



# REPORTED ROAD CASUALTIES

LEICESTERSHIRE 2024

**IMPORTANT NOTE:**  
Totals for 2023 and earlier use the Department for Transport’s adjusted figures, which account for historical underreporting of serious injuries as slight. This ensures a fair comparison with 2024 and later data, where this underreporting is no longer an issue.

**There were 286 reported killed or seriously injured casualties in 2024, 32 more than 2023. Compared with the 2012–2016 average, killed or seriously injured casualties in 2024 were 11% higher, while total casualties were 49% lower.**

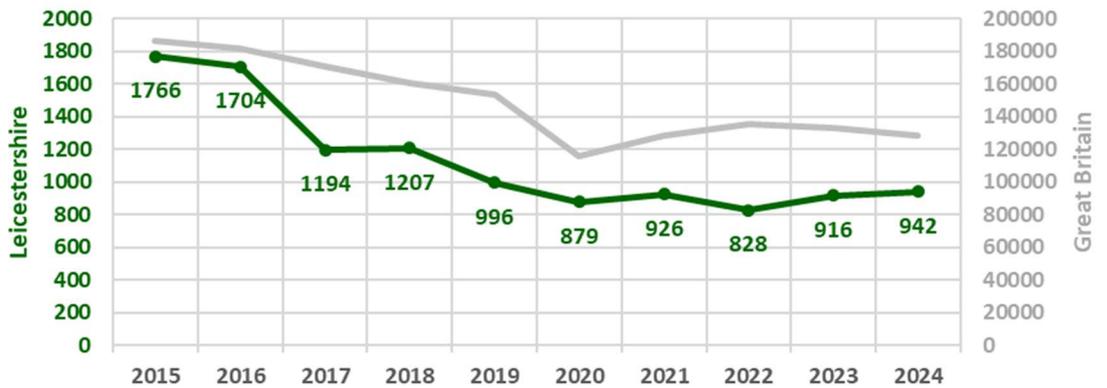
## ABOUT THIS REPORT

This report provides an overview of reported road casualties in 2024 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 2015-2024**



## CONCLUSIONS

- Total casualties in 2024 were among the 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 have shown little reduction nationally but have increased locally compared to previous averages.
- Leicestershire continues to be a high performing authority when compared with other County authorities, East Midlands authorities and statistical neighbours.
- Leicestershire generally performs well on overall casualty statistics compared to the rest of Great Britain. However, trends for KSI casualties often show a divergence between local and national patterns.

## INTRODUCTION

This report provides the number of personal-injury road traffic collisions in Leicestershire that were reported by the police in 2024 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. 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, 2024 statistics are compared against:

- **2023** – for information rather than meaningful comparison, as year-on-year variation can be high
- **2017-2021 average & 2012-2016 average** – averages to represent the approximate situation five and ten years ago respectively. Averages are used rather than single years (2019 and 2014) 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.

For years prior to 2024, reported serious injury figures were affected by differences in police reporting systems, with judgment-based methods historically underestimating severity compared to injury-based systems. To address this, the Department for Transport now applies statistical adjustments to earlier data, providing a more comparable basis for trend analysis. While these adjustments improve comparability, they rely on modelling assumptions, are updated annually, and carry some uncertainty, so figures should be interpreted with caution.

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

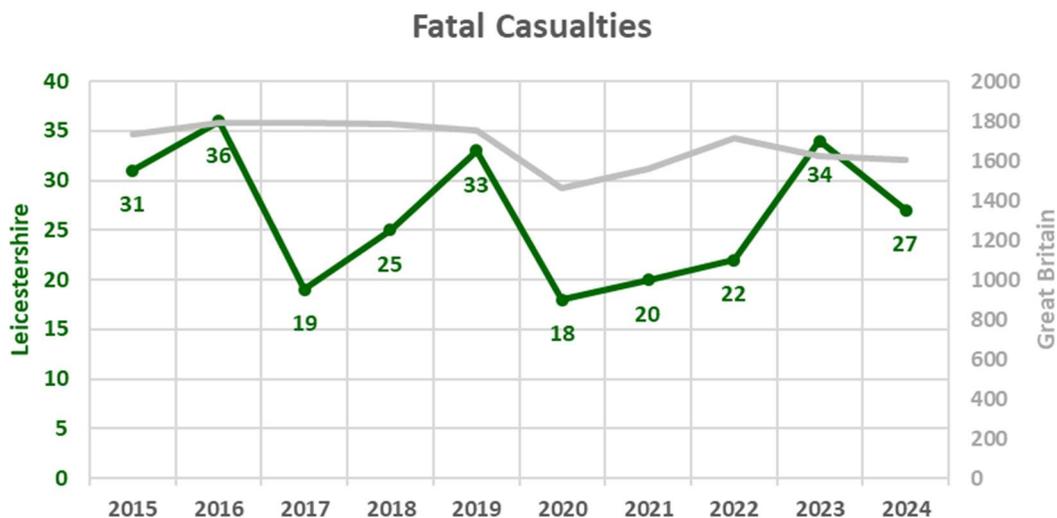
The table below shows the number of reported road casualties in Leicestershire in 2024 compared with previous years, and the percentage change reported by DfT in comparison with 2024 casualty figures for Great Britain (GB):

Leicestershire	2024	2023		2017-2021 average		2012-2016 average				
		Leics	GB	Leics	GB	Leics	GB			
All casualties	942	916	+3%	-4%	1040	-9%	-12%	1832	-49%	-32%
KSI	286	254	+13%	-1%	235	+22%	+3%	257	+11%	-11%
Killed	27	34	-21%	-1%	23	+17%	-4%	29	-6%	-9%
Seriously injured	259	220	+18%	-0.5%	212	+22%	+3%	228	+14%	-12%
Slightly injured	656	662	-1%	-4%	806	-19%	-16%	1575	-58%	-36%

## HEADLINE STATISTICS

A total of **27 people were killed** in reported road traffic collisions in Leicestershire in 2024, seven fewer than 2023. Fatal collisions

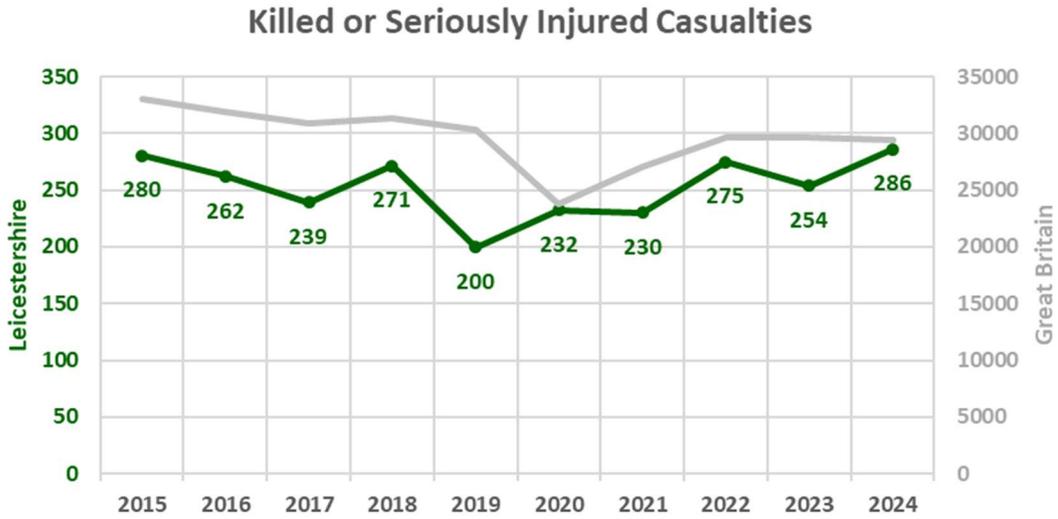
The long-term trend of Great Britain is a statistically significant fall between 2006 and 2010, followed by relative consistency between 2010-24 aside from a reduction during the COVID-19 pandemic. Most of the year-on-year changes since 2010 are either explained by one-off causes (for instance, the snow in 2010) or natural variation, which is stronger at a local level due to the smaller numbers involved.



