



REPORTED ROAD CASUALTIES

LEICESTERSHIRE 2023

There were **227** reported killed or seriously injured casualties in 2023, 23 less than 2022. Compared with the 2011-2015 average, there were 2% more killed or seriously injured casualties in 2023 but 51% fewer casualties overall.

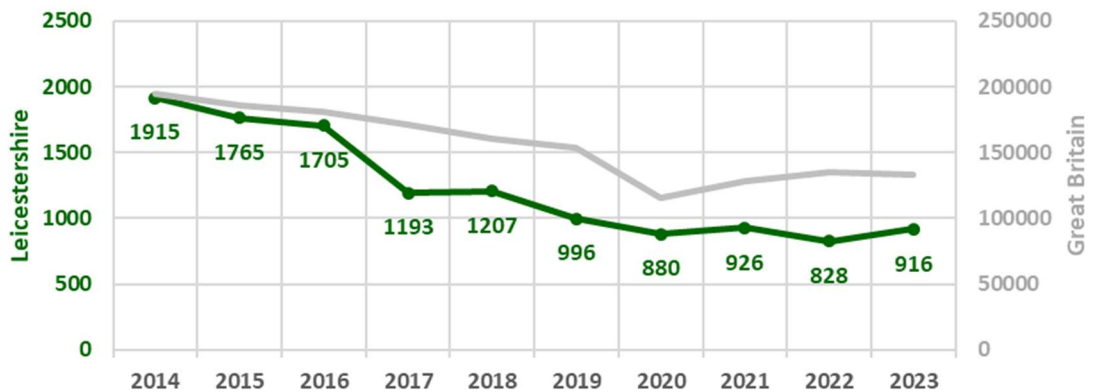
ABOUT THIS REPORT

This report provides an overview of reported road casualties in 2023 in Leicestershire. This is created to support LCC's annual report on casualty reduction.

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All Casualties: Leicestershire & GB 2014-2023



CONCLUSIONS

- Total casualties in 2023 were the second lowest on record, continuing the long-term trend that appears to show overall casualty numbers are decreasing albeit with a slowed rate of decline in recent years.
- Killed or seriously injured (KSI) casualties do not appear to be reducing locally or nationally, with little change over the past ten years.
- Leicestershire continues to be a high performing authority when compared with other County authorities, 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 2023 using the Department for Transport's (DfT) STATS19 reporting system. It also includes the number of people killed or injured in these collisions and which road user group they were in. This information has been collected since 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 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, 2023 statistics are compared against:

- **2022** – for information rather than meaningful comparison, as year-on-year variation can be high
- **2016-2020 average & 2011-2015 average** – averages to represent the approximate situation five and ten years ago respectively. Averages are used rather than single years (2018 and 2013) 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

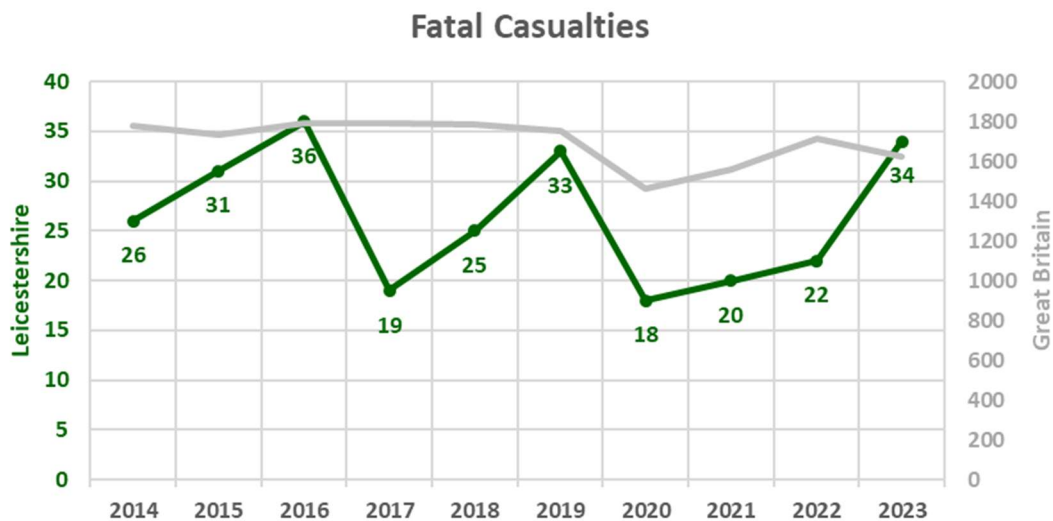
The table below shows the number of reported road casualties in Leicestershire in 2023 compared with previous years, and the percentage change reported by DfT in comparison with 2023 casualty figures for Great Britain (noted as GB):

Leicestershire	2023	2022		2016-2020 average		2011-2015 average				
		Leics	GB	Leics	GB	Leics	GB			
All casualties	916	828	+11%	-2%	1196	-23%	-15%	1882	-51%	-31%
KSI	227	250	-9%	+0.4%	213	+6%	+8%	222	+2%	+14%
Killed	34	22	+55%	-5%	26	+30%	-5%	29	+16%	-8%
Seriously injured	193	228	-15%	+1%	187	+3%	+9%	193	0%	+16%
Slightly injured	689	578	+19%	-2%	983	-30%	-19%	1660	-58%	-37%

HEADLINE STATISTICS

A total of **34 people were killed** in reported road traffic collisions in Leicestershire in 2023. This is 12 more than 2022 (22), and it is higher than the 2016-2020 and the 2011-2015 averages (26 & 29).

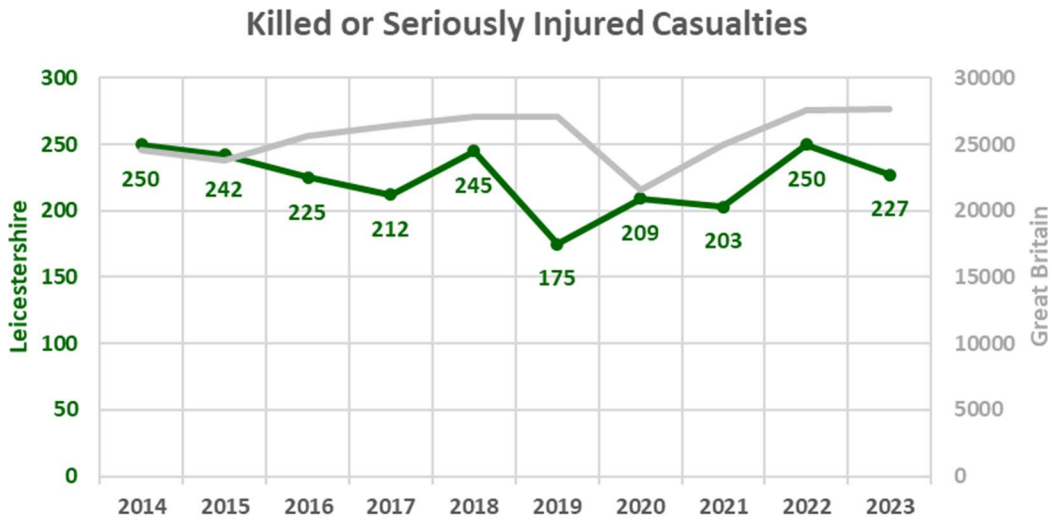
The long-term trend of Great Britain is a statistically significant fall between 2006 and 2010, followed by relative consistency between 2010-23 aside from a reduction during the COVID-19 pandemic. Most of the year-on-year changes since 2010 are either explained by one-off causes (for instance, the snow in 2010) or natural variation, which is stronger at a local level due to the smaller numbers involved.



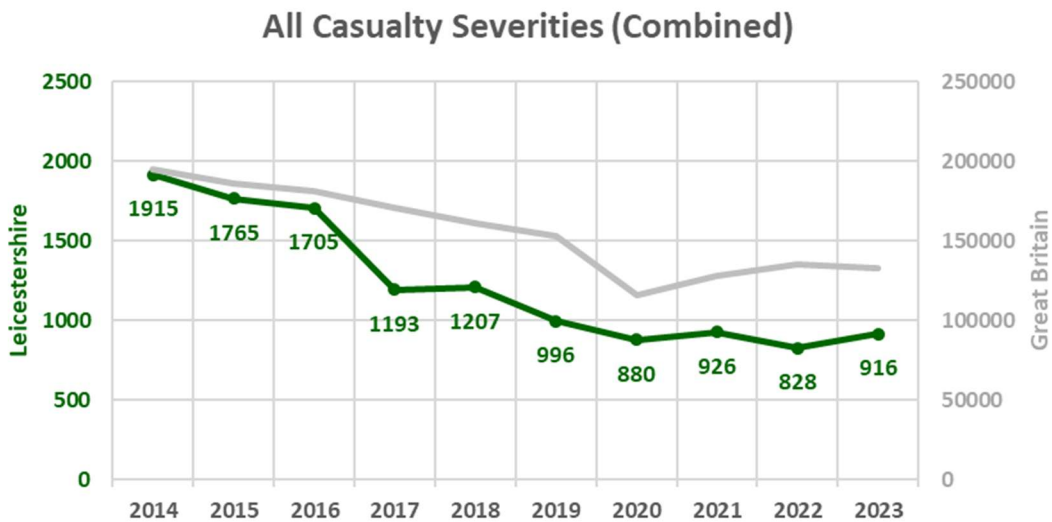
At a local authority level, trends can be more reliably seen by comparing KSI casualties together, a nationally recognised statistic with the acronym "KSI".

