



## HIGHWAYS, TRANSPORT AND WASTE OVERVIEW AND SCRUTINY COMMITTEE - 5 MARCH 2026

### ROAD CASUALTY REDUCTION IN LEICESTERSHIRE

## REPORT OF THE DIRECTOR OF ENVIRONMENT AND TRANSPORT

### Purpose of the Report

1. The purpose of this report is to provide the Committee with updates on the confirmed reported road casualty statistics up to the end of 2024; the Council's approach to casualty reduction; and the Leicestershire Police's approach to road safety (Appendix A).

### Policy Framework and Previous Decisions

2. In May 2022, the County Council approved its Strategic Plan (2022-26). The refreshed Plan (2024-26) contains five strategic outcomes:
  - **Safe and Well** - ensuring that people are safe and protected from harm, live in a healthy environment and have the opportunities and support they need to live active, independent and fulfilling lives.
  - **Strong Economy, Transport, and Infrastructure** - use local innovation and skills to build a productive, inclusive and sustainable economy at the cutting edge of science, technology and engineering.
  - **Clean and Green** - the need to protect and enhance the environment and tackle climate change.
  - **Great Communities** - Leicestershire to have active and inclusive communities in which people support each other and participate in service design and delivery.
  - **Improved Opportunities** - all children and young people get the best start for life and have the opportunities they need to fulfil their potential, regardless of their circumstances.
3. Road safety and casualty reduction contributes to the five strategic outcomes in a range of ways. As an example, reducing road casualties will help to reduce the fear of collisions, help to increase the use of active travel modes (cycling, walking, and wheeling), reduce the Council's carbon footprint and support its aims to improve health outcomes.
4. In June 2024, the Cabinet approved Leicestershire County Council's Road Safety Strategy (RSS). The RSS presented everything that the Council does through a Safe Systems approach to improve road safety. New ambitious casualty reduction targets support continuous improvement to road safety and road casualty reduction.

5. In October 2024, the Cabinet approved the updated Leicestershire Highway Design Guide. A range of policies and guidance within the Guide relate to road safety, including:
  - a) Highway Development Management (HDM) policy 2: access to the existing highway network – The Council will apply a risk-based assessment of proposals for new accesses onto the existing highway network and alterations to and/or intensification of existing accesses so that they do not result in unacceptable road safety and operational concerns.
  - b) HDM policy 3: highway safety – The Council will review development road safety information, to ensure that the scheme and the development proposals do not raise unacceptable safety concerns, and the Road Safety Audit process has been satisfactorily undertaken.
  - c) HDM policy 4: development impact policy – Significant operational and road safety impacts of development on the transport network must be mitigated to an acceptable degree.
  
6. In November 2024, the Cabinet considered the development of the Council’s fourth Local Transport Plan (LTP4) and approved the LTP4 Core Document. This includes a range of core themes that the RSS and the casualty reduction targets support, including:
  - a) Enabling health and wellbeing;
  - b) Protecting the environment;
  - c) Delivering economic growth;
  - d) Enhancing the transport network’s resilience;
  - e) Embracing innovation.
  
7. The LTP Core Document also contains a range of policies. The LTP4 Core Policy 3 (‘Enabling Travel Choice’) aims to enable “travel choice in our communities that reflects their unique needs, ensures their safety, actively promotes health and wellbeing, and protect the environment”. The RSS and casualty reduction targets contribute to this policy.

## **Background**

8. Great Britain continues to have some of the lowest road casualty rates in the world. Despite significant increases in traffic over the last few decades, the number of road deaths has fallen by 50% since 2004, although progress has slowed somewhat in recent years.
  
9. This long-term reduction is due to a variety of reasons, including safer infrastructure, new vehicle technologies, improvements to driver testing such as the introduction of the theory test and hazard perception testing, tougher enforcement, shifting social attitudes and better trauma care.
  
10. Most road traffic collisions occur on local roads (the Local Road Network) which are under the direct control of the local highway authorities (LHAs), who are key partners in the delivery of the Government’s Road Safety Strategy (2026) and casualty reduction objectives.

11. The Department for Transport (DfT) monitors each LHA's casualty reduction progress through the national STATS19 road collision database.
12. The DfT released its annual road casualty report (the Reported Road Casualties Great Britain, annual report: 2024) in September 2025, which set out the number of personal injury road traffic casualties in Great Britain, as reported by the Police to the DfT using the STATS19 reporting system. The report focuses on severity, the road user group, age, and the sex of the casualties, which is compared with previous years since 2014. In 2024, there were declines in the reported road casualties in Great Britain for total, fatal, and killed or seriously injured (KSI) casualties. Further detail on the current trends can be found in Appendix B of this report.
13. On 7 January 2026, the Government launched its new national Road Safety Strategy. Approximately four people die on Britain's roads every day, with thousands more seriously injured each year. Through targeted action on speeding, drink and drug driving, not wearing seat belts, mobile phone use, improving training for young drivers and introducing mandatory eye tests for older motorists, thousands of these tragedies can be prevented.
14. The Council's Road Safety Strategy sets out its use of the Safe System approach to road safety, setting a 2035 casualty reduction target and the long-term target of zero deaths. This aligns well with the National Road Safety Strategy's use of the Safe System approach and in setting the 2035 casualty reduction targets and long-term ambition for nobody to be killed or seriously injured on roads in Great Britain. The Council will assess the implications of the Government's new national Road Safety Strategy in detail. Where appropriate, it will review its own approach to ensure that it aligns with the Government's new national Road Safety Strategy.
15. There has been some community concern about the increasing and inappropriate use of a range of relatively new modes of transport, including e-scooters, e-bikes, and mobility scooters. Members will continue to be kept advised of any issues in Leicestershire relating to these modes and any future changes to the legislation.
16. The Council's approach to casualty reduction is consistent with the Government's known priorities and industry best practice. Full details of Leicestershire's road safety initiatives and actions can be found in Appendix C of this report. This includes information covering, but not limited to:
  - a) Planning a safer road environment through development management and safety audits;
  - b) Managing speed through the Community Speed Enforcement Initiative, safety cameras and advisory 20mph school safety zones;
  - c) Road safety education programme covering education, training, and publicity, including driver education workshops, bespoke targeted campaigns, pre-driver and fleet driver training, publicity campaigns;
  - d) Improving safety for vulnerable road users, including motorcyclists, pedestrians, cyclists;
  - e) School Keep Clear, which involves Camera Car enforcement for improving behaviour outside schools.

