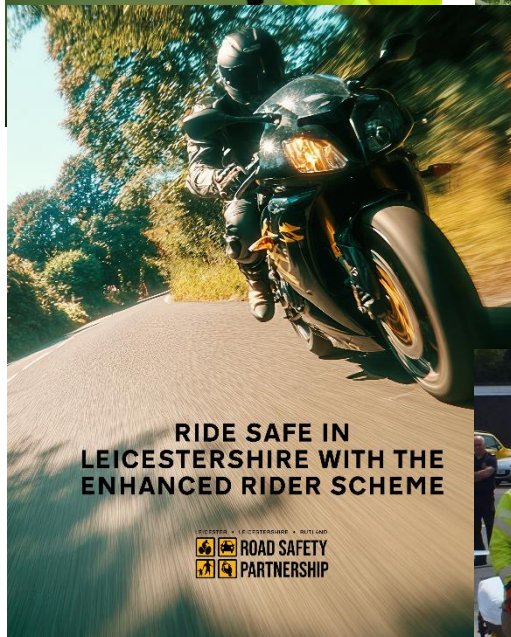


The Leicester, Leicestershire and Rutland Road Safety Partnership

Casualty Report 2024



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 1st 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 figures¹.

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.²

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

28
Fatalities

▼30%

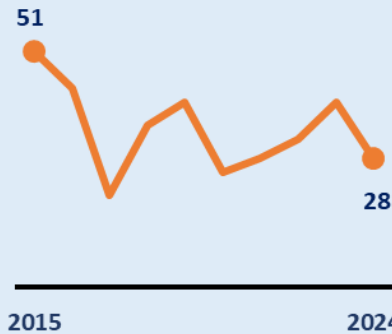
379
Serious injuries

▲2%

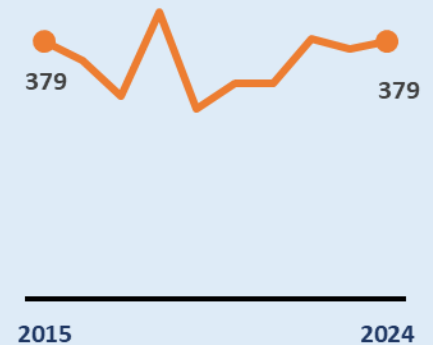
1,109
Slight injuries

▼7%

Fatalities



Serious Injury

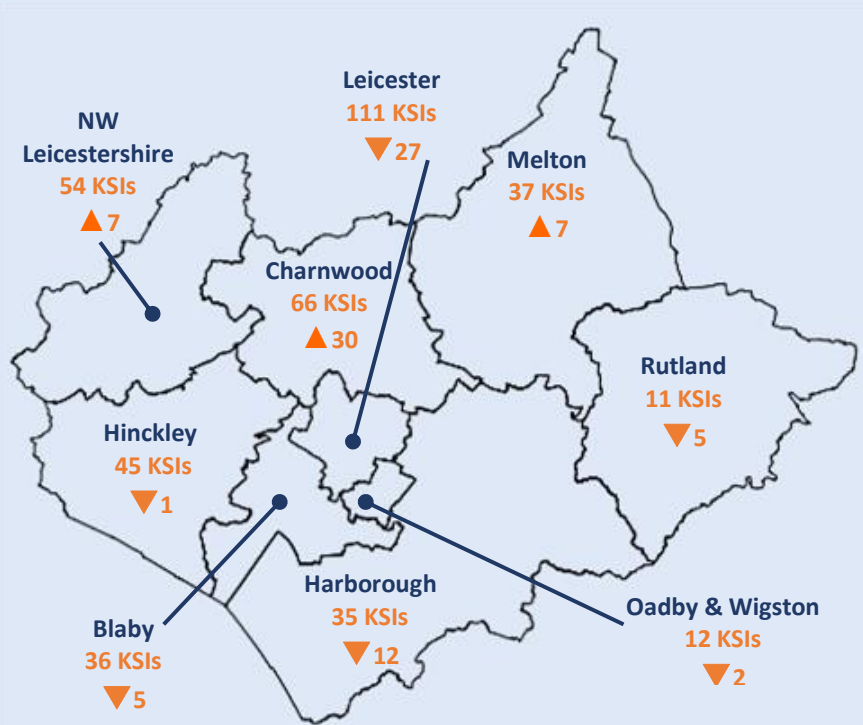


Injuries sustained

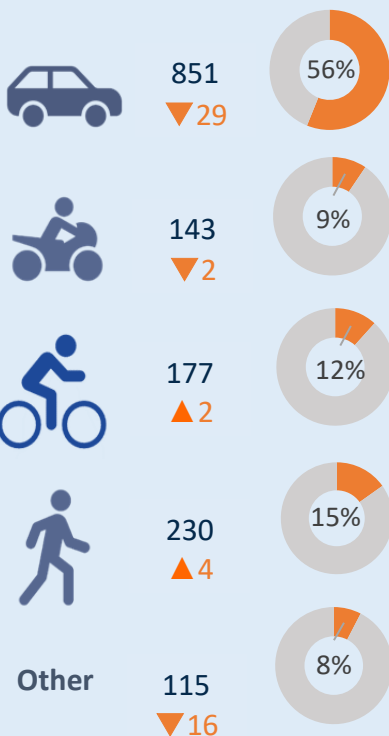
27%
Killed or serious injury

73%
Slight injury

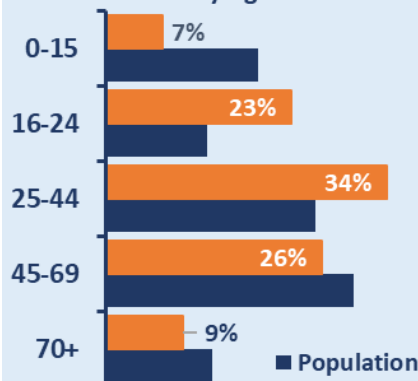
KSI Casualties compared to 2023



All casualties compared to 2023



KSI Casualties by Age



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Leicester City Road Safety Report 2024