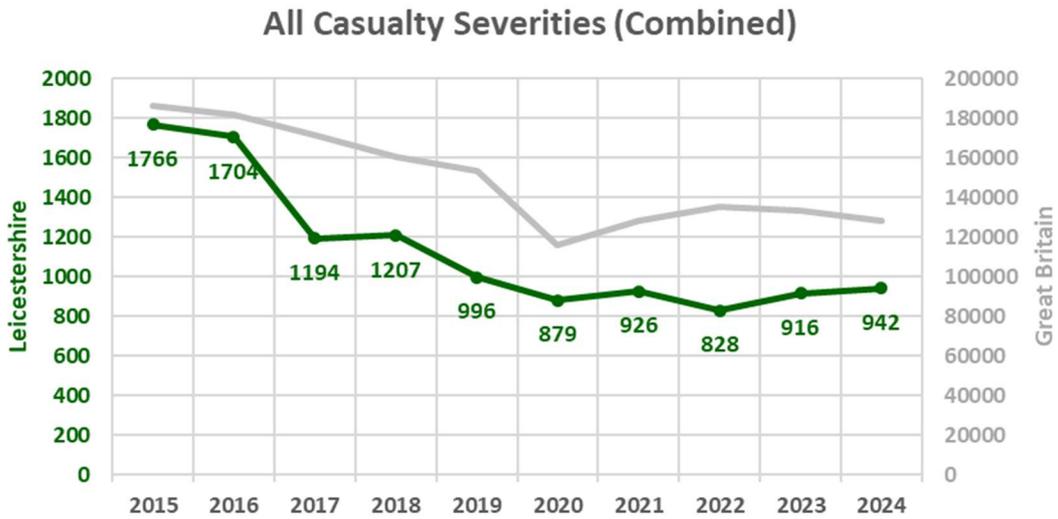
At a local authority level, trends can be more reliably seen by comparing killed and seriously injured casualties together, a nationally recognised statistic with the acronym “KSI”.

A total of **286 people were killed or seriously injured** in reported road traffic collisions in Leicestershire in 2024. This is more than 2023 (254), and more than both the 2017-2021 average (235), and the 2012-2016 average (257).

Long-term 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. Locally, it’s hard to determine how much of the 2024 increase reflects changes in reporting methods, but if the DfT’s adjusted estimates are accurate, it suggests a significant rise compared with recent years.



There was a total of **942 casualties of all severities (combined)** in reported road traffic collisions in Leicestershire in 2024. This is broadly in line with totals seen since 2019, but is a significant decrease when compared with the 2017-2021 average (1040) and the 2012-2016 average (1832).



This mirrors the long-term trend seen nationally 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	2024	% share	2023		2017-2021 Average		2012-2016 average	
Car Occupant	591	63% (GB 55%)	580	+2%	695	-15%	1258	-53%
Pedestrian	101	11% (GB 15%)	103	-2%	105	-4%	158	-36%
Motor Cyclist	104	11% (GB 12%)	97	+7%	91	+15%	167	-38%
Pedal Cyclist	85	9% (GB 11%)	68	+25%	86	-1%	152	-44%
Van Occupant	34	4% (GB 3%)	44	-23%	39	-13%	60	-43%
HGV Occupant	9	1% (GB 0.5%)	8	+13%	6	+45%	19	-53%
Bus Occupant	9	1% (GB 2%)	7	+29%	6	+61%	4	+105%
Other Vehicle Occupant	9	1% (GB 2%)	9	0%	13	-31%	14	-34%

Percentages may not total 100% due to rounding

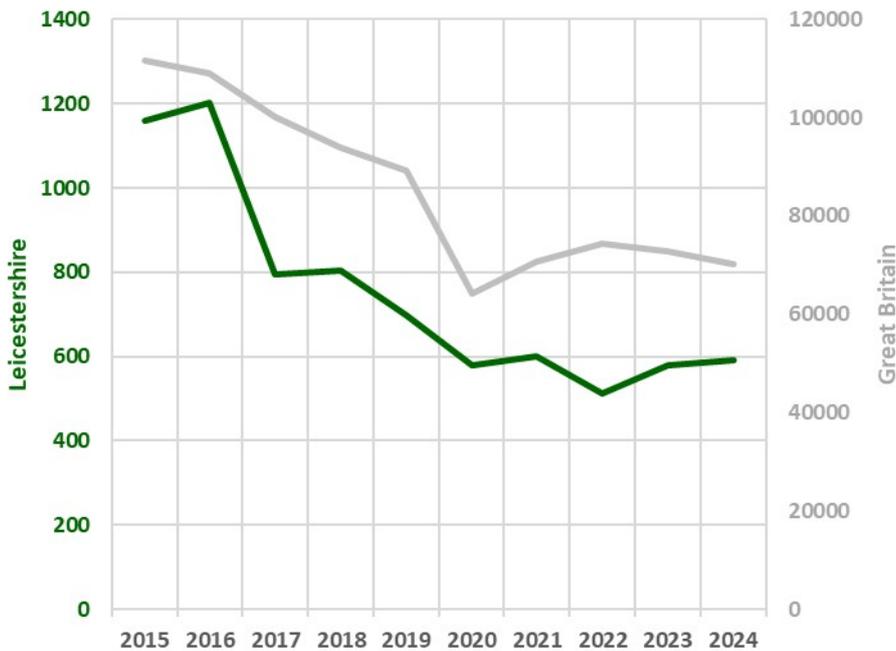
The split of casualties by road user type in Leicestershire largely mirrors the share across Great Britain, with the most noticeable difference being that only 63% of casualties in Leicestershire are car occupants whereas this is 55% across Great Britain.

Further information on casualties and casualty rates by road user type across Great Britain can be found in the Department for Transport's 2024 Annual Report (<https://www.gov.uk/government/statistics/reported-road-casualties-great-britain-annual-report-2024/reported-road-casualties-great-britain-annual-report-2024#casualties-and-rates-by-road-user-type>).

CAR OCCUPANTS

Leicestershire	2024	2023		2017-2021 average		2012-2016 average	
		Leics	GB	Leics	GB	Leics	GB
All casualties	591	580 +2%	-4%	695 -15%	-16%	1258 -53%	-38%
Killed or Seriously Injured	145	122 +18%	+1%	111 +31%	+8%	130 +12%	-7%

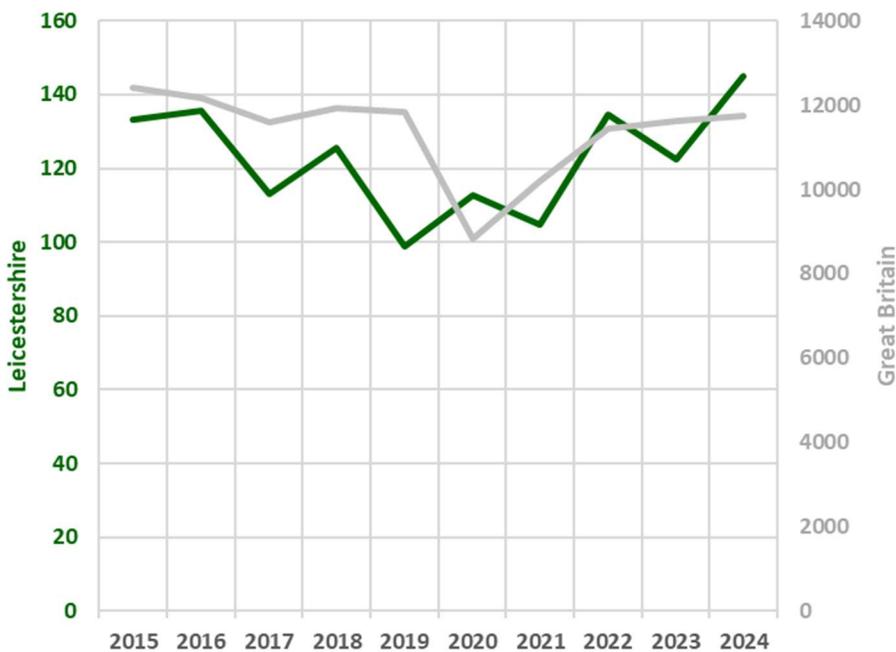
All Severities (Combined)



Car occupants continue to account for the largest proportion of casualties of all severities. There were a total of **591 car occupant casualties**, which is higher than 2023 but the joint second lowest total on record. 73% of the car occupant casualties were drivers and 27% were passengers.

A total of 145 car occupants were killed or seriously injured in 2024. This is up from 2023 by 23 and also higher than the 2017-2021 and 2012-2016 averages. Of the 145 car occupant casualties, 21 were fatal, accounting for 78% of all fatal casualties in Leicestershire in 2024.

Killed or Seriously Injured (KSI)

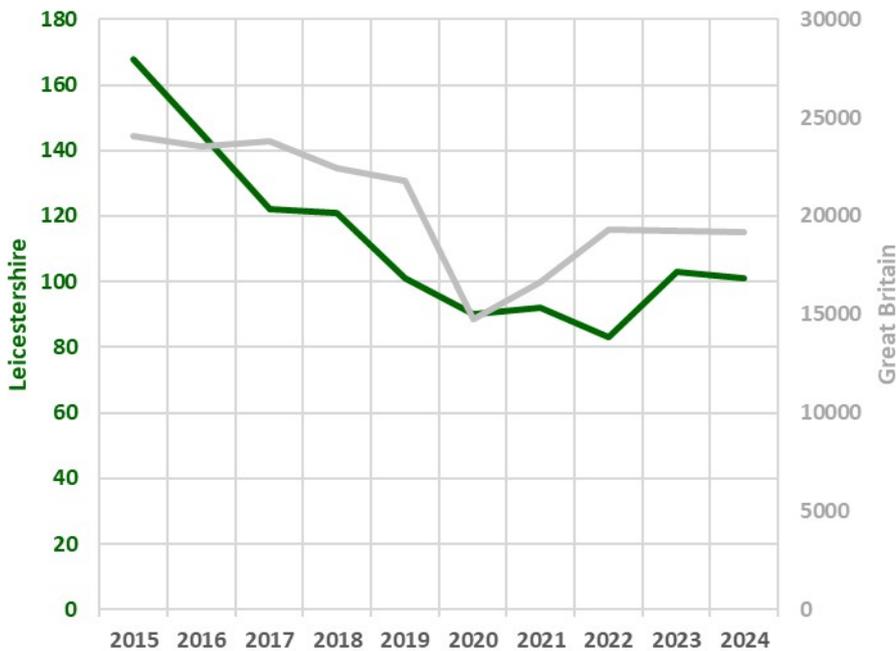


The general long-term trend for overall car occupant casualties appears to be downwards albeit with the rate of decline appearing to slow in recent years. However, the same cannot be said for killed or seriously injured casualties, either locally or nationally, which appear to be rising.