## **Statistical Update**

17. A set of definitions used throughout the remainder of this report is shown in Appendix D of this report. The term 'collision' is used throughout. This should not be taken as the Council's view of the relative merits of terms 'collision', 'crash' or any other term (please note that the term 'accident' is no longer used).

## **Collision Data Management**

### Collection and Validation – Current Process

18. Leicestershire Police is responsible for recording details of road traffic collisions. The DfT sets the rules on what information must be collected. This includes basic information about the collision, the people that are injured, and the vehicles that are involved. The aim is to capture the key circumstances, and to provide enough information for any future investigation.
19. The DfT also publishes guidance (called STATS20) that explains what should and should not be reported. In the past, this information was collected on a paper form called STATS19. Since April 2020, Leicestershire Police has used a digital system called Pronto instead. This means that the Council now receives collision reports immediately after they are completed, rather than waiting for the paper forms to arrive by post.
20. Using a standard format makes it easier to share and understand the data. It also allows software companies to create tools that help to check and analyse the information.
21. The Council checks and records collision information on behalf of Leicestershire Police for the entire force area (including the City of Leicester and Rutland), using a system called AccsMap. When data is entered, the system checks that all required details are included and meet the DfT's rules. The Council's staff also manually review the information before and during the entry. If any information is missing or if the information looks incorrect, the staff contact the police to make sure that the data is accurate.

### Data Provision and Sensitivity

22. Collision data is shared monthly with Leicestershire Police, Leicester City Council, Rutland Council, National Highways, and Leicestershire Fire and Rescue Service. It is also supplied to the DfT on behalf of Leicestershire Police, contributing to the DfT's national data and analysis for Great Britain.
23. The Council also receive ad-hoc requests for data, for both commercial and non-commercial purposes. Collision records include information that is classed as personal or sensitive, such as:
  - a) Contributory factors based on the attending police officer's opinion;
  - b) Personal details about the casualties (such as age or gender);
  - c) Other circumstances that could affect the ongoing investigations (such as the description, the breath test results, the seat belt use).

24. Consequently, some of the information provided by the Police cannot be shared, as doing so would breach information security and data protection laws.
25. Data considered to be 'non-sensitive' or 'non-personal' is shared more widely, often for commercial requests or through Freedom of Information requests. Any additional information is only provided when it is essential for a road safety audit, and only if the third party agrees to use it solely for that purpose.

### Data Quality

26. Every effort is made to ensure that collision data is accurate, but some factors are outside of the Council's control. For a report to reach the Council, the collision must either be attended by a police officer, reported at a police station or be an online submission that has been reviewed by a police officer. Only then will the Police send the report to the Council for validation.
27. In 2017, the number of reported collisions dropped by 30% compared to 2016, and this lower level has continued. A Leicestershire Police study found that changes in police processes (due to resource constraints) explained about 17% of the reduction, suggesting that the rest reflects a real fall in collisions. Police officers are now rarely deployed to collisions involving slight injuries, even though these should be included in the STATS19 dataset. This means that such collisions rely on the people who are involved to report them.
28. In January 2019, Leicestershire Police introduced an online reporting system called Single Online Home which allows the public to report Road Traffic Collisions. In May 2023, the Traffic Prosecutions Team at Leicestershire Police has started sending reports from this system to the Council, when the quality of information received by the Police is sufficient for validation. After consultation with the Road Safety Partnership and the DfT, these reports are now included in the STATS19 dataset.
29. The Council works closely with several teams at Leicestershire Police to keep data quality as high as possible. The common issues include:
  - a) Reports of known collisions apparently not being sent through to the Council;
  - b) Pedal cycles not always being recognised as vehicles, and reporting cyclists as pedestrians;
  - c) Incorrect, missing, or contradictory information (such as the casualty severity, the locations, the vehicle directions, the speed limits, and goods vehicle details);
  - d) No records of vehicles that failed to stop at the scene.
30. Improvements to the Police's Pronto system have reduced these problems, but any ongoing concerns are raised with Leicestershire Police and through Road Safety Partnership meetings.

### STATS19 Changes

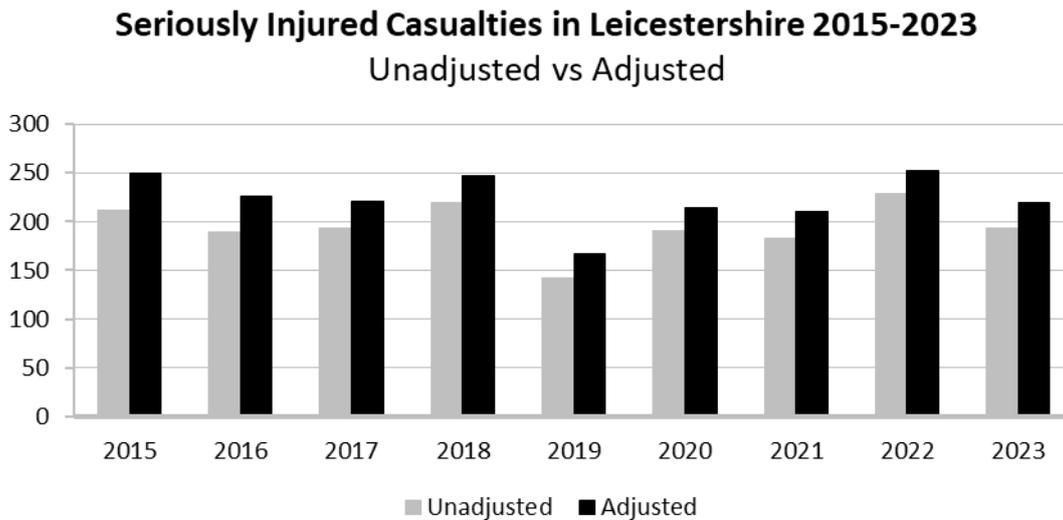
31. After a DfT review (2018-2021), the STATS19 specification changed for all collisions from 1 January 2024. The key changes include:

- a) A new vehicle type for “personal powered transporter” (such as e-scooters);
  - b) Replacing the 79 “Contributory Factors” with 36 “Road Safety Factors”;
  - c) Removing the severity categories and introducing injury lists (which were mapped to old categories for comparison);
  - d) Adding in a way to show whether a report was made by a police officer or by a member of the public online.
32. To help the stakeholders adapt, the DfT released an updated technical specification (STATS21) and guidance (STATS20). A National Collision Reporting Form is also available for police forces that are not yet using digital systems, thereby replacing the old STATS19 paper form.
33. Leicestershire Police updated its Pronto system to meet these requirements, and so reports for collisions from 1 January 2024 now comply with the new specification.