KEY STATS

Change since 2023

1
Fatality

▼ 80%

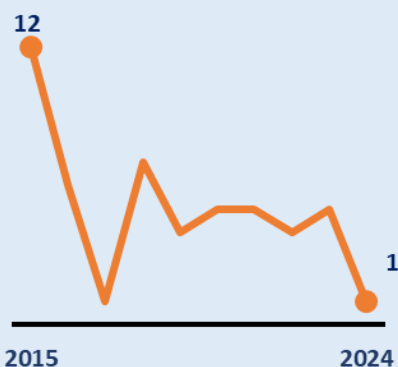
110
Serious injuries

▼ 17%

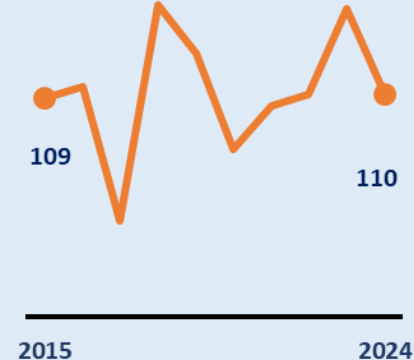
424
Slight injuries

▼ 8%

Fatalities



Serious Injury



Injuries sustained

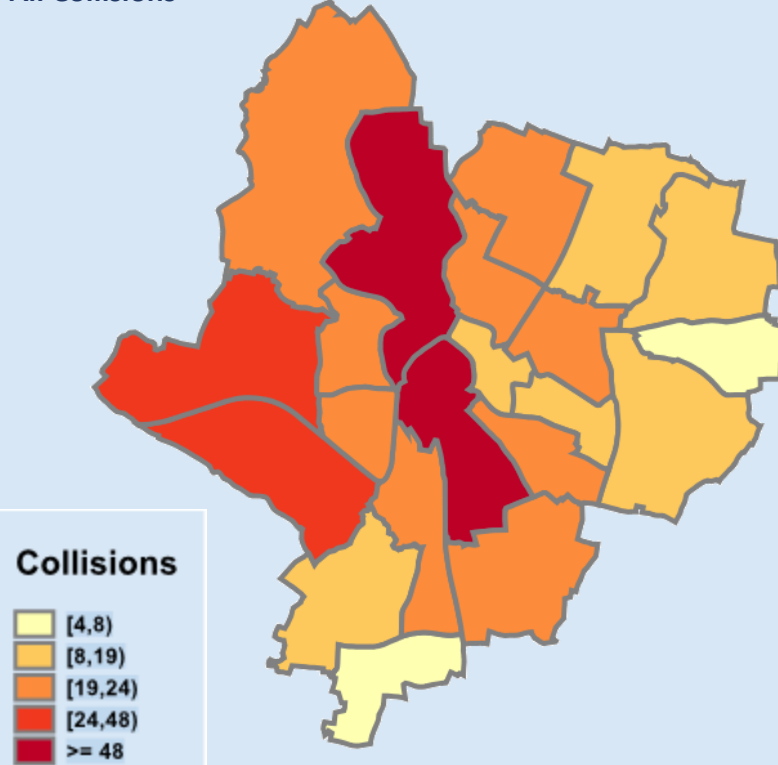


21%
Killed or serious injury



79%
Slight injury

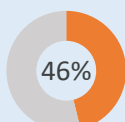
All Collisions



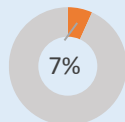
All casualties compared to 2023



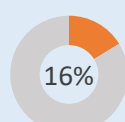
247
▼ 43



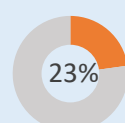
36
▼ 6



87
▼ 17

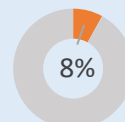


122
▲ 1

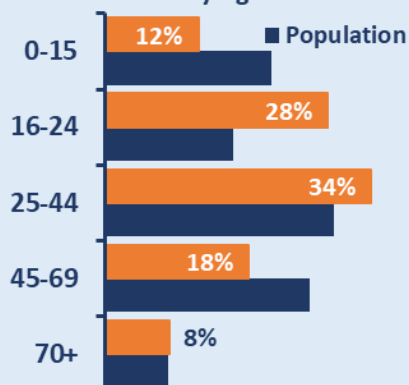


Other

43
▲ 0



KSI Casualties by Age



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Leicestershire County Road Safety Report 2024