PEDESTRIANS

Leicestershire	2024	2023		2017-2021 average		2012-2016 average				
		Leics	GB	Leics	GB	Leics	GB			
All casualties	101	103	-2%	-0.5%	105	-4%	-4%	158	-36%	-21%
Killed or Seriously Injured	32	41	-22%	-3%	40	-19%	+1%	34	-7%	-16%

All Severities (Combined)



A total of **101 pedestrian casualties** were reported in 2024, which is two less than 2023. Similarly, there has been little change nationally between the two years.

The long-term trend is still downwards, with a significant decrease compared with the 2012-2016 average (36%), although the rate of decline has slowed with the past two years both higher than 2022's total.

A total of **32 pedestrians were killed or seriously injured** in 2024, 9 less than in 2023. Of the 32 casualties, one was fatal.

Killed or Seriously Injured (KSI)

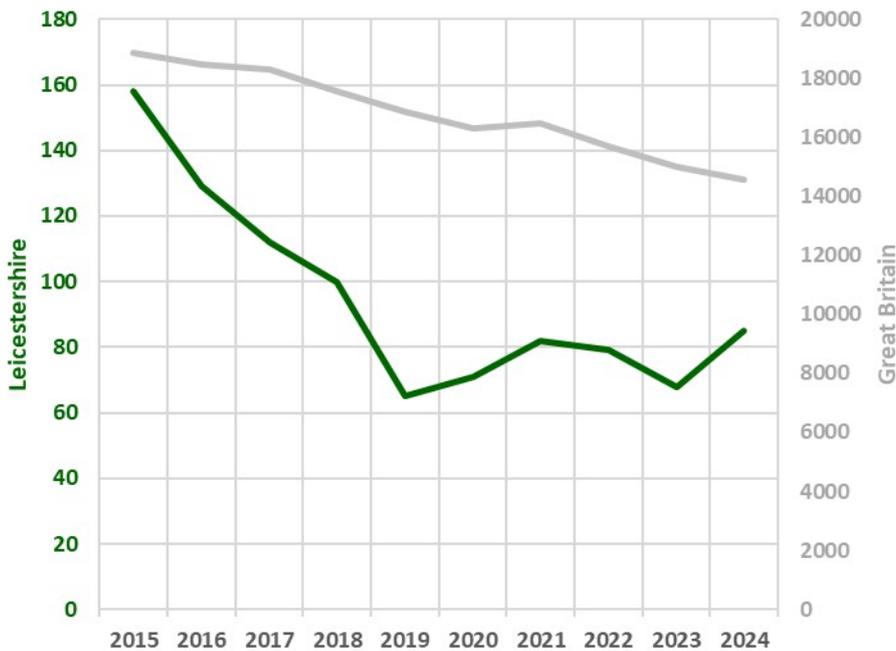


The small numbers of killed or seriously injured pedestrian casualties in Leicestershire makes it difficult to identify local trends, as variations could be a result of natural variation and cannot be easily attributed to underlying causes.

PEDAL CYCLISTS

Leicestershire	2024	2023		2017-2021 average		2012-2016 average	
		Leics	GB	Leics	GB	Leics	GB
All casualties	85	68 +25%	-3%	86 -1%	-15%	152 -44%	-25%
Killed or Seriously Injured	33	24 +39%	-3%	26 +28%	-11%	23 +45%	-16%

All Severities (Combined)



Overall pedal cyclist casualties increased in 2024, with **85 pedal cyclist casualties** reported in Leicestershire.

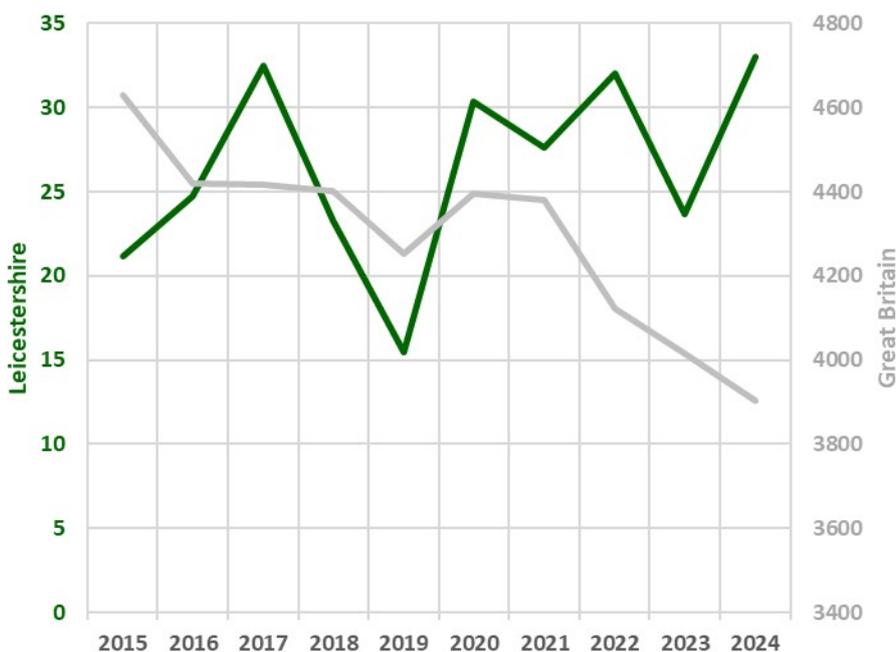
Although total pedal cyclist casualties have declined significantly over the past decade, most of that reduction occurred before 2019. Since then, numbers have largely stagnated, with 2024 recording the highest total since 2018.

There were **33 killed or seriously injured pedal cyclists** in 2024 in Leicestershire, 9 more than 2023, with two fatalities.

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 national picture suggests significant reductions in casualty totals across Great Britain, which are not reflected in Leicestershire's figures.

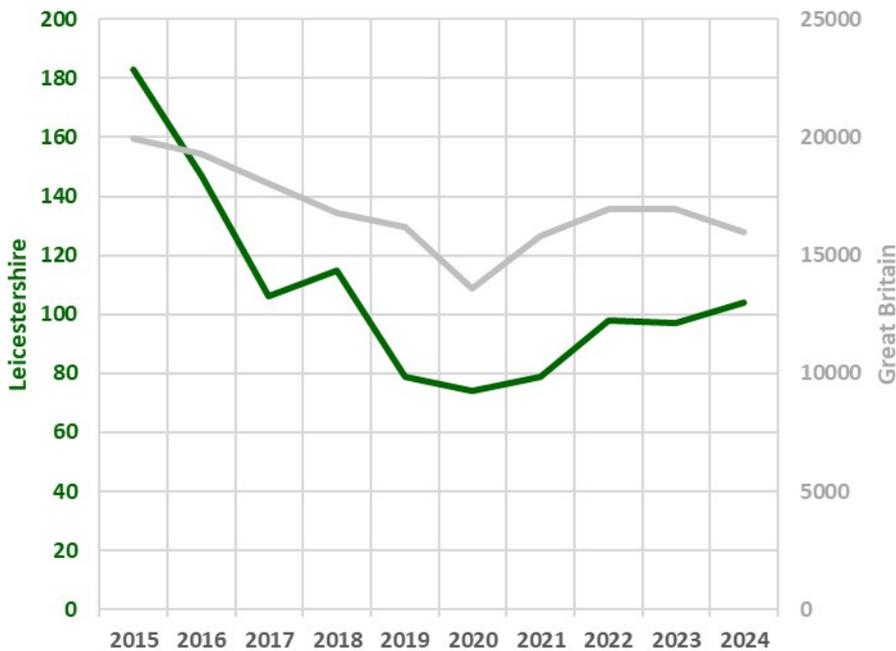
Killed or Seriously Injured (KSI)



MOTORCYCLISTS

Leicestershire	2024	2023		2017-2021 average		2012-2016 average				
		Leics	GB	Leics	GB	Leics	GB			
All casualties	104	97	+7%	-6%	91	+15%	-1%	167	-38%	-18%
Killed or Seriously Injured	63	54	+18%	+0.4%	44	+42%	-0.4%	56	+12%	-18%

