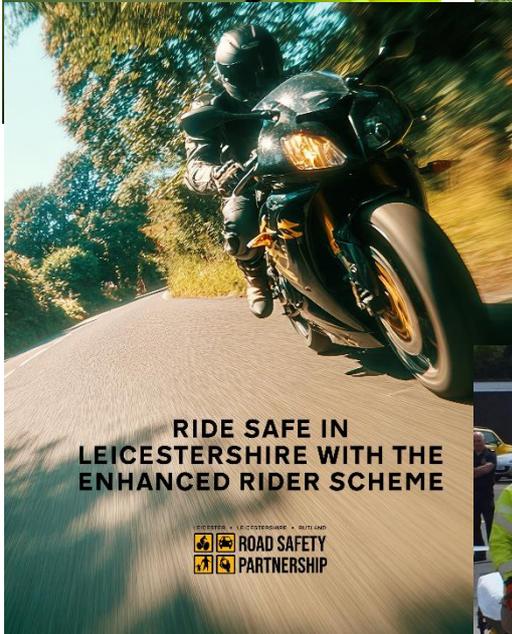


# The Leicester, Leicestershire and Rutland Road Safety Partnership

## Casualty Report 2024



LEICESTER • LEICESTERSHIRE • RUTLAND



**Road Safety  
Partnership**

DRIVING CASUALTIES DOWN

## Welcome

Our 2024 Casualty Report provides a local overview of our key road users, our three local authority areas and our trunk routes based on the annual national Department for Transport (DfT) data which is produced each autumn. This information helps identify emerging casualty trends and informs our future road safety interventions to help reduce death and serious injuries on our roads.

Janna Walker

*Assistant Director (Development and Growth), Leicestershire County Council*

*Chair of the Leicester, Leicestershire and Rutland Road Safety Partnership*

## Adjusted Severity Figures

On the 1<sup>st</sup> of January 2024 Leicestershire Police adopted the Department for Transport's (DfT) new method for recording casualty severity based on the type of injury sustained.

Injury in CRASH	Detailed severity	Severity classification	Injury in CRASH	Detailed severity	Severity classification
Deceased	Killed	Killed			
Broken neck or back	Very Serious	Serious	Fractured lower leg or ankle or foot	Less Serious	Serious
Severe head injury, unconscious	Very Serious	Serious	Fractured arm or collarbone or hand	Less Serious	Serious
Severe chest injury, any difficulty breathing	Very Serious	Serious	Deep cuts or lacerations	Less Serious	Serious
Internal injuries	Very Serious	Serious	Other head injury	Less Serious	Serious
Multiple severe injuries, unconscious	Very Serious	Serious			
Loss of arm or leg (or part)	Moderately Serious	Serious	Whiplash or neck pain	Slight	Slight
Fractured pelvis or upper leg	Moderately Serious	Serious	Shallow cuts or lacerations or abrasions	Slight	Slight
Other chest injury (not bruising)	Moderately Serious	Serious	Sprains and strains	Slight	Slight
Deep penetrating wound	Moderately Serious	Serious	Bruising	Slight	Slight
Multiple severe injuries, conscious	Moderately Serious	Serious	Shock	Slight	Slight

Fatal numbers remain unchanged, but the new method has seen a rise in serious injury casualties and consequently, a reduction in slight injury casualties. To account for this when comparing recent with historic data the DfT have produced adjustment figures<sup>1</sup>.

Detailed adjustment figures are available for different local authorities and for some road user types, however for the purposes of this report a single adjustment figure has been used for the Partnership area. This has been calculated in May 2025 to be 15.53% for data up to the end of 2023.

## New Road Safety Factors

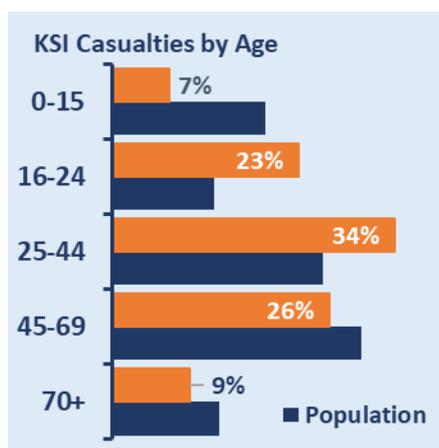
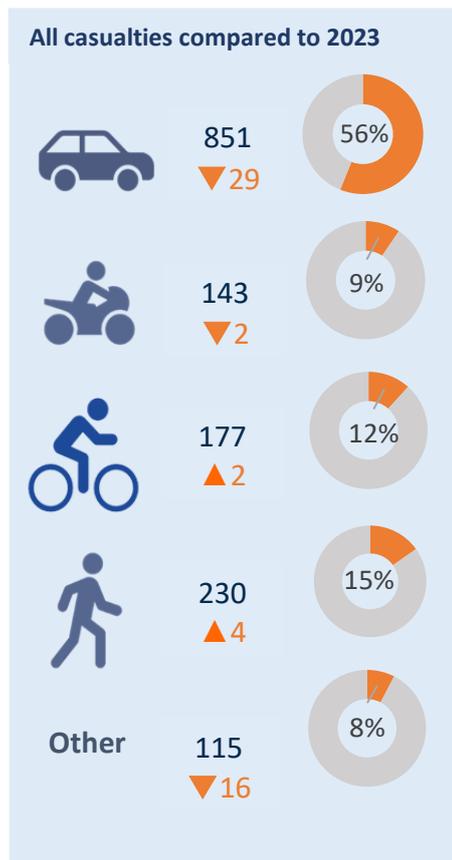
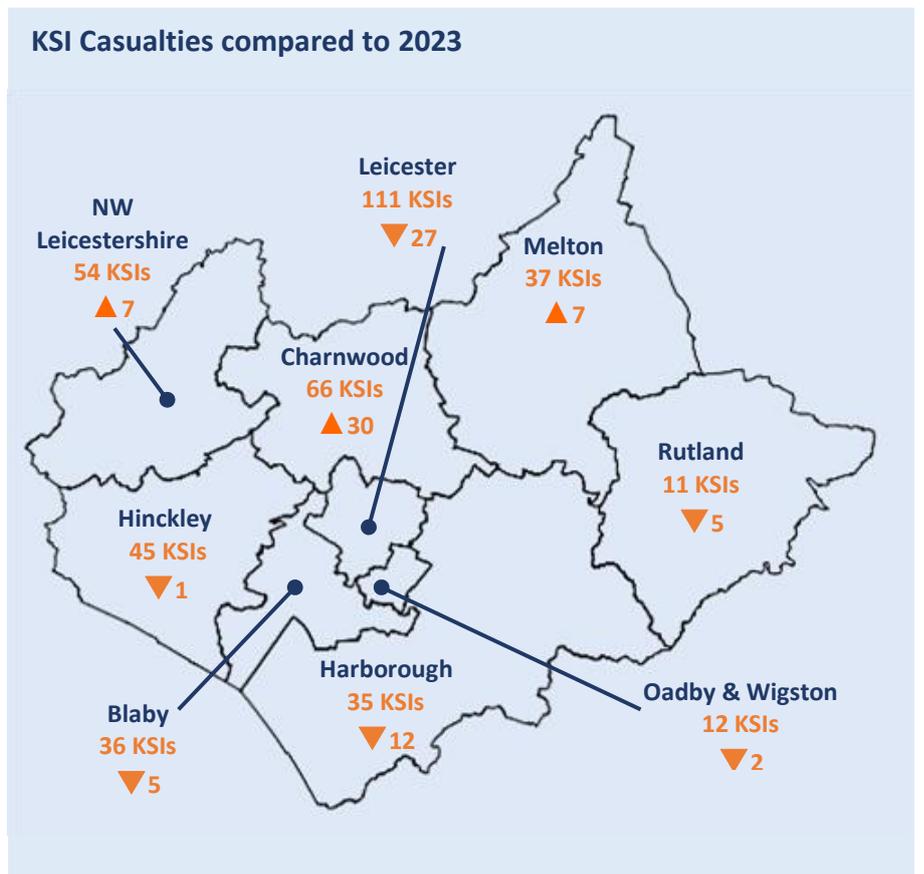
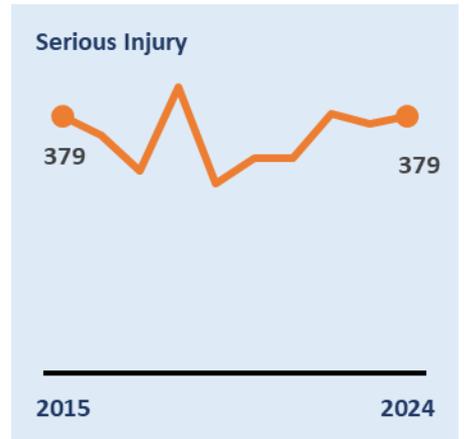
Another change brought in by Leicestershire Police in 2024 is the replacement of Contributory Factors with Road Safety Factors. These were designed to focus on recording factors related to areas where action can be taken to improve road safety, and a reduction in the list of potential factors from 79 to 36 factors, with new codes.<sup>2</sup>