KEY STATS

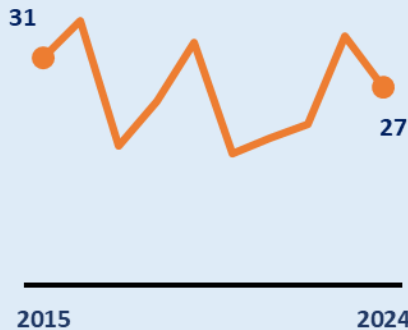
Change since 2023

27
Fatalities
▼ 21%

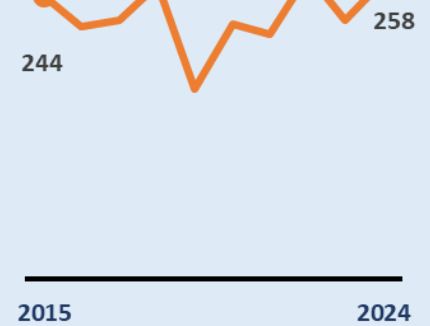
258
Serious injuries
▲ 16%

655
Slight injuries
◀▶ 0%

Fatalities



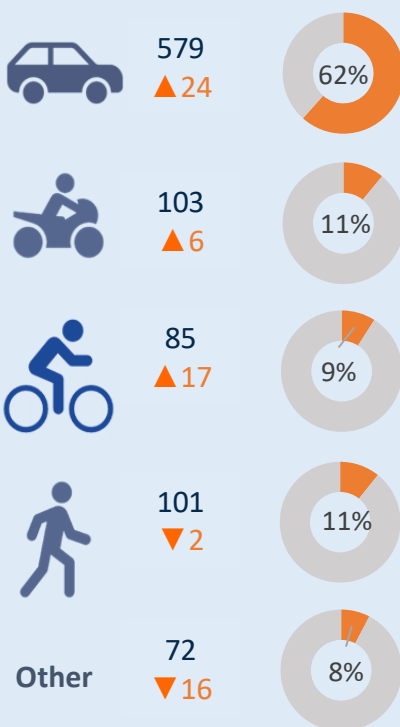
Serious Injury



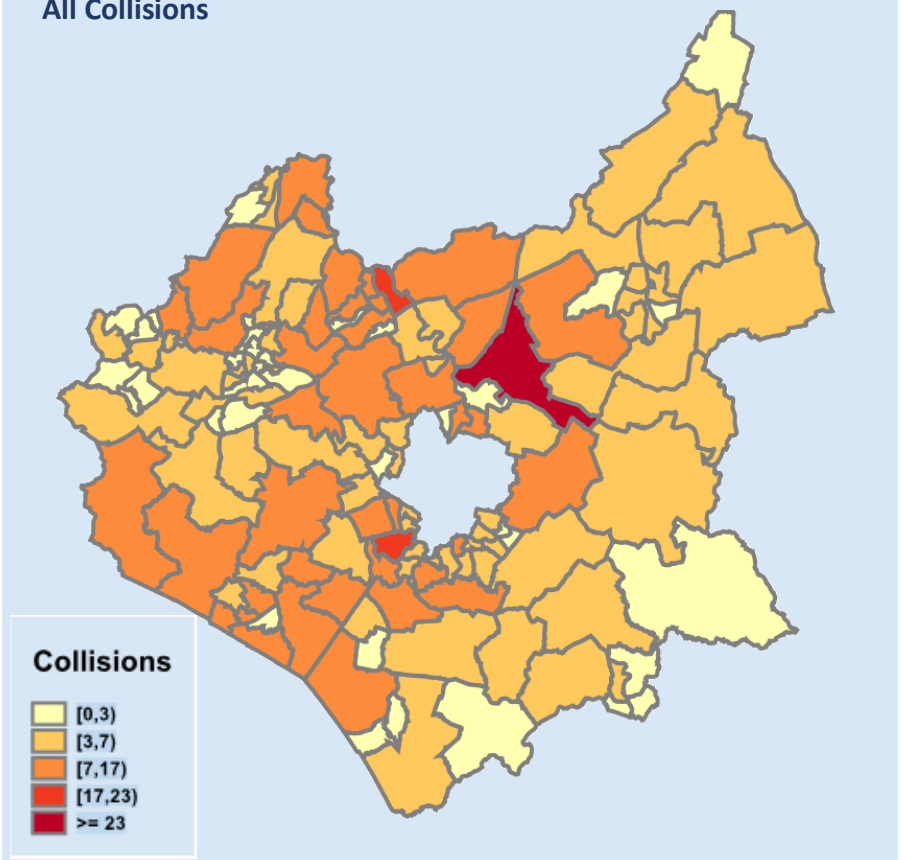
Injuries sustained



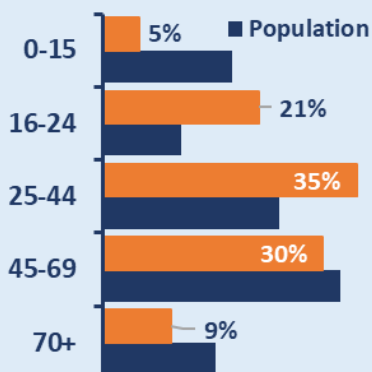
All casualties compared to 2023



All Collisions



KSI Casualties by Age



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Rutland County Road Safety Report 2024

KEY STATS

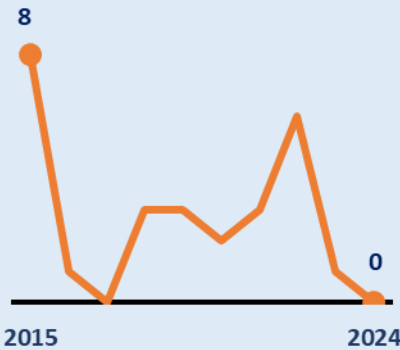
Change since 2023

0
Fatalities
▼ 100%

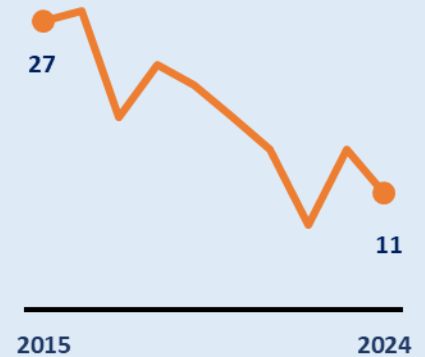
11
Serious injuries
▼ 27%

30
Slight injuries
◀▶ 0%

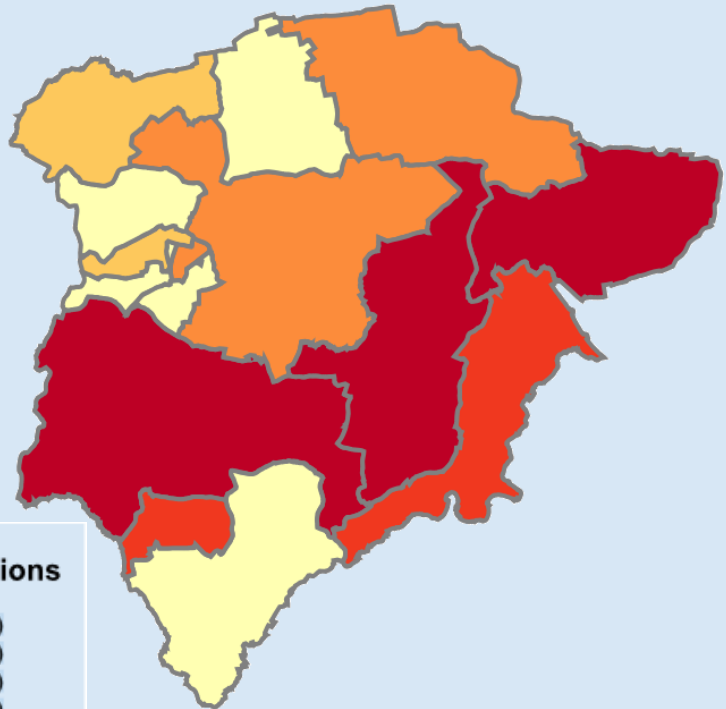
Fatalities



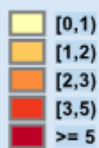
Serious Injury



All Collisions



Collisions



Injuries sustained



27%
Killed or serious injury

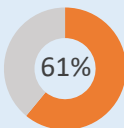


73%
Slight injury

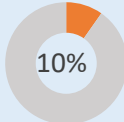
All casualties compared to 2023



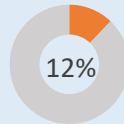
25
▼ 10



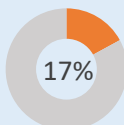
4
▼ 2



5
▲ 2

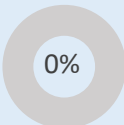


7
▲ 5

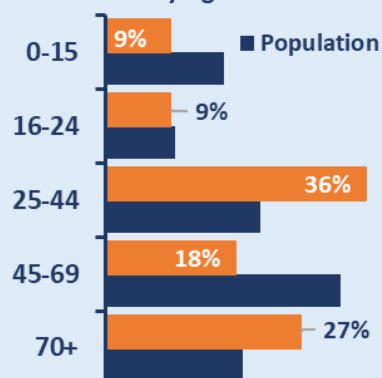


Other

0
◀▶ 0



KSI Casualties by Age



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Strategic Network Road Safety Report 2024