#### Impact of the Change from Severity to Injury-Based Reporting

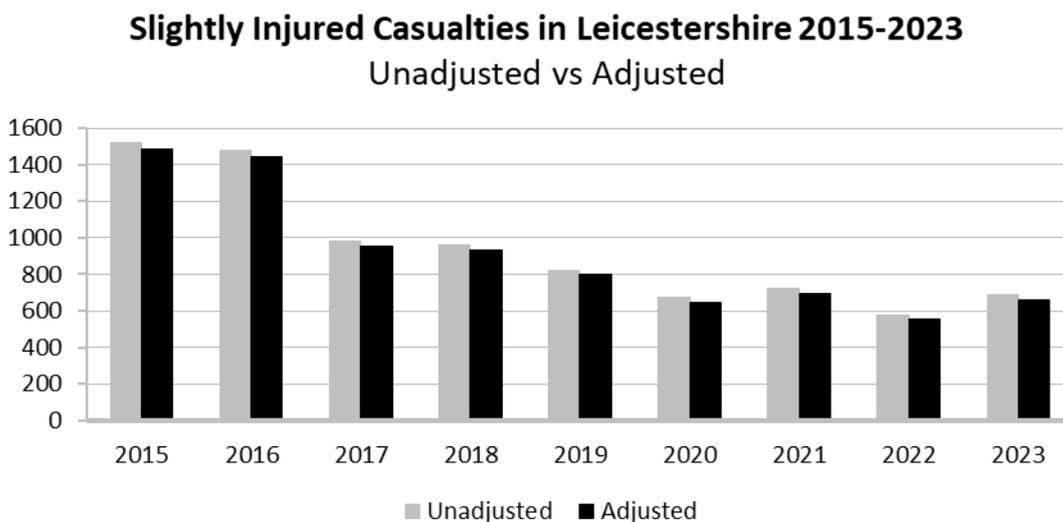
34. From 1 January 2024, the STATS19 specification replaced the traditional severity categories (slight, serious, fatal) with detailed injury lists, with each injury falling into one of the traditional severity categories. These lists are designed to provide a more accurate picture of the injuries that are sustained in collisions.
35. Under the old system, the classification of “serious” versus “slight” was often based on the attending police officer’s opinion and could vary between police forces. This sometimes led to an under-reporting of serious injuries, especially when the injuries were not immediately obvious at the scene.
36. Based on the DfT’s analysis of this historical under-reporting, the Council would expect to see more serious injuries being recorded, compared to slight injuries. Injuries that previously might have been incorrectly classed as “slight” will now automatically be classed as “serious” under the new definitions. This does not mean that the road safety has suddenly worsened, as it reflects a more accurate way of recording the severity of the injuries.
37. To avoid misleading trends, the DfT has published adjusted historical figures. These figures apply the new injury-based definitions to past data, so that local authorities can compare trends over time without misinterpreting the apparent rise in serious injuries.
38. The adjustment process uses statistical modelling to estimate how many injuries in previous years would have been classified differently under the new system. This ensures that comparisons between pre-2024 and post-2024 data are fair and meaningful.
39. The model which calculates the adjusted totals is updated each year alongside the published figures. This means that the estimated historical totals are likely to change year-on-year, but the DfT has stated that it does not expect these changes will be large or will result in a change in trends.
40. In Figure 1 below is a chart comparing Leicestershire’s unadjusted and adjusted totals for seriously injured casualties between 2015 and 2023, where it can be seen that the adjusted totals are higher for the reasons explained above.

Figure 1: Seriously Injured Casualties – Unadjusted vs Adjusted



41. Consequently, the number of slightly injured casualties is reduced each year, as can be seen in the chart in Figure 2 below.

Figure 2: Slightly Injured Casualties – Unadjusted vs Adjusted



42. While these adjustments improve comparability, they rely on modelling assumptions and carry some uncertainty, so figures should be interpreted with caution.

## Reported Road Casualties 2024

### Great Britain

43. The DfT uses data from local authorities to produce Reported Road Casualties Great Britain (RRCGB), the official national statistics on traffic casualties, fatalities, and related road safety data. The RRCGB is published in two stages each year, with provisional results at the end of June and an annual report with the final results at the end of September.

44. Local authorities compare these national statistics with their own statistics to identify any trends. However, differences are expected because local factors, such as geography, the road environment and driver behaviour, vary across the country. For example, wealthier areas may have more vehicles with advanced safety features, which can influence collision outcomes.
45. Both national and local decisions affect collision statistics. National policies shape local priorities and resources, which influence the decisions on services including road safety. These local outcomes then feed back into the national figures.
46. The RRCGB 2024 annual report and datasets were published at the end of September 2025, and they have been used to compare Leicestershire's performance against the national picture.
47. As recommended by the DfT, the adjusted historical totals are used for comparison in this report. Therefore, it should be assumed, unless it is otherwise stated, that it is adjusted totals that are being referred to for any years from 2023 and earlier (see paragraphs 35 to 43 for more information).

### Leicestershire

48. Appendix B contains detailed information on Leicestershire's road traffic collisions and casualties. This includes information relating to:
  - a) Collisions and casualties in 2024;
  - b) Short, medium, and long-term trends;
  - c) Travel modes;
  - d) Road type (built-up vs non-built-up, local vs strategic road network);
  - e) Age groups;
  - f) Comparisons with other authorities and Great Britain.
49. Where possible, these figures have been compared with the national trends using the RRCGB 2024 data release.
50. The key statistics for 2024 include:
  - a) **27 fatalities** in reported collisions, which is down from 34 in 2023.
  - b) **259 serious injuries**, making **286 killed or seriously injured (KSI)**, the highest total since 2014 (adjusted figures). This continues the concern that KSI numbers are not falling.
  - c) **942 casualties of all severities**, which is higher than in 2023 but still among the lowest that is on record and around half the level that was seen ten years ago.
  - d) Long-term trends show **decreases of casualties for car occupants, pedestrians, and pedal cyclists**, but recent years have seen slower reductions or slight increases.

