

REPORTED ROAD CASUALTIES

LEICESTERSHIRE 2020

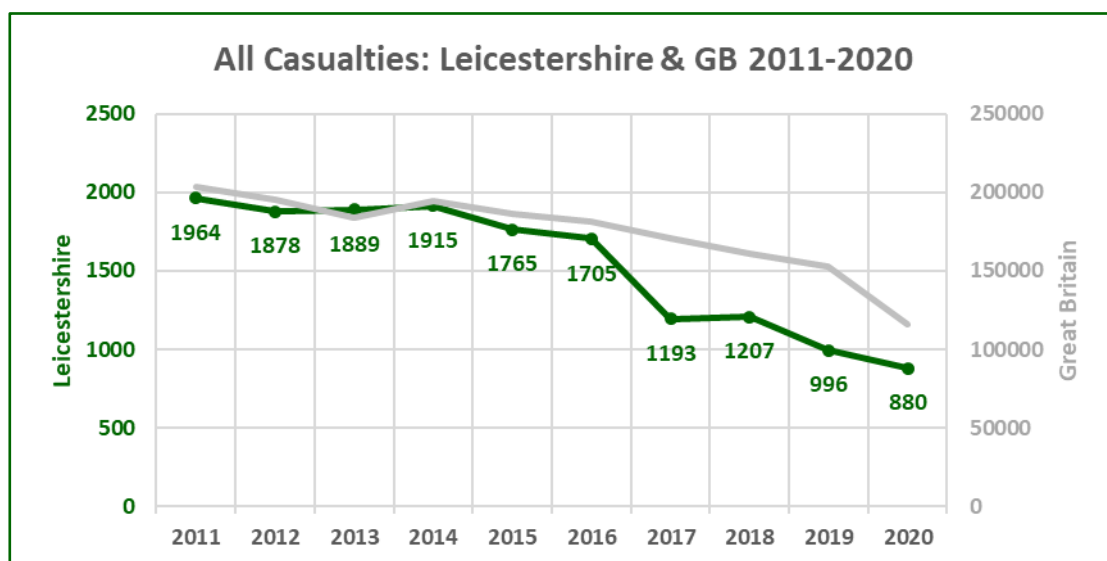
There were 209 reported killed or seriously injured casualties in 2020, an increase of 34 compared with 2019. Compared with the 2008-2012 average, there were 12% fewer killed or seriously injured casualties in 2020 and 58% fewer casualties overall.

ABOUT THIS REPORT

This report provides an overview of reported road casualties in 2020 in Leicestershire. This is created to support the County Council's annual report on casualty reduction.

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CONCLUSIONS

- There was a significant reduction in overall casualty totals between 2020 and 2019 to the lowest total on record, continuing the long-term trend which shows that overall casualty numbers are reducing.
- 2020 saw an increase in the number of killed or seriously injured casualties in Leicestershire, despite a significant decrease in traffic due to the Covid-19 pandemic and a significant reduction across Great Britain.
- Leicestershire continues to be a high performing authority when compared with other County Councils, East Midlands' authorities and statistical neighbours.
- Generally, it appears that Leicestershire performs well over most key statistics compared with the rest of Great Britain, with local trends usually better or consistent with those nationally.

INTRODUCTION

This report provides the number of personal-injury road traffic collisions in Leicestershire that were reported by the police in 2020 using the Department for Transport's STATS19 reporting system. It also includes the number of people killed or injured in these collisions and which road user group they were in. The current set of definitions and detail of information goes back to 1979, providing a long period for comparison.

The information used to create these statistics are collected by police forces, either through officers attending the scene of collisions or from members of the public reporting the collision in police stations after the incident. There is no obligation for people to report all personal-injury collisions to the police (although there is an obligation under certain conditions, as outlined in the Road Traffic Act). These figures, therefore, do not represent the full range of collisions or casualties in Leicestershire.

All collisions that were reported by the Police and that occurred on a public highway involving at least one motor vehicle, horse rider or pedal cyclist, and where at least one person was injured are included. Collisions that happened on private land (including private drives) or car parks are not included in the statistics. Damage only collisions that do not result in personal injury are also excluded from these statistics.

Throughout this document, 2020 statistics are compared against:

- **2019** – For information rather than meaningful comparison, as year-on-year variation can be high.
- **2013-2017 average & 2008-2012 average** – Averages to represent the approximate situation five and ten years ago respectively. Averages are used rather than single years (2015 and 2010) to ensure that “anomaly” years do not skew the comparisons too greatly.

STRENGTHS AND WEAKNESSES OF THE DATA

Comparisons of road collision reports with death registrations show that very few, if any, road collision fatalities are not reported by the police. However, it has long been known that a considerable proportion of non-fatal casualties are not known to the police, as hospital, survey and compensation claims data all indicate a higher number of casualties than police collision data would suggest.

Furthermore, comparison with other authorities and Great Britain will become increasingly difficult, due to the adoption of the **Collision Recording and Sharing (CRASH)** system among approximately half of English police forces by early 2016. This system is purported to increase severity accuracy by eliminating the uncertainty arising from individual officer judgements, and forces that have migrated to CRASH are estimated to have added 20% to the Great Britain total for serious injuries. There is currently no indication that Leicestershire Police have any intention of migrating to CRASH in the near future.

Resource-driven process changes at Leicestershire Police have been acknowledged by the Force to have contributed to a 17% fall in the number of reported collisions. Officers are typically no longer deployed to collisions where casualties have only suffered slight injuries, despite such collisions being part of the STATS19 dataset. It is therefore incumbent on the casualties involved to report such collisions to the ever-lessening number of police stations.

Therefore, the data used as the basis for these statistics should not be regarded as a complete record of all personal injury road collisions. Nevertheless, police data on road collisions, whilst not perfect, remain the most detailed, complete and reliable single source of information on road casualties covering the whole of Great Britain, in particular for monitoring trends over time.

SUMMARY FIGURES

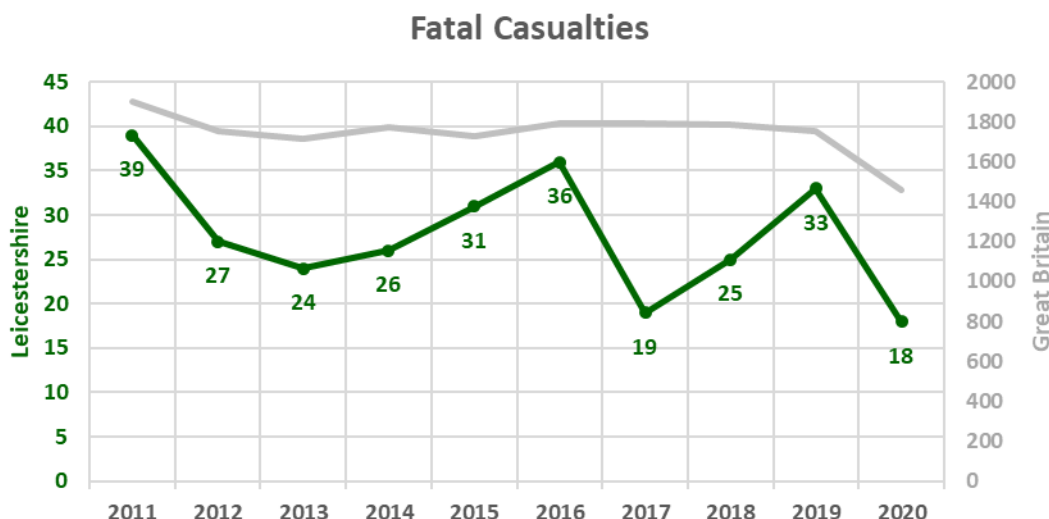
The table below shows the number of reported road casualties in Leicestershire in 2020 compared with previous years, and the percentage change reported by DfT in comparison with 2020 casualty figures for Great Britain (GB):

Leicestershire	2020	2019		2013-2017 average		2008-2012 average				
		Leics	GB	Leics	GB	Leics	GB			
All casualties	880	996	-12%	-25%	1693	-48%	-37%	2081	-58%	-46%
KSI	209	175	+19%	-21%	223	-6%	-13%	237	-12%	-17%
Killed	18	33	-45%	-17%	27	-34%	-17%	39	-54%	-29%
Seriously injured	191	142	+35%	-21%	196	-2%	-13%	198	-4%	-16%
Slightly injured	671	821	-18%	-25%	1470	-54%	-41%	1844	-64%	-50%

HEADLINE STATISTICS

A total of **18 people were killed** in reported road traffic collisions in Leicestershire in 2020. This is nearly halved from 2019 (33) and is also lower than the 2013-2017 and 2008-2012 averages (27 & 39).

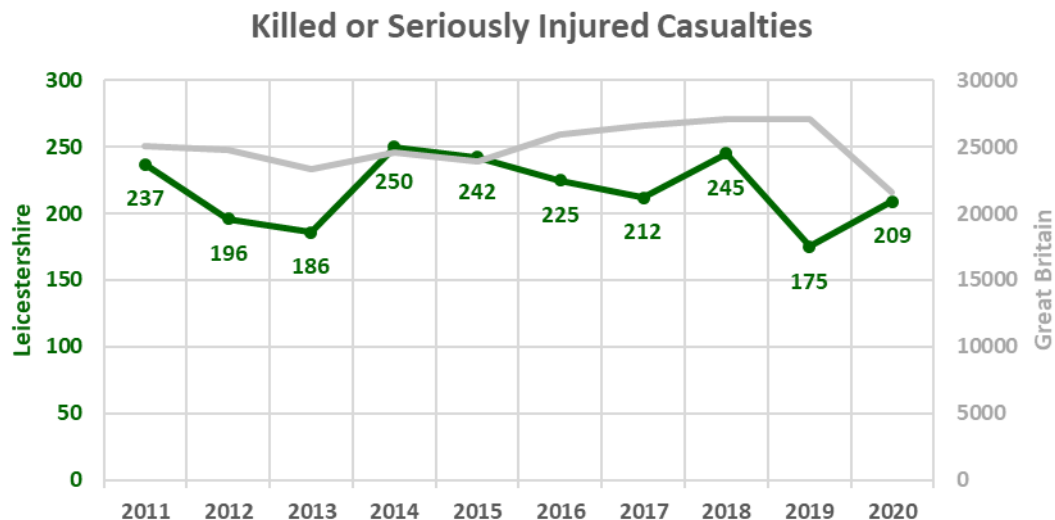
The long-term trend of Great Britain is a statistically significant fall between 2006 and 2010, followed by relative consistency between 2010-19 before a significant reduction in 2020. Most of the year on year changes since 2010 are either explained by one-off causes (for instance, the snow in 2010) or natural variation, which is stronger at a local level due to the smaller numbers involved. The reduction in 2020 is attributed to the reduction in road traffic in response to the Covid-19 pandemic.