KEY STATS

Change since 2023

5
Fatalities

▼ 29%

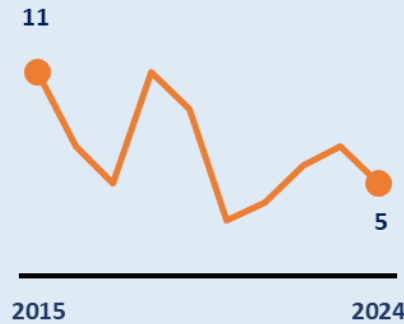
24
Serious injuries

▲ 9%

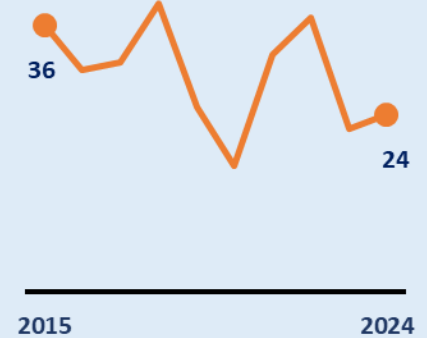
97
Slight injuries

▼ 2%

Fatalities



Serious Injury



Injuries sustained

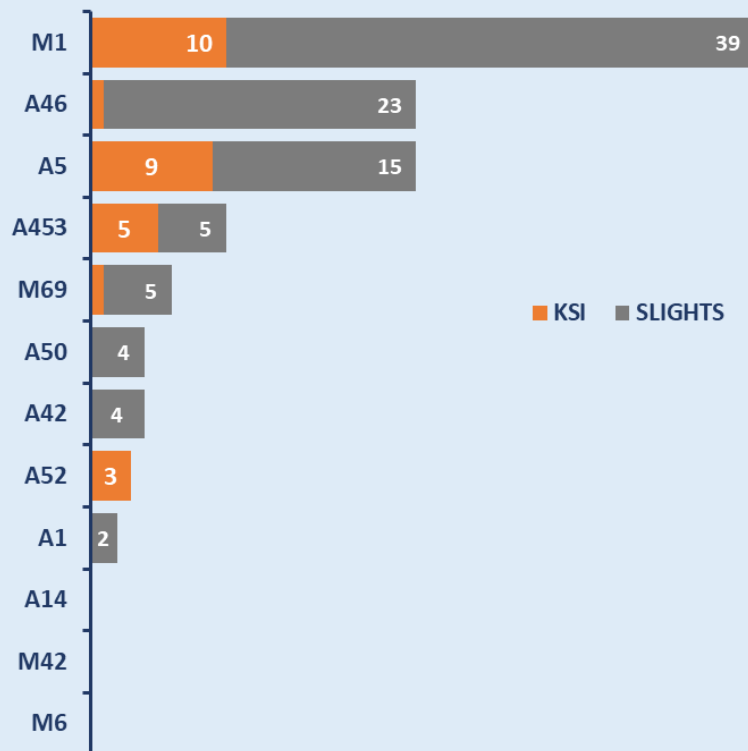


23%
Killed or serious injury



77%
Slight injury

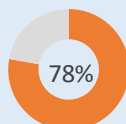
All Casualties by Route



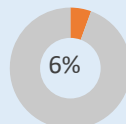
All casualties compared to 2023



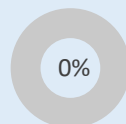
98
▲ 0



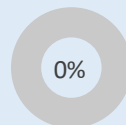
7
▼ 4



0
▲ 0

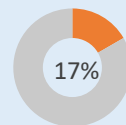


0
▼ 1

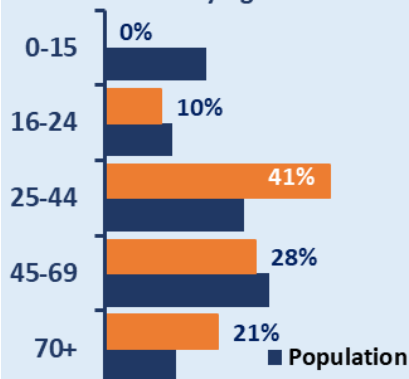


Other

21
▲ 3



KSI Casualties by Age



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Young Drivers in Leicester, Leicestershire & Rutland 2024