All Severities (Combined)

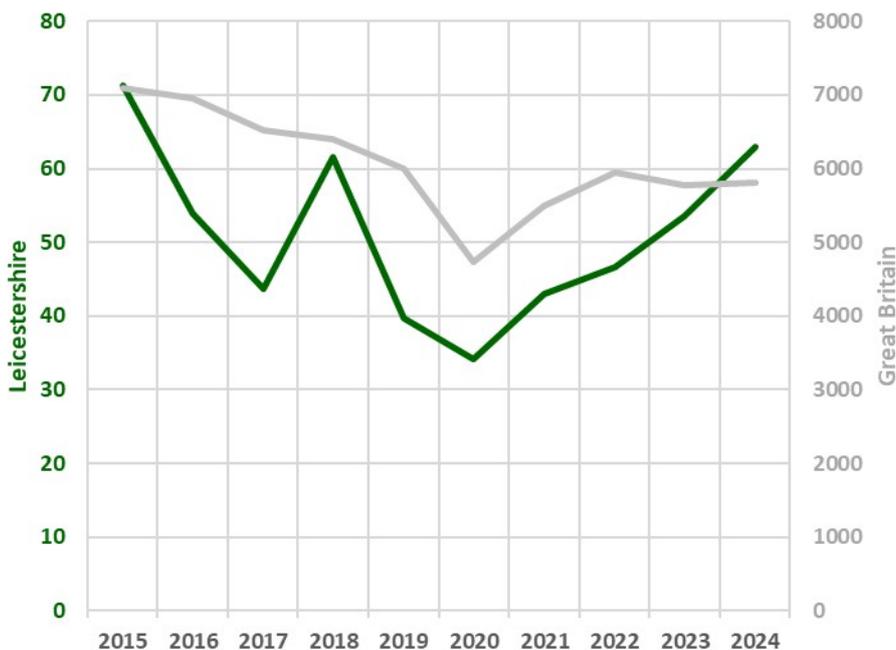


In total there were **104 motorcyclist casualties** in Leicestershire in 2024, seven more than in 2023.

Motorcycle casualties in Leicestershire and across Great Britain appear to be following a similar increasing trend following the COVID-19 pandemic, although nationally 2024's total was lower than 2022 and 2023.

There were **63 motorcyclists reported killed or seriously injured** in Leicestershire in 2024, up from 54 in 2023 and continuing the recent upward trend. It is higher than both the 2017-2021 average (44) and the 2012-2016 average (56). Of the 63, two 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	2024		2023		2022		2021	
	Leics	GB	Leics	GB	Leics	GB	Leics	GB
All Severities	6	1390	7	1387	7	1502	5	1434
Killed or Seriously Injured	3	450	1	422	3	453	0	431

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 2024 report. The main points of this report state that:

- there were 1,312 collisions involving e-scooters, compared to 1,292 in 2023
- of all collisions involving e-scooters, 306 included only one e-scooter with no other vehicles involved in the collision (single vehicle collision), compared to 284 in 2023
- there were 1,390 casualties in collisions involving e-scooters, compared to 1,387 in 2023
- of all casualties in collisions involving e-scooters, 1,096 were e-scooter users, compared to 1,117 in 2023
- there were 6 people killed in collisions involving e-scooters (5 of whom were e-scooter riders) compared to 6 in 2023
- the Department for Transport's best estimate, after adjusting for changes in reporting by police, is that there were 444 seriously injured and 940 slightly injured casualties in collisions involving e-scooters, this compares to 415 and 966 respectively in 2023.

Further detail is included in the factsheet, including:

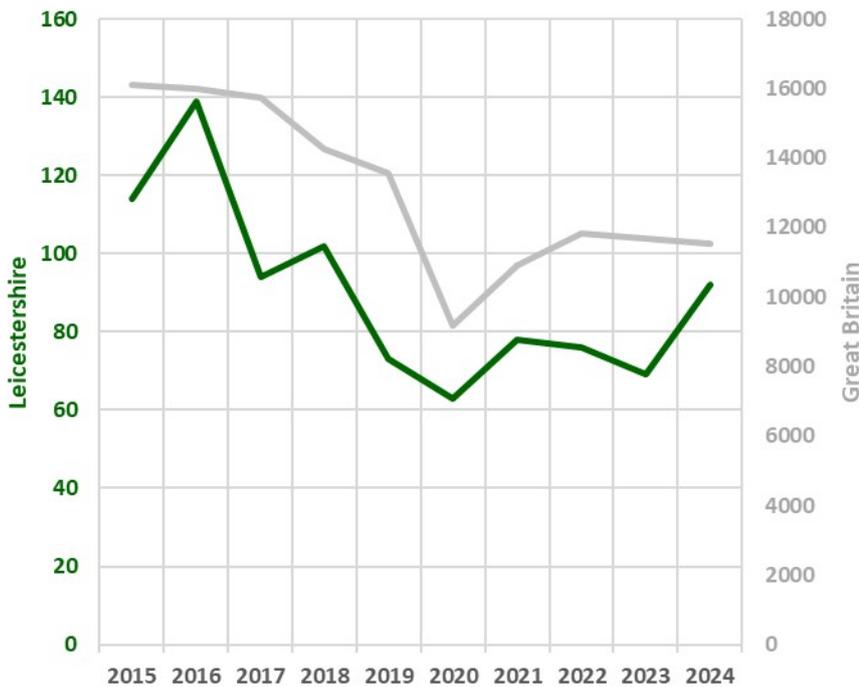
- Reported casualties in collisions involving e-scooters by month, age, sex and time of day
- Reported casualties by police force area. There were 19 casualties in the Leicestershire Police force area (including the City of Leicester and Rutland) in 2024, accounting for just 1% of the figures nationally. The highest proportion by some way (20%) 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. Three 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	2024	2023		2017-2021 average		2012-2016 average				
		Leics	GB	Leics	GB	Leics	GB			
All casualties	92	69	+33%	-1%	82	+12%	-9%	140	-34%	-30%
Killed or Seriously Injured	14	20	-30%	+1%	16	-10%	+4%	15	-8%	-16%

All Severities (Combined)



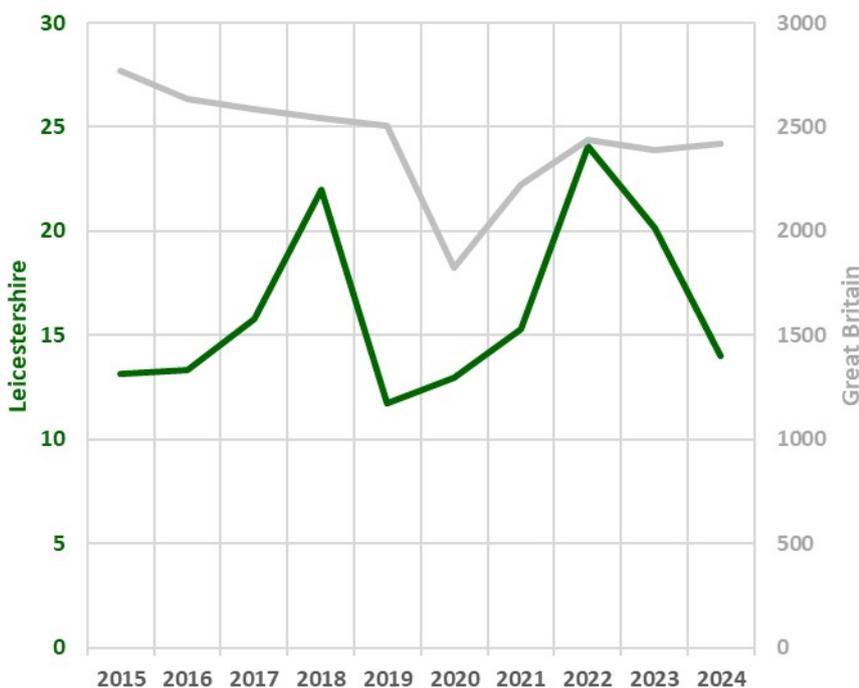
There were **92 reported child casualties in total** in 2024 in Leicestershire. This is higher than the 2023 total (69) and 2017-2021 average (82), but lower than the 2012-2016 average (140).

There were **14 children killed or seriously injured** in Leicestershire in 2024, six less than 2023, with no fatalities.

While the total number of casualties increased, fewer involved serious injury (13% in 2024 compared to 22% in 2023).

Nevertheless, the natural variation of the small numbers involved makes it difficult to identify any clear trends at a local level.