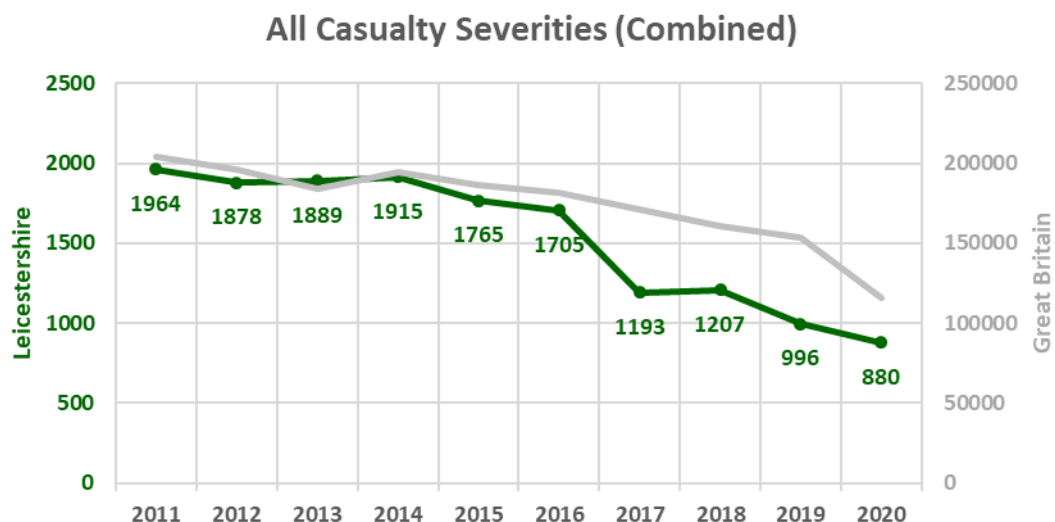
At a local authority level, trends can be more reliably seen by comparing killed and seriously injured casualties together, a nationally recognised statistic with the acronym “KSI”.

A total of **209 people were killed or seriously injured** in reported road traffic collisions in Leicestershire in 2020. This represents an increase against 2019 (175) but is less than the 2013-2017 average (223), and the 2008-2012 average (237).

In recent years, Leicestershire has seen mostly declining killed or seriously injured casualty numbers, contrary to Great Britain which has been steadily increasing. The opposite can be seen in 2020, where the number of seriously injured casualties in Leicestershire increased by 35% despite the pandemic-related reduction in traffic.







There was a total of **880 casualties of all severities (combined)** in reported road traffic collisions in Leicestershire in 2020. This is the lowest total on record, and a significant decrease when compared with 2019 (996), the 2013-2017 average (1693) and the 2008-2012 average (2081).



This mirrors the trend of decreasing casualty numbers across Great Britain, although the decrease is not quite as sharp nationally as it is locally.

CASUALTIES BY ROAD USER TYPE

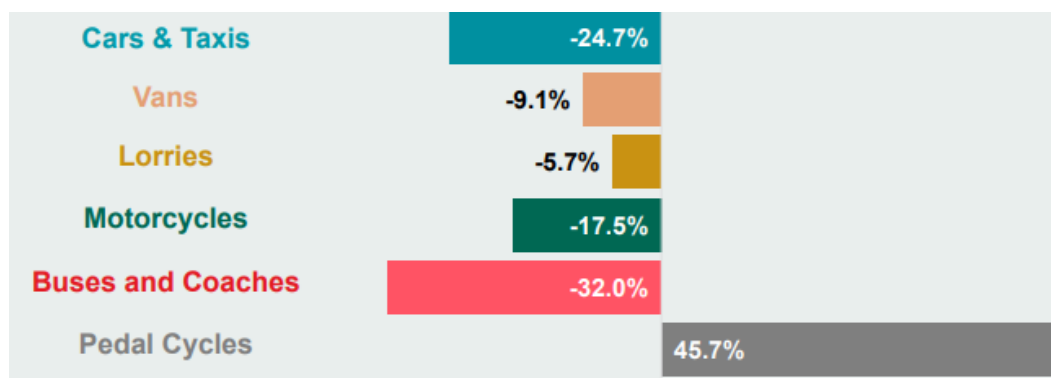
TOTAL CASUALTIES BY ROAD USER TYPE

Mode	2020	% share	2019		2013-2017 Average		2008-2012 average	
	580	66% (GB 56%)	697	-17%	1160	-50%	1448	-60%
	90	10% (GB 13%)	101	-11%	146	-38%	179	-50%
	74	8% (GB 12%)	79	-6%	155	-52%	183	-60%
	71	8% (GB 14%)	65	+9%	145	-51%	149	-52%
Other	65	7% (GB 6%)	54	+20%	88	-26%	122	-47%

In 2020 car occupants accounted for 66% of all reported road casualties in Leicestershire, which is unsurprising given that cars accounted for around 75% of traffic on British roads. Across Great Britain the share is different, where the share of casualties is higher among pedestrians, motorcyclists, and pedal cyclists than in Leicestershire.

In 2020, there was a shift in travel behaviours due to the Covid-19 pandemic, which varied by transport mode. The National Travel Attitudes Study reported 79% of survey respondents used buses less when comparing travel before and during the pandemic. For the same period, 34% of respondents reported they were cycling more. Further details can be found in the [National Travel Attitudes Study release](#).

All motor vehicle types saw a decrease in traffic levels during 2020. The below image from the Department for Transport’s 2020 Road Traffic Estimates in GB publication illustrates the change in miles travelled by vehicle type in Great Britain between 2019 and 2020:

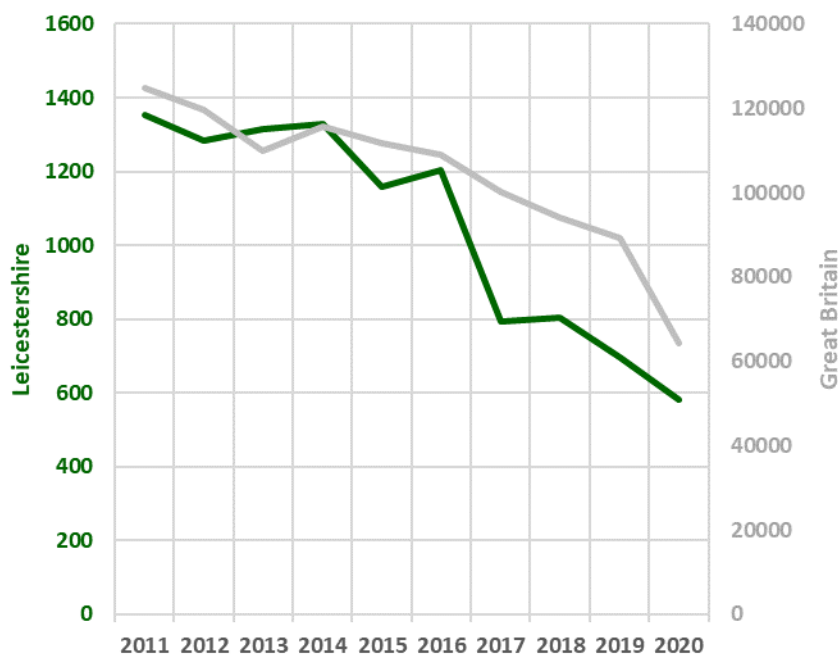


Further information on the impact of Covid-19 by road user type can be found in the Department for Transport’s [Covid-19 analysis publication](#).

CAR OCCUPANTS

Severity	2020	2019		2013-2017 average		2008-2012 average		
		Leics	GB	Leics	GB	Leics	GB	
All casualties	580	697	-17%	1160	-50%	1448	-60%	-52%
Killed or Seriously Injured	100	84	+19%	109	-9%	129	-23%	-23%

All Severities (Combined)

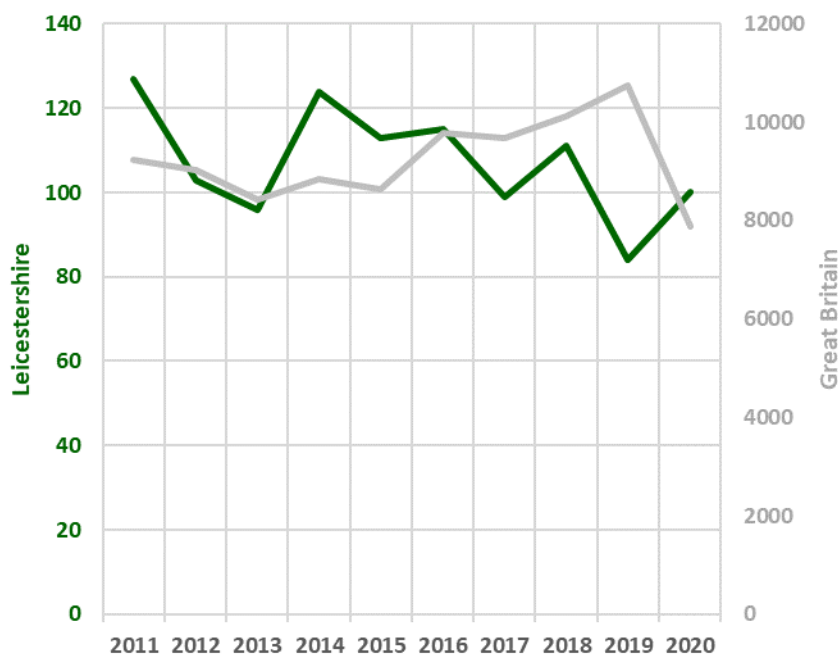


Car occupants continue to account for the largest proportion of casualties of all severities. There was a total of **580 car occupant casualties** of which 21% were drivers and 28% were passengers, around the same proportion as across Great Britain.