KEY STATS

Change
since 2023

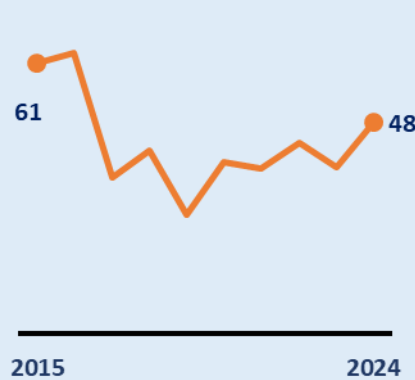
48
Killed or
Serious
Injury

▲ 10

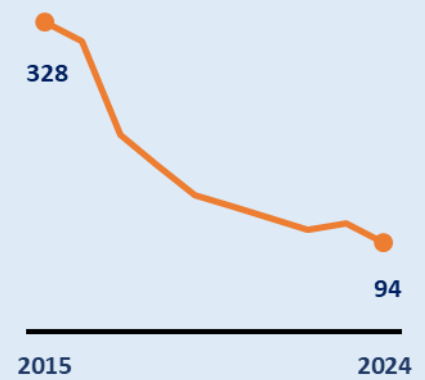
94
Slight
Injury

▼ 20

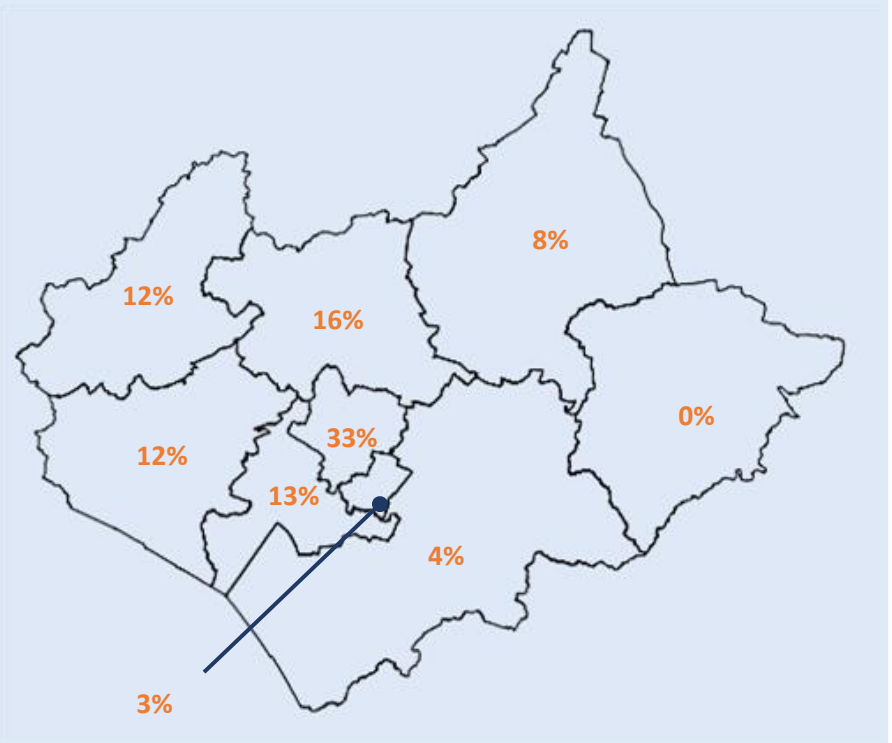
KSI Casualties



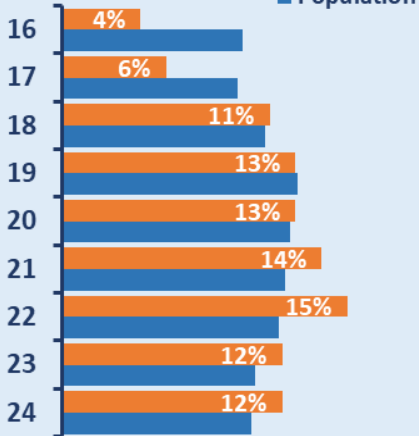
Slight Casualties



Crash Location

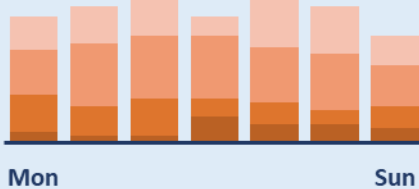


Age

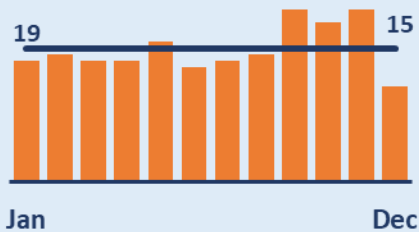


By Day & 6 Hour Period

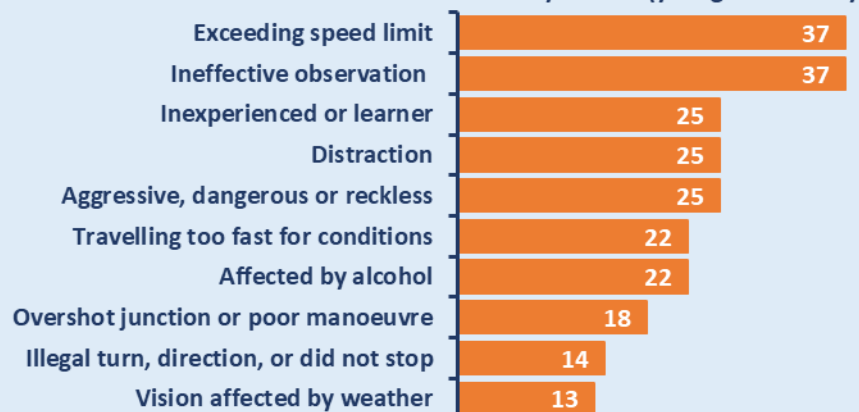
0-6 6-12 12-18 18-24



By Month



Road Safety Factors (young drivers only)



Older Driver Casualties in Leicester, Leicestershire & Rutland 2024

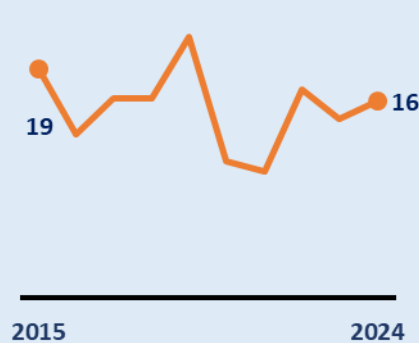
KEY STATS

 change
since 2023

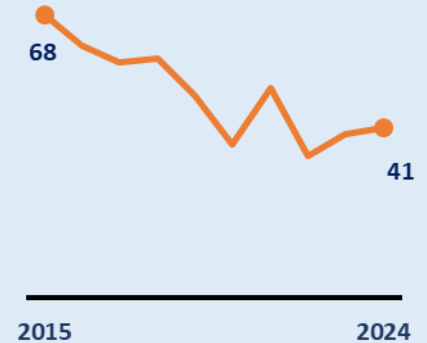
16 ▲ 1
Killed or
Serious
Injury

41 ▲ 2
Slight
Injury

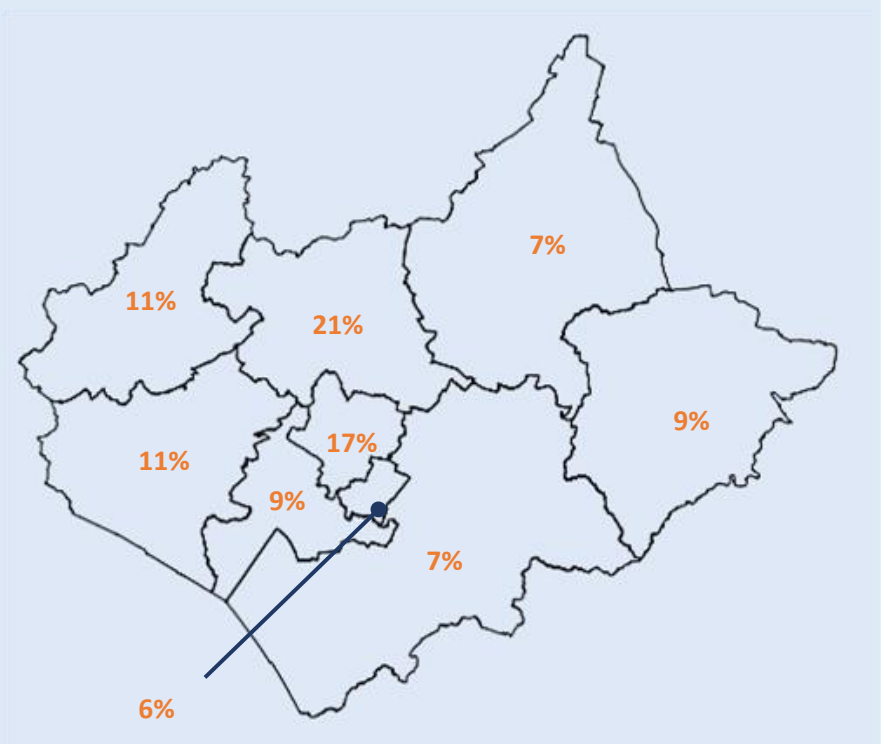
KSI Casualties



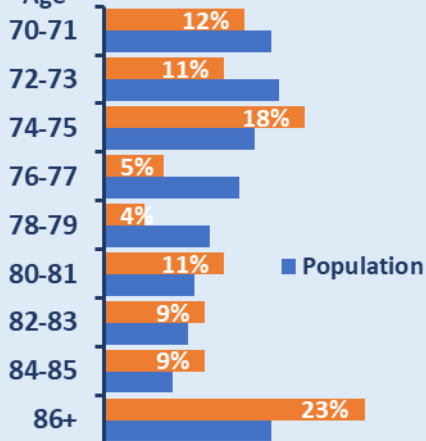
Slight Casualties



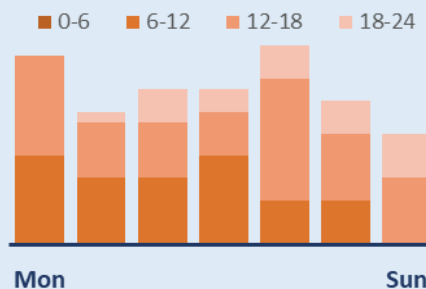
Crash Location



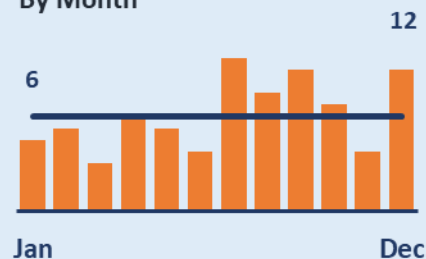
Age



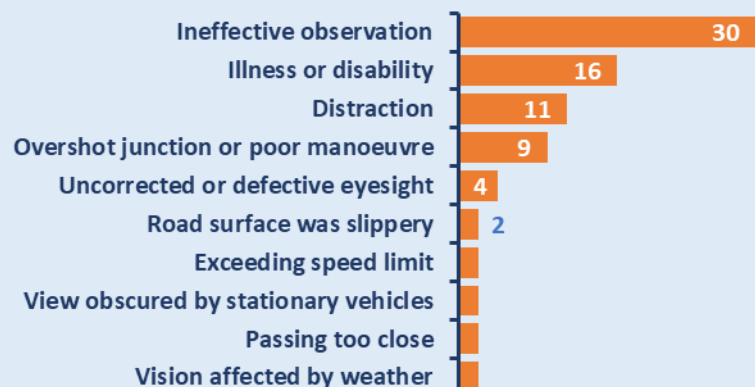
By Day & 6 Hour Period



By Month



Road Safety Factors (older drivers only)