**References**

1. <https://www.gov.uk/government/statistical-data-sets/reported-road-accidents-vehicles-and-casualties-tables-for-great-britain#geographical-breakdowns-ras04>
2. <https://www.gov.uk/government/statistics/road-safety-factors-initial-analysis/road-safety-factors-initial-analysis>

# Leicester, Leicestershire & Rutland Road Safety Report 2024

KEY STATS	Change since 2023
<b>28</b> Fatalities	▼ 30%
<b>379</b> Serious injuries	▲ 2%
<b>1,109</b> Slight injuries	▼ 7%

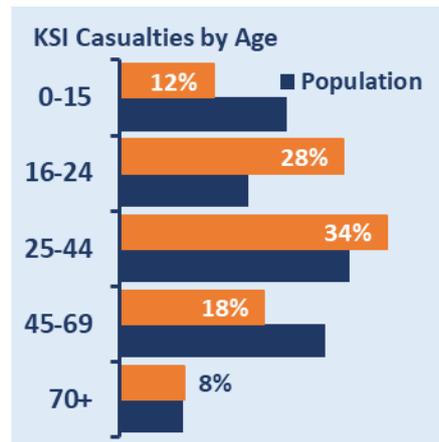
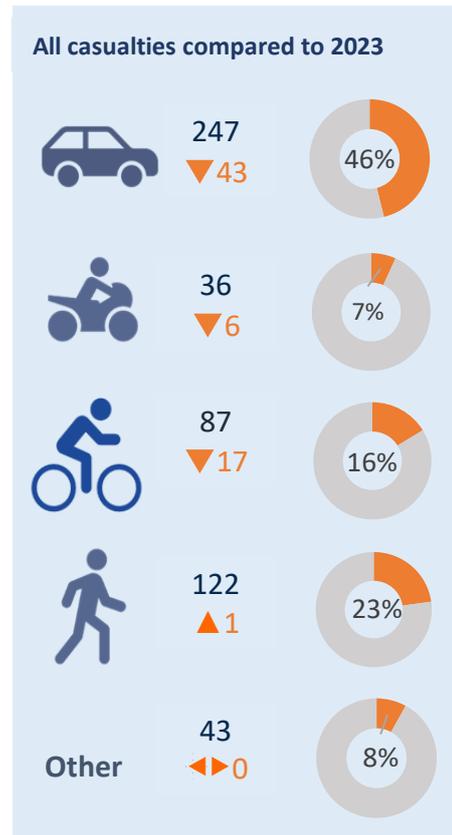
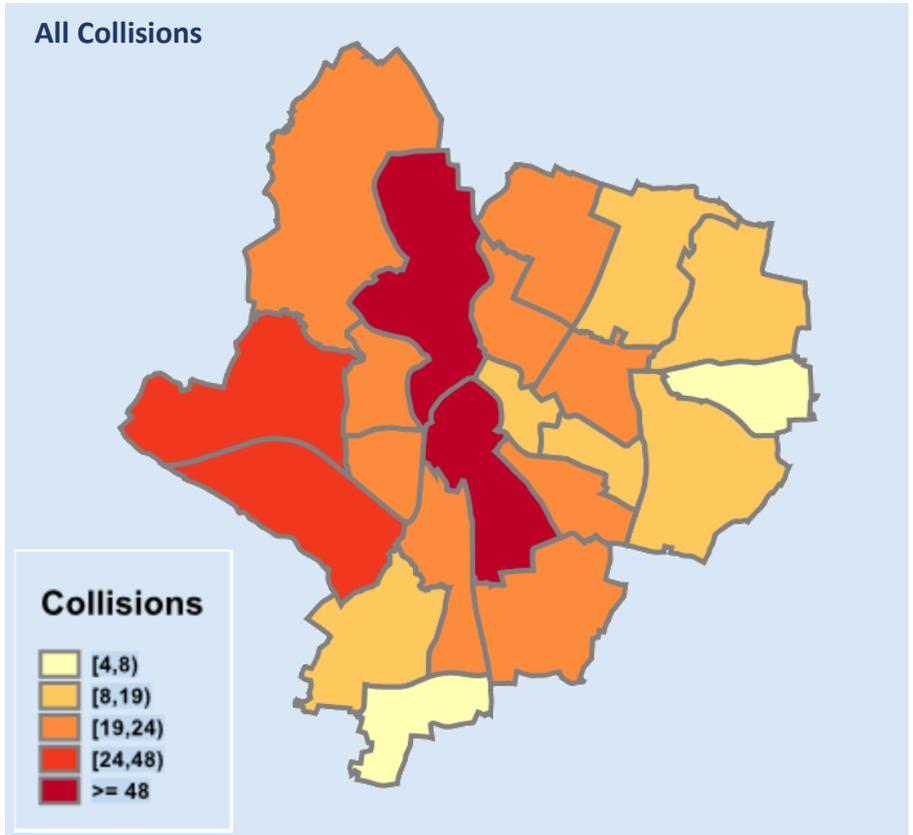
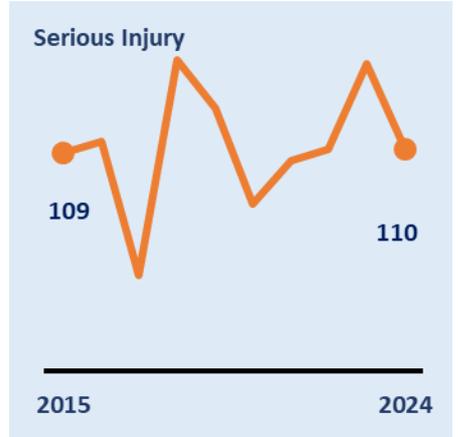
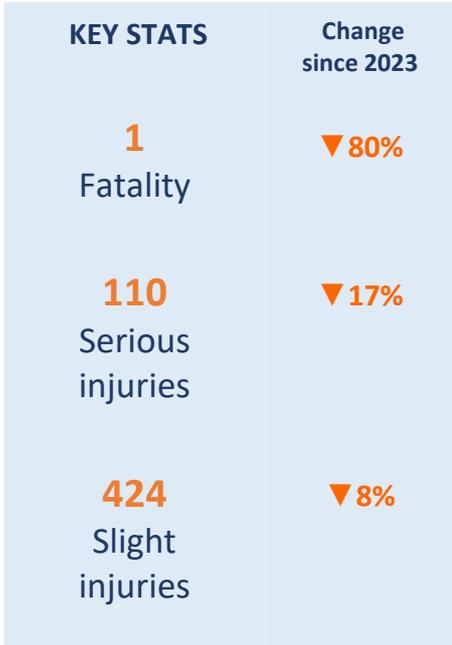


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# Leicester City Road Safety Report 2024



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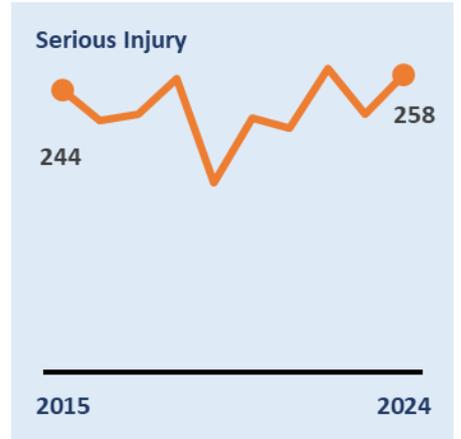
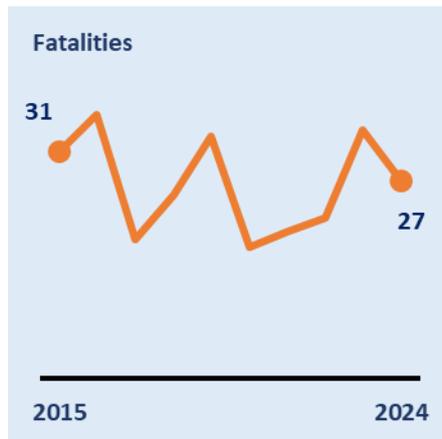
# Leicestershire County Road Safety Report 2024

