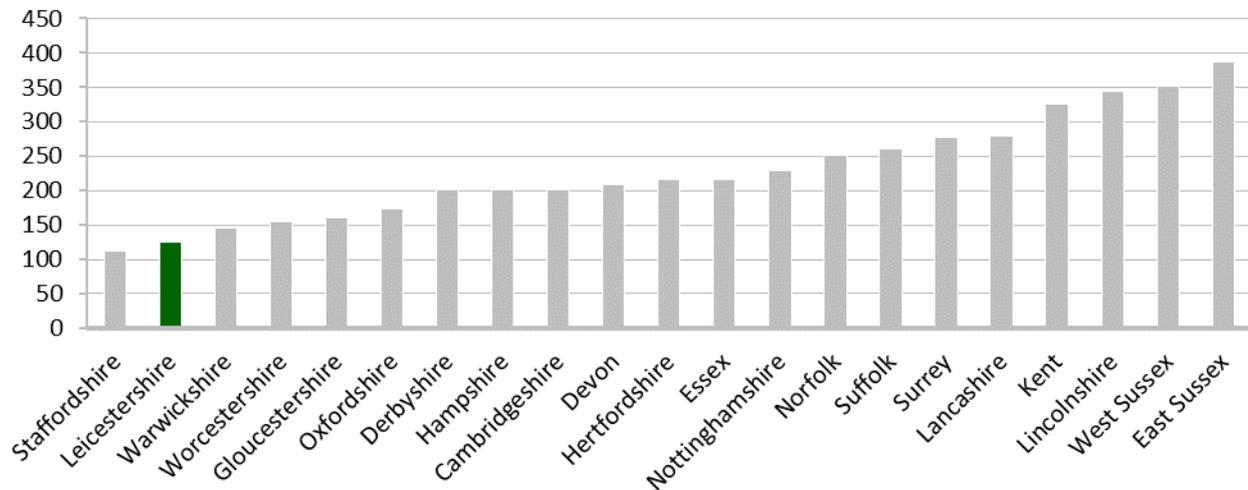
Casualty Rate Per Million People (2018-22 Average)

Counties



Casualty Rate Per Billion Vehicle Kilometres (2018-22 Average)

Counties

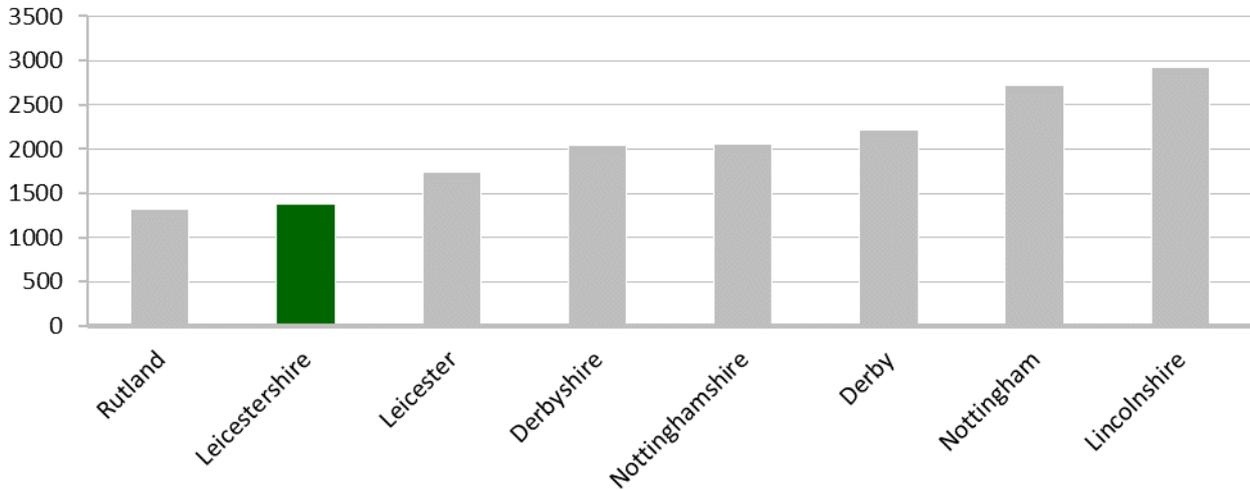


Leicestershire continues to perform well in comparison with other defined Counties, ranking 2nd when the total number of casualties are calculated per million population and against traffic flow between 2018-22.

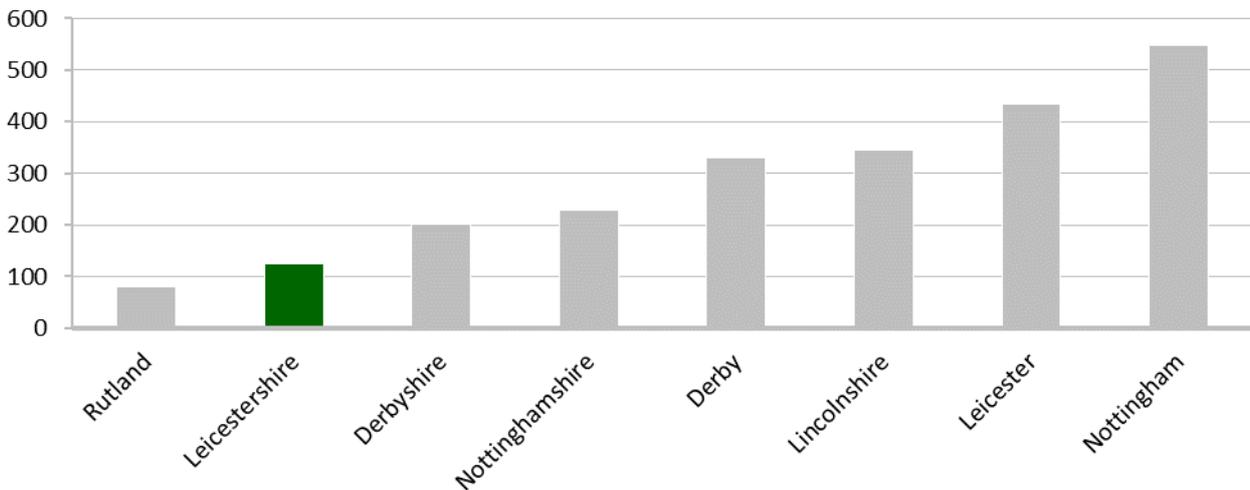
EAST MIDLANDS

Casualty Rate Per Million People (2018-22 Average)

East Midlands

**Casualty Rate Billion Vehicle Kilometres (2018-22 Average)**

East Midlands



In the East Midlands, Leicestershire is the second highest performing authority when looking at the 2018-22 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: 2022 Annual Report

Department for Transport: Road Lengths in Great Britain 2022

Department for Transport: Road Traffic Estimates: Great Britain 2022