Total car occupant casualties in Leicestershire decreased against 2019 by 17% and represent a significant reduction to with the 2013-2017 average (50%) and the 2008-2012 average (60%).

A total of **100 car occupants were killed or seriously injured** in 2020. This is up from 2019 by 16 but is less than both the 2013-2017 and 2008-2012 averages.

Killed or Seriously Injured (KSI)



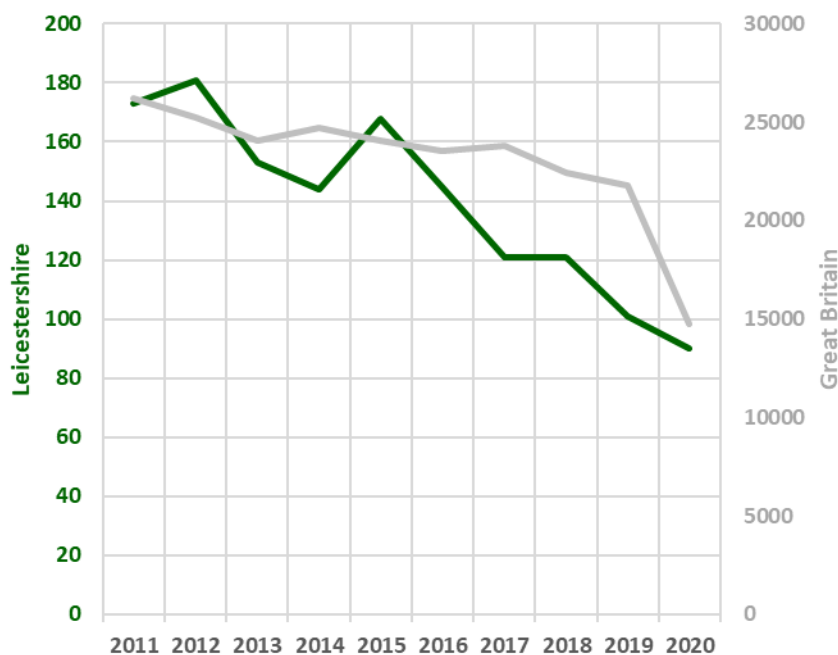
While the general long-term trend for overall car occupant casualties appears to be downwards, this is not necessarily the case for killed or seriously injured casualties where Leicestershire saw an increase of 19% in 2020.

This is despite a 25% reduction in car traffic nationally between 2019 and 2020 and a 27% reduction in killed or seriously injured car occupant casualties across Great Britain.

PEDESTRIANS

Severity	2020	2019		2013-2017 average		2008-2012 average		
		Leics	GB	Leics	GB	Leics	GB	
All casualties	90	101	-11%	146	-38%	179	-50%	-44%
Killed or Seriously Injured	30	30	0%	30	0%	32	-5%	-30%

All Severities (Combined)



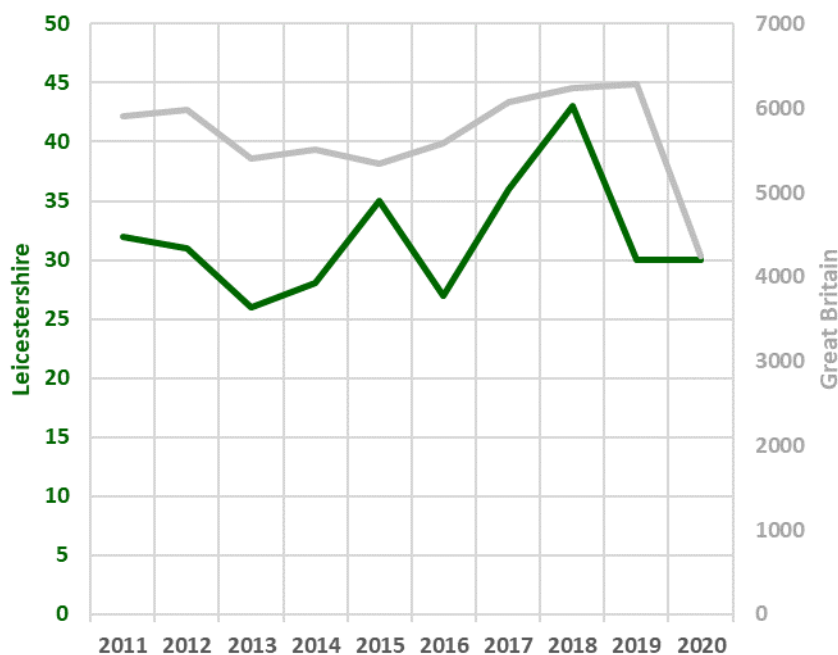
A total of **90 pedestrian casualties** were reported in 2020, which is 11 fewer than 2019.

There are 38% fewer pedestrian casualties in Leicestershire when compared with the 2013-2017 average. The reduction is greater against the 2008-2012 average (50% for Leicestershire, 44% for Great Britain).

A total of **30 pedestrians were killed or seriously injured** in 2020, the same number as in 2019. Of the 30 casualties, 1 was fatal.

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

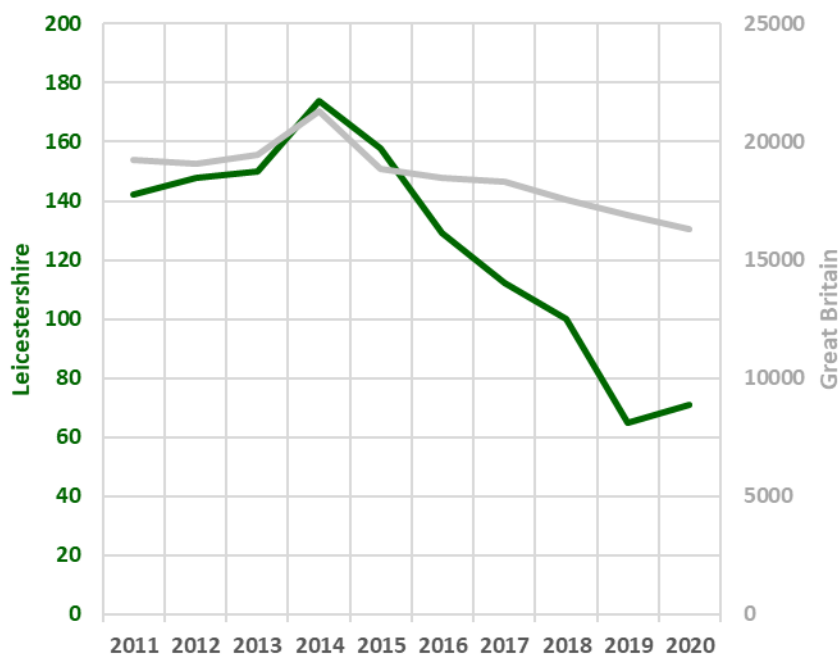
Killed or Seriously Injured (KSI)



PEDAL CYCLISTS

Severity	2020	2019		2013-2017 average		2008-2012 average	
		Leics	GB	Leics	GB	Leics	GB
All casualties	71	65 +9%	-3%	145 -51%	-15%	149 -52%	-8%
Killed or Seriously Injured	28	13 +115%	+5%	22 +27%	+14%	14 +100%	+36%

All Severities (Combined)



Overall pedal cyclist casualties increased slightly in 2020, with **71 pedal cyclist casualties** reported in Leicestershire. This is a 9% increase on 2019, although it should be noted that pedal cycle traffic is estimated to have increased by 45.7% between 2019 and 2020.

The 2020 total represents a 51% reduction from the 2013-2017 average, significantly more than the Great Britain reduction of 15% over the same timeframe.

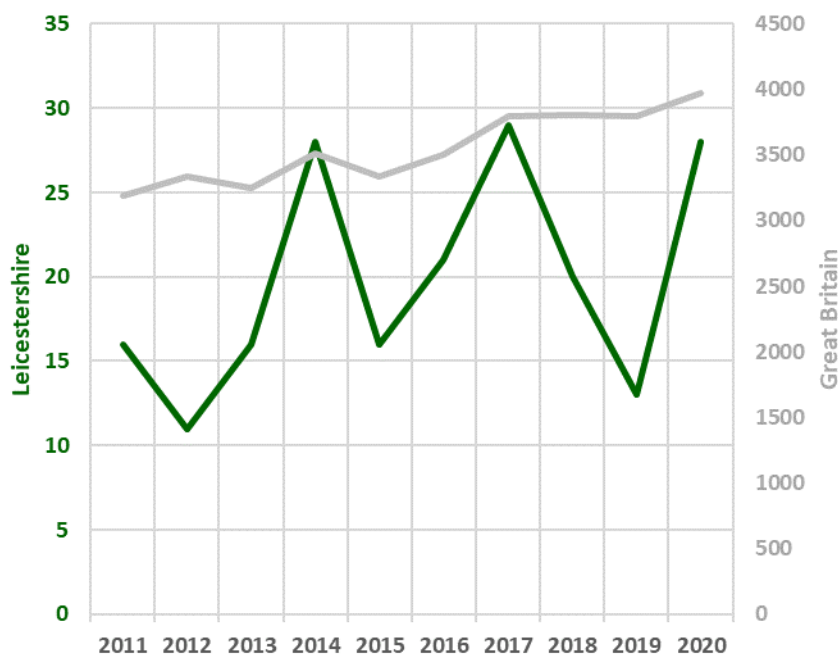
While overall pedal cycle casualties in Great Britain appear to have flat-lined with a slight recent reduction, until 2020 there was a clear trend of pedal cycle casualties reducing in Leicestershire, with overall numbers having decreased every year between 2014 and 2019.