**KEY STATS** Change since 2023

**27** ▼ 21%  
 Fatalities

**258** ▲ 16%  
 Serious injuries

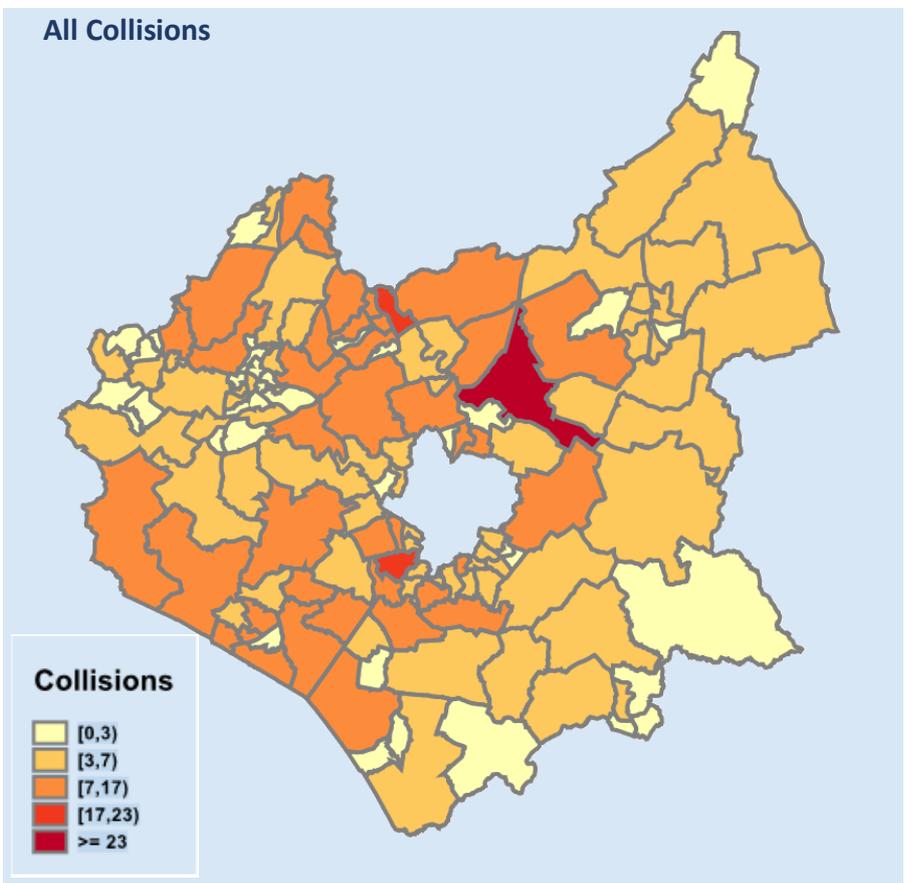
**655** ◄► 0%  
 Slight injuries



**Injuries sustained**

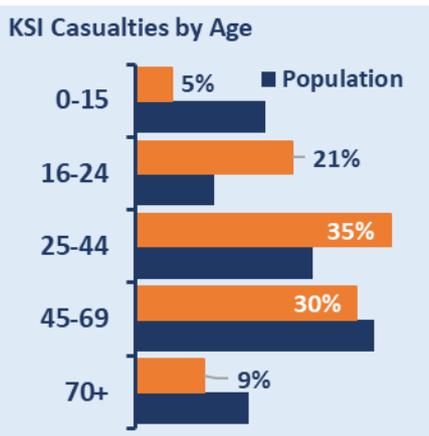
 **30%** Killed or serious injury

 **70%** Slight injury



**All casualties compared to 2023**

	579 ▲ 24	62%
	103 ▲ 6	11%
	85 ▲ 17	9%
	101 ▼ 2	11%
<b>Other</b>	72 ▼ 16	8%



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# Rutland County Road Safety Report 2024

## KEY STATS

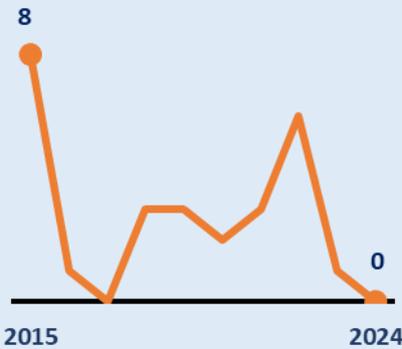
Change since 2023

**0**  
Fatalities  
▼ 100%

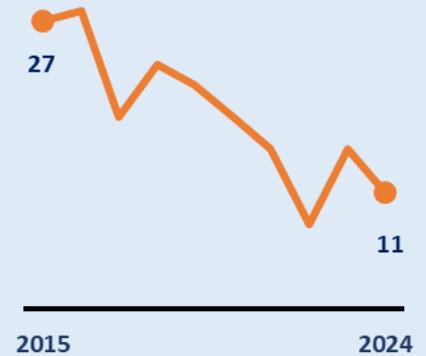
**11**  
Serious injuries  
▼ 27%

**30**  
Slight injuries  
◀▶ 0%

### Fatalities



### Serious Injury



### Injuries sustained



27%  
Killed or serious injury

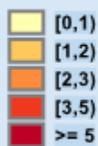


73%  
Slight injury

### All Collisions



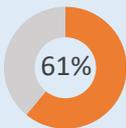
#### Collisions



### All casualties compared to 2023



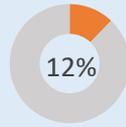
25  
▼ 10



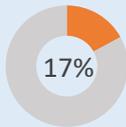
4  
▼ 2



5  
▲ 2



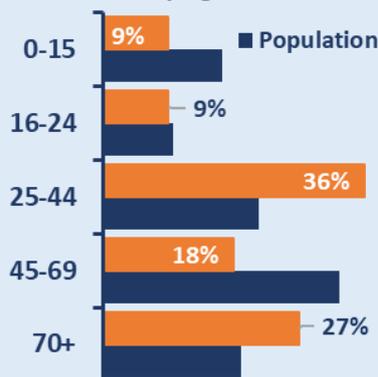
7  
▲ 5



Other  
◀▶ 0



### KSI Casualties by Age



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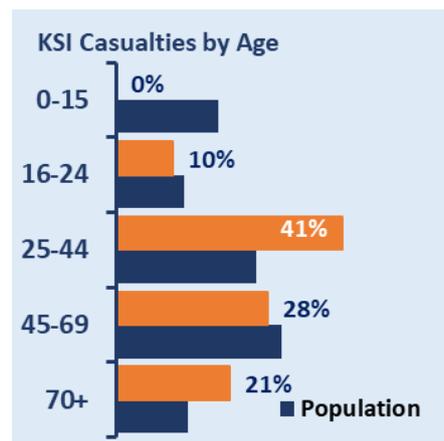
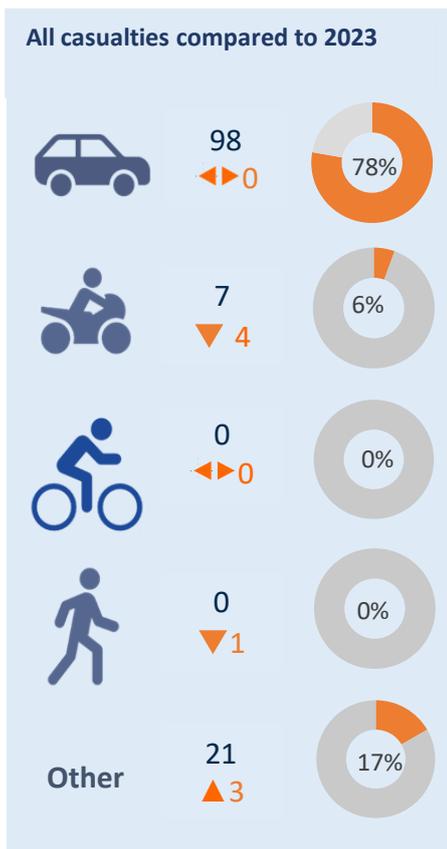
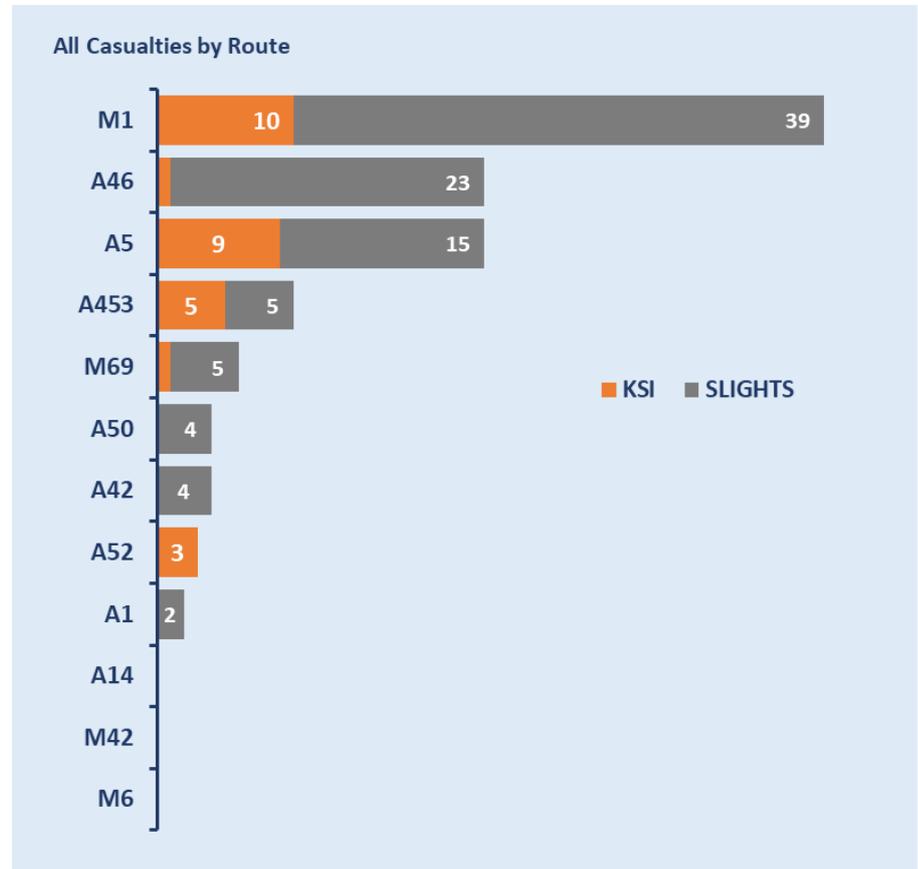
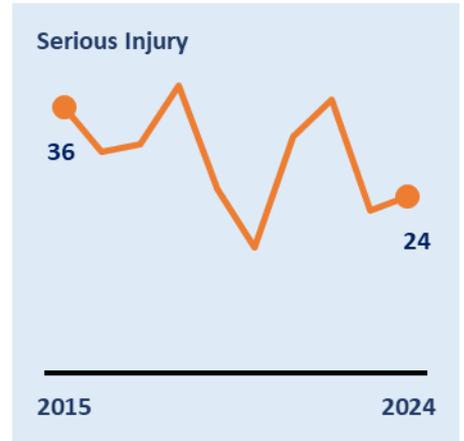
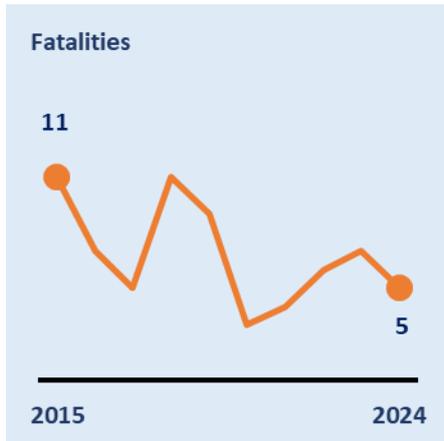
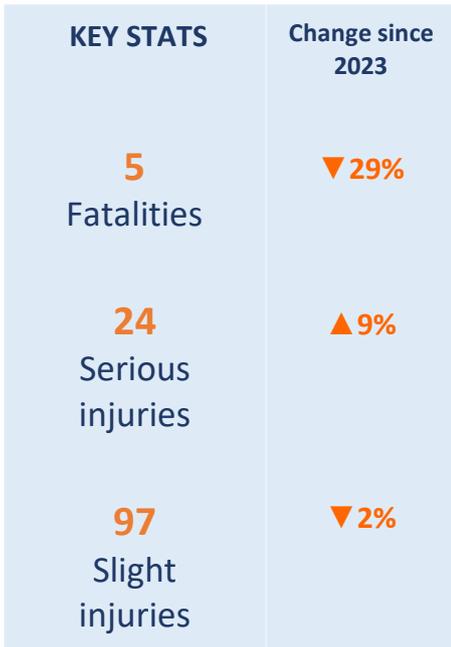