A total of **227 people were KSI** in reported road traffic collisions in Leicestershire in 2023. This is less than 2022 (250), but slightly more than the 2016-2020 average (213), and the 2011-2015 average (222).

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, aside from a marked decrease during the COVID-19 pandemic.



There was a total of **916 casualties of all severities (combined)** in reported road traffic collisions in Leicestershire in 2023. This is the third lowest total on record despite being 88 higher than 2022, and is a significant decrease when compared with the 2016-2020 average (1196) and the 2011-2015 average (1882).



This mirrors the long-term trend of decreasing casualty numbers across Great Britain, although with similar numbers reported over the past few years.

CASUALTIES BY ROAD USER TYPE

TOTAL CASUALTIES BY ROAD USER TYPE

Mode	2023	% share	2022		2016-2020 Average		2011-2015 average	
Car Occupant	580	63% (GB 62%)	511	+14%	815	-29%	1287	-55%
Pedestrian	103	11% (GB 10%)	83	+24%	116	-11%	164	-37%
Motor Cyclist	97	11% (GB 12%)	98	-1%	104	-7%	173	-44%
Pedal Cyclist	68	7% (GB 10%)	79	-14%	95	-29%	154	-56%
Van Occupant	44	5% (GB 4%)	33	+33%	40	+9%	65	-33%
HGV Occupant	9	1% (GB 1%)	12	-25%	12	-24%	13	-29%
Bus Occupant	8	1% (GB 1%)	7	+14%	9	-11%	19	-58%
Other Vehicle Occupant	7	1% (GB 1%)	5	+40%	5	+52%	6	+9%

Percentages may not total 100% due to rounding

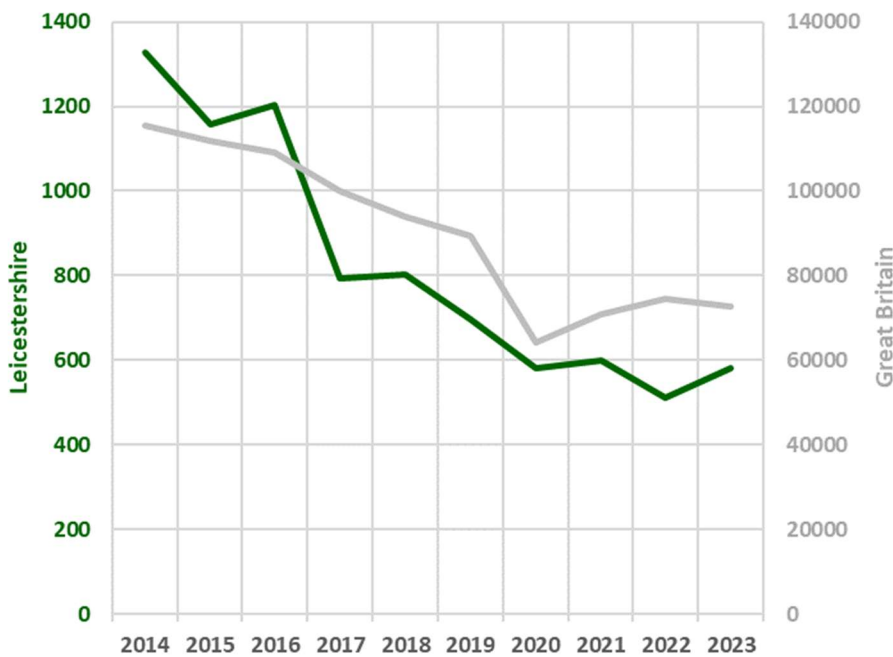
The split of casualties by road user type in Leicestershire largely mirrors the share across Great Britain, with the most noticeable difference being that only 7% of casualties in Leicestershire are pedal cyclists whereas this is 10% across Great Britain.

Further information on casualties and casualty rates by road user type across Great Britain can be found in the DfT's 2023 Annual Report: (<https://www.gov.uk/government/statistics/reported-road-casualties-great-britain-annual-report-2023/reported-road-casualties-great-britain-annual-report-2023#casualties-and-rates-by-road-user-type>)

CAR OCCUPANTS

Leicestershire	2023	2022		2016-2020 average		2011-2015 average				
		Leics	GB	Leics	GB	Leics	GB			
All casualties	580	511	+14%	-2%	815	-29%	-20%	1287	-55%	-37%
Killed or Seriously Injured	108	122	-11%	+2%	102	+6%	+13%	113	-4%	+22%

All Severities (Combined)

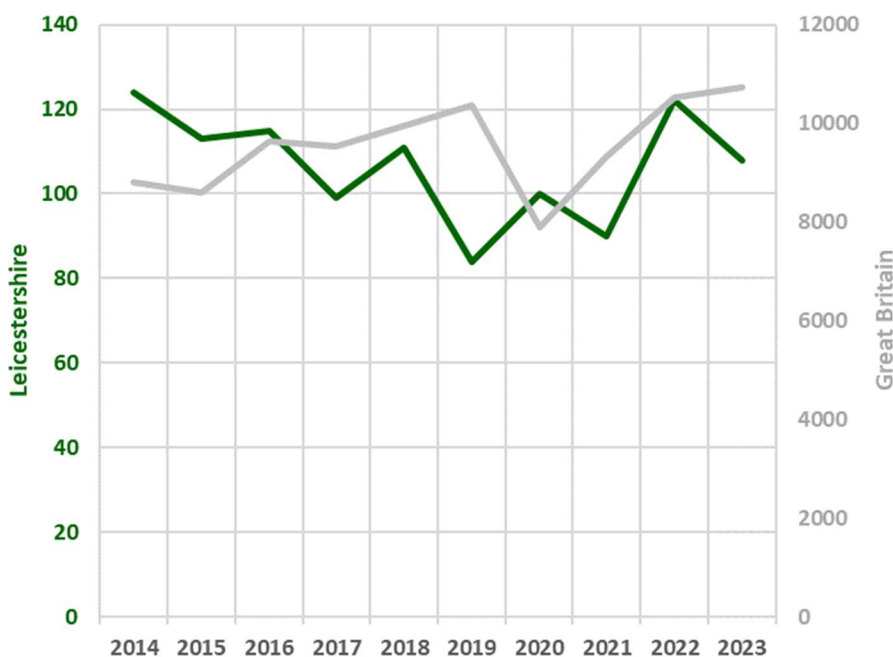


Car occupants continue to account for the largest proportion of casualties of all severities. There were a total of **580 car occupant casualties**, which is higher than 2022 but the joint second lowest total on record. 73% or the car occupant casualties were drivers and 27% were passengers.

A total of 108 car occupants were KSI in 2023. This is down from 2022 by 14, and down from the 2011-2015 average. However, it is higher than the 2016-2020 average. Of the 108 casualties, 21 were fatal.

The general long-term trend for overall car occupant casualties appears to be downwards albeit with the rate of decline appearing to slow in recent years. However, the same cannot be said for KSI casualties, either locally or nationally, which appear to be stagnating if not rising slightly.

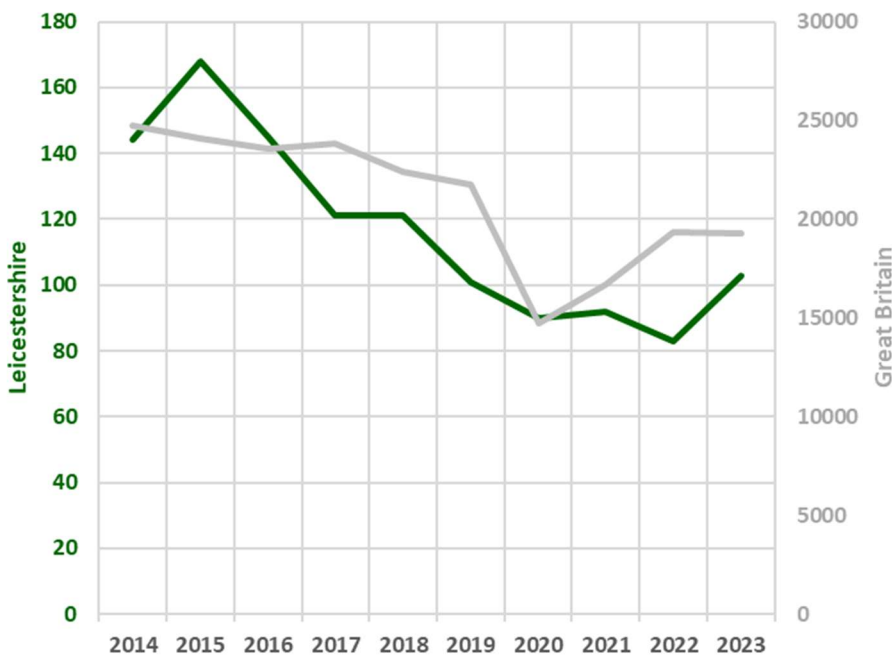
Killed or Seriously Injured (KSI)