- e) Over the past five years, **KSI casualties among car occupants, motorcyclists, children (0-15) and older people (60+) are generally rising.**
- f) **Collisions involving personal powered transporters (such as e-scooters) remain very low**, just six in 2024. The national figures are relatively stable.
- g) **Leicestershire ranks highly** when comparing the 2020-24 casualty rates against other counties, characteristically similar authorities, and the East Midlands average.

51. A further visual summary of these results has been produced by the Road Safety Partnership, and it is included in Appendix E of this report.

### **Vulnerable Road Users**

52. The detailed statistics and trends for vulnerable road users in Leicestershire and Great Britain are provided in Appendix B, and it is broken down by the road user type and the age group. The key findings for 2024 (compared to the 2017-21 average unless stated) are:

- a) **Pedestrians** – 4% fewer casualties overall in Leicestershire (the same as Great Britain), and 19% fewer KSI, with 32 in total and one fatality.
- b) **Pedal cyclists** – overall casualties fell by 1% (compared to a 15% decrease nationally), but KSI casualties increased by seven, reaching 33 in total (two fatalities).
- c) **Motorcyclists** – 15% more casualties (compared to 1% decrease nationally), and 19 more KSI casualties, with 63 in total (two fatalities).
- d) **E-scooters** – six casualties in 2024 (one fewer than 2023), including three KSI (up from one in 2023). The national trends are covered in Appendix B.
- e) **Children (aged 15 or under)** – 12% more casualties in 2024 (compared to a 9% decrease nationally). KSI casualties fell by two, with 14 in total and no fatalities.
- f) **Older casualties (aged 60+)** – 10% fewer total casualties (compared to a 4% increase nationally), but 15% more KSI casualties (seven more), bringing the total to 50.
- g) Local KSI trends by road user type or age group can be hard to interpret, because the small numbers involved can be prone to significant natural variation year-on-year.

### Human Error in Road Traffic Collisions

53. It is difficult to say exactly what proportion of collisions are caused by human error, but the detailed analysis of reports over many years suggests that it is over 90%. Engineering measures help to reduce this risk by creating road environments that are easier for drivers to understand, thereby lowering the

chance of mistakes. Education, training and publicity campaigns focus on driver attitudes, and encouraging safer and more responsible behaviour.

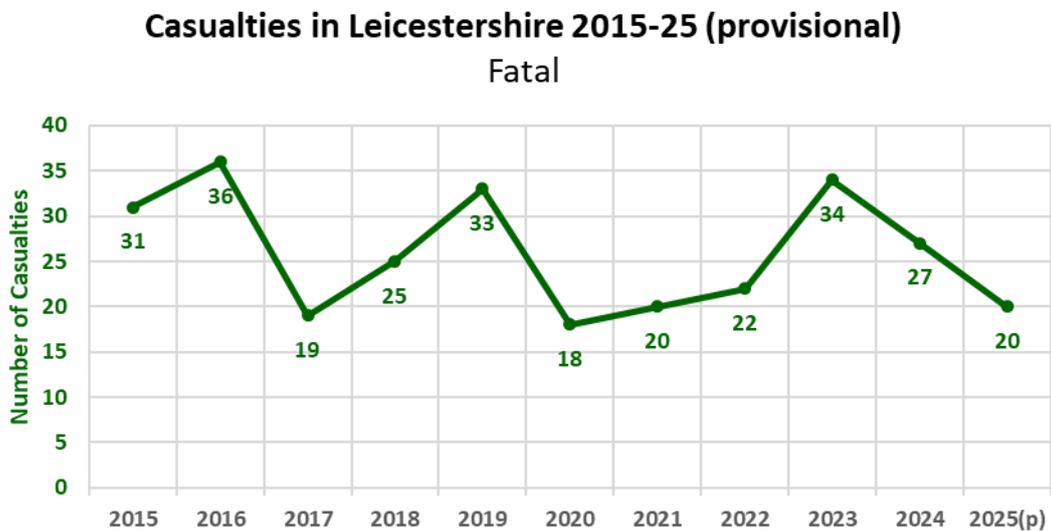
## 2025 Provisional Update

54. Collision information for any year is provisional until it is validated by the DfT in the following year. The figures below are estimates and they may change, as the 2025 data has not yet been finalised.

### Fatal Casualties

55. In 2025, **20 people were killed** in reported road traffic collisions in Leicestershire. Of these, 13 occurred on the Local Road Network, which is maintained by the Council.

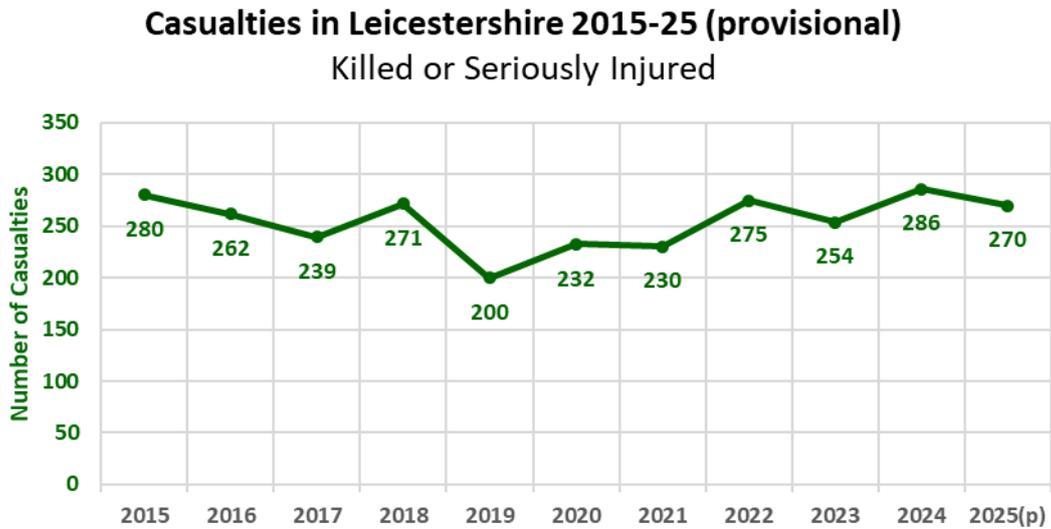
Figure 3: Fatal Casualties in Leicestershire 2015-25 (provisional)



### Killed or Seriously Injured Casualties

56. The rolling 12-month total (October 2024 to September 2025) suggests that **KSI casualties in 2025 will be lower than in 2024** once final figures are confirmed.