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# Strategic Network Road Safety Report 2024



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# Young Drivers in Leicester, Leicestershire & Rutland 2024

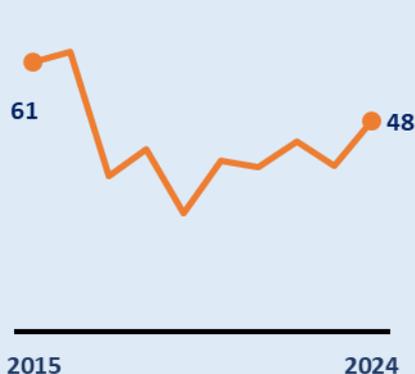
## KEY STATS

Change since 2023

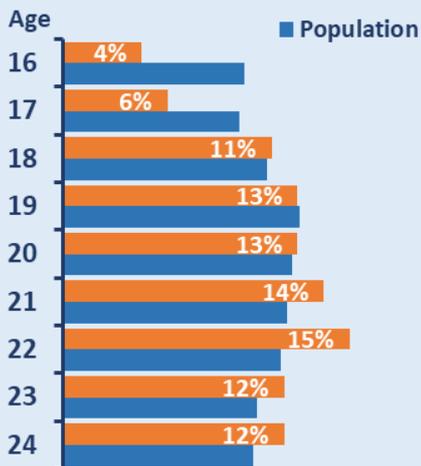
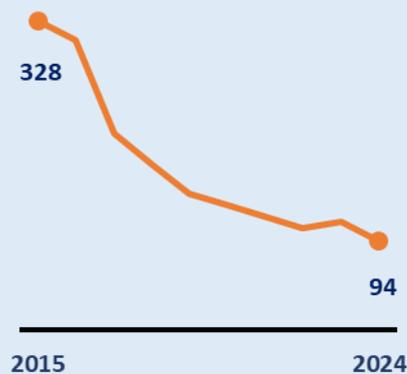
**48** ▲ 10  
Killed or Serious Injury