Car User Casualties in Leicester, Leicestershire & Rutland 2024

KEY STATS

change
since 2023

168

Killed or
Serious
Injury

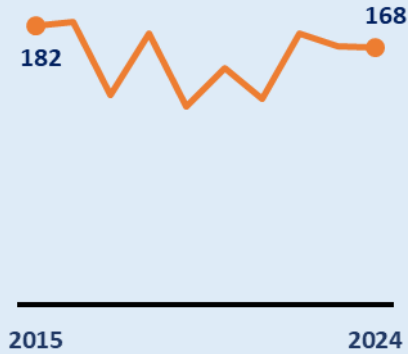
▼ 1

671

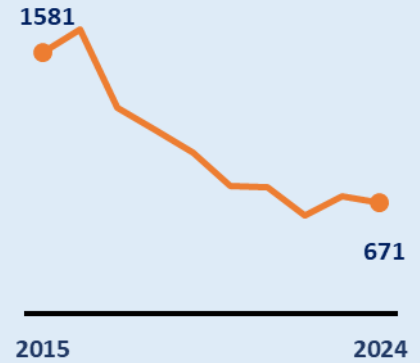
Slight
Injury

▼ 40

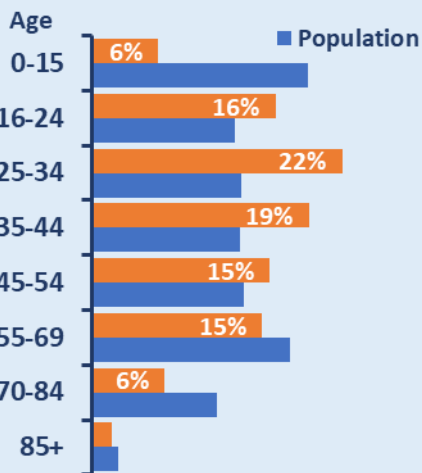
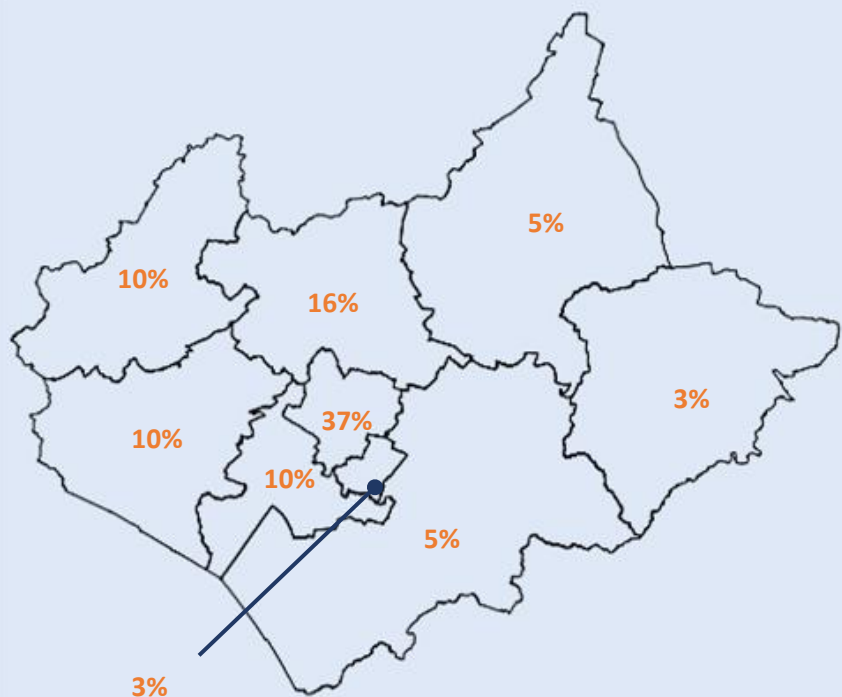
KSI Casualties



Slight Casualties

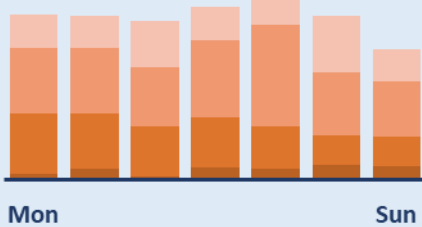


Crash Location

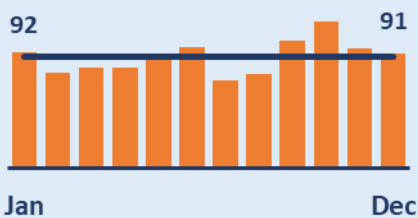


By Day & 6 Hour Period

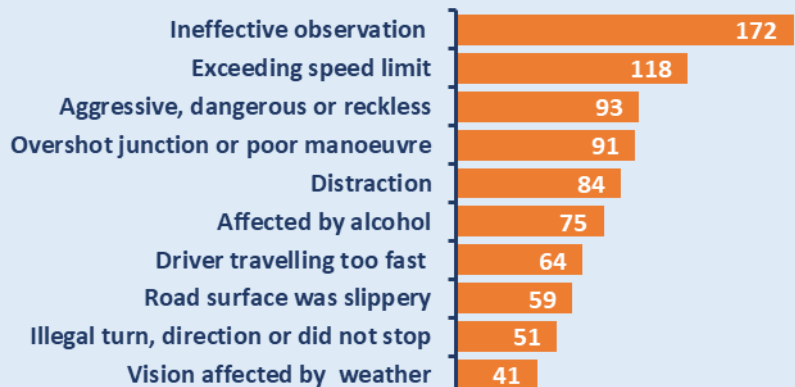
0-6 6-12 12-18 18-24



By Month



Road Safety Factors (car users only)