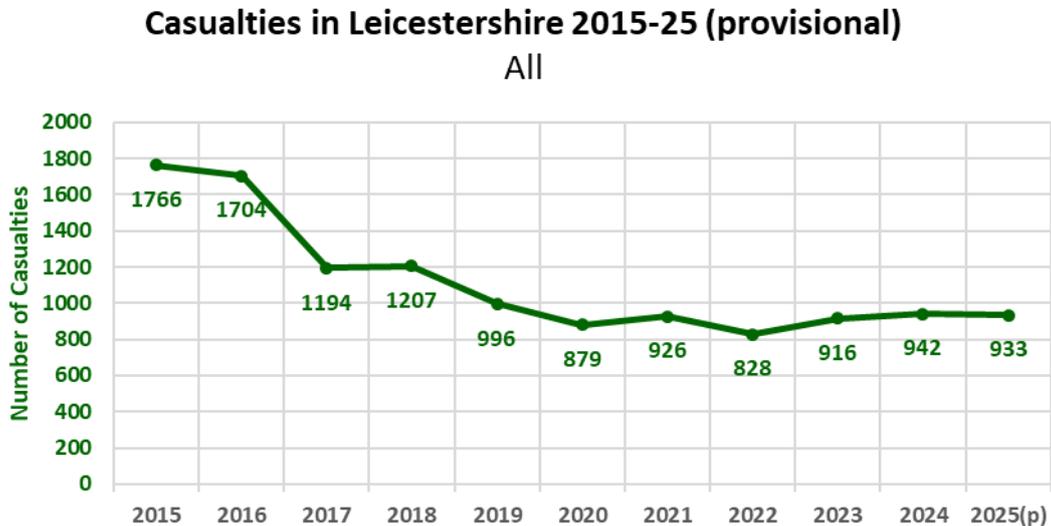
Figure 4: KSI Casualties in Leicestershire 2015-25 (provisional)



All Casualties

57. The same rolling 12-month total indicates that overall casualty numbers will remain similar to recent years. However, this estimate may change after the end-of-year process to capture missing collision reports.

Figure 5: All Casualties in Leicestershire 2015-25 (provisional)



**Statistical Targets Review**

National Targets

58. In November 2025, the DfT published the results of a review of road safety performance indicators (PIs) and targets, to determine if they are effective in improving road safety. The study examined the background to targets within the context of international efforts to improve road safety and the increasingly widespread adoption of the ‘safe system’ approach to road safety management.

The evidence suggests that targets play a role in reducing fatalities, but their impact cannot be separated from wider road safety strategies. The study recommended that the DfT considered adopting a national road safety performance framework. The Council will await further detail on the Government's approach to performance indicators and targets and assess the implications for the Council's own PIs and targets at that time.

- 59. On 7 January 2026, the Government published its new national Road Safety Strategy. This sets out an ambitious plan to reduce deaths and serious injuries on Britain's roads by 65% by 2035, with an even more stretching target of 70% for children under 16.

Local Targets

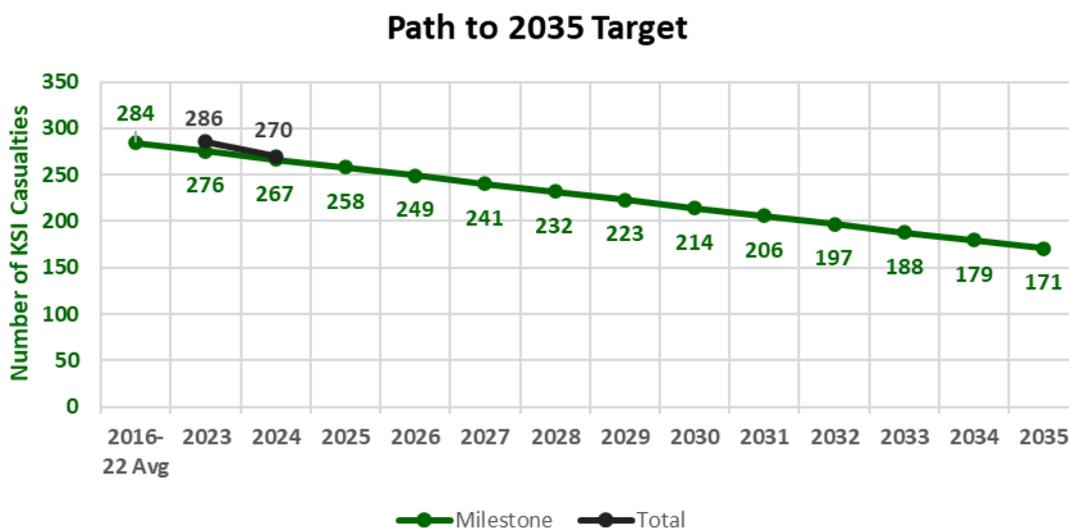
- 60. The Council's Road Safety Strategy sets two main targets:

- a) A 40% reduction in KSI casualties by 2035.
- b) Zero deaths caused by road traffic collisions by 2050.

- 61. The 40% reduction target is based on the 2016-2022 average "adjusted" KSI totals (as of December 2024), excluding 2020 and 2021 because the Covid-19 Pandemic affected traffic and casualty figures. This average is 284 KSIs per year, so the target for 2035 is 171 KSIs (rounded). Using this baseline ensures that the target reflects recent, reliable data.

- 62. It is important to note that the 2016-22 average may change in the future as the DfT updates its severity adjustment model for totals prior to 2023. However, the Council does not plan to update the target or milestones annually.

Figure 6: Path to 2035 Target (40% reduction in total KSI casualties)



- 63. Leicestershire has made significant progress in road safety over past decades. Setting a long-term goal of zero deaths caused by road traffic collisions by 2050 supports a 'vision zero' Safe Systems approach, which aligns with the national and international best practice.

64. These targets will be monitored through the annual casualty reduction report and reviewed, if necessary.
65. Additionally, the Council tracks key performance indicators for internal reporting:
  - a) Total casualties on Leicestershire roads;
  - b) Number of people KSI;
  - c) Total casualties involving road users, walking, cycling and motorcyclists (excluding cars);
  - d) Number of people KSI, walking, cycling and motorcyclists (excluding cars).