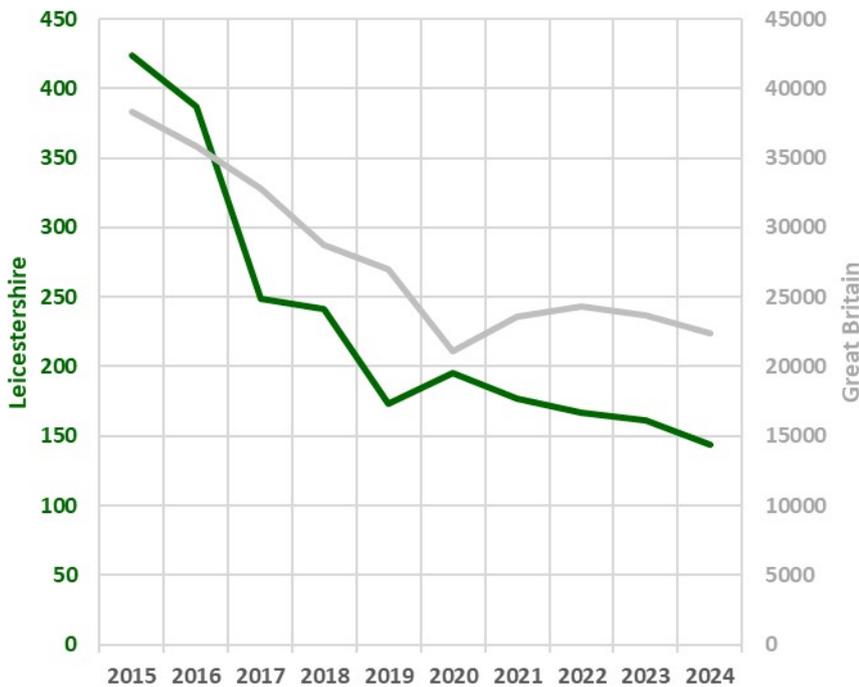
Killed or Seriously Injured (KSI)



YOUNGER CASUALTIES (AGED 17 TO 24)

Leicestershire	2024	2023		2017-2021 average		2012-2016 average				
		Leics	GB	Leics	GB	Leics	GB			
All casualties	144	161	-11%	-5%	207	-30%	-16%	431	-67%	-43%
Killed or Seriously Injured	58	43	+33%	-1%	47	+23%	+2%	58	+0.2%	-22%

All Severities (Combined)

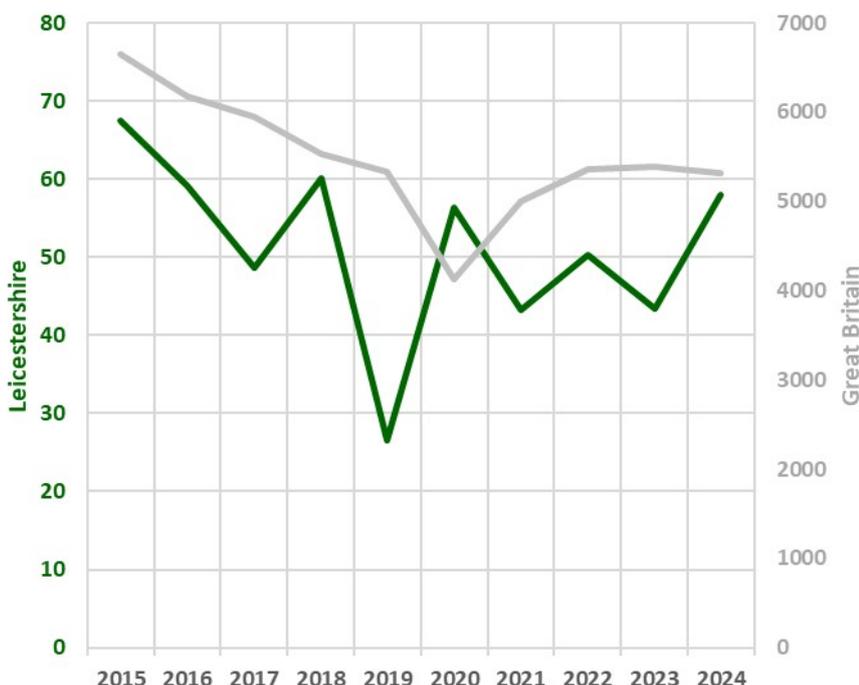


There were **144 reported younger total casualties** in 2024 in Leicestershire, continuing the consistent decrease seen over the past five years.

As is the case nationally, the trend is generally downwards with a 30% reduction in Leicestershire against the 2017-2021 average, and 67% when compared with the 2012-2016 average.

There were **58 killed or seriously injured younger casualties** in Leicestershire in 2024, 15 more than 2023, with 1 fatality.

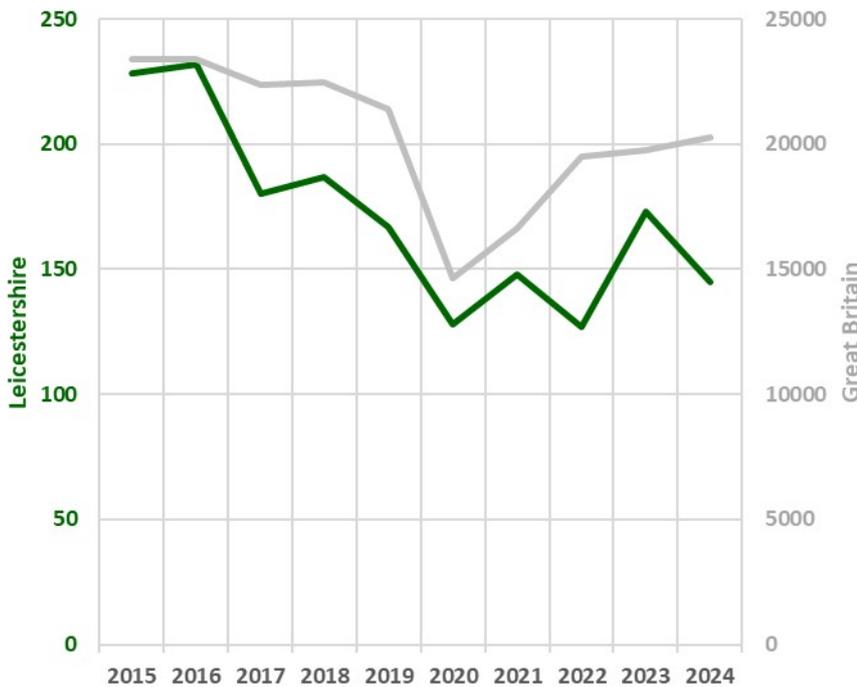
Killed or Seriously Injured (KSI)



OLDER CASUALTIES (AGED 60 AND OVER)

Leicestershire	2024	2023		2017-2021 average		2012-2016 average				
		Leics	GB	Leics	GB	Leics	GB			
All casualties	145	173	-16%	+3%	162	-10%	+4%	236	-39%	-14%
Killed or Seriously Injured	50	53	-5%	+2%	43	+15%	+17%	42	+20%	+11%

All Severities (Combined)

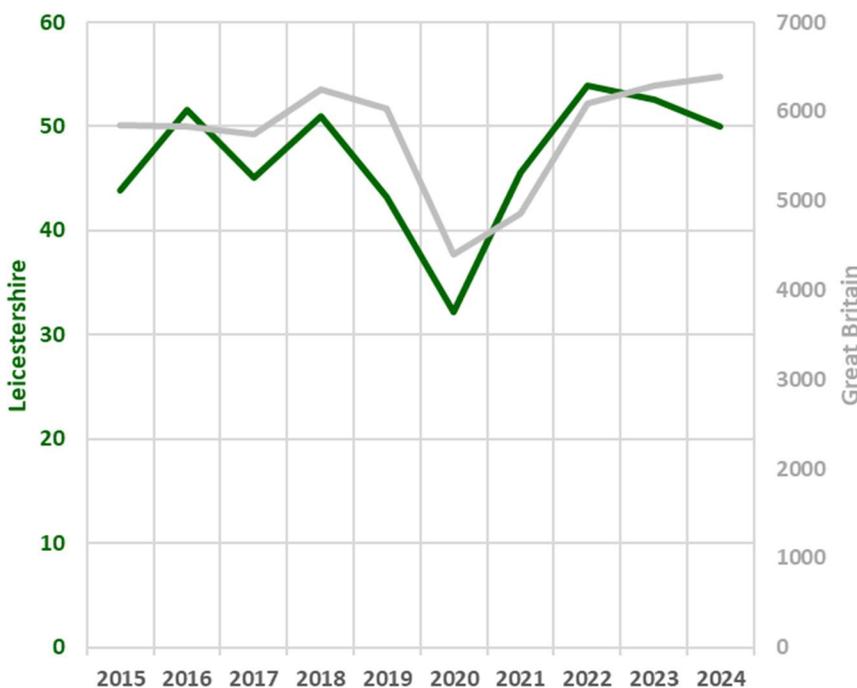


The total number of older casualties was 145 in Leicestershire in 2024. This is a 16% decrease from 2023, a 10% decrease from the 2017-2021 average and 39% from the 2012-2016 average indicating a generally downward long-term trend.