There were **28 killed or seriously injured pedal cyclists** in 2020, 15 more than 2019, with three fatalities.

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

However, the picture across Great Britain would suggest a national increase of killed or seriously injured pedal cyclists in the last ten years.

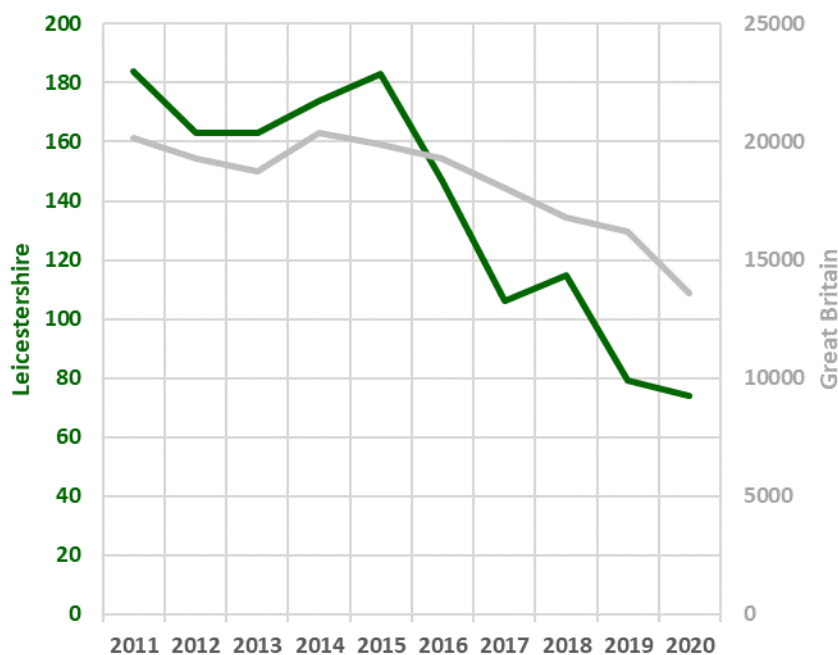
Killed or Seriously Injured (KSI)



MOTORCYCLISTS

Severity	2020	2019		2013-2017 average		2008-2012 average		
		Leics	GB	Leics	GB	Leics	GB	
All casualties	74	79	-6%	155	-52%	183	-60%	-32%
Killed or Seriously Injured	31	37	-16%	50	-38%	49	-36%	-21%

All Severities (Combined)

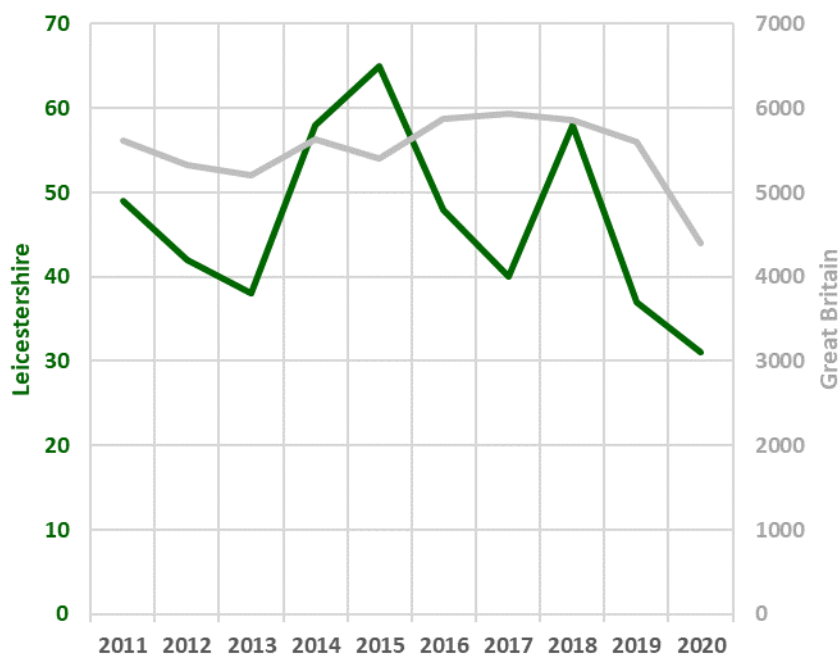


In total there were **74 motorcyclist casualties** in Leicestershire in 2020, the fewest in a calendar year to date.

Motorcycle casualties in Leicestershire appear to be reducing at a greater rate than across Great Britain. When 2020 is compared to the 2013-2017 average, motorcycle casualties are 52% lower in Leicestershire (29% in Great Britain), and 60% lower in Leicestershire when compared to the 2008-2012 average (32% in Great Britain).

There were **31 motorcyclists reported killed or seriously injured** in Leicestershire in 2020, down from 37 in 2019. This is fewer than the 2013-2017 average (50) and the 2008-2012 average (49). Of the 31, three were fatal.

Killed or Seriously Injured (KSI)



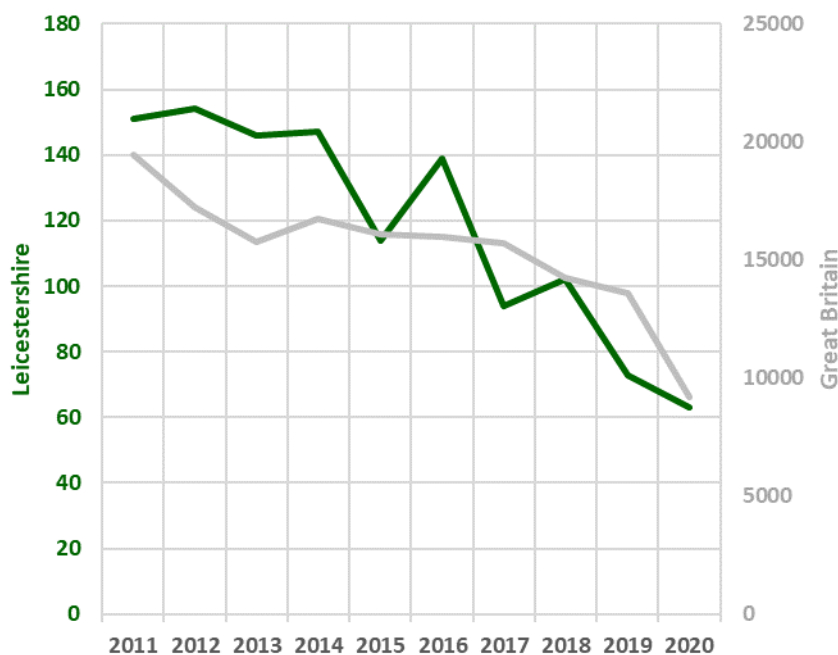
Due to the significant year-on-year variation caused by the small numbers involved, it is difficult to identify local trends for killed or seriously injured pedal cyclist casualties.

There has also been considerable year-on-year variance for killed or seriously injured motorcyclists across Great Britain over the last ten years, although numbers have decreased every year since 2017.

CHILDREN (AGED 15 OR UNDER)

Severity	2020	2019		2013-2017 average		2008-2012 average				
		Leics	GB	Leics	GB	Leics	GB			
All casualties	63	73	-14%	-32%	128	-51%	-43%	161	-61%	-54%
Killed or Seriously Injured	11	10	+10%	-28%	13	-14%	-21%	14	-19%	-36%

All Severities (Combined)

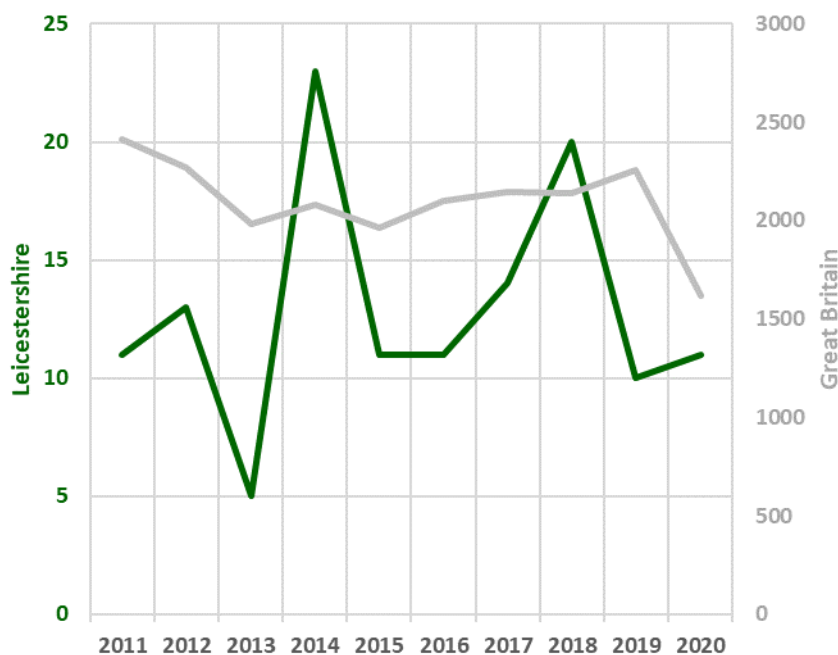


There were **63 reported child casualties in total** in 2020 in Leicestershire. This is less than the 2019 total (73), the 2013-2017 average (128) and the 2008-2012 (161) average.