### **Approach to Casualty Reduction Update**

#### **Collision Investigation and Site Prioritisation**

66. A list of 'cluster sites' is the starting point to the methods used by the Council for site prioritisation. A cluster site is a group of collisions that have occurred within a specified distance of each other, between a specified timeframe.
67. The Council uses 50 metres as the distance threshold (groups of collisions within a 50-metre radius), using collisions from the five most recent full calendar years (as confirmed with the DfT). This approach ensures comparability between years, and avoids results being skewed by factors such as seasonal variance. The site must also be on the Local Road Network (as opposed to the Strategic Road Network, which is managed by National Highways).
68. Cluster site lists are produced shortly after the data has been finalised for the previous year. These can only be used for site prioritisation once the DfT's RRCGB annual report has been released, to enable assessment against national averages and predicted collision rates. The cluster site list can be re-generated periodically through the year to identify emerging sites of concern.
69. The 2020 to 2024 cluster site list is shown in Appendix F of this report. Only cluster sites with seven or more collisions will be included on the list for site prioritisation. These sites include locations that are currently under investigation, where schemes are at present in design or have been recently implemented, locations that have been assessed but no further action is proposed, or where other major schemes are proposed.
70. An assessment is undertaken to identify sites with patterns of treatable collisions.
71. Sites which have been identified through this method are then investigated to identify any appropriate measures to reduce casualties.
72. If an appropriate scheme is identified, funding will be sought, or measures may be introduced as part of other schemes.
73. Where appropriate, an assessment of collisions involving specific vulnerable users or types of collisions may take place. As an example, these may include collisions in wet/damp conditions, collisions involving pedestrians, cyclists or motorcyclists or collisions on rural bends. This list would be used to bid for

funding that is targeted at specific types of measures. Alternatively, where appropriate, improvements could be delivered as part of other works.

## Schemes

### Schemes Completed or Ongoing

74. In the most recent interim cluster site list, 12 sites were identified where seven or more collisions were recorded within the previous five years of data. A list of these sites is provided in Appendix F of this report.
75. Of these, three have had a scheme recently implemented either as a cluster or a Rural Routes Initiative (RRI) scheme, or as part of another major scheme completion. These sites continue to be monitored, but no additional action is proposed.
76. Of the remaining sites:
  - a) Four sites have a scheme currently proposed;
  - b) Four sites are under investigation;
  - c) One site was investigated and no clear pattern in the collisions was identified whereby a scheme could have been considered that is likely to result in a reduction in collisions.
77. Ten cluster site schemes are currently underway based on previous years analysis, the emerging 2024/25 end of year data and in year emerging concerns. These are:
  - a) One Ash roundabout – signal installation.
  - b) One Ash roundabout – Speed limit reduction (part of overall scheme for 25/26).
  - c) B591 Charley Road, Crossroads – Traffic Signal Scheme.
  - d) Fenn Lane, junction with Shenton Lane (VAS scheme).
  - e) A5199 Welford Road junction with Bruntingthorpe Road.
  - f) Beacon Road junction with Shepshed Road, Ulverscroft.
  - g) Long Lane junction with Belvoir Road, Redmile.
  - h) Shoby Bends.
  - i) Paudy Lane, Seagrave.
  - j) Station Street junction with Blaby Road, Wigston.

### Potential Future RRI Routes and Schemes

78. The Rural Roads Initiative is a scheme where officers looked at all of the County's roads that were assigned the national speed limit and that are above 2.2km in length and reviewed these routes to identify those with a collision rate higher than the national average. Where the collision rate was found to be higher than the national average a scheme was proposed to reduce the speed limit from national to 50mph. Following on from the previous RRI completed schemes, a review of the potential routes for inclusion in future waves of schemes is undertaken annually once the complete and validated collision data from the previous year is available.

79. However, the fragility of the rates for these routes, specifically where collision numbers are low (one per year or fewer) suggest that a higher threshold for inclusion in the programme would help to identify those schemes whereby a change in the speed limit is most likely to be of benefit.
80. As such, a minimum of seven collisions in the most recent five years along the route will be introduced as a minimum threshold, as is the case with cluster sites, to be able to better justify further routes.

#### Casualty Reduction – the next steps

81. The above shows the Council's recent approach to casualty reduction in terms of cluster analysis and the RRI. The annual cluster analysis will continue to pick up new sites and the Council will continue to monitor existing sites annually.
82. It is, however, becoming more difficult to clearly identify viable intervention measures at the majority of the outstanding cluster sites, as there are no common identified causation factors for which an engineering solution would be appropriate.
83. Due to a combination of factors, including the continued underreporting issues of injury collisions, the significant decrease in slight injury collisions in 2020 due to the Pandemic travel restrictions and the impact of previous interventions, fewer viable sites are being identified through the RRI and cluster site studies, and therefore additional analysis is to be undertaken.
84. Whilst it is proposed to continue to undertake these studies, additional analysis has been carried out by the Council using a larger radius area which has identified several additional schemes. Council officers also looked at several sites which were not highlighted through the cluster analysis, but which had a high KSI rate.
85. The locations identified through this analysis have been looked at as a route, taking a holistic view of the whole location rather than looking at sections in isolation. This has led to the development of several schemes for analysis, including the A47 East and the works implemented along the A444 in addition to the cluster sites identified in Appendix F.
86. Periodic desktop reviews of KSI collisions will continue to be undertaken to ensure that the Council is aware of any emerging collision problems across the network. This will be undertaken alongside updates for cluster sites throughout the year.
87. National trends suggest that it is the strategic network of key 'A' and 'B' roads where casualty reduction is slower than on other parts of the national and regional highway network. A review of the Council's own Major Road Network has showed that rates are comparable or below the national levels. Therefore, route studies are being undertaken on other 'A' and 'B' roads across Leicestershire, with a focus on KSI collisions.
88. Officers have reviewed collision data on all 'A' roads within the County looking at the collision rate per billion vehicle kilometres and comparing this to the national

average for 2024, which is 235 collisions per billion vehicle kilometres. All 'A' roads within Leicestershire are below the national average rate.