There were 50 killed or seriously injured older casualties in Leicestershire in 2024, three less than 2023, continuing a short-term downward trend after a significant increase between 2020 and 2022. 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 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)

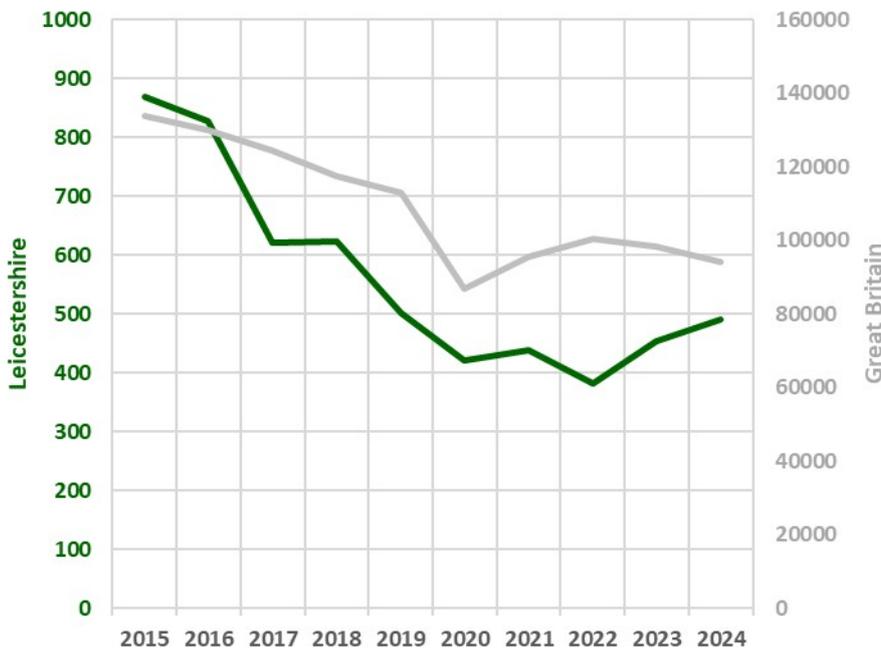


**CASUALTIES BY ROAD TYPE**

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

Leicestershire	2024	2023		2017-2021 average		2012-2016 average				
		Leics	GB	Leics	GB	Leics	GB			
All casualties	490	453	+8%	-4%	521	-6%	-12%	891	-45%	-30%
Killed or Seriously Injured	138	110	+25%	-1%	107	+30%	+4%	106	+30%	-9%

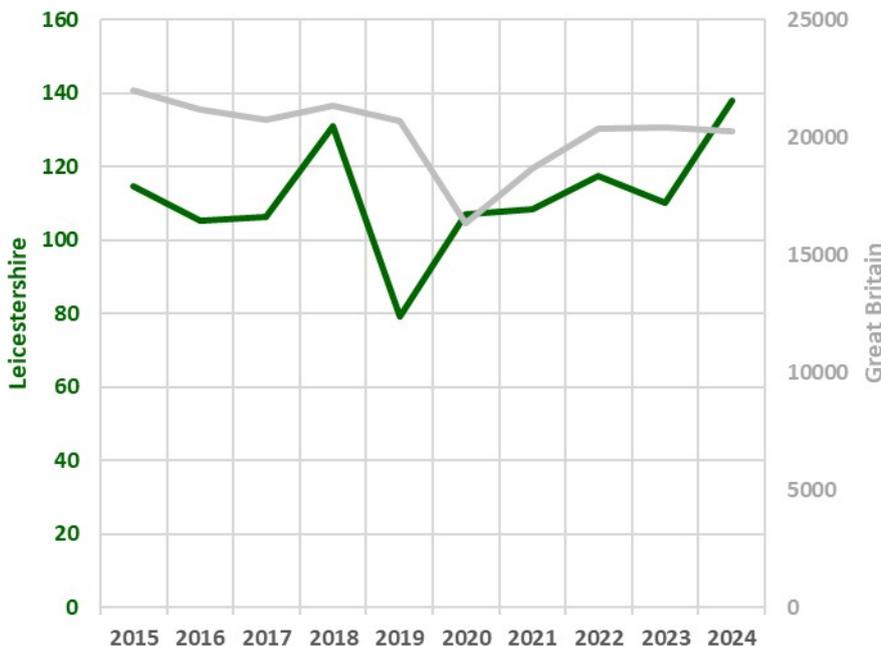
**All Severities (Combined)**



There were **490 total casualties on built-up roads** in Leicestershire in 2024. This is 8% more than 2023 (453), but a decrease compared to the 2017-2021 average (521), and 2012-2016 average (891).

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, although in recent years the casualty totals in Leicestershire are increasing, contrary to what is happening nationally.

**Killed or Seriously Injured (KSI)**



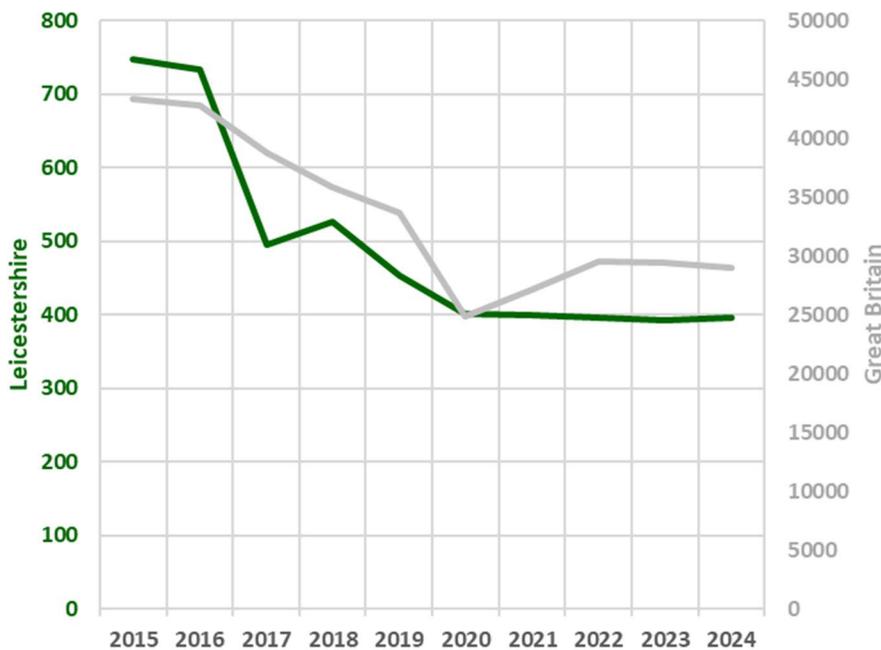
There were **138 killed or seriously injured casualties reported on built-up roads** in 2024, 28 more than 2023 while there was little change across Great Britain.

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	2024	2023		2017-2021 average		2012-2016 average	
		Leics	GB	Leics	GB	Leics	GB
All casualties	396	393 +1%	-1%	455 -13%	-9%	774 -49%	-35%
Killed or Seriously Injured	138	136 +2%	-0.3%	113 +22%	+1%	133 +4%	-17%

All Severities (Combined)

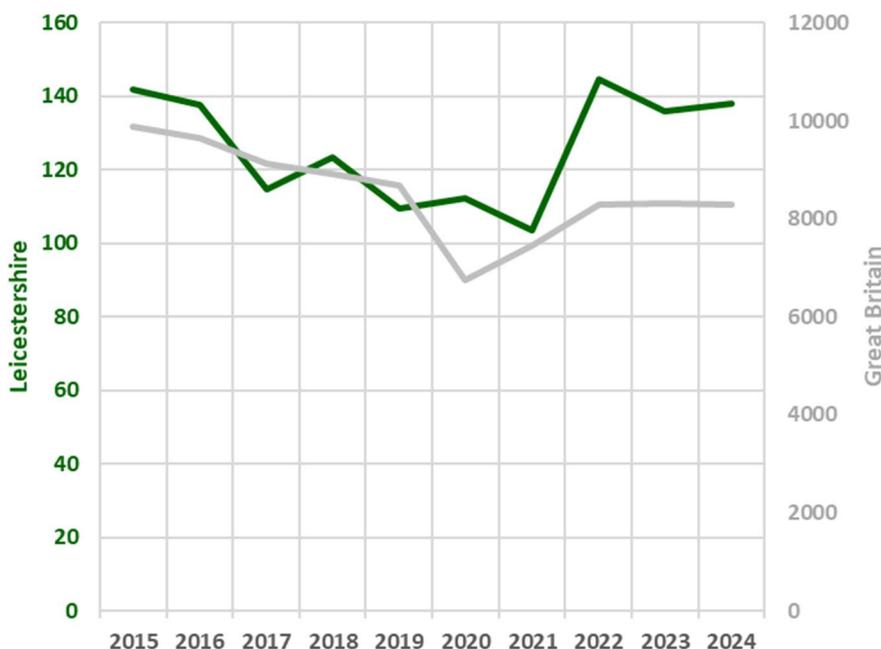


There were **396 total casualties on non-built-up roads** in Leicestershire in 2024. This continues a five-year trend of near-identical totals, with no clear increase or decrease.