PEDESTRIANS

Leicestershire	2023	2022		2016-2020 average		2011-2015 average	
		Leics	GB	Leics	GB	Leics	GB
All casualties	103	83 +24%	-0.3%	116 -11%	-9%	164 -37%	-22%
Killed or Seriously Injured	37	41 -10%	+4%	33 +11%	+8%	30 +22%	+9%

All Severities (Combined)

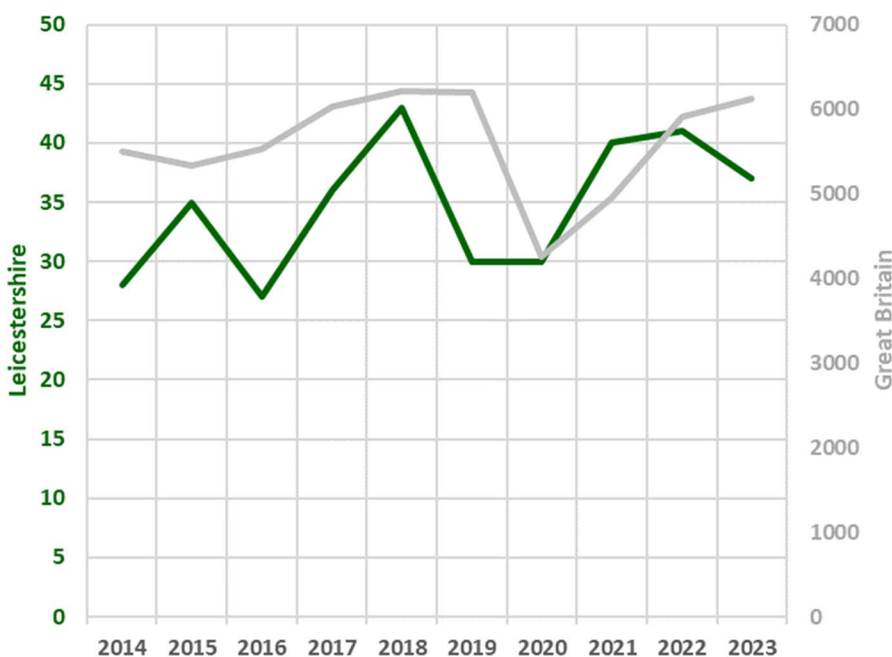


A total of **103 pedestrian casualties** were reported in 2023, which is 20 more than 2022. There has been little change nationally between the two years.

The long-term trend is still downwards, with significant decreases compared with the 2016-2020 average (11%) and the 2011-2015 average (37%), although recent years have seen a slight increase.

A total of **37 pedestrians were KSI** in 2023, 4 less than in 2022. Of the 37 casualties, six were fatal.

Killed or Seriously Injured (KSI)

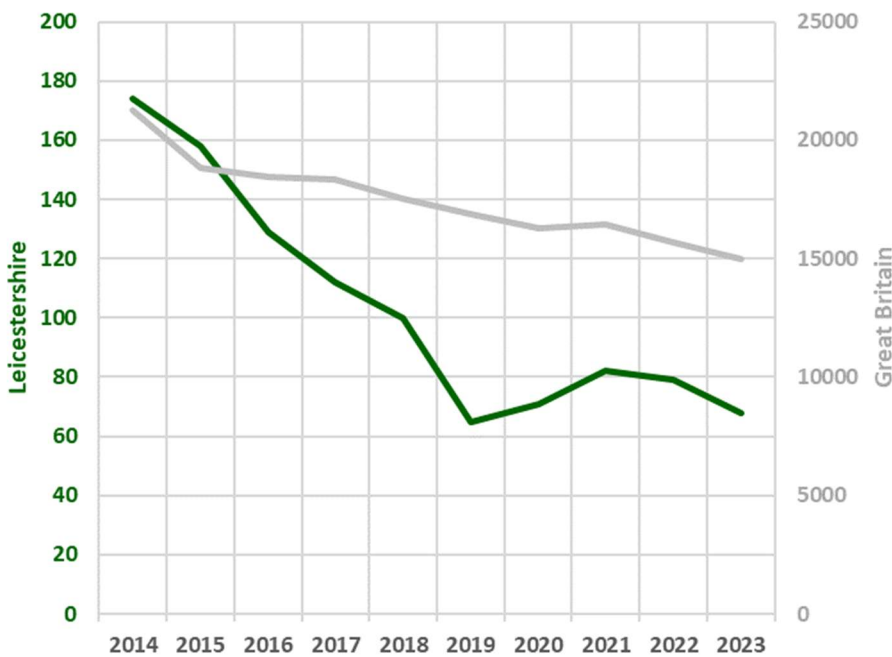


The small numbers of KSI pedestrian casualties in Leicestershire makes it difficult to identify local trends, as variations could be a result of natural variation and cannot be easily attributed to underlying causes.

PEDAL CYCLISTS

Leicestershire	2023	2022		2016-2020 average		2011-2015 average				
		Leics	GB	Leics	GB	Leics	GB			
All casualties	68	79	-14%	-4%	95	-29%	-14%	154	-56%	-23%
Killed or Seriously Injured	21	29	-28%	-2%	22	-5%	-1%	17	+21%	+12%

All Severities (Combined)



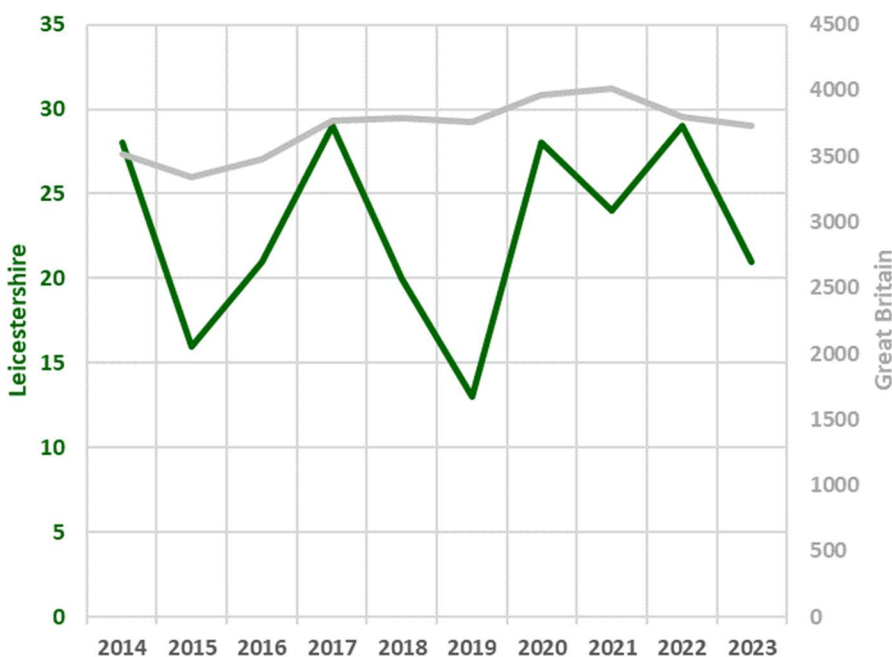
Overall pedal cyclist casualties decreased slightly in 2023, with **68 pedal cyclist casualties** reported in Leicestershire.

The 2023 total represents a 29% reduction from the 2016-2020 average, significantly more than the Great Britain reduction of 14% over the same timeframe.

There appears to be a trend of pedal cycle casualties reducing in Leicestershire, with 2023 being the second lowest total on record.

There were **21 killed or seriously injured pedal cyclists** in 2023 in Leicestershire, eight less than 2022, with one fatality.

Killed or Seriously Injured (KSI)



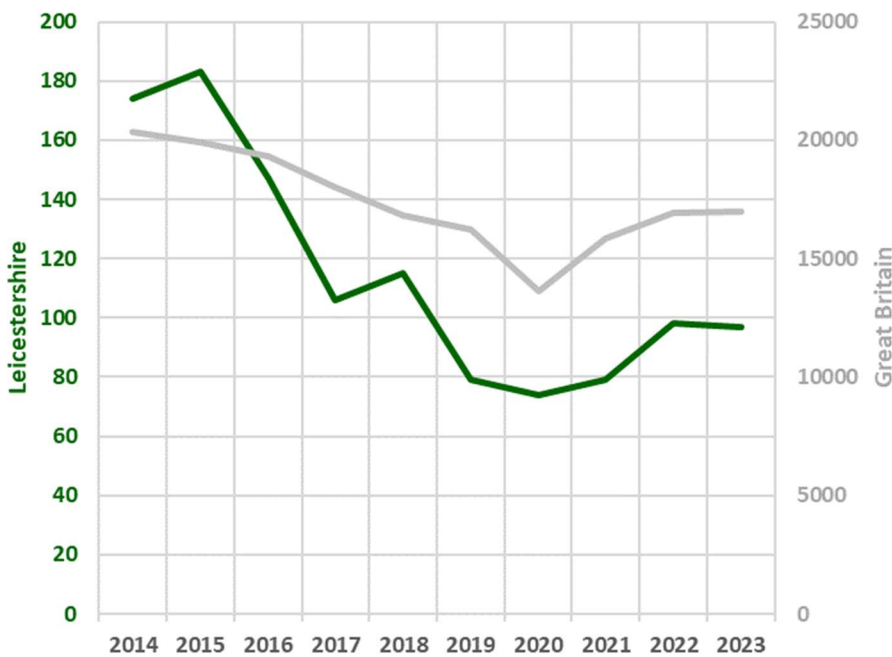
Due to the significant year-on-year variation caused by the small numbers involved, it is difficult to identify local trends for killed or seriously injured pedal cyclist casualties.