There were **11 children killed or seriously injured** in Leicestershire in 2020, one more than 2019, with no fatalities. The natural variation of the small numbers involved makes it difficult to identify any clear trends at a local level.

Nationally, the number of killed or seriously injured children increased between 2013 and 2019, before a significant drop in 2020.

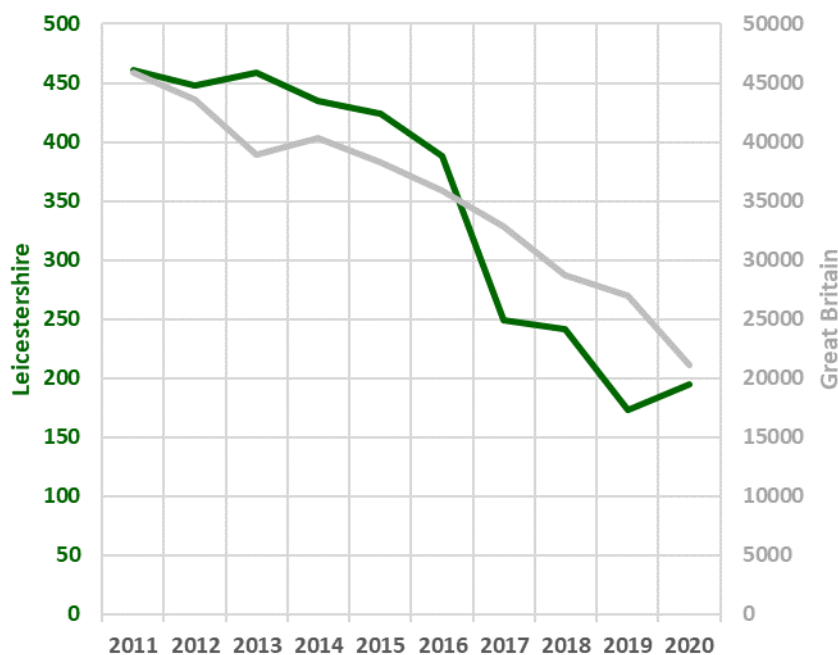
Killed or Seriously Injured (KSI)



YOUNGER CASUALTIES (AGED 17 TO 24)

Severity	2020	2019		2013-2017 average		2008-2012 average	
		Leics	GB	Leics	GB	Leics	GB
All casualties	195	173 +13%	-22%	391 -50%	-43%	519 -62%	-57%
Killed or Seriously Injured	51	22 +132%	-23%	49 +5%	-24%	58 -13%	-35%

All Severities (Combined)



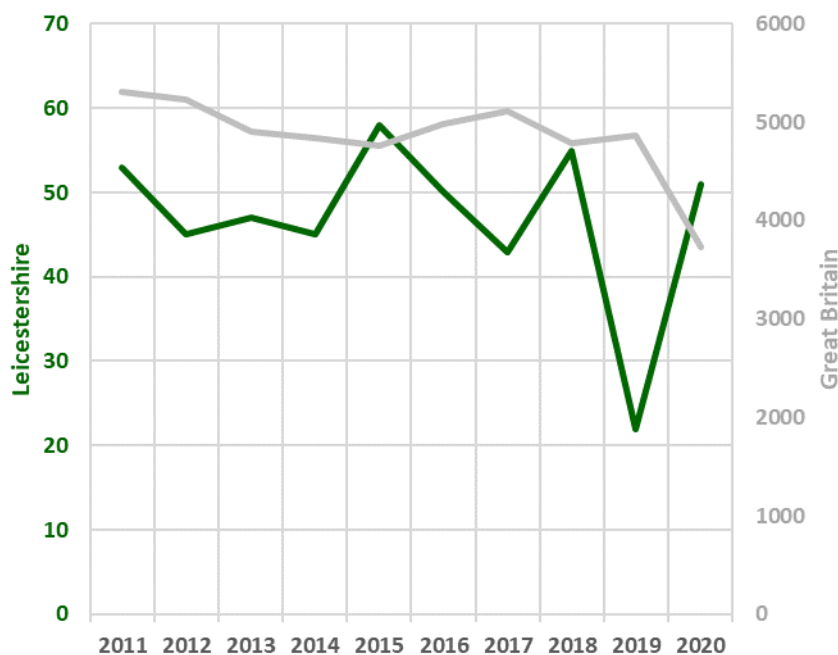
There were **195 reported younger total casualties** in 2020 in Leicestershire, an increase from 2019 but the second lowest recorded total.

As is the case nationally, the trend is generally downwards with a 50% reduction in Leicestershire against the 2013-2017 average, and 62% when compared with the 2008-2012 average.

There were **51 killed or seriously injured younger casualties** in Leicestershire in 2020, 29 more than 2019, with 4 fatalities.

This is around the same number of killed or seriously injured casualties as most recent years, except for 2019 that was significantly lower.

Killed or Seriously Injured (KSI)

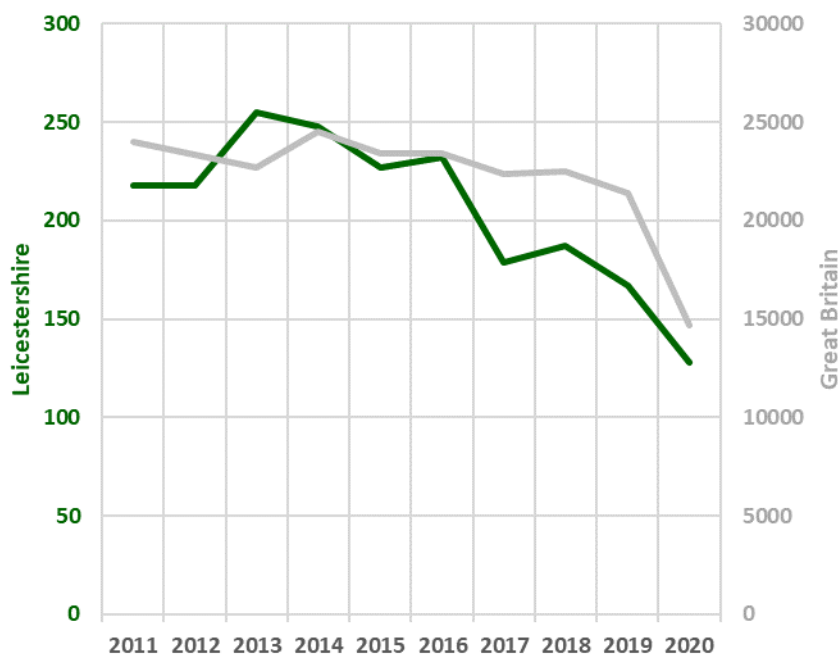


Meanwhile the number of younger killed or seriously injured casualties across Great Britain in 2020 was significantly lower than previous years.

OLDER CASUALTIES (AGED 60 AND OVER)

Severity	2020	2019		2013-2017 average		2008-2012 average				
		Leics	GB	Leics	GB	Leics	GB			
All casualties	128	167	-23%	-31%	228	-44%	-37%	224	-43%	-39%
Killed or Seriously Injured	28	38	-26%	-27%	36	-23%	-13%	29	-2%	-4%

All Severities (Combined)

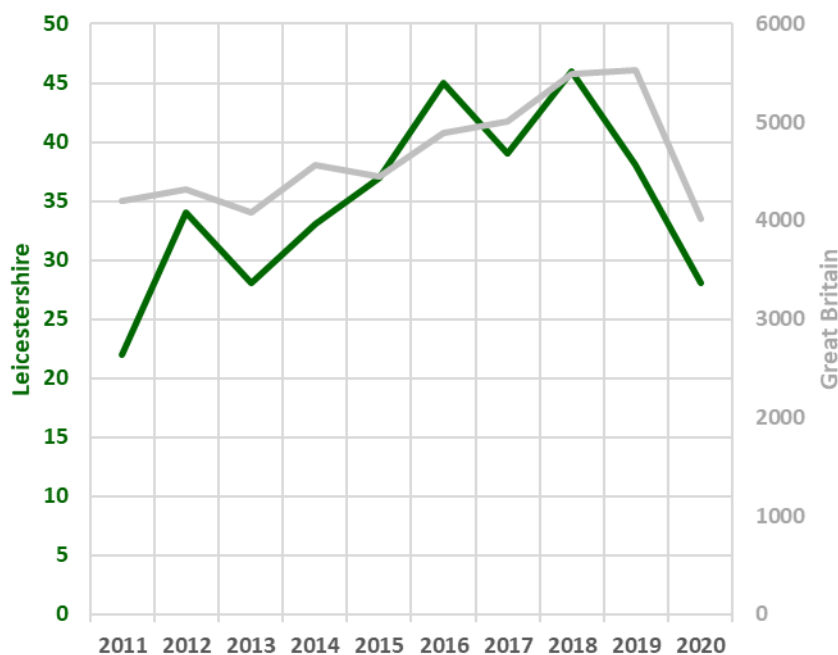


The total number of older casualties was 128 in Leicestershire in 2020. This is a 23% decrease from 2019, a 44% decrease from the 2013-2017 average and 43% from the 2008-2012 average.

The trends locally and nationally do appear to suggest there has been a recent reduction in the total number of older casualties.