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 **138 killed or seriously injured casualties reported on non-built-up roads** in 2024, which is two higher than 2023 and one of the highest totals in the past ten years.

Killed or Seriously Injured (KSI)



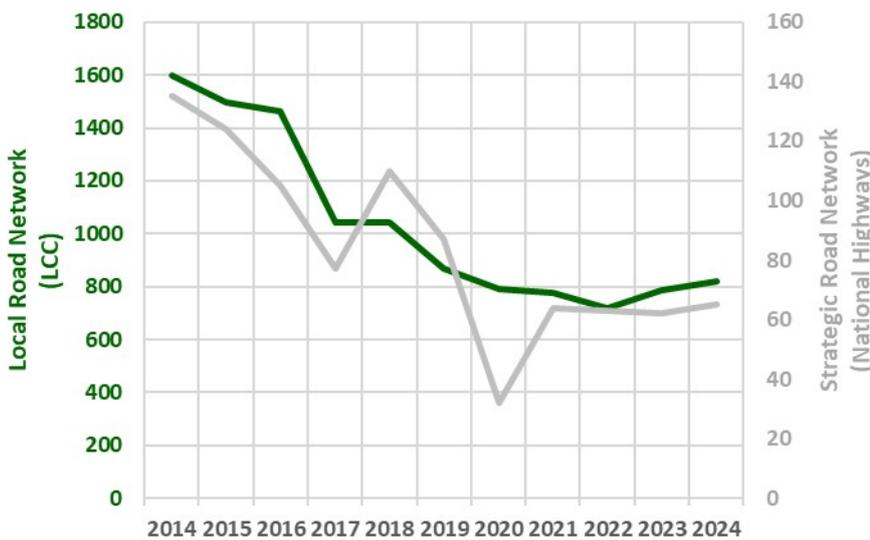
National trends show little significant change over a ten-year period, with the KSI totals hovering around the same area, while locally the totals since the COVID-19 pandemic remain higher than they were in the years prior to this.

**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 total road length but 20.3% of major road length and 33.8% of motorised traffic.

Severity	2024		2023		2017-2021 average		2012-2016 average	
	LRN	SRN	LRN	SRN	LRN	SRN	LRN	SRN
All	821	65	785 +5%	62 +5%	905 -9%	74 -12%	1547 -47%	121 -46%
KSI	259	17	225 +15%	22 -21%	204 +27%	18 -8%	221 +17%	22 -22%

**All Severities (Combined)**

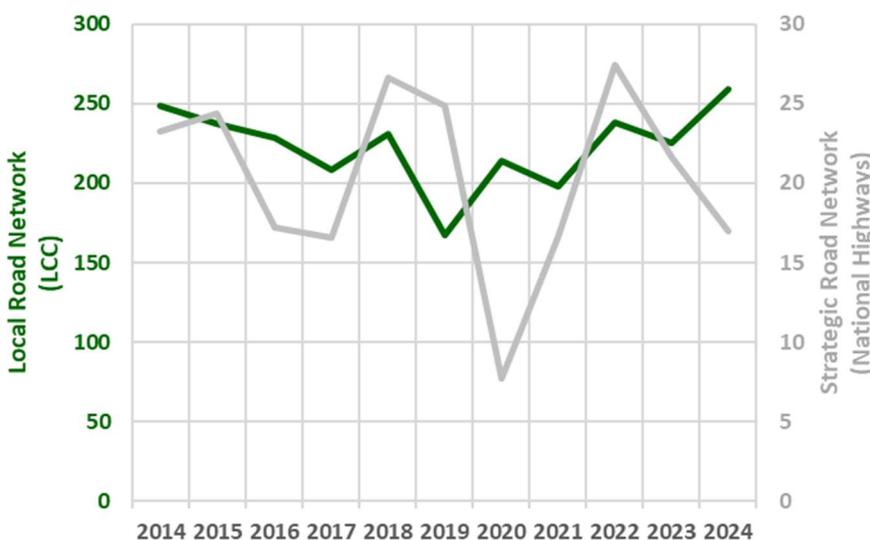


The trends for overall casualty totals on local (LCC) and strategic (National Highways) roads in Leicestershire are broadly in line with each other, which illustrates a significant decrease from 10 years ago although with a slowing rate of decline in recent years, and a small recent increase.

Killed or seriously injured (KSI) casualties on the Strategic Road Network fluctuate considerably year-on-year because of the relatively small numbers involved.

On the Leicestershire County Council-maintained local road network, overall KSI figures show little change compared to ten years ago. While there was a notable decline up to 2019, this improvement has been offset by increases since 2020.

**Killed or Seriously Injured (KSI)**



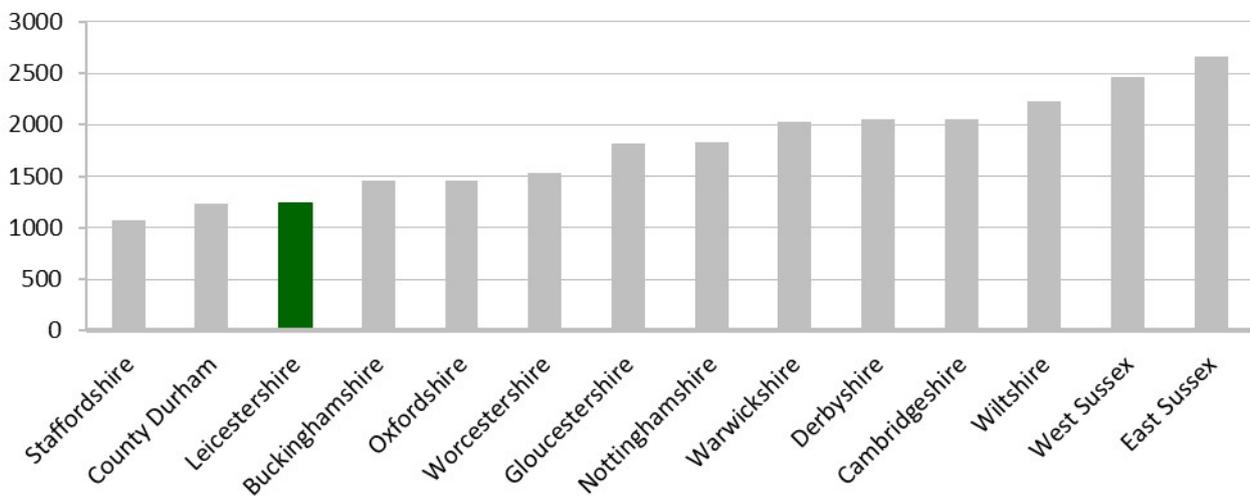
**COMPARISONS WITH OTHER AUTHORITIES**

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).