However, the picture across Great Britain would suggest there has been no improvement in the number of killed or seriously injured pedal cyclists in the last ten years.

MOTORCYCLISTS

Leicestershire	2023	2022		2016-2020 average		2011-2015 average				
		Leics	GB	Leics	GB	Leics	GB			
All casualties	97	98	-1%	+0.2%	104	-7%	+1%	173	-44%	-14%
Killed or Seriously Injured	50	42	+19%	-3%	43	+17%	-1%	50	0%	+0.5%

All Severities (Combined)

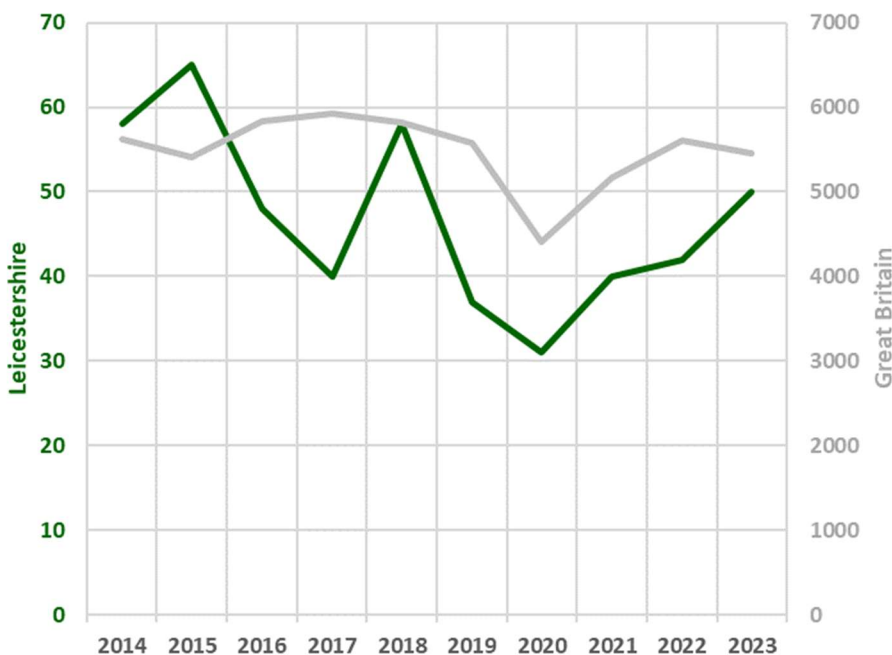


In total there were **97 motorcyclist casualties** in Leicestershire in 2023, one less than in 2022.

Motorcycle casualties in Leicestershire and across Great Britain appear to be following a similar trend following the COVID-19 pandemic, so it will be particularly important to monitor motorcycle casualty totals in the coming years to ensure that the recent increase is not simply a consequence of increased traffic levels.

There were **50 motorcyclists reported killed or seriously injured** in Leicestershire in 2023, up from 42 in 2022 and continuing the recent upward trend. It is higher than the 2016-2020 average (43) and the same as the 2011-2015 average (50). Of the 50, six 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 casualties in collisions involving e-scooters	2023		2022		2021		2020	
	Leics	GB	Leics	GB	Leics	GB	Leics	GB
All Severities	7	1387	7	1502	5	1434	4	484
Killed or Seriously Injured	1	422	3	453	0	431	1	129

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 DfT has produced an [e-scooter factsheet](#) to accompany its Reported Road Casualties in Great Britain 2023 report. The main points of this report state that:

- There were 1,292 collisions involving e-scooters, compared to 1,411 in 2022.
- Of all collisions involving e-scooters, 284 included only one e-scooter with no other vehicles involved in the collision (single vehicle collision), compared to 347 in 2022.
- There were 1,387 casualties in collisions involving e-scooters, compared to 1,502 in 2022.
- Of all casualties in collisions involving e-scooters, 1,117 were e-scooter users, compared to 1,154 in 2022.
- There were six killed in collisions involving e-scooters (all six of whom were e-scooter riders), compared to 12 in 2022.
- The DfT's best estimate, after adjusting for changes in reporting by police, is that there were 416 seriously injured and 965 slightly injured in collisions involving e-scooters, this compares to 441 and 1,049 respectively in 2022.

Further detail is included in the factsheet, including:

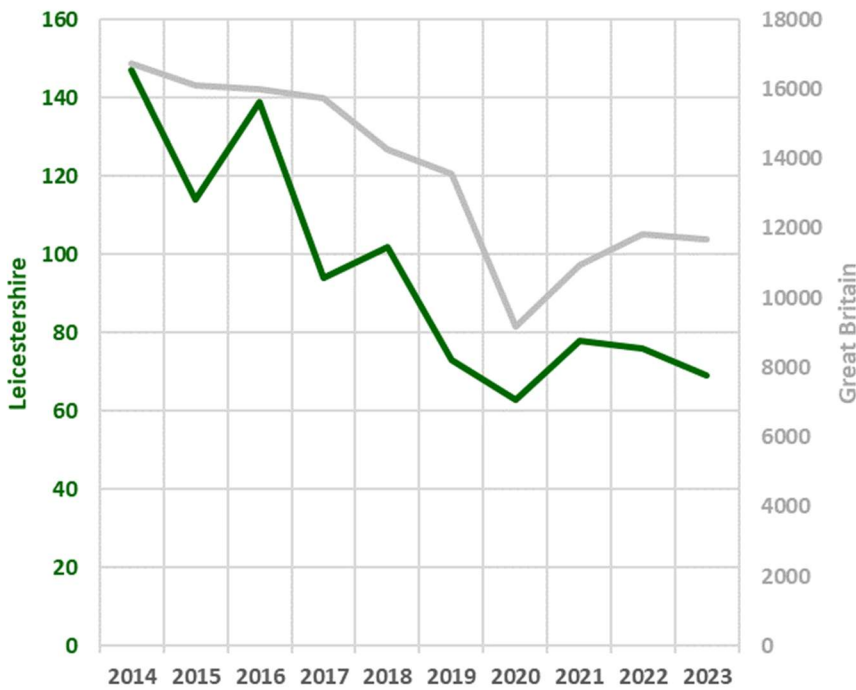
- Reported casualties in collisions involving e-scooters by month, age, sex and time of day.
- Reported casualties by police force area. There were 24 casualties in the Leicestershire Police force area (including the City of Leicester and Rutland) in 2023, accounting for just 2% of the figures nationally. The highest proportion by some way (23%) 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 2023, 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	2023	2022		2016-2020 average		2011-2015 average		
		Leics	GB	Leics	GB	Leics	GB	
All casualties	69	76	-9%	94	-27%	142	-52%	-32%
Killed or Seriously Injured	18	22	-18%	13	+36%	13	+43%	+3%

All Severities (Combined)



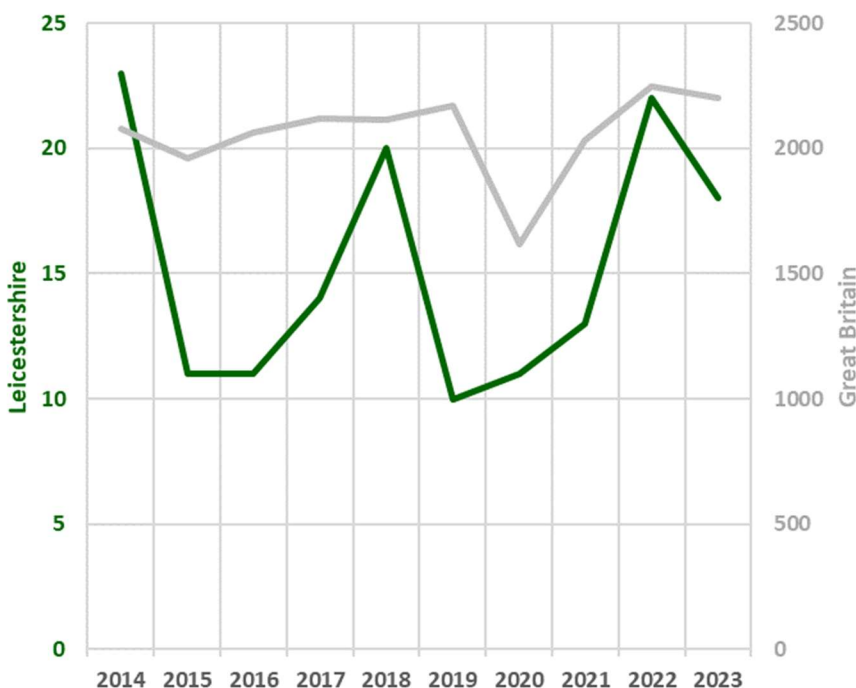
There were **69 reported child casualties in total** in 2022 in Leicestershire. This is slightly less than the 2022 total (76), and less than the 2016-2020 average (94) and the 2011-2015 average (142).