There were 28 killed or seriously injured older casualties in Leicestershire in 2020, ten less than 2019. It is too early to say whether the decrease in 2020 is primarily a consequence of the Covid-19 pandemic, or whether it is a continuation of the decrease seen between 2018 and 2019.

Killed or Seriously Injured (KSI)



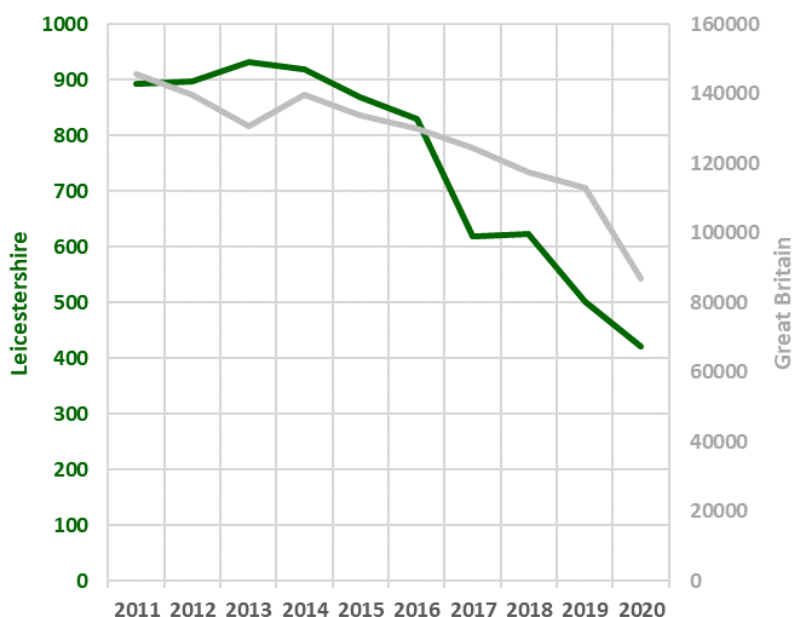
In previous years, it has been speculated by the Department for Transport that the growing population of people within this age group may partly explain the slight upturn in killed or seriously injured casualties.

CASUALTIES BY ROAD TYPE

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

Severity	2020	2019		2013-2017 average		2008-2012 average	
		Leics	GB	Leics	GB	Leics	GB
All casualties	422	501	-16%	834	-49%	1009	-58%
Killed or Seriously Injured	96	67	+43%	92	+4%	85	+13%

All Severities (Combined)

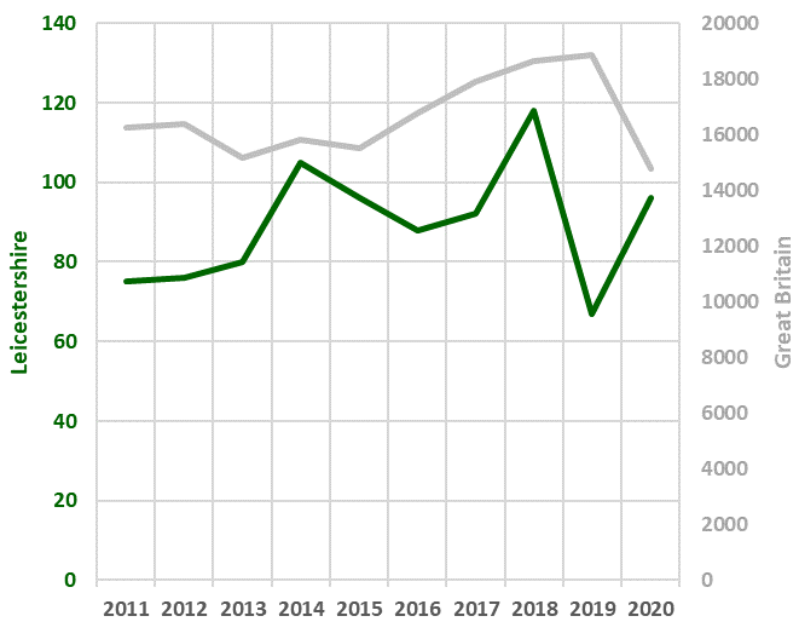


There were **422 total casualties on built-up roads** in Leicestershire in 2020. This is a significant reduction compared to 2019 (16%), and an even larger decrease when compared to the 2013-2017 average (49%), and 2008-2012 average (58%).

The trend is similar across Great Britain, with a relatively continuous decrease among casualties of all severities over the past ten years.

There were **96 killed or seriously injured casualties reported on built-up roads** in 2020, which is 29 more than 2019 but a similar total to the 2013-2017 and 2008-2012 averages.

Killed or Seriously Injured (KSI)

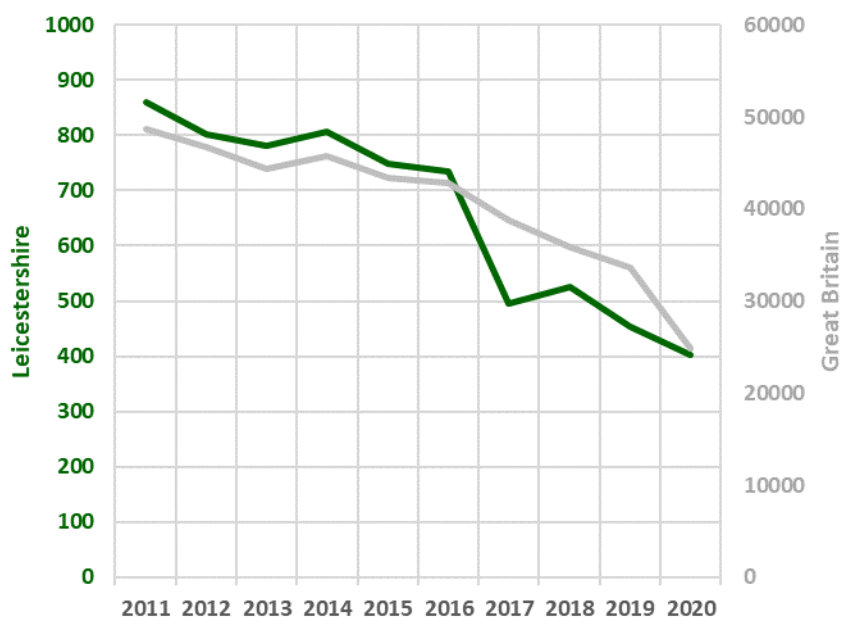


Leicestershire's increase in 2020 goes against the national picture, which saw a significant decrease compared to 2019. Prior to this, the number of killed or seriously injured casualties had been steadily increasing across Great Britain in every year since 2015.

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

Severity	2020	2019		2013-2017 average		2008-2012 average				
		Leics	GB	Leics	GB	Leics	GB			
All casualties	402	453	-11%	-26%	713	-44%	-42%	861	-53%	-52%
Killed or Seriously Injured	101	98	+3%	-22%	114	-11%	-21%	132	-24%	-28%

All Severities (Combined)



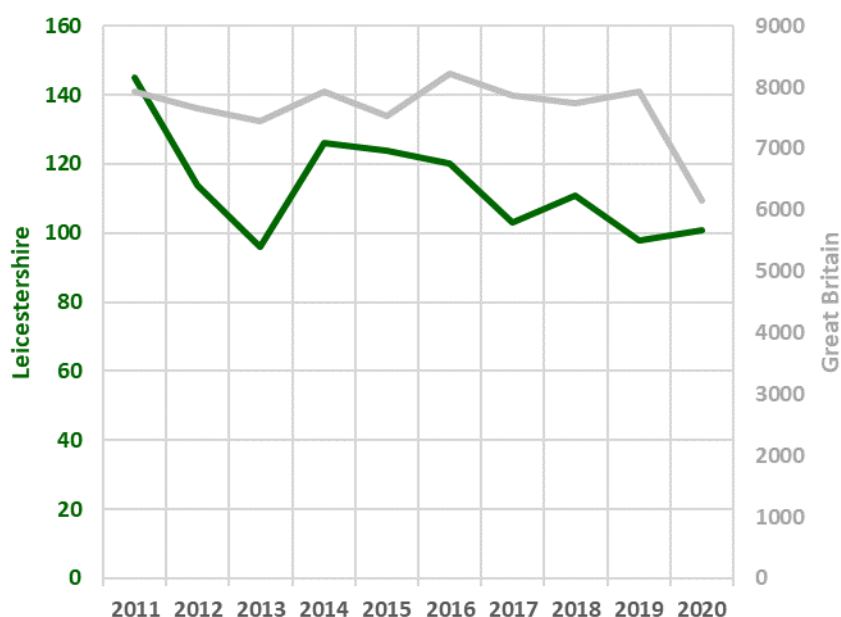
There were **402 total casualties on non-built-up roads** in Leicestershire in 2020. This is an 11% reduction compared to 2019, and a significant decrease when compared to the 2013-2017 average (44%), and 2008-2012 average (53%).

The trend is similar across Great Britain, with a relatively continuous decrease among casualties of all severities.

There were **101 killed or seriously injured casualties reported on non-built-up roads** in 2020, slightly up from 2019

Local trends show little significant change over the last 5-10 years, with the KSI totals hovering around the same area. The same could be said for Great Britain prior to 2020, with KSI numbers largely flatlining before a significant decrease from 2019 to 2020.