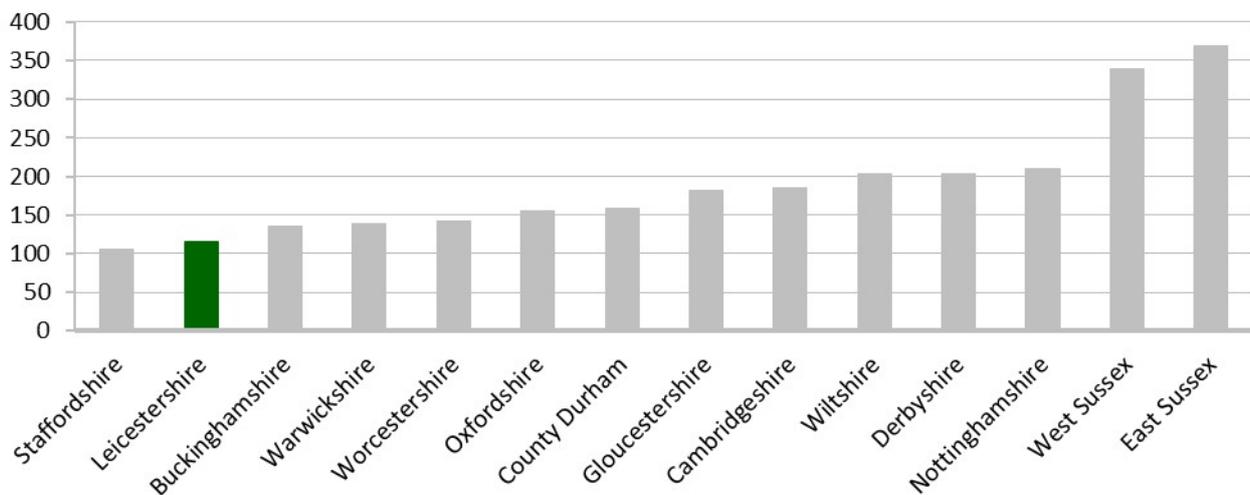
**STATISTICAL NEIGHBOURS**

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

**Casualty Rate Per Million People (2020-24 Average)**  
Statistical Neighbours



**Casualty Rate Per Billion Vehicle Kilometres (2020-24 Average)**  
Statistical Neighbours

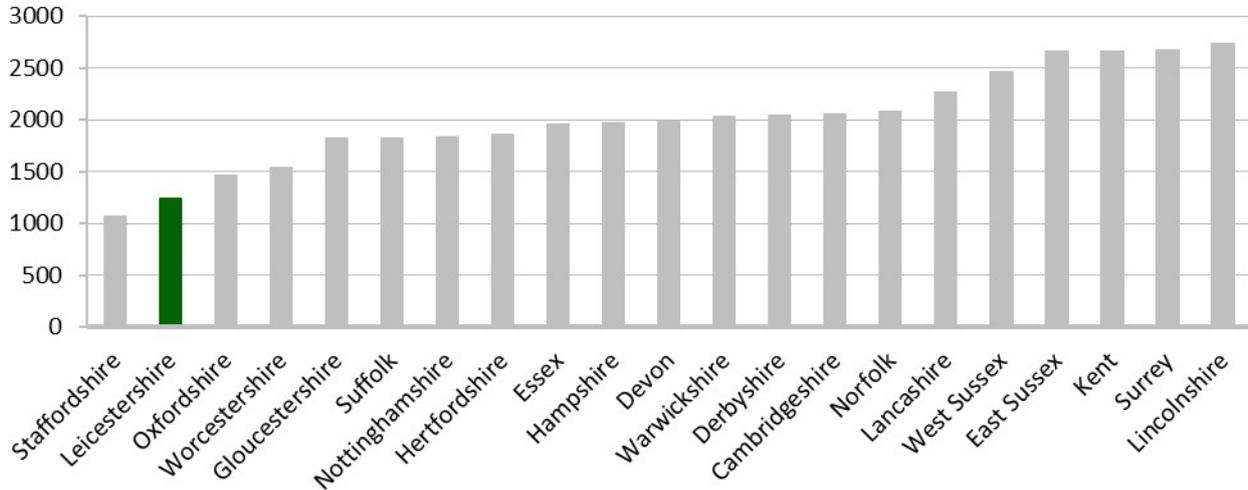


Leicestershire ranks 3rd for population-based casualty rates and 2nd for traffic flow-based rates among its statistical neighbours, based on the 2020-2024 average.

COUNTIES

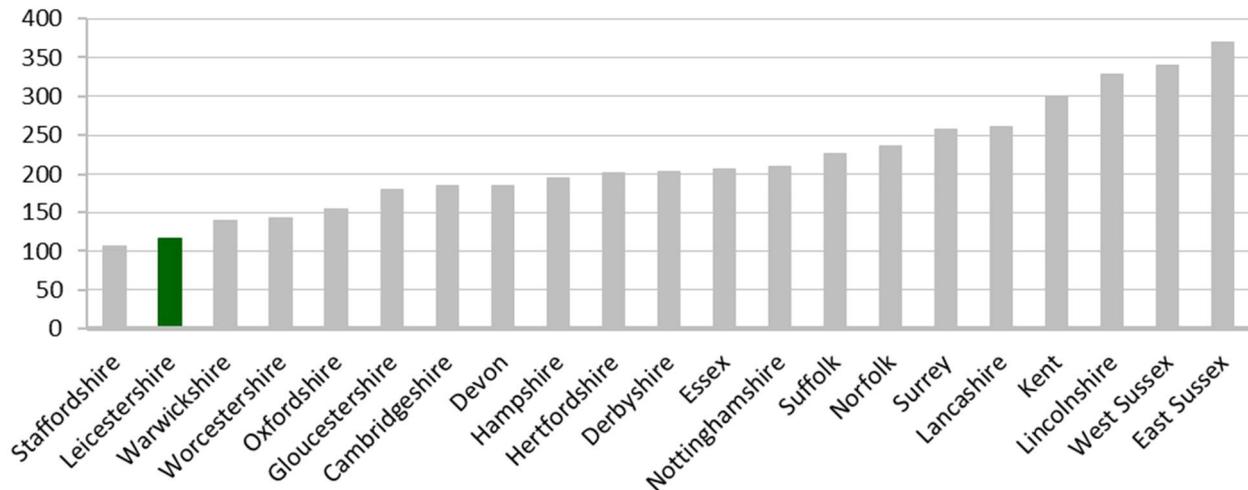
**Casualty Rate Per Million People (2020-24 Average)**

Counties



**Casualty Rate Per Billion Vehicle Kilometres (2020-24 Average)**

Counties

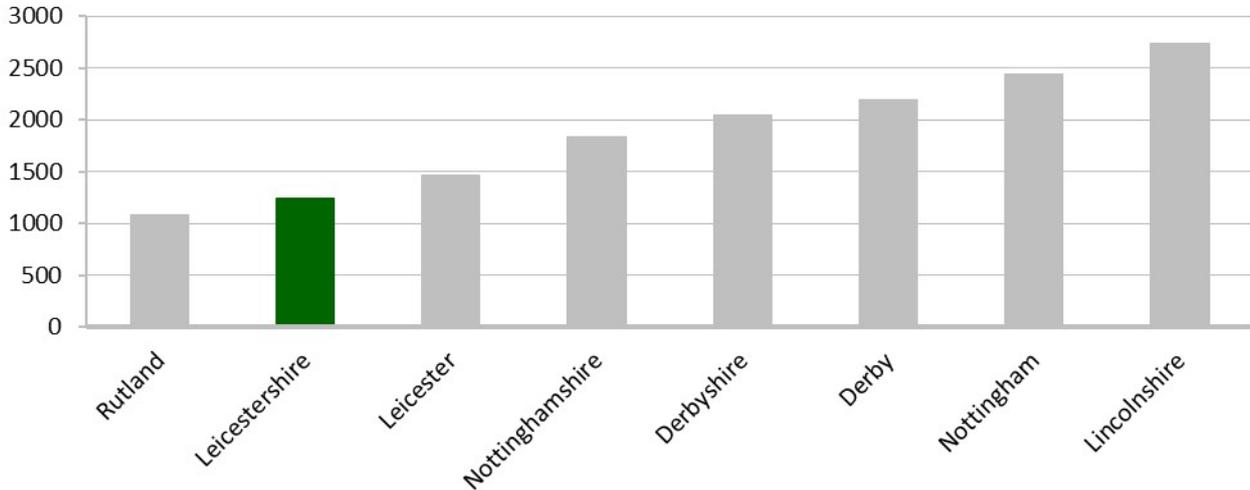


Leicestershire continues to perform well compared to other defined counties, ranking 2nd for casualty rates per million population and per unit of traffic flow based on 2020-2024 averages.

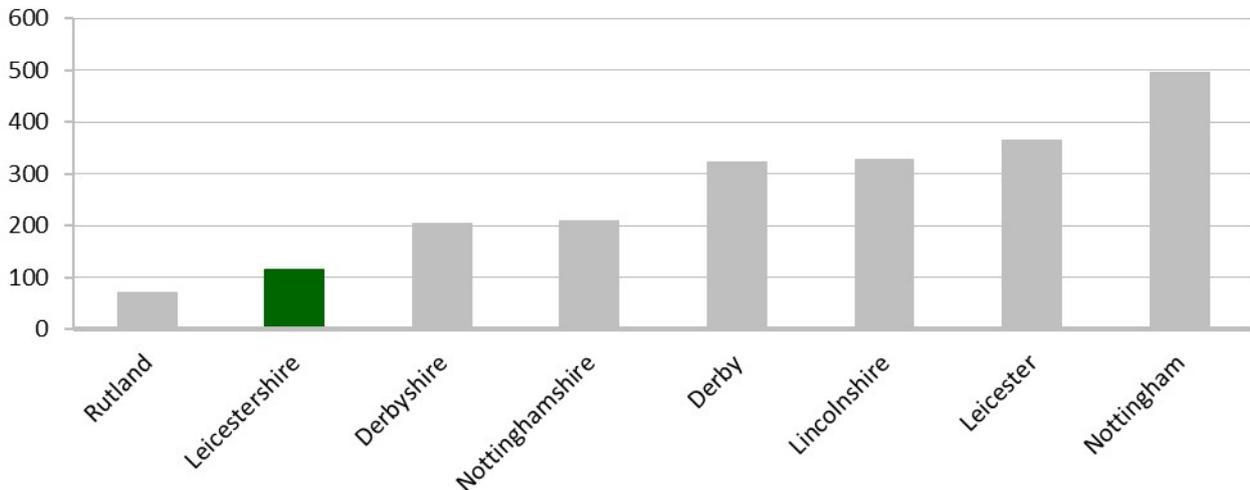
## EAST MIDLANDS

**Casualty Rate Per Million People (2020-24 Average)**

## East Midlands

**Casualty Rate Per Billion Vehicle Kilometres (2020-24 Average)**

## East Midlands



Within the East Midlands, Leicestershire ranks second for casualty rates per million population and also second for rates per billion vehicle kilometres, based on 2020-2024 data.

## 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: 2024 Annual Report

**Department for Transport:** Road Lengths in Great Britain 2024

**Department for Transport:** Road Traffic Estimates: Great Britain 2024

**Office for National Statistics:** Population estimates