### **Community Speed Enforcement**

89. In March 2017, the Cabinet approved a trial Community Speed Management Initiative (CSMI), to combat issues around speeding and safety. The trial involved average speed cameras in seven locations across the County at a cost of £500,000 (funded from the Council's 2016/17 underspends).
90. The areas chosen were Sharnford, Woodhouse Eaves, Measham, Walcote, the A6 Harborough Road at Oadby, the A50 Field Head and the B676 Melton. The results of the trial showed that average speed cameras had a positive impact in reducing vehicle speeds.
91. Following the trial, the Cabinet considered a report in October 2020 on the establishment of a CSMI. It noted that funding of the programme would be identified and managed through the annual Environment and Transport Highways and Transportation Capital Programme and Works Programme. The report noted that the ongoing revenue budget for additional sites would need to be managed as part of the existing maintenance programme.
92. The Cabinet approved an ongoing programme of community speed enforcement, to deliver appropriate measures to reduce speed in communities. Before being considered as a suitable location for installation of cameras, several criteria must be satisfied.
93. The proposal involves a rolling programme of sites being identified, and average speed camera assets being moved around the County. A data collection exercise has been developed to identify sites that meet the criteria, as set out in the report considered by the Cabinet in October 2020.
94. Over 300 locations have been identified under CSMI as requiring extensive surveys to assess if they meet Council criteria and have a factual or perceived speeding issue. Countywide surveying began in January 2023 once the traffic levels had stabilised post-Pandemic, with all of the sites being completed by the summer of 2024.
95. Upon analysis of the data, officers identified an issue with some early sites surveys requiring to be re-surveyed. This took place in late 2024. The data collection was completed in late 2024, and it was then reviewed and analysed. Officers found no additional sites met the current criteria for average speed cameras. Officers are currently reviewing the initiative and the Council will look to bring an update on how the Council will move forward with the initiative or a new proposal.

### **20mph Zones**

96. The guidance set out by the DfT suggests that the mean speed for a village road that is being considered for a 20mph speed limit/zone should be at or below 24mph. 24mph is the suggested speed since it falls in the lower end of the 20mph's and, therefore, the implementation of a 20mph limit would be self-enforcing, such as without the need for any physical traffic calming measures.

97. Where the mean speeds are higher than 24mph, physical calming measures, such as speed humps and chicanes, would be required to control and maintain speeds. For physical traffic calming features to be allowed on the highway, street lighting is required.
98. The requirements for the use and siting of such measures are set out in the same guidance from the DfT. Since 2002, the Council has been implementing advisory 20mph school safety zones at schools that have produced School Travel Plans. Appendix C of this report provides further information.

### **Road Safety Education in Primary Schools**

99. There has been a gap in road safety education (RSE) delivery in schools for a number of years due to previous removal of funding however a recent review of services within the Department has now enabled a new RSE programme to be delivered by existing staffing resource. RSE is important because it saves lives. Teaching children and young people about how they can use the road safely is likely to reduce accidents and deaths on Leicestershire's roads. Road accidents are one of the main reasons that young people die with most of the injuries taking place between 8am and 9am and between 3pm and 7pm.
100. To deal with this, the Traffic & Safety team have developed a comprehensive road safety education programme that builds on children's learning from Foundation Year through to Year 6. The programme is a blended approach to teaching with a mix of live visits and digital teacher resources to enable maximum reach. All of the lessons are outcome led, they link to the national curriculum and they have clear learning objectives; through cooperative learning and behaviour change techniques, the Council's aim is to equip children with the skills required to become safe independent road users. Further information regarding this is provided in Appendix C, section 39.

### **Leicester, Leicestershire, and Rutland Road Safety Partnership (LLRRSP)**

101. The LLRRSP brings together the following organisations:
  - a) Leicestershire County Council;
  - b) Leicester City Council;
  - c) Rutland Council;
  - d) Leicestershire Police;
  - e) National Highways;
  - f) Leicestershire Fire and Rescue Service;
  - g) Public Health;
  - h) East Midlands Ambulance.
102. The overall objective of the LLRRSP is to reduce the numbers of people killed and injured on the highway network within the Partnership area through collaborative working. The LLRRSP seeks to achieve this through the provision of camera enforcement and evidence-based programmes of road safety education, training, and publicity.
103. The Safety Camera Scheme is directly managed by Leicestershire Police. The police run and manage the static and mobile cameras and the processing of

offences from their Road Safety Unit. The police offer Driver Education Workshop (DEW) courses to drivers within a prescribed threshold.

104. The Council runs and manages the DEW operation; during the period 1 April 2024 to 31 March 2025, 41,796 drivers attended a National Driver Offender Retraining Scheme course. The DEW continues to offer clients the option of undertaking either a classroom or online course. This equates to more than 125,000 hours of driver training.
105. There is a memorandum of understanding between the main LLRRSP partners which runs from April 2023 until March 2028.
106. The LLRRSP structure consists of:
  - a) A Board represented by senior managers from the individual organisations;
  - b) A Management Group (allowing time to pick up items in detail from the Board);
  - c) Service groups – Camera Operations, Data and Communications function, and the DEW are all represented by officers from across the Partnership.
107. A key focus for the Camera Operations Group has been the establishment of new hard standing areas for mobile enforcement plus the expansion of existing routes.
108. The digital cameras have not resulted in any significant changes in client numbers; the operation has worked hard to maintain a strong delivery presence in 2024/25.
109. The Data Group has produced casualty information to highlight trends and issues to inform the work of the Communications and Publicity Group (Appendix E).
110. A full programme of communication and training initiatives for 2024/25 was developed and approved by the LLRRSP Board. There has been an ongoing focus on the use of social media and social media-based advertising which matches the national approach from the THINK! campaign. During 2024, there were two separate road safety campaigns, one was aimed at reminding drivers of the dangers of selfish and unsafe parking at school pickup and drop off times, and the second highlighted the risks of driving while tired. This work is funded by the Partnership and managed by its Communications Officer.
111. The Senior Traffic Management Officer at Leicestershire Police has provided a report giving further detail on the Leicestershire Police's contribution to casualty reduction and the LLRRSP (Appendix A).

## **Consultations**

112. Individual road safety schemes will continue to be subject to consultations with the local Members and the public, and reports will be made available to members, as appropriate.

## **Resource Implications**

113. The Environment and Transport 2026/27 Highways and Transportation Capital Programme and Works Programme is the subject of a separate report for consideration by the Committee at this meeting. This includes a Medium-Term Financial Strategy (MTFS) total of £8.91m for safety schemes of which £1.245m has been allocated for casualty reduction schemes for the four-year period 2026/27-2029/30.