There were **18 children killed or seriously injured** in Leicestershire in 2023, four less than 2022, with three 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 seems to be increasing, except for a dip in 2020 attributed to the Covid-19 pandemic.

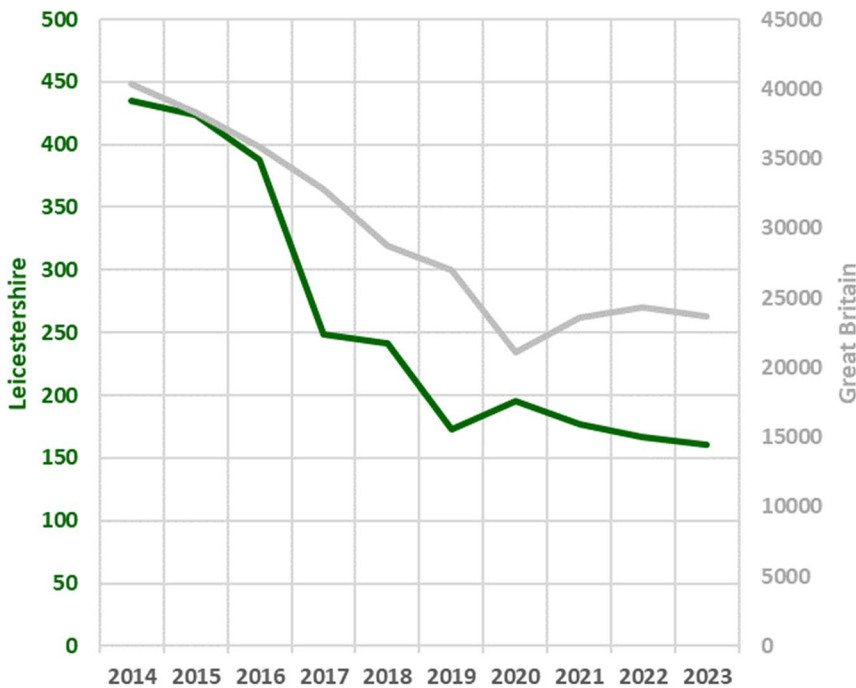
Killed or Seriously Injured (KSI)



YOUNGER CASUALTIES (AGED 17 TO 24)

Leicestershire	2023	2022		2016-2020 average		2011-2015 average		
		Leics	GB	Leics	GB	Leics	GB	
All casualties	161	167	-4%	249	-35%	445	-64%	-43%
Killed or Seriously Injured	39	45	-13%	44	-12%	50	-21%	-0%

All Severities (Combined)

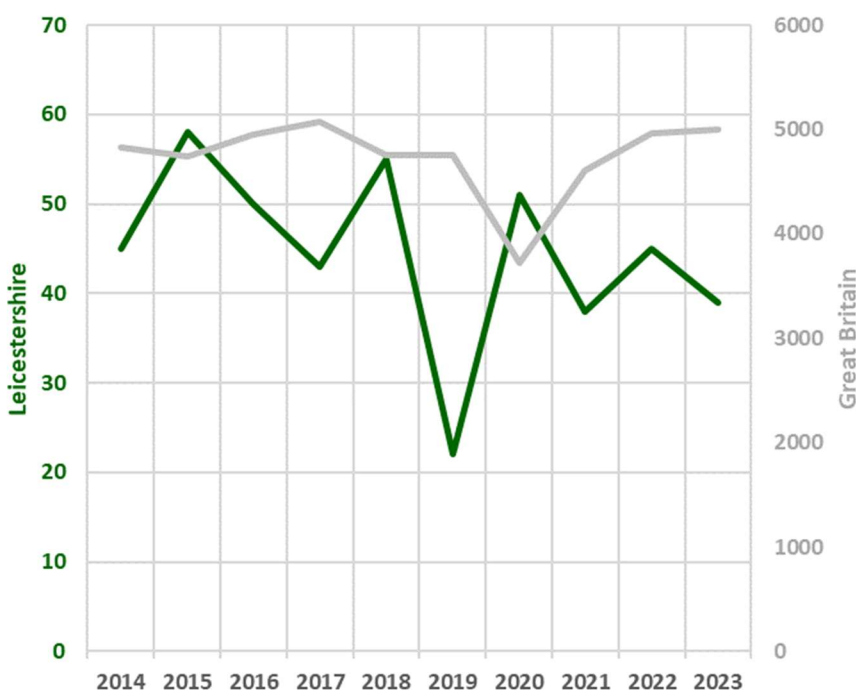


There were **161 reported younger total casualties** in 2023 in Leicestershire, a decrease of 4% compared with 2022.

As is the case nationally, the trend is generally downwards with a 35% reduction in Leicestershire against the 2016-2020 average, and 64% when compared with the 2011-2015 average.

There were **39 killed or seriously injured younger casualties** in Leicestershire in 2023, six less than 2022, with three fatalities.

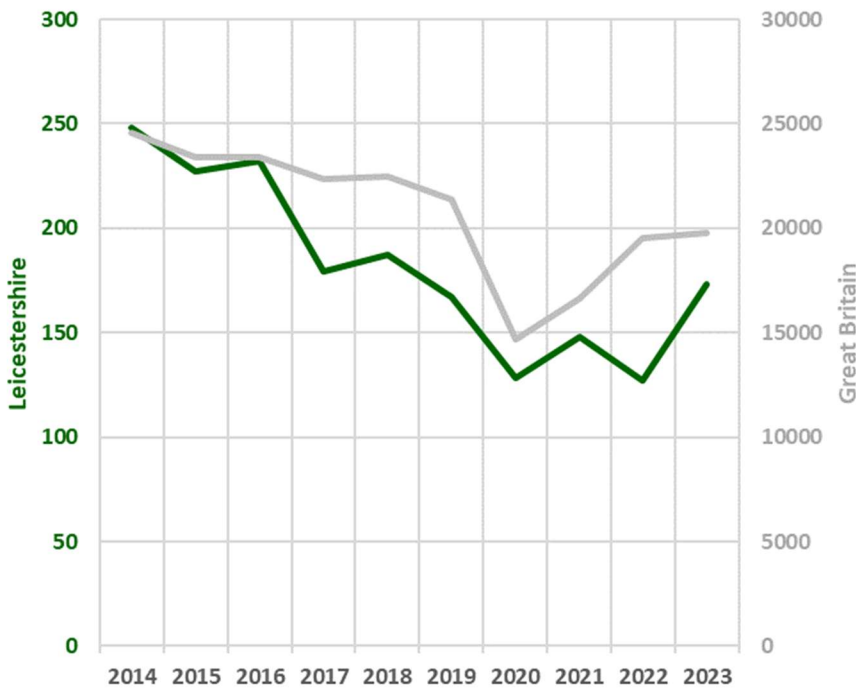
Killed or Seriously Injured (KSI)



OLDER CASUALTIES (AGED 60 AND OVER)

Leicestershire	2023	2022		2016-2020 average		2011-2015 average				
		Leics	GB	Leics	GB	Leics	GB			
All casualties	173	127	+36%	+1%	179	-3%	-5%	233	-26%	-16%
Killed or Seriously Injured	46	50	-8%	+4%	39	+17%	+19%	31	+49%	+36%

All Severities (Combined)

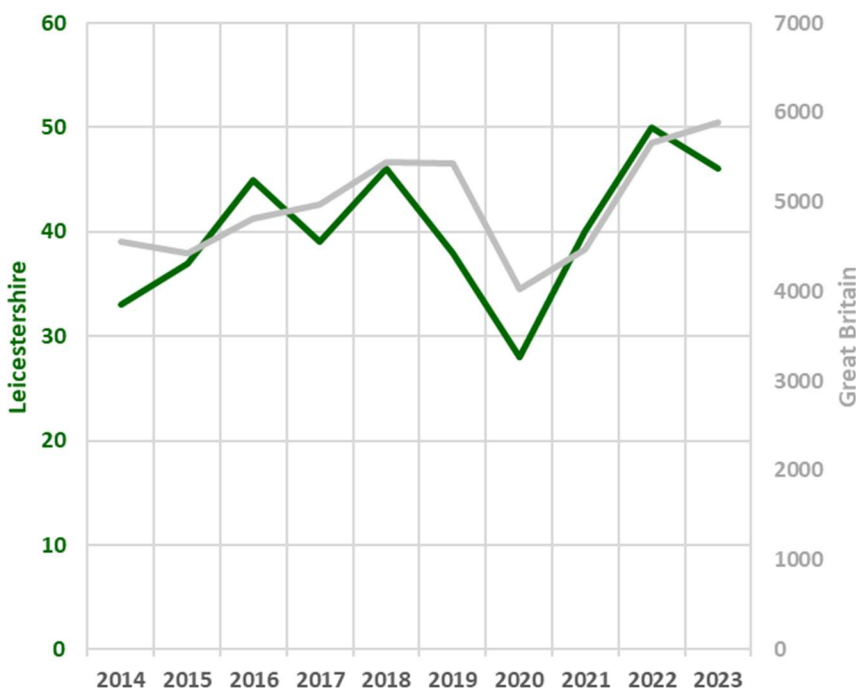


The total number of older casualties was 173 in Leicestershire in 2023. This is a 36% increase from 2022, but a 3% decrease from the 2016-2020 average and 26% from the 2011-2015 average indicating a generally downward long-term trend.