**94** ▼ 20  
Slight Injury

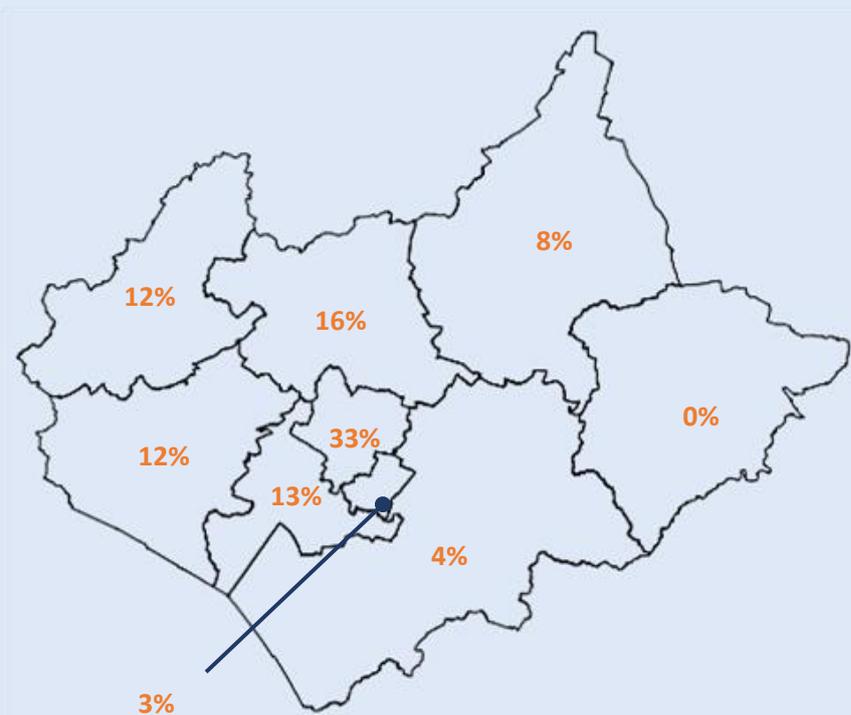
### KSI Casualties



### Slight Casualties

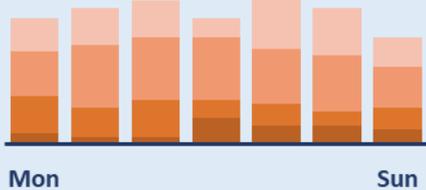


## Crash Location

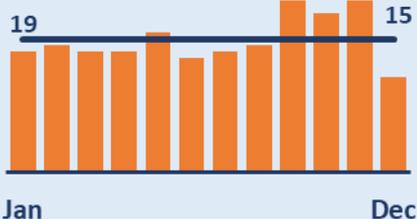


## By Day & 6 Hour Period

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



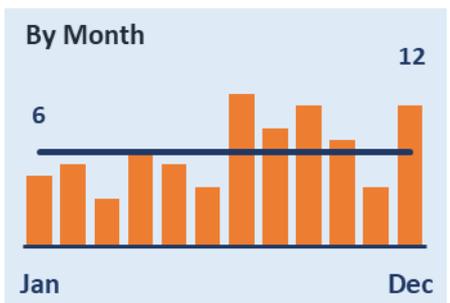
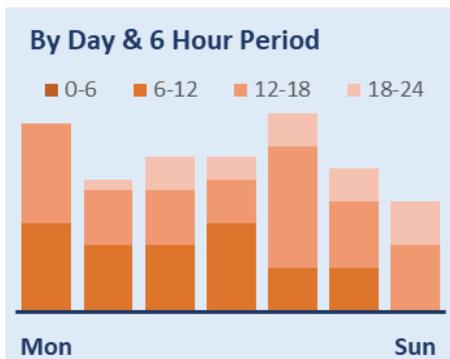
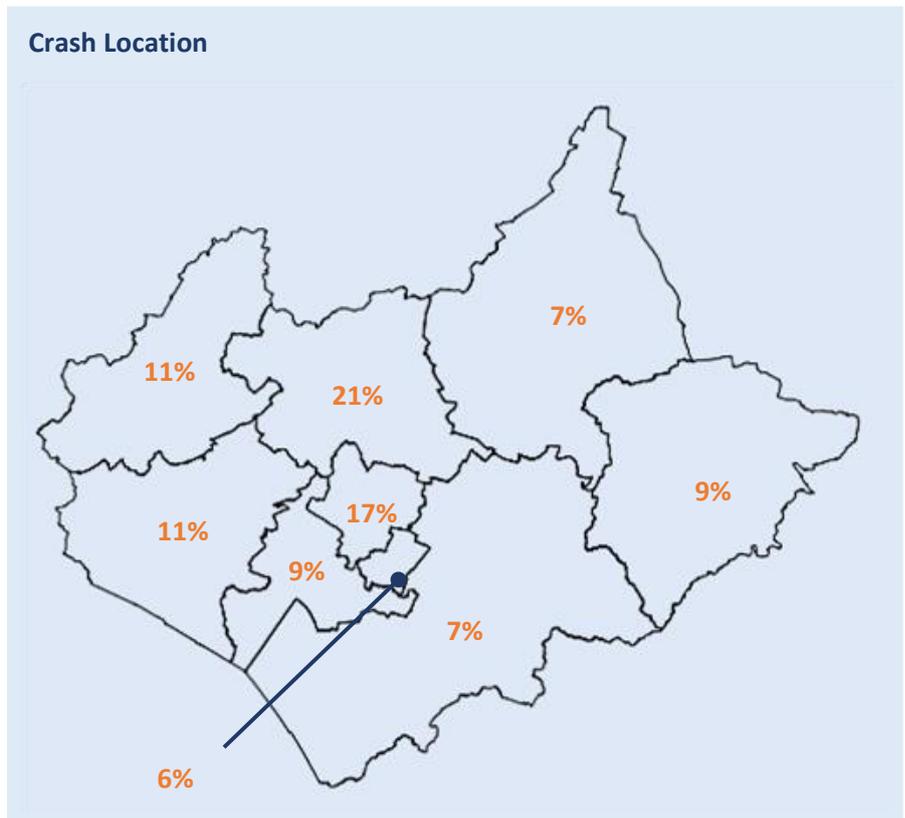
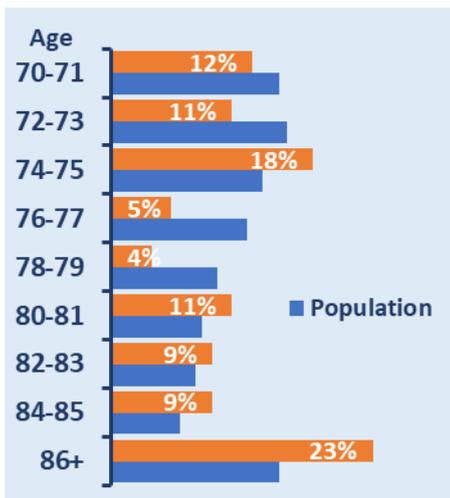
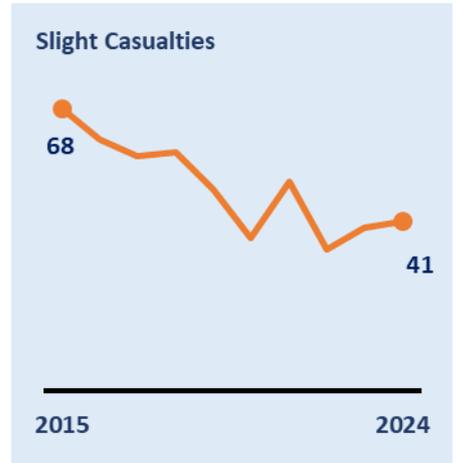
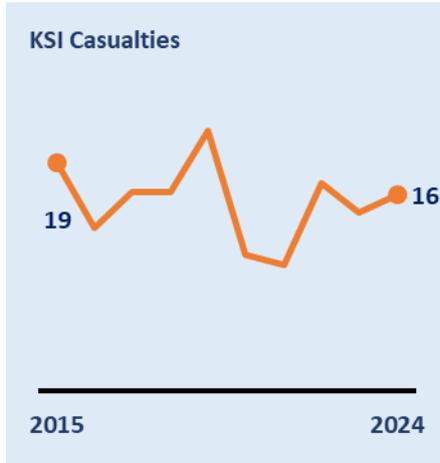
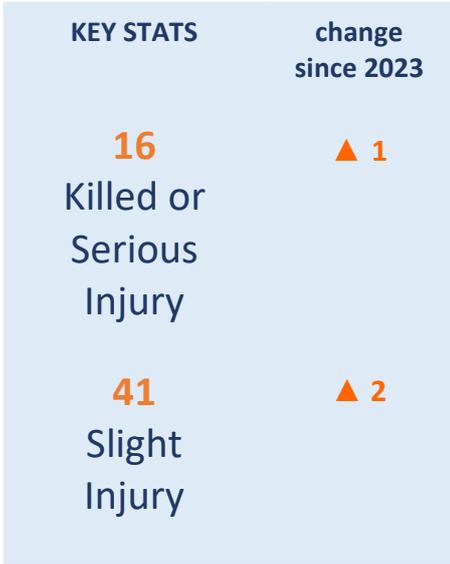
## By Month



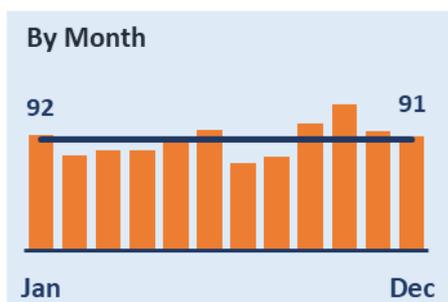
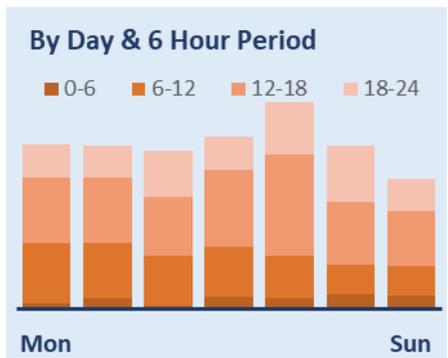
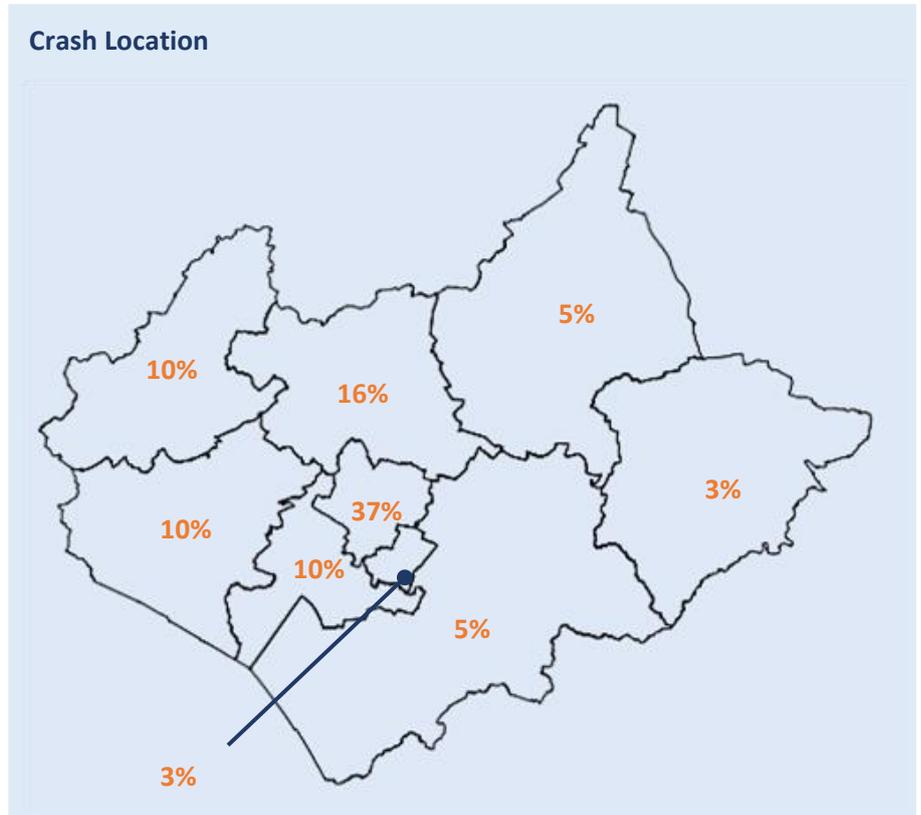
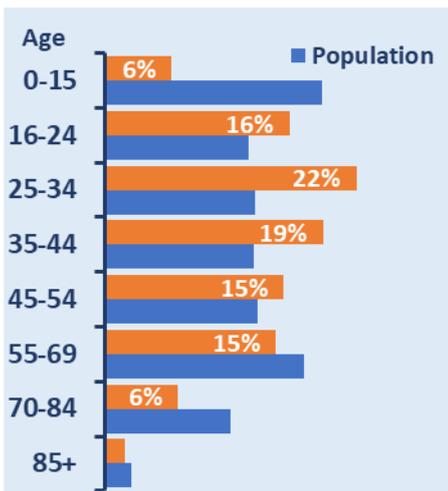
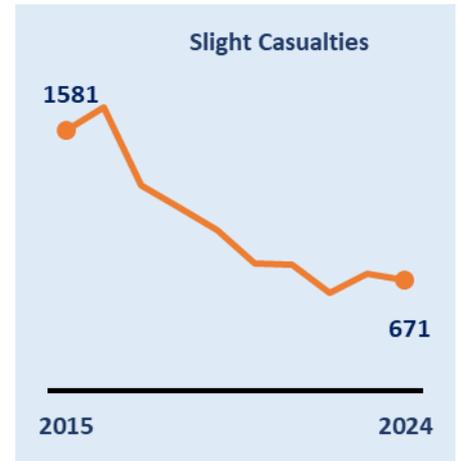
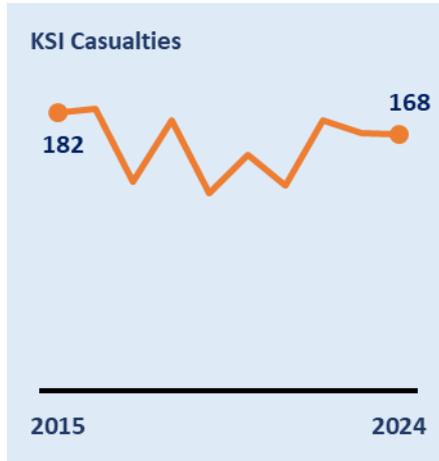
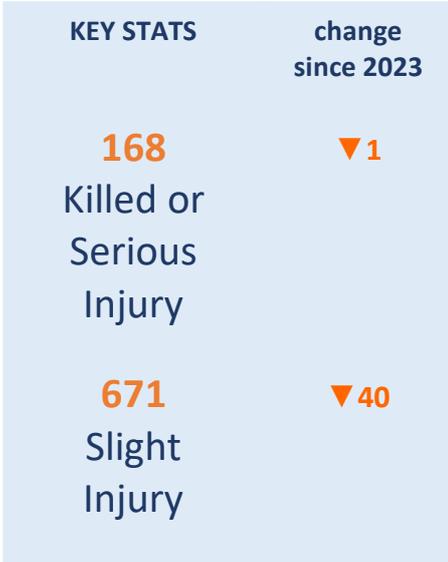
## Road Safety Factors (young drivers only)