Motorcyclist Casualties in Leicester, Leicestershire & Rutland 2024

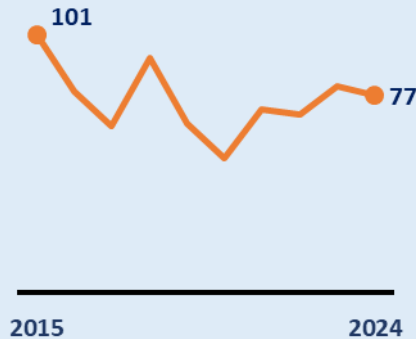
KEY STATS

change
since 2023

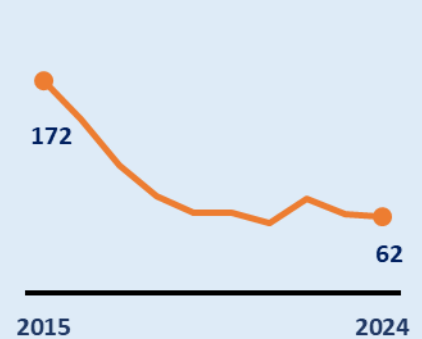
77 ▼4
Killed or Serious Injury

62 ▼2
Slight Injury

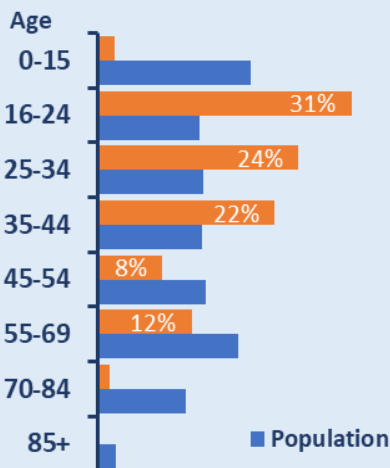
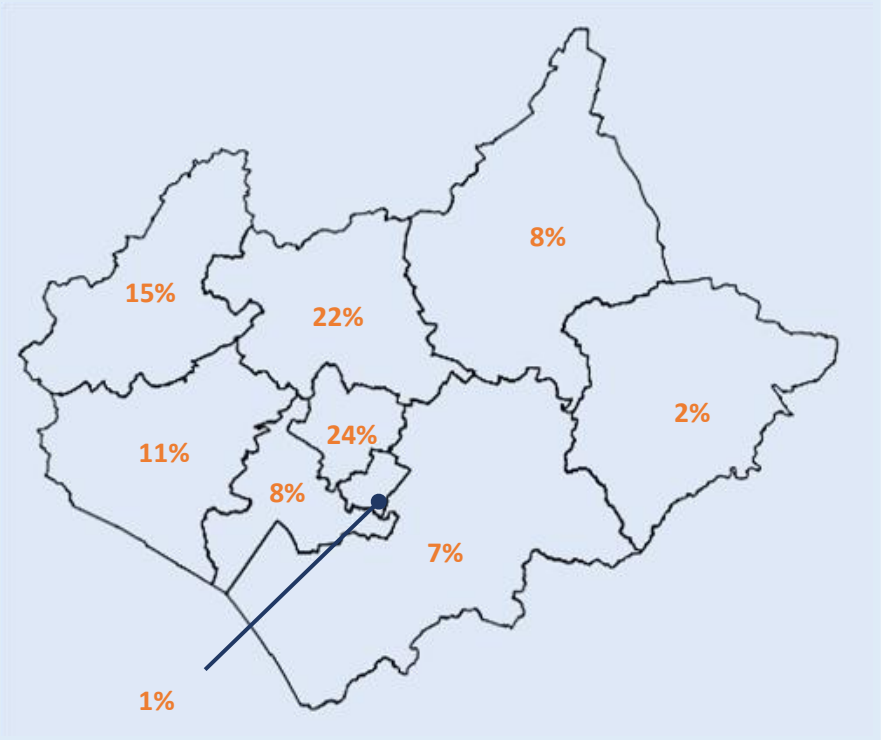
KSI Casualties



Slight Casualties

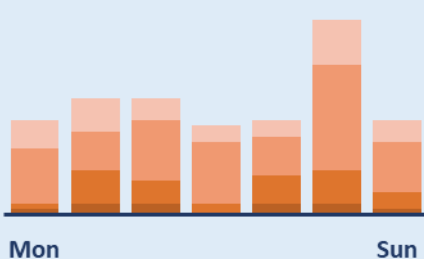


Crash Location

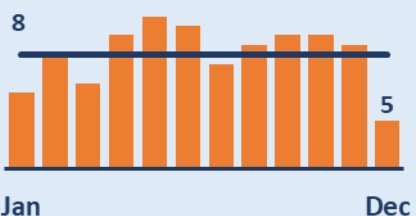


By Day & 6 Hour Period

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



By Month



Road Safety Factors (motorcyclists only)



Cyclist Casualties in Leicester, Leicestershire & Rutland 2024

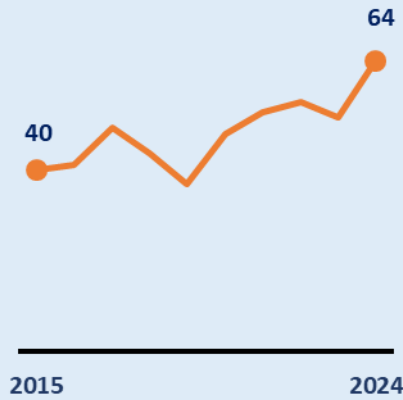
KEY STATS

change
since 2023

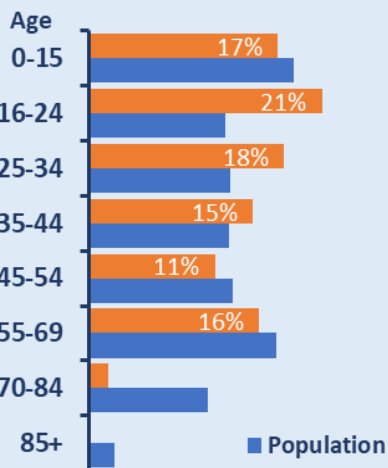
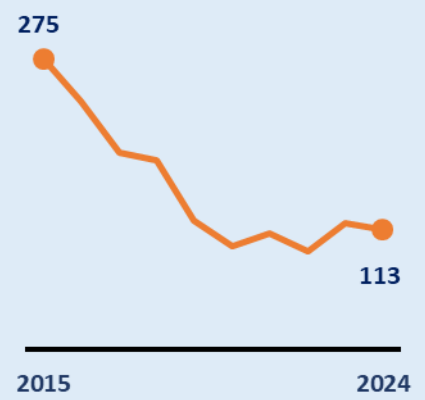
64 ▲ 12
 Killed or
 Serious
 Injury

113 ▼ 6
 Slight
 Injury

KSI Casualties

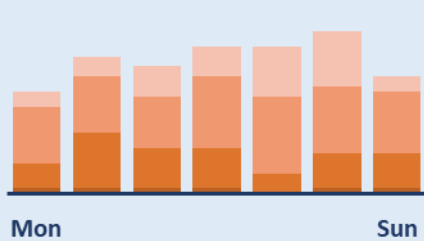


Slight Casualties

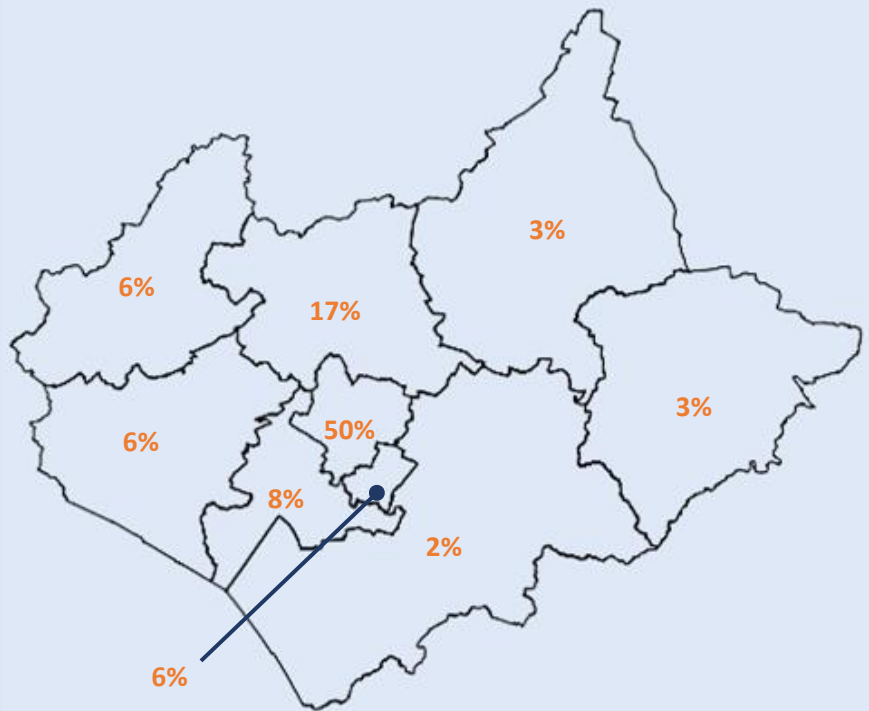
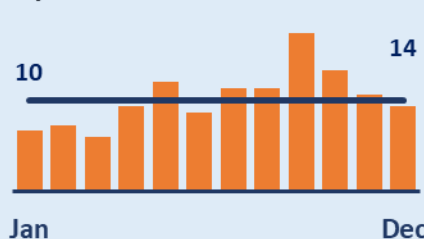