There were 46 killed or seriously injured older casualties in Leicestershire in 2023, four less than 2022, halting the upward trend in recent years. However, the number of killed or seriously injured older casualties has continued to increase across Great Britain.

In previous years, it has been speculated by the DfT 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)

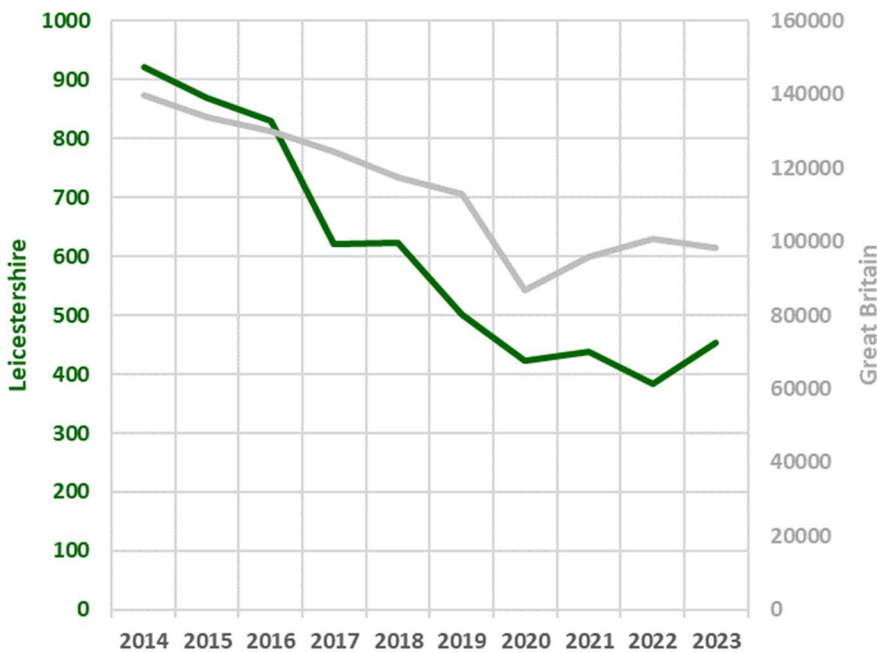


CASUALTIES BY ROAD TYPE

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

Leicestershire	2023	2022		2016-2020 average		2011-2015 average				
		Leics	GB	Leics	GB	Leics	GB			
All casualties	453	383	+18%	-2%	599	-24%	-14%	902	-50%	-29%
Killed or Seriously Injured	97	106	-8%	+0.4%	92	+5%	+11%	86	+12%	+21%

All Severities (Combined)

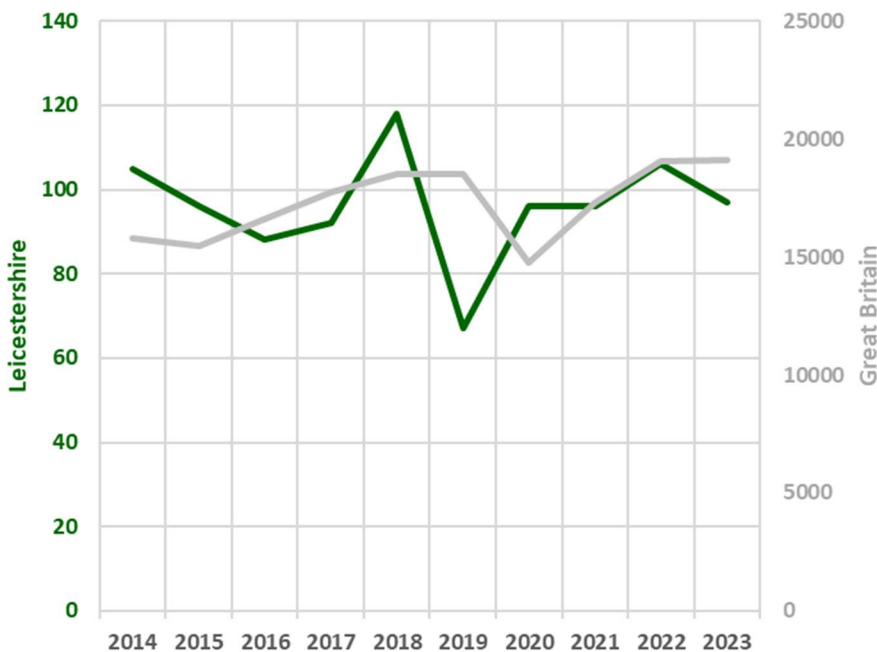


There were **453 total casualties on built-up roads** in Leicestershire in 2023. This is 18% more than 2022 (383), but a significant decrease compared to the 2016-2020 average (599), and 2011-2015 average (902).

The long-term 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 **97 killed or seriously injured casualties reported on built-up roads** in 2023, nine less than 2022 while there was little change across Great Britain.

Killed or Seriously Injured (KSI)

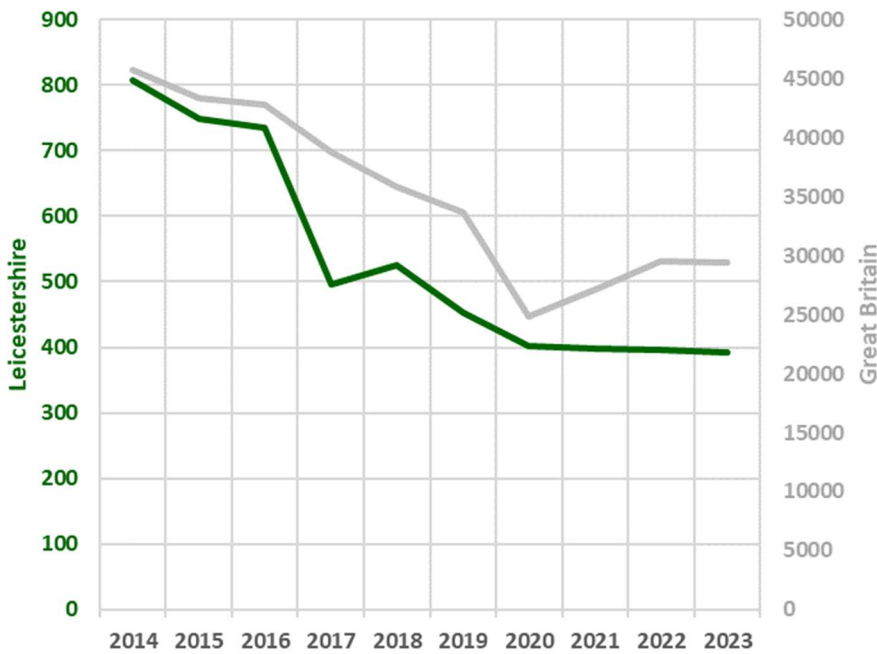


There does not appear to be a clear trend either locally or nationally, with numbers staying broadly within the same range for the past ten years.

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

Leicestershire	2023	2022		2016-2020 average		2011-2015 average				
		Leics	GB	Leics	GB	Leics	GB			
All casualties	393	396	-1%	-0.5%	522	-25%	-16%	799	-51%	-36%
Killed or Seriously Injured	124	133	-7%	+1%	107	+16%	+2%	121	+2%	-0%

All Severities (Combined)

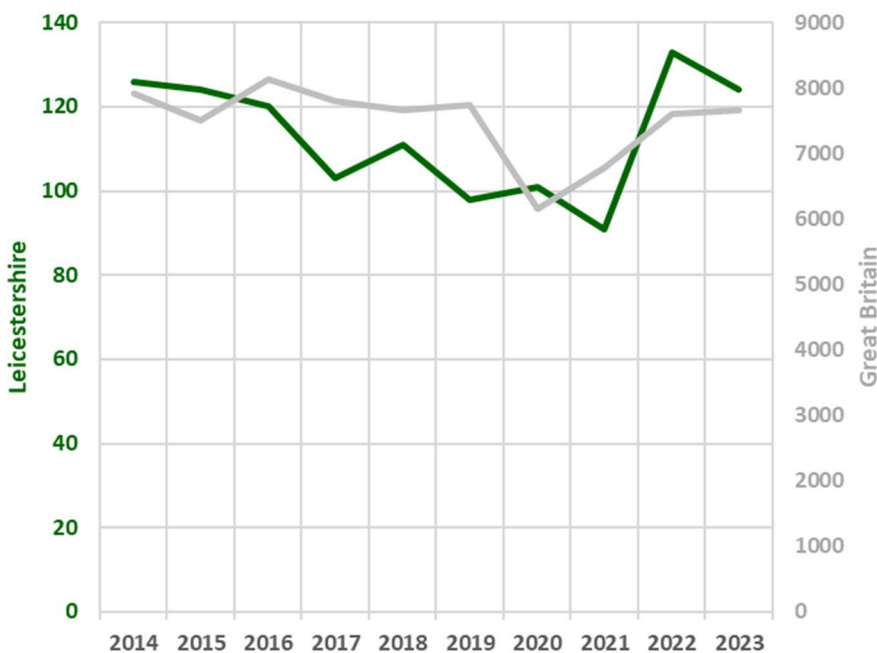


There were **393 total casualties on non-built-up roads** in Leicestershire in 2023. This is three less than in 2022 but still a significant decrease compared to the 2016-2020 average (522) and 2011-2015 average (799).