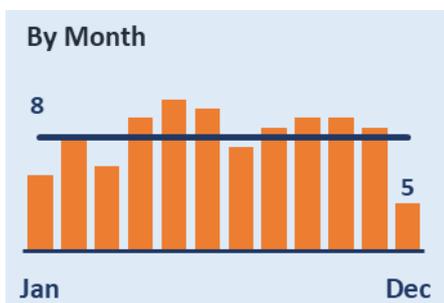
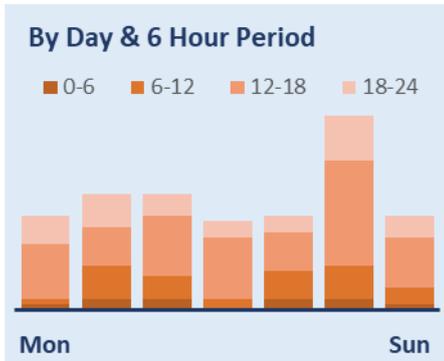
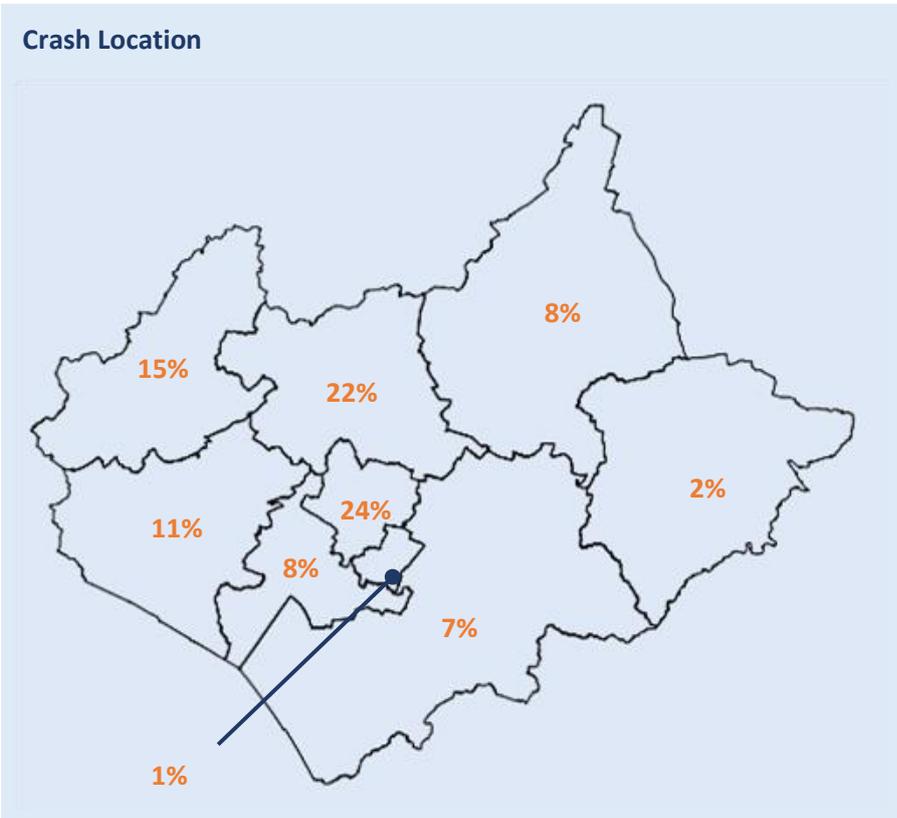
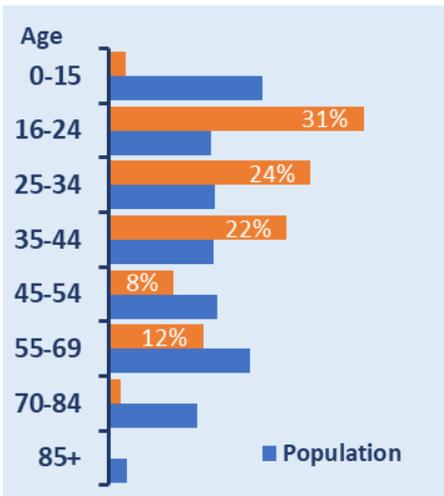
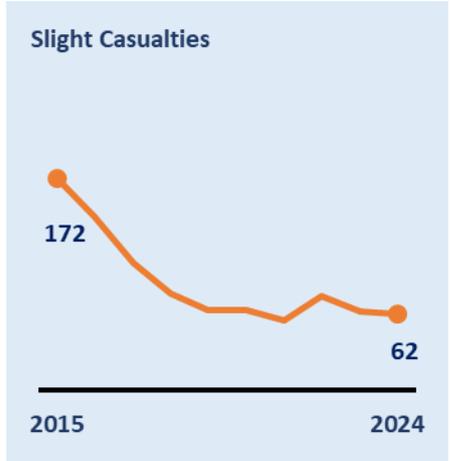
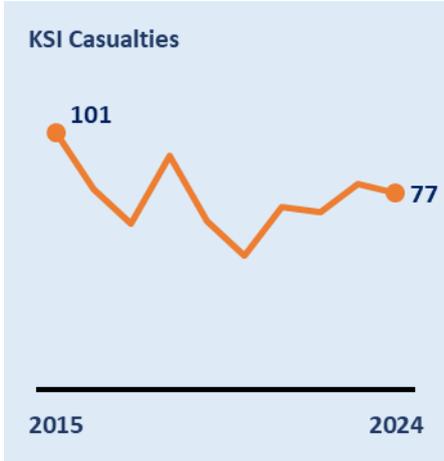
# Older Driver Casualties in Leicester, Leicestershire & Rutland 2024