Killed or Seriously Injured (KSI)



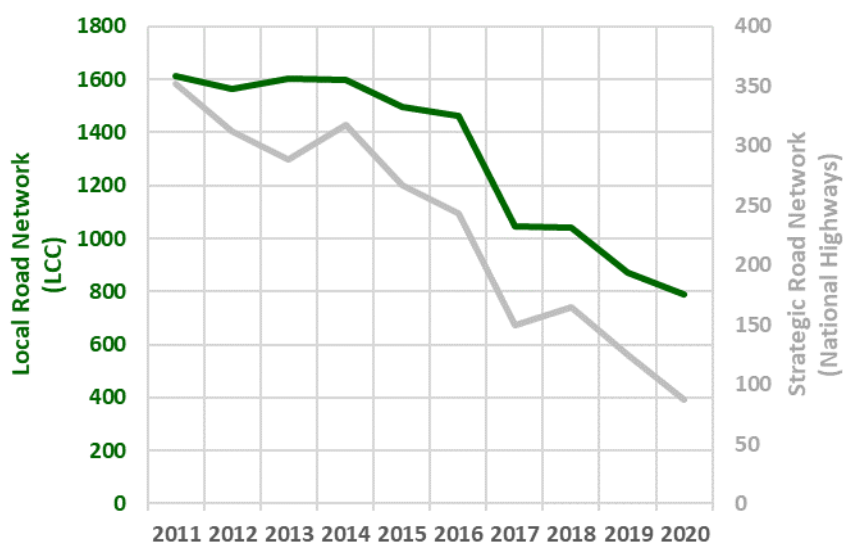
LOCAL ROAD NETWORK V STRATEGIC ROAD NETWORK

Leicestershire County Council is responsible as Local Highway Authority for all non-strategic adopted roads in Leicestershire – the Local Road Network (LRN).

The SRN comprises of motorways and major trunk roads which are managed by National Highways. Across England, they comprise just 2.4% of road length but 30% of motorised traffic.

Severity	2020		2019		2013-2017 average		2008-2012 average	
	LRN	SRN	LRN	SRN	LRN	SRN	LRN	SRN
All	791	87	871 -9%	125 -30%	1441 -45%	253 -66%	1728 -54%	353 -75%
KSI	191	17	144 +33%	31 -45%	193 -1%	30 -44%	194 -2%	43 -61%

All Severities (Combined)

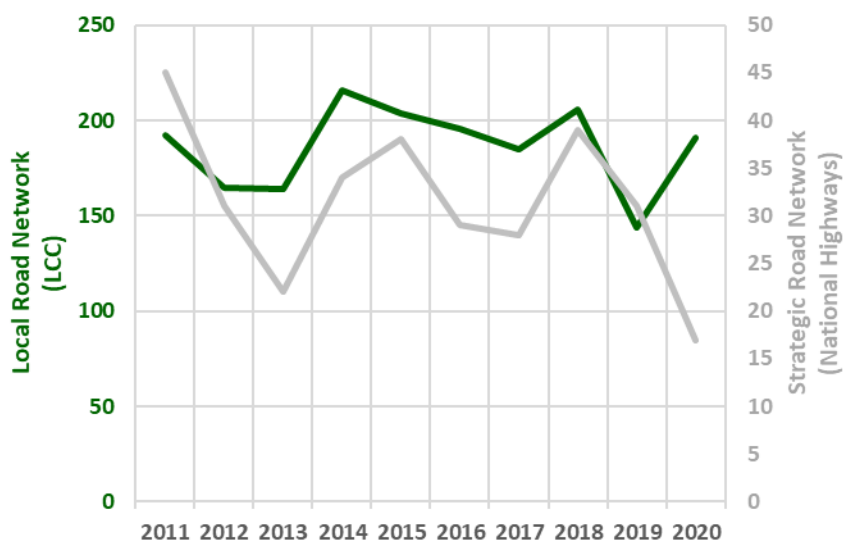


The trends for overall casualty totals on local (Leicestershire County Council) and strategic (National Highways) roads in Leicestershire are broadly in line with each other.

Longer-term overall casualty numbers appear to be in decline, while KSI numbers have largely flat-lined for both the local and strategic road networks. This is except for 2020, which saw a significant decrease in the number of killed or seriously injured casualties on the Strategic Road Network.

It is noted by the Department for Transport that there was a 25% decrease in the volume of traffic on the Strategic Road Network, 22% on the Local 'Major' Road Network and 17% on the Local 'Minor' Road Network.

Killed or Seriously Injured (KSI)



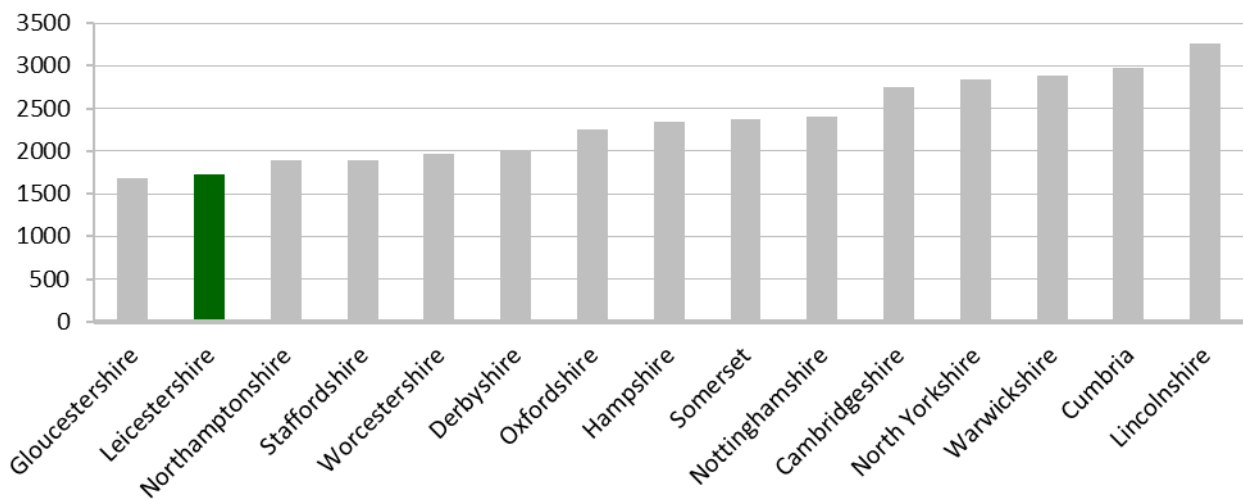
COMPARISONS WITH OTHER AUTHORITIES

When comparing with other authorities it is far more worthwhile comparing casualty rates, rather than absolute numbers. This allows the statistics to take demographics into account, which in this case are population (per million people) and amount of traffic (billion vehicle kilometres).

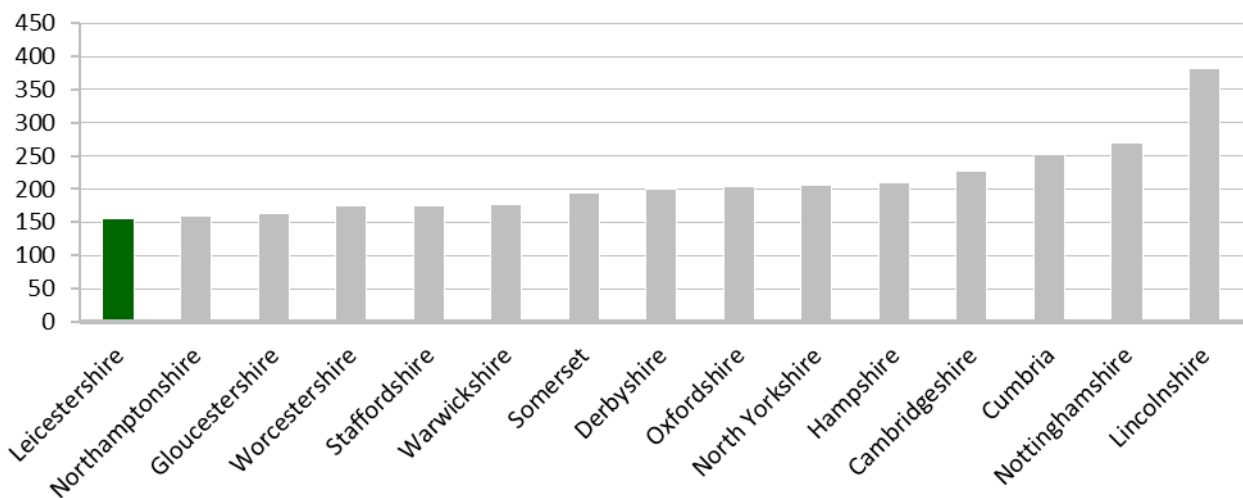
STATISTICAL NEIGHBOURS

The authorities listed below were identified as being similar enough characteristically to Leicestershire, for direct comparison to be of particular use.

Casualty Rate Per Million People (2016-20 Average)
Statistical Neighbours



Casualty Rate Per Billion Vehicle Kilometres (2016-20 Average)
Statistical Neighbours

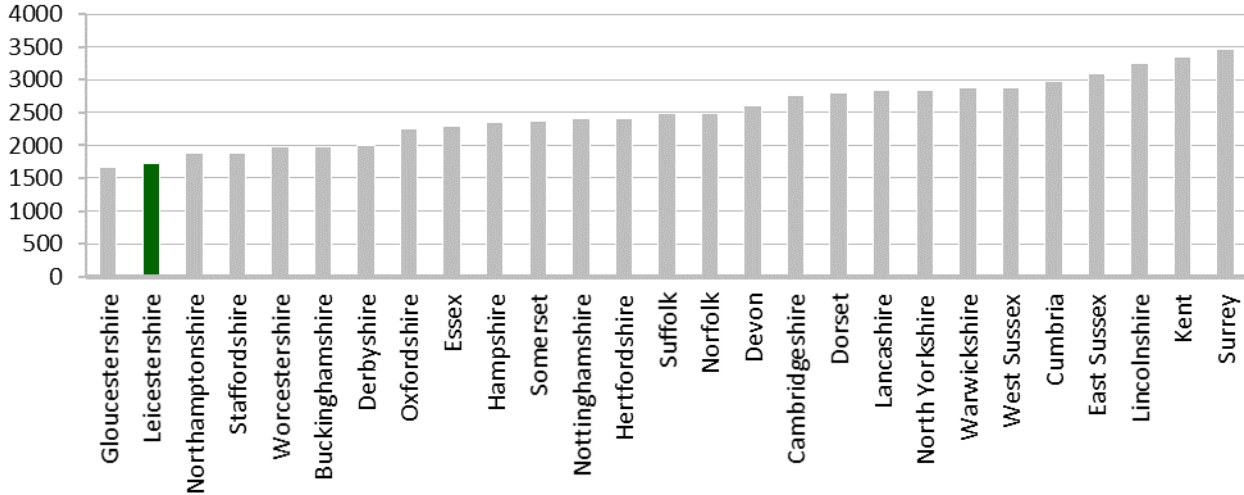


Leicestershire ranks 2nd and 1st out of 15 statistical neighbours when the average of casualty rates between 2016 and 2020 are compared against population and traffic flow respectively.