The long-term trend is similar locally and nationally across Great Britain, with a relatively continuous decrease among casualties of all severities, although the decrease appears to have slowed in recent years.

There were **124 killed or seriously injured casualties reported on non-built-up roads** in 2023, which is lower than 2022 (133) but is still one of the highest totals in the past ten years.

Killed or Seriously Injured (KSI)



National trends show little significant change over a ten-year period, with the KSI totals hovering around the same area, while locally the totals since the COVID-19 pandemic remain higher than they were in the years prior to this.

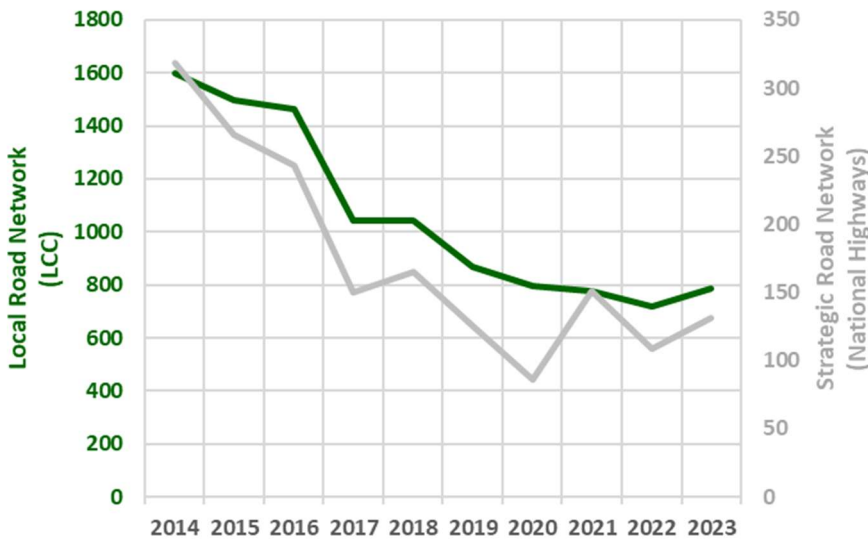
LOCAL ROAD NETWORK V STRATEGIC ROAD NETWORK

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	2023		2022		2016-2020 average		2011-2015 average	
	LRN	SRN	LRN	SRN	LRN	SRN	LRN	SRN
All	785	131	719 +9%	109 +20%	1042 -25%	154 -15%	1576 -50%	306 -57%
KSI	202	25	216 -6%	34 -26%	185 +9%	28 -12%	188 +7%	34 -26%

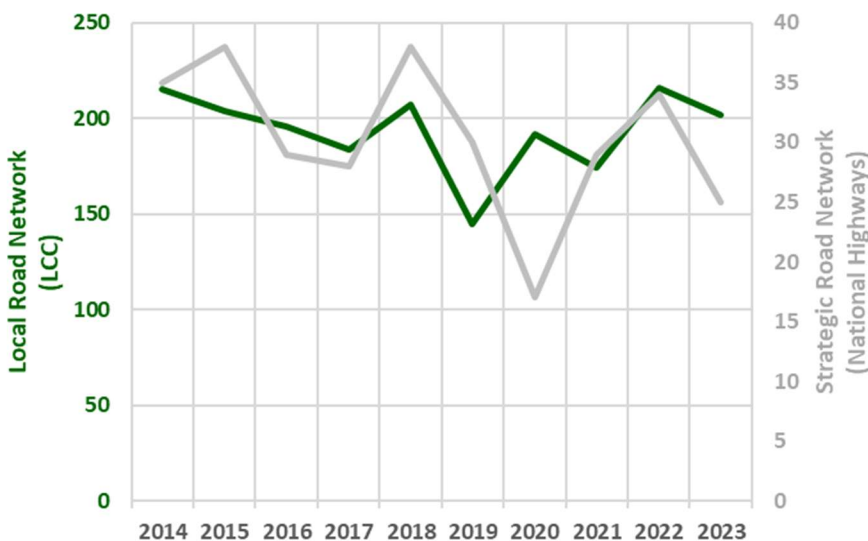
All Severities (Combined)



The trends for overall casualty totals on local (Leicestershire County Council) and strategic (National Highways) roads in Leicestershire are broadly in line with each other, which illustrates a significant decrease from 10 years ago although with a slowing rate of decline in recent years.

The number of killed or seriously injured casualties on the Strategic Road Network varies considerably year-on-year due to the small numbers involved, but neither the strategic or the local road networks have seen any significant change in the past ten years.

Killed or Seriously Injured (KSI)



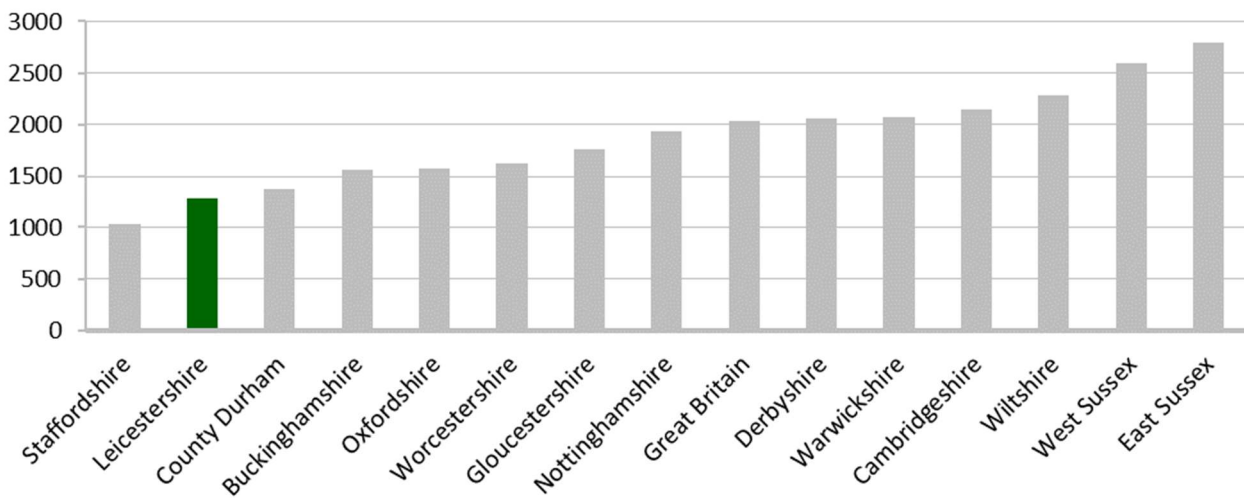
COMPARISONS WITH OTHER AUTHORITIES

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).

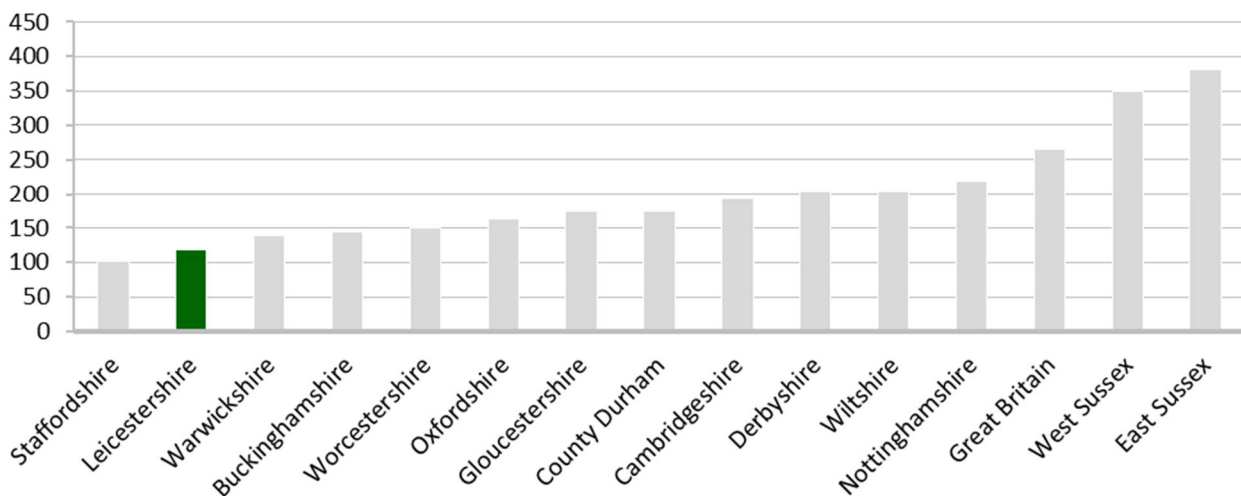
STATISTICAL NEIGHBOURS

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 worthwhile.