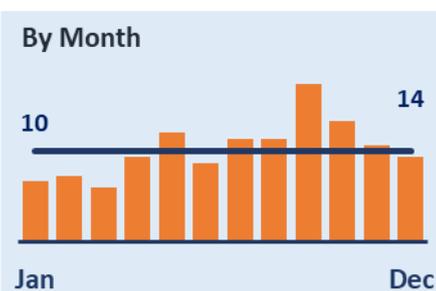
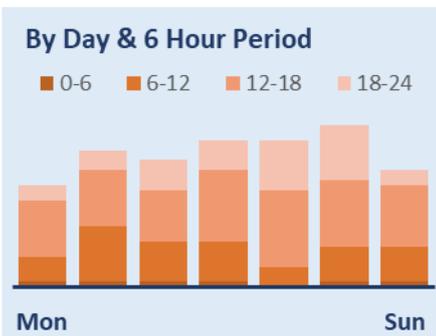
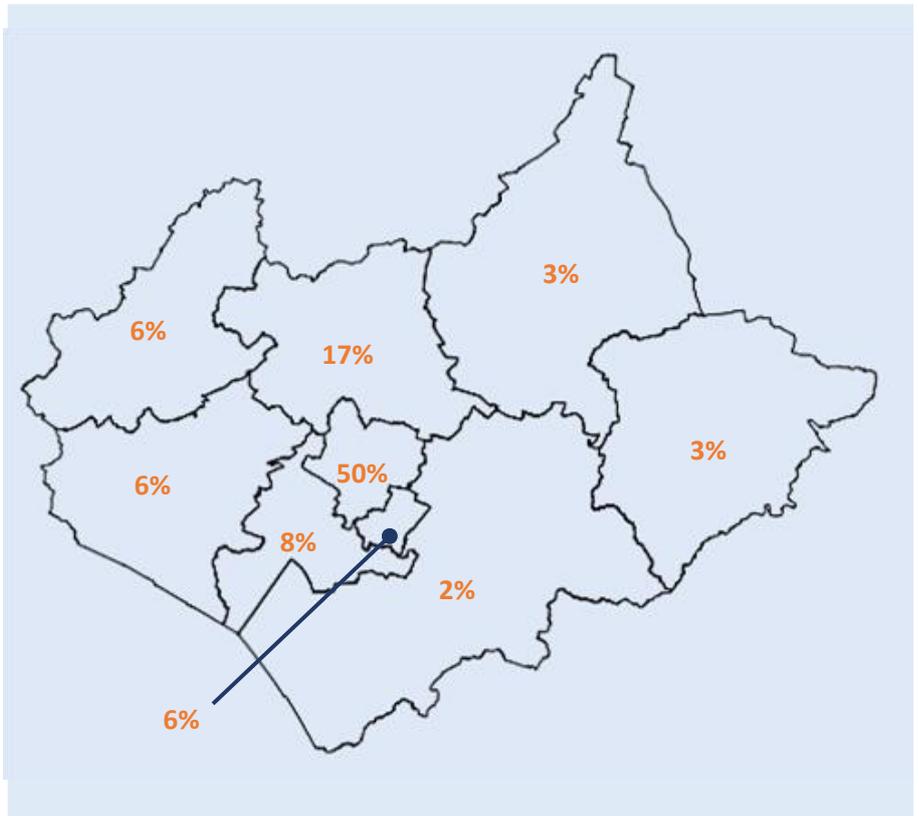
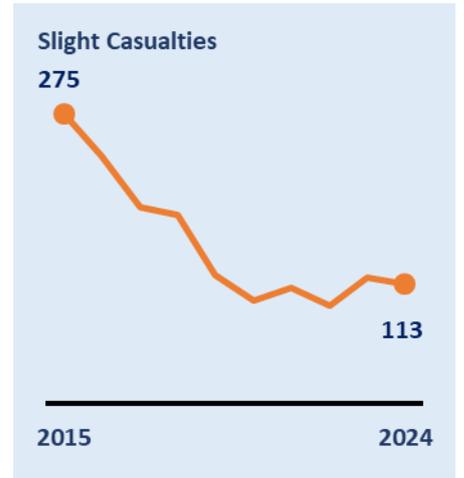
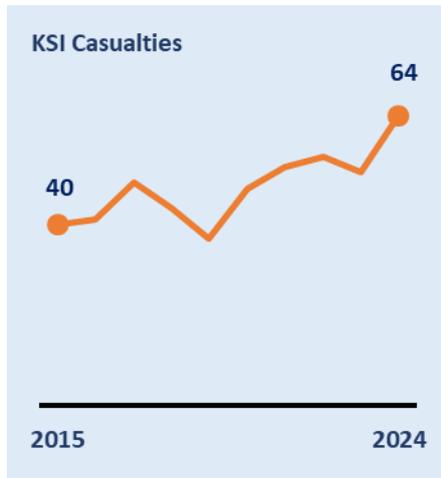
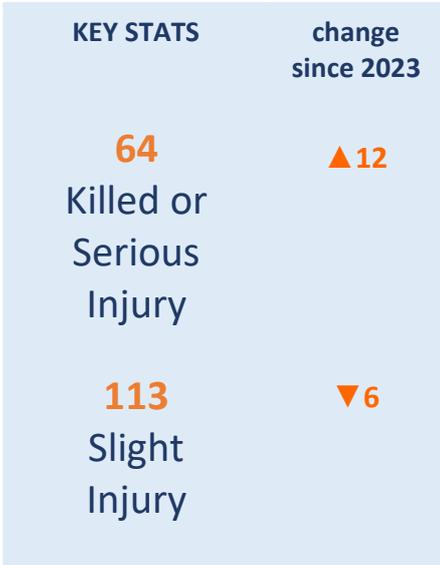
# Car User Casualties in Leicester, Leicestershire & Rutland 2024



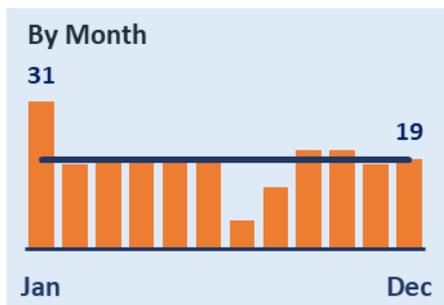
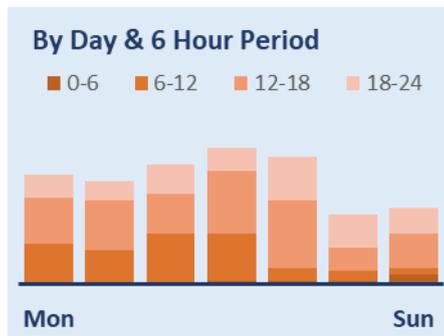
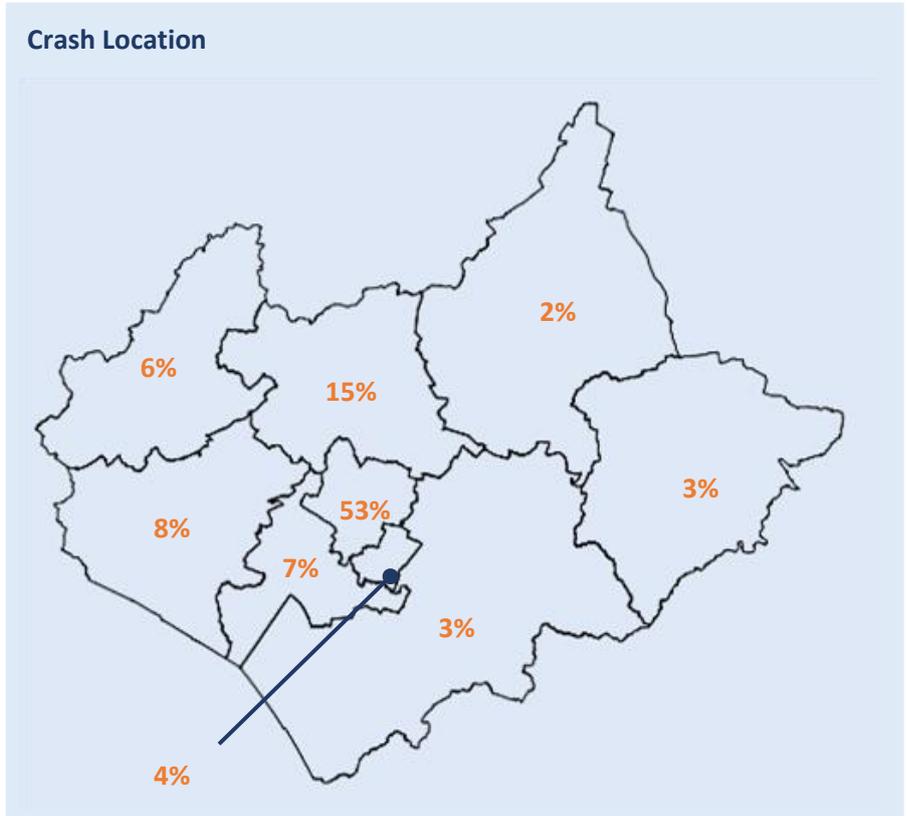
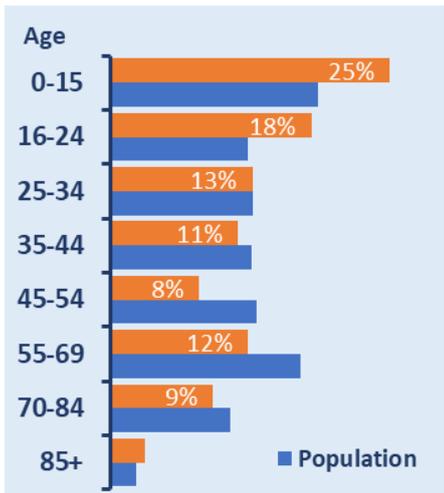
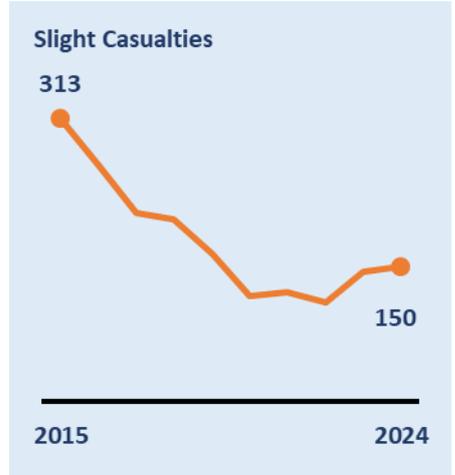
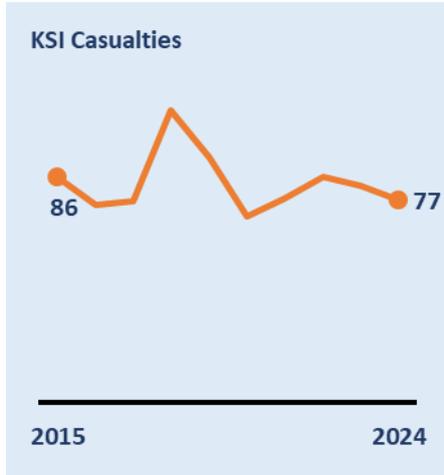
# Motorcyclist Casualties in Leicester, Leicestershire & Rutland 2024