By Day & 6 Hour Period

■ 0-6 ■ 6-12 ■ 12-18 ■ 18-24



By Month



Road Safety Factors



Pedestrian Casualties in Leicester, Leicestershire & Rutland 2024

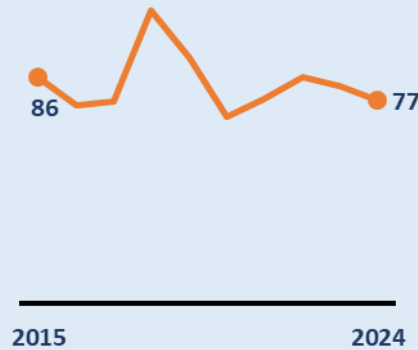
KEY STATS

 change
since 2023

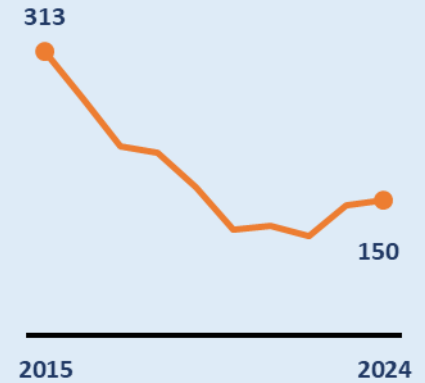
77 ▼5
Killed or Serious Injury

150 ▲6
Slight Injury

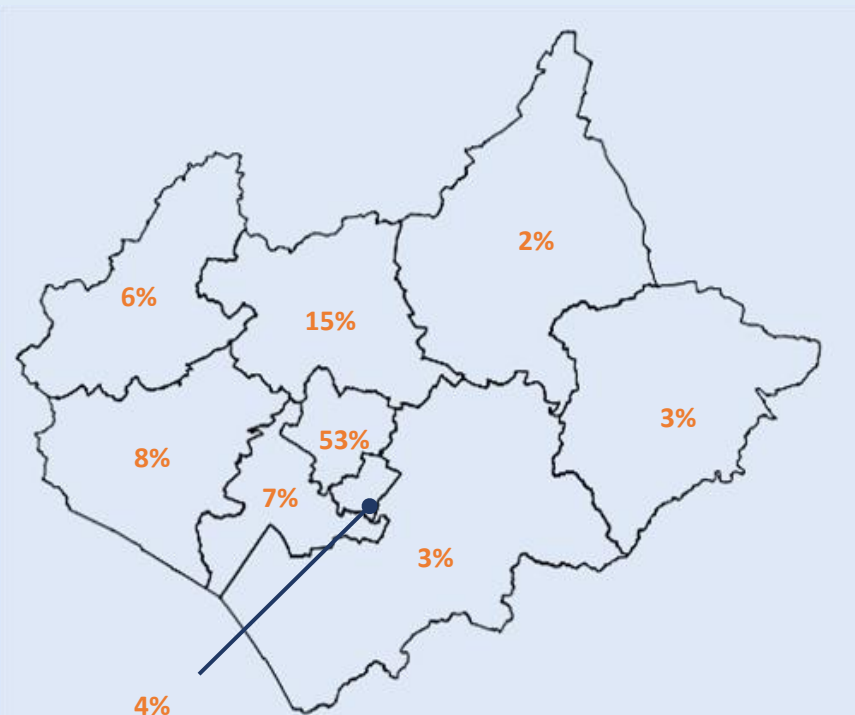
KSI Casualties



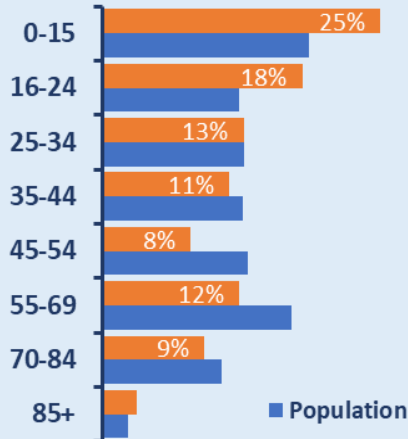
Slight Casualties



Crash Location

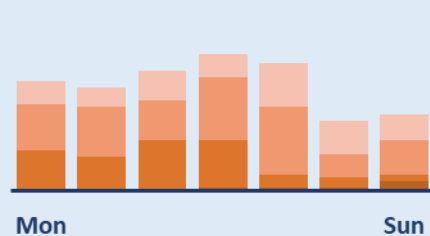


Age

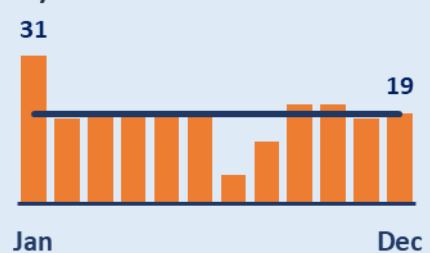


By Day & 6 Hour Period

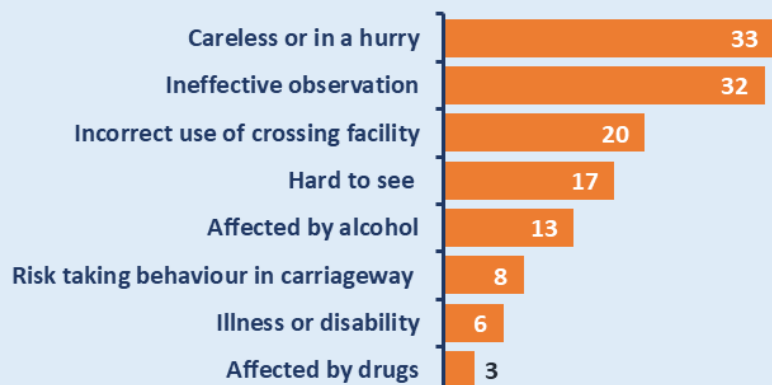
0-6 6-12 12-18 18-24



By Month



Road Safety Factors (pedestrians only)



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
Total (%)	15.1	10.6	11.3	12.2
Collisions (n)	163	129	136	428

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

Sun	22	16	19	22	79
Total	89	87	102	150	428

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

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

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

Factor	Collisions
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