Casualty Rate Per Million People (2019-23 Average)
Statistical Neighbours



Casualty Rate Per Billion Vehicle Kilometres (2019-23 Average)
Statistical Neighbours

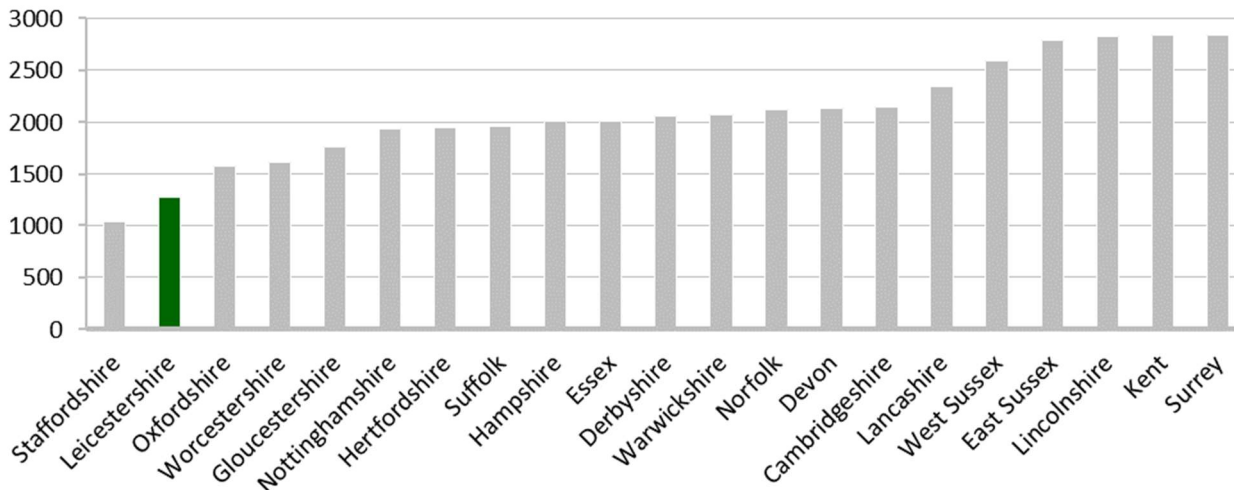


Leicestershire ranks 2nd against its statistical neighbours when the average of casualty rates between 2019 and 2023 are compared against population and traffic flow.

COUNTIES

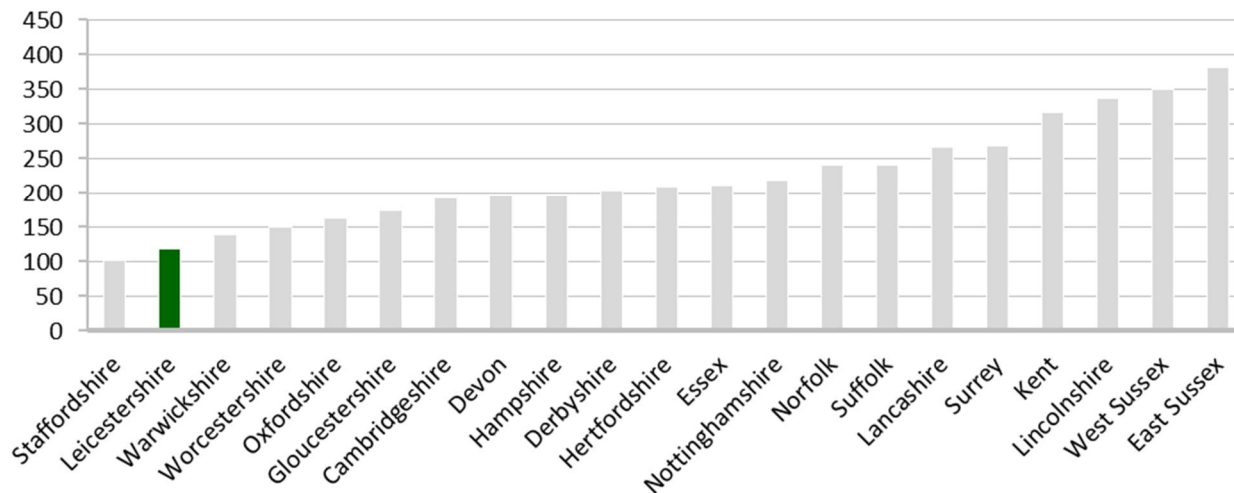
Casualty Rate Per Million People (2019-23 Average)

Counties



Casualty Rate Per Billion Vehicle Kilometres (2019-23 Average)

Counties

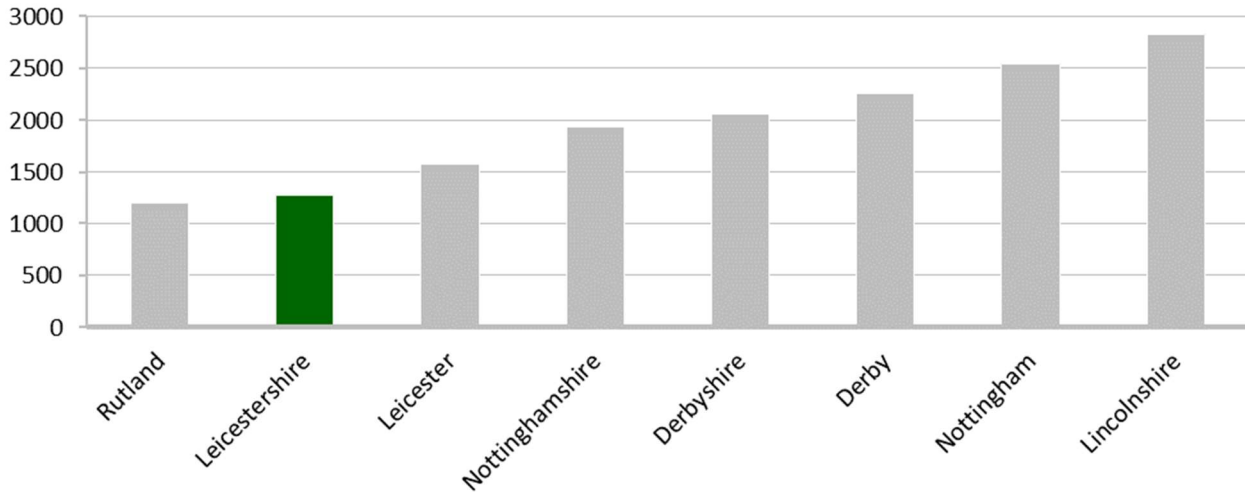


Leicestershire continues to perform well in comparison with other defined Counties, ranking 2nd when the total number of casualties are calculated per million population and against traffic flow between 2019-23.

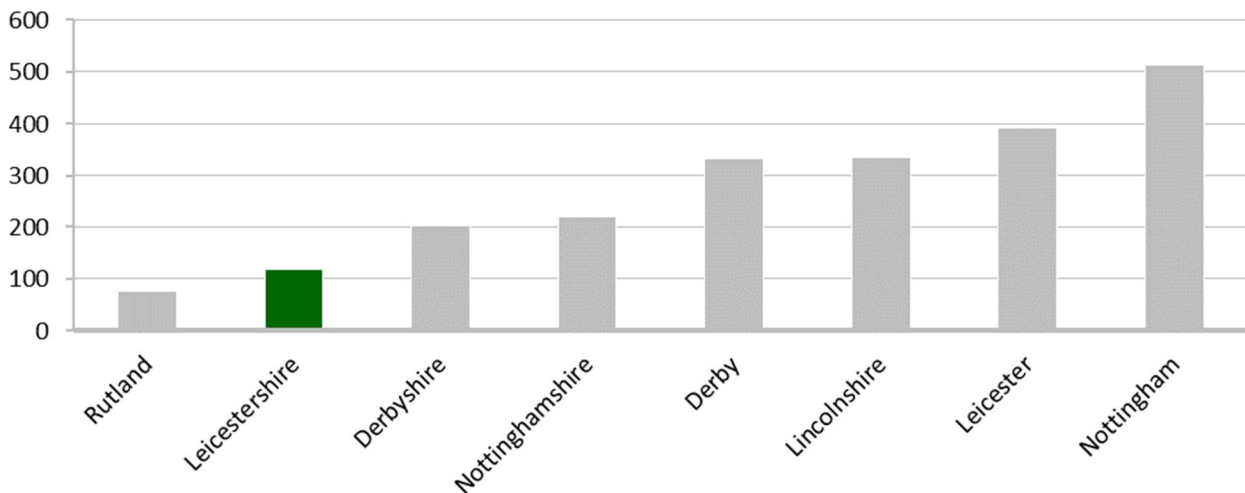
EAST MIDLANDS

Casualty Rate Per Million People (2019-23 Average)

East Midlands

**Casualty Rate Per Billion Vehicle Kilometres (2019-23 Average)**

East Midlands



In the East Midlands, Leicestershire is the second highest performing authority when looking at the 2019-23 casualty rate per million population, and also 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: 2023 Annual Report

Department for Transport: Road Lengths in Great Britain 2023

Department for Transport: Road Traffic Estimates: Great Britain 2023

Office for National Statistics: Population estimates