# Cyclist Casualties in Leicester, Leicestershire & Rutland 2024



# Pedestrian Casualties in Leicester, Leicestershire & Rutland 2024



## Partnership Activity Output 2024

### Fatal 4 Operations

**20**

Clinics

**135**

Phone Violations

**211**

Seatbelt Violations

**68**

Other Offences

### Safety Camera Scheme

**65,118**

Camera Speeding  
Notices Sent

**7,568**

Camera Red Light  
Notices Sent

**3,246**

Mobile Camera  
Van Hours

**2,386**

Mobile Camera  
Van Visits

**371** Red X Notices Sent

### Driver Education Workshop Attendees

**4,578**

Motorway  
Awareness

**191**

Safe or  
Considerate

**29,963**

Speed Awareness

**4,531**

What's Driving Us

### Officer Issued Tickets

**361**

Seatbelt Tickets

**461**

Mobile Phone  
Tickets

**170**

Speeding Tickets

## Additional Research

### Child Pedestrian Casualties

Young children and teenagers tend to be involved in collisions earlier in the day (12:00-18:00) coinciding with school finish times. For 11-17 year olds there is also a noticeable pattern during weekdays between 06:00-12:00, which coincides with school starting, perhaps due to more children in this age group walking unassisted to school.

**Tables showing the number of pedestrian casualties by age group and time of day and day of week**

Ages 0-10					
	0-6	6-12	12-18	18-24	Total
Mon	0	0	3	2	5
Tue	0	0	1	0	1
Wed	0	1	2	1	4
Thu	0	1	0	0	1
Fri	0	0	4	1	5
Sat	0	0	3	0	3
Sun	0	0	2	1	3
Total	0	2	15	5	22

Ages 11-17					
	0-6	6-12	12-18	18-24	Total
Mon	0	5	3	0	8
Tue	0	4	5	1	10
Wed	0	5	6	0	11
Thu	0	1	5	1	7
Fri	0	0	4	2	6
Sat	0	0	1	0	1
Sun	0	0	2	1	3
Total	0	15	26	5	46

Ages 18-24					
	0-6	6-12	12-18	18-24	Total
Mon	0	2	1	2	5
Tue	0	1	1	2	4
Wed	0	2	0	3	5
Thu	0	0	0	2	2
Fri	0	1	4	1	6
Sat	1	0	0	2	3
Sun	1	0	0	2	3
Total	2	6	6	14	28

Pedestrian casualties for older teenagers tend to be higher later in the day 18:00-24:00 and there are fewer casualties at the weekend.

### Single Vehicle Collisions (2022 – 2024)

For the purposes of this report a single vehicle collision excludes those where a pedestrian has been injured and is the only casualty in the collision. Three years of data post Covid collision data have been used to create a larger dataset from which to draw more robust conclusions.

A total of 428 single vehicle collisions were recorded resulting in 538 casualties. Whilst this represents just 12% of all collisions and casualties, it represents 28% of all fatal collisions and 26% of all fatal casualties. There is therefore a wide disparity in the severity of single vehicle collisions with a much higher proportion of collisions resulting in fatal or serious injuries.

The table below shows the percent of single vehicle collisions (428) for the past 3 years. The fluctuating numbers perhaps represent the apparent random nature of single vehicle events.

**Table showing the percentage of single vehicle collisions (2022-24)**

Severity	2022	2023	2024	Total
Fatal (%)	36.7	19.4	30.8	28.3
Serious (adj.) (%)	20.5	13.4	14.5	14.6
Slight (adj.) (%)	11.8	9.1	9.5	10.6
<b>Total (%)</b>	<b>15.1</b>	<b>10.6</b>	<b>11.3</b>	<b>12.2</b>
<b>Collisions (n)</b>	<b>163</b>	<b>129</b>	<b>136</b>	<b>428</b>

The vast majority of the collisions (70.5%) involved a car with a further 17.8% involving a motorbike, the majority being high powered bikes over 500cc.

The ages of 410 drivers were recorded. 27% (111) of these were young drivers aged 16 – 24, despite accounting for just 10.2% of licence holders nationally (2023 data). Older drivers over 75 years were involved in 22 collisions (6% of the total), a slight under representation of the number of licence holders.

78% of the drivers were male.

119 collisions resulted in an injury to one or more passenger. 45 (37.8%) involved a young driver, a much higher percentage than the number of young driver collisions overall. These 45 collisions resulted in 64 vehicle passenger casualties. Almost all of these (54) were within the age range 16 – 24. 31 were male and 23 were female.

It is clear from the table below that weekends are the most prevalent days for single vehicle collisions. 35% of collisions take place after 6pm, particularly Friday and Saturday nights but this also carries over into Saturday and Sunday mornings up until around 3am.

**Table showing single vehicle collisions by day of week and time period of day**

Day/Time	0-6	06-12	12-18	18-24	Total
Mon	7	15	10	20	52
Tue	5	14	17	18	54
Wed	6	9	11	15	41
Thu	15	5	13	10	43
Fri	12	12	16	29	69
Sat	22	16	16	36	90

<b>Sun</b>	22	16	19	22	<b>79</b>
<b>Total</b>	<b>89</b>	<b>87</b>	<b>102</b>	<b>150</b>	<b>428</b>

May (54), January (48) and July (42) are the three highest months for single vehicle collisions. New Years Eve / Day was not a factor in collisions.

**Table showing number and percentage of collisions by local authority and strategic network by severity of collision**

<b>Severity</b>	<b>City</b>	<b>County</b>	<b>Rutland</b>	<b>Total</b>	<b>N Highways</b>
Fatal	2	22	2	<b>26</b>	4
Serious	24	125	11	<b>160</b>	13
Slight	54	181	7	<b>242</b>	20
<b>Total</b>	<b>80</b>	<b>328</b>	<b>20</b>	<b>428</b>	<b>37</b>
<b>Total %</b>	<b>5.9</b>	<b>15.9</b>	<b>23.5</b>	<b>12.2</b>	<b>14.6</b>

Single Vehicle Collisions are relatively rare in Leicester City whereas in Leicestershire County, Rutland and on the Strategic Network they make up a significant proportion of collisions.

There were no obvious hotspots for collisions perhaps emphasising the more random nature of single vehicle collisions.

A fifth of collisions on the strategic network took place on slip roads from dual carriageways or motorways suggesting vehicles travelling too fast on exit.

57% (97) of all killed or serious injury collisions take place on roads with a speed limit of 50mph or higher with 52 collisions being on a 60mph road.

'Fatal 4' factors of excess speed, mobile phone, seatbelt and drink / drug driving feature prominently in single vehicle collisions. The number of collisions where these factors were recorded are shown below.

**Table showing the fatal 4 factors and number and percentage of single vehicle collisions related to them**

<b>Factor</b>	<b>Collisions</b>
Excess Speed / Driving too fast and / or aggressively	296 (69%)
Drink / Drug Driving	121 (28.2%)
Seatbelt	38 (8.9%)
Using a mobile phone	12 (2.8%)

In total at least 338 (79.0%) of single vehicle collisions involved one or more of the Fatal 4 factors.

### Conclusion

Single vehicle collisions make up a small number of overall collisions but a significant number of fatal and serious injury collisions.

By their nature they are random and hard to predict.

Younger Drivers are over-represented, and collisions often occur when carrying vehicle passengers of a similar age.

The Fatal 4 factors are prominent in single vehicle collisions as are high speed rural roads, particularly at night.

### Context and Recommendations

Overall, in 2023 there has been a reduction in all casualty types across our area.

Compared to 2023	
Fatalities	 30.0%
KSI Casualties (adj.)	 1.0%
All Casualties	 2.6%

These can be viewed in the context of the following:

Compared to 2023	
National Vehicle Km	 1.6%
National Fatalities	 1.0%
National Drivers Licence*	 1.3%
National Drivers Licence 15-24	 1.9%
National Drivers Licence 70+	 1.3%

\*National DL: National driving licence holders (full + provisional).

Traffic levels increased further in 2024, albeit at a slightly slower rate than in 2023. The number of licence holders has increased from the previous year, although at a slower rate than in 2023.

Both the number of young driver licence holders and older driver licence holders increased in 2024 but at a much slower rate than the previous two years. It could be that 2022 and 2023 saw a “rebound” from a reduction in Covid years which is now no longer an effect.

### **Recommendations**

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

Motorcyclists – both younger riders and middle aged riders

Cyclists

School Children

Young Drivers

Pedestrians of all ages

2. Account for ageing population / increase in over 70's drivers in campaigns

3. Fatal 4 factors – especially around single vehicle collisions

4. Further research into single vehicle collisions especially younger drivers with passengers