Figure 7: MTFS: Capital Programme – Casualty Reduction Scheme allocation

<b>Capital Programme allocation for Casualty Reduction Schemes</b>	
2026/27	£538,000
2027/28	£207,000
2028/29	£250,000
2029/30	£250,000
<b>4-year total: £1,245,000</b>	

114. Despite being a low funded authority and regardless of years of austerity and budget savings, the Council has continued to provide a wide range of road safety initiatives in Leicestershire (as shown in Appendix C). Going forward, the Council's financial situation will be even more challenging. Whilst limited, funds will be focused on delivering the statutory duties along with other priorities, and this will include any necessary safety measures.
115. The Director of Corporate Resources and the Assistant Director of Law and Governance have been consulted on the contents of the report.

## **Conclusions**

116. Overall, roads in Leicestershire are significantly safer than they were 20 or even 10 years ago, despite increases in motor vehicle traffic.
117. 2024 saw one of the lowest numbers of total casualties on record (942), while KSI casualties decreased but remain relatively high.
118. In June 2024, the Council adopted the Leicestershire Road Safety Strategy. This sets out its use of the Safe System approach to road safety and sets a 2035 casualty reduction target and long-term target of zero deaths caused by road traffic collisions.
119. On 7 January 2026, the Government launched its new national Road Safety Strategy. The Council's strategy aligns well with the Government's new strategy, including its use of a Safe System approach and its casualty reduction targets (2035 casualty reduction targets and long-term ambition for nobody to be killed or seriously injured on roads in Great Britain).
120. The Council will assess the implications of the Government's new national Road Safety Strategy in detail and, where appropriate, it will review its own approach to ensure that it aligns with the Government's new national strategy.

121. The approach taken to identifying sites and investigating concerns has been designed to ensure that benefits are maximised within the framework of the significant challenges that the Council faces.
122. Cluster sites will continue to be reviewed annually, but, as more of these sites are treated year-on-year, it is becoming more difficult to identify a significant number of schemes where appropriate and cost-effective mitigation measures can be justified from a collision reduction perspective.
123. As a result, and to continue contributing to reducing casualties, a review of the routes in the County (regardless of the speed limit and starting with the Major Road Network) will be undertaken to identify those where collision rates are high and where there is sufficient commonality in the collision types to justify the intervention.
124. The Council's road safety education programme will complement this process in targeting measures in an evidence-led approach.

### **Background Papers**

18 May 2022 - County Council - Strategic Plan (2022-2026)

<https://democracy.leics.gov.uk/ieListDocuments.aspx?CId=134&MId=6482&Ver=4#A171461>

<https://www.leicestershire.gov.uk/about-the-council/council-plans/the-strategic-plan>  
(2024-26 refreshed plan)

21 June 2024 – Cabinet – Leicestershire County Council's Road Safety Strategy

<https://democracy.leics.gov.uk/ieListDocuments.aspx?CId=135&MId=7507&Ver=4>

Parliamentary Advisory Council for Transport Safety (PACTS): Manifesto for Road Safety 2024

<https://www.pacts.org.uk/wp-content/uploads/PACTS-Manifesto-for-Road-Safety-2024-FINAL-1-.pdf>

The Road Safety Trust: Manifesto for Road Safety 2024

<https://www.roadsafetytrust.org.uk/news/new-manifesto-calls-for-immediate-and-strategic-action-to-improve-road-safety>

Link to Minister's Statement

<https://questions-statements.parliament.uk/written-questions/detail/2024-09-04/4310/>

22 October 2024 – Cabinet – Leicestershire Highway Design Guide Review Update and Consultation Outcomes

<https://democracy.leics.gov.uk/ieListDocuments.aspx?CId=135&MId=7510&Ver=4>

22 November 2024 – Cabinet – Local Transport Plan (LTP4)

<https://democracy.leics.gov.uk/ieListDocuments.aspx?CId=135&MId=7511&Ver=4>

27 November 2025 – Department for Transport 'Effectiveness of targets for road safety' review

<https://www.gov.uk/government/publications/effectiveness-of-targets-for-road-safety>

7 January 2026 – Department for Transport – Road Safety Strategy

<https://www.gov.uk/government/publications/road-safety-strategy>

3 February 2026 – Cabinet – Provisional Medium Term Financial Strategy 2026/27 to 2029/30

<https://democracy.leics.gov.uk/ieListDocuments.aspx?CId=135&MId=8304&Ver=4>

### **Circulation under the Local Issues Alert Procedure**

None

### **Equality Implications**

125. Initiatives to reduce road casualties benefit all road users, but they are particularly important for vulnerable groups such as pedestrians, motorcyclists, cyclists, the young/elderly, and those with a disability.
126. Where appropriate, Equality Impact Assessments will be undertaken during the review of departmental policies and strategies or the development of measures and schemes.

### **Human Rights Implications**

127. There are no human rights implications arising from this report.

### **Environmental Implications**

128. As set out in paragraph 2 of this report, one of the key outcomes in the Council's Strategic Plan is 'Clean and Green'. Improvements in road safety and casualty reduction help toward achieving this outcome. Improving road safety through casualty reduction helps to reduce safety concerns associated with cycling, walking, and wheeling, and also helps to improve air quality, carbon reduction and public health through mode shift away from car use.
129. Environmental Impact Assessments will be carried out in relation to work undertaken on individual projects and programmes, where appropriate.

### **Health Implications**

130. As set out in paragraph 2 of this report, one of the key outcomes in the Council's Strategic Plan is 'Safe and Well'. Improvements in road safety and casualty reduction help toward achieving this outcome. Casualty reduction achieved through road safety programmes outlined in this report have positive health implications, protecting the health and wellbeing of people, through reducing severity and number of casualties.
131. Improving road safety through casualty reduction helps to reduce both the existing and the perceived safety concerns that might deter people from using active and sustainable modes of transport, such as cycling, walking, and wheeling. These modes help to improve public health, along with air quality and carbon reduction, through mode shifts away from car use.

**Appendices**

Appendix A - Leicestershire Police Road Safety Report  
Appendix B - Reported Road Casualties in Leicestershire 2024  
Appendix C - Leicestershire's Road Safety Initiatives  
Appendix D - Definitions  
Appendix E - LLRRSP Road Safety Report 2024  
Appendix F - Cluster Sites

**Officers to Contact**

Ann Carruthers  
Director, Environment and Transport  
Telephone: (0116) 305 7000  
Email: [Ann.Carruthers@leics.gov.uk](mailto:Ann.Carruthers@leics.gov.uk)

Janna Walker  
Assistant Director, Development and Growth  
Telephone: (0116) 305 0785  
Email: [Janna.Walker@leics.gov.uk](mailto:Janna.Walker@leics.gov.uk)