COUNTIES

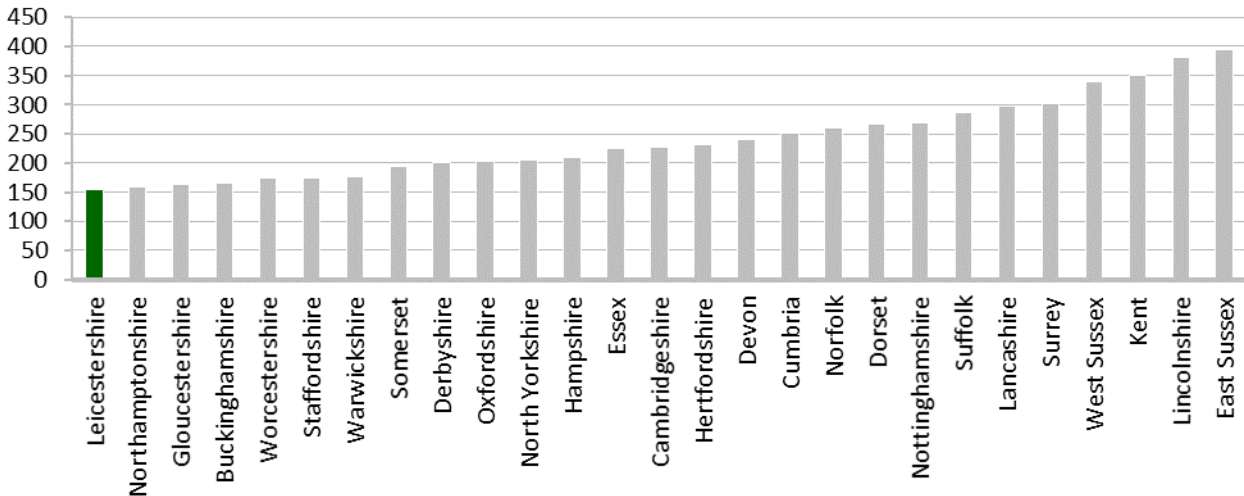
Casualty Rate Per Million People (2016-20 Average)

Counties



Casualty Rate Per Billion Vehicle Kilometres (2016-20 Average)

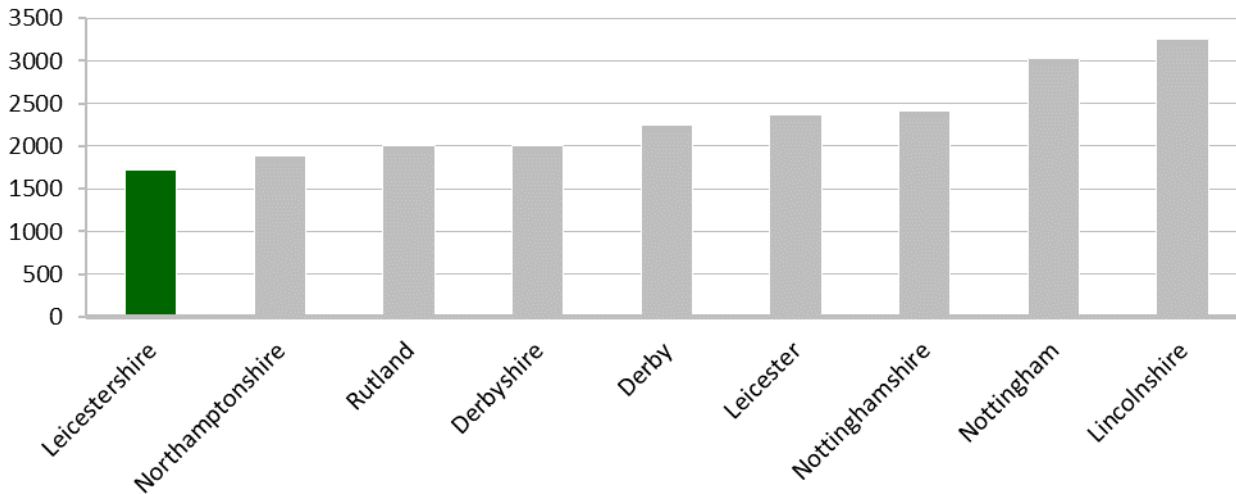
Counties



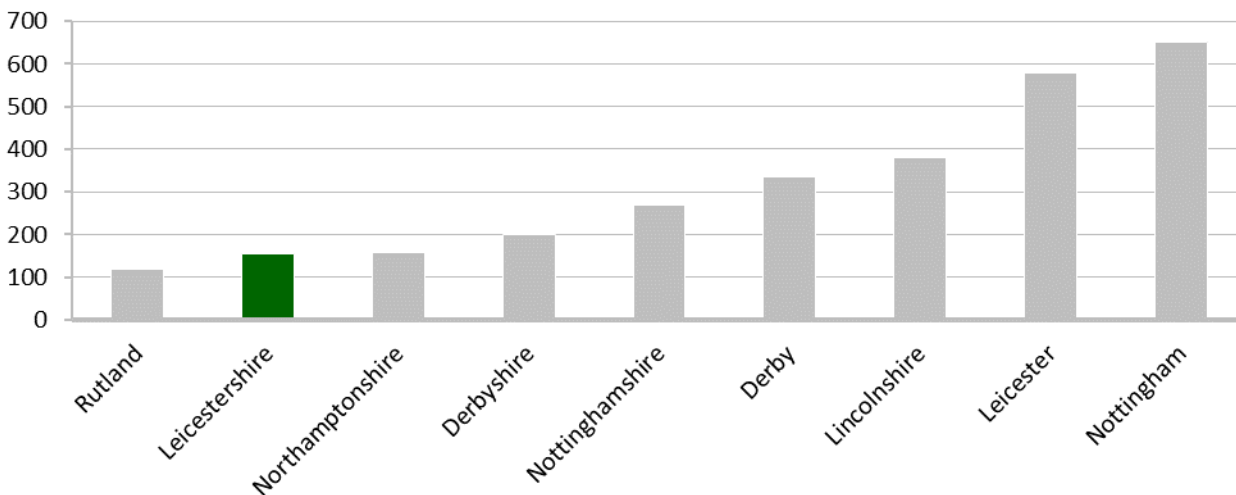
Leicestershire continues to perform well in comparison with other County Councils, ranking 2nd out of 27 when the total number of casualties are calculated per million population between 2016-20. When comparing against traffic flow over the same period, Leicestershire is ranked 1st out of 27.

EAST MIDLANDS

Casualty Rate Per Million People (2016-20 Average)
East Midlands



Casualty Rate Per Billion Vehicle Kilometres (2016-20 Average)
East Midlands



In the East Midlands, Leicestershire is the highest performing authority when looking at the 2016-20 casualty rate per million population, and second when comparing the casualty rate per billion vehicle kilometres.

DEFINITIONS

Casualty: A person killed or injured in a collision. Casualties are sub-divided into killed, seriously injured and slightly injured.

Collision*: Involves personal injury occurring on the public highway (including footways) in which at least one road vehicle or a vehicle in collision with a pedestrian is involved and which becomes known to the police within 30 days of its occurrence. One collision may give rise to several casualties. "Damage-only" collisions are not included.

Fatal collision: A collision in which at least one person is killed.

Injury collision: A collision involving human injury or death.

Killed: Casualties who sustained injuries which caused death less than 30 days after the collision. Confirmed suicides are excluded.

KSI: Killed or seriously injured.

Serious collision: One in which at least one person is seriously injured but no person (other than a confirmed suicide) is killed.

Serious injury: An injury for which a person is detained in hospital as an "in-patient", or any of the following injuries whether or not they are detained in hospital: fractures, concussion, internal injuries, crushing, burns (excluding friction burns), severe cuts, severe general shock requiring medical treatment and injuries causing death 30 or more days after the collision. An injured casualty is recorded as seriously or slightly injured by the police on the basis of information available within a short time of the collision. This generally will not reflect the results of a medical examination but may be influenced according to whether the casualty is hospitalised or not. Hospitalisation procedures will vary regionally.

Severity: Of a collision; the severity of the most severely injured casualty (either fatal, serious or slight). Of a casualty; killed, seriously injured or slightly injured.

Slight collision: One in which at least one person is slightly injured but no person is killed or seriously injured.

Slight injury: An injury of a minor character such as a sprain (including neck whiplash injury), bruise or cut which are not judged to be severe, or slight shock requiring roadside attention. This definition includes injuries not requiring medical treatment.

* The term 'collision' is used throughout this report. This should not be taken as the Council's view of the relative merits of the terms 'accident', 'collision', 'crash' or any other term.

OTHER SOURCES

Department for Transport: Reported Road Casualties in Great Britain: 2020 Annual Report

Department for Transport: Road Lengths in Great Britain 2020

Department for Transport: Road Traffic Estimates: Great Britain 2020