

# **South Yorkshire Safer Roads Partnership**

## **2020 Road Casualty Report**

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## Executive Summary

- The number of road casualties in 2020 fell by 18% to 2,644, and injury collisions by 15% to 2,021 from the previous year.
- Fatal casualties, of which there were 30, dropped to their lowest total since 2014, reversing a trend of increase.
- For the first time since the introduction of CRASH, a drop in serious casualties was recorded. There were overall 645 casualties of this severity, though a change in the way that severity is determined will have partly contributed to the amount by which this figure has fallen.
- Slight casualties dropped to 1,969, a 13% reduction on the previous year, but has been similarly affected by the changes to the recording of casualty severity.
- A fall in the amount of motor vehicle traffic owing to the COVID-19 pandemic will have undoubtedly driven a reduction in casualties amongst these road users, with pedestrian casualties also benefiting.
- Casualties dropped in line with periods of lockdown and increased as restrictions lifted. Casualty numbers were less predominant around commuting times, with people encouraged to work from home where possible.
- The overall casualty rate per billion vehicle miles increased slightly but remained below that observed in 2018. Motor vehicle casualty rates fell, though car occupant casualty rates increased. KSI casualty rates fell overall and for motor vehicle users.
- Pedal cycle casualties took over a greater share of the casualty total (10% from 8% in 2019), though saw a reduction of 20% in KSI casualties and a 3% reduction in casualties overall. Despite not seeing as greater a reduction as other road users, pedal cycle trips and miles are thought to have risen, which would mean a lower casualty rate amongst this group compared to previous years.
- Though speed compliance was poorer in 2020 compared to previous years, this did not translate to a drastically different proportion of speed related collisions.
- Hit and run collisions are still approaching almost a quarter of all collisions from 12% in 2011. These types of collisions are disproportionately affecting active travel road users.

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# Introduction

On the surface, 2020s road casualty figures for South Yorkshire make for positive reading. The reality is of course much deeper, with 2020 being a year far from normal. The COVID-19 pandemic has had a profound effect on society, with travel patterns radically different from what we would expect and at the core, an unprecedented drop in motor vehicle traffic. This has largely driven the changes in road casualty data that are detailed in the following report.

Changes in the priority of road safety activity may be needed if the way we work, and travel remains different going forward. However, if we revert to a more normal way of life, we may have to consider how useful data from 2020 can be given its difference from what we might expect. The reality may be somewhere in between, but this highlights the need for good data to be able to inform our decisions in the future.

## **An Overview of Road Casualty Statistics in South Yorkshire**

Road casualty statistics (STATS19 data) are recorded by South Yorkshire Police (SYP) where personal injury or death is sustained as the result of road collisions on local authority maintained highway. This is dependent on those involved reporting the circumstances within 30 days.

Since 2016, SYP have been using the nationally implemented CRASH (Collision Recording and Sharing) system to capture these data. CRASH is an injury-based recording system (IBRS) meaning that casualty injury is selected from a predetermined list aimed at broadly encompassing all types of injury. Casualties are then classed as slight, serious or fatal based on the highest severity of injury.

Prior to 2016 casualty severity was determined by the officer reporting, and the actual injury was not a requirement for data collection. This method was much more open to interpretation and as a result was thought to suffer from differences in reporting across and within police forces.

The use of CRASH brought about a significant change in the reporting of severity where the proportion of serious casualties increased and slight decreased. This means that the period 2016 onwards is not comparable with historic data. The use of CRASH is however thought to be more representative of the reality of road casualties, with under reporting of serious casualties known to be an issue with comparison to other health data sets.

# Casualties by Severity

## All Severities

In 2020 there were 2,644 casualties as a result of injury road collisions on South Yorkshire roads. The number of casualties has long been reducing, and this is the sixth consecutive year in which they have fallen. There were 587 fewer casualties than in 2019, an 18% reduction. Collisions totalled 2,021 which is a 15% reduction from 2019.

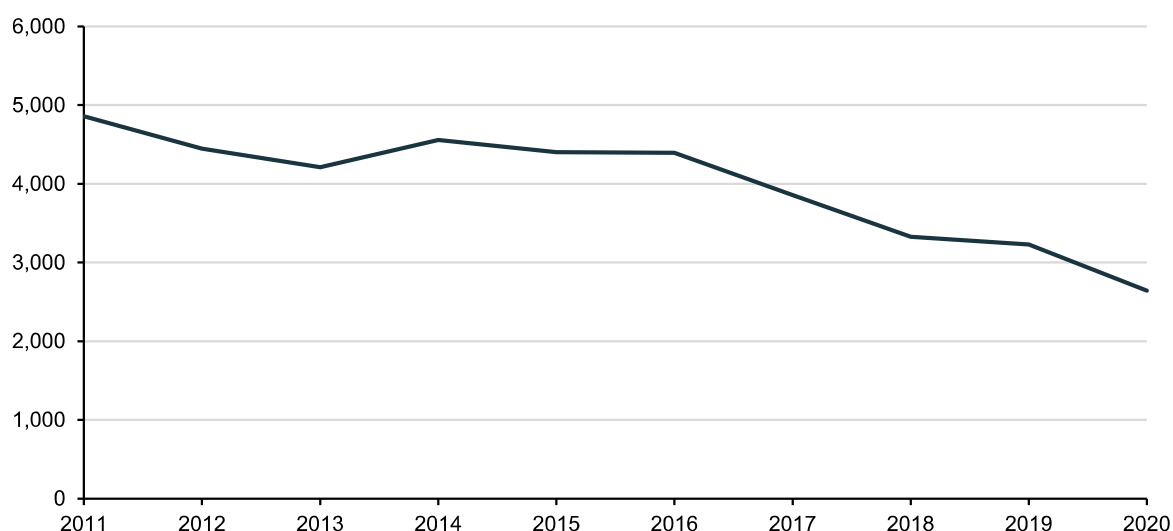


Figure 1 - Total casualties by year, 2011 to 2020

Almost all road user groups saw a reduction in casualties from the previous year (Table 1). These however ranged from 27% in powered two wheeler (P2W) and passenger service vehicle (PSV) user casualties to 3% in pedal cycle users. These changes are further explored in later sections of this report.

Table 1 - Total casualties by road user, 2016 to 2020, comparison with previous year

Road User	2016	2017	2018	2019	2020	Change from 2019	% Change from 2019
Car	2,996	2,446	2,077	2,078	1,678	-400 ▼	-19%
Goods	130	107	107	90	80	-10 ▼	-11%
P2W	268	268	258	221	161	-60 ▼	-27%
Pedal cycle	269	319	277	268	261	-7 ▼	-3%
Pedestrian	587	600	485	476	378	-98 ▼	-21%
PSV	120	95	105	75	55	-20 ▼	-27%
Other	26	23	17	23	31	8 ▲	35%
Total	4,396	3,858	3,326	3,231	2,644	-587 ▼	-18%

There were 31 'other' casualties in 2020 which was eight more than in the previous year. These road users are types that don't fit well into the main groups, and typically make up a very small percentage in casualties overall. In 2020 this was 2%. The main reason for an increase in this group was the emergence of electric scooter riders in the data, with these

vehicles becoming more popular for leisure purposes as well as a form of transport, despite not currently being legal to ride on public roads in South Yorkshire.

The change in road use in 2020 has brought about a shift in the prevalence of certain road users being injured. Motorised vehicle casualties were proportionately fewer than in the previous year, with car user casualties and P2W casualties each dropping a percentage share of casualties overall. This drop was made up by pedal cyclists who in the previous year totalled 8% of all casualties, but in 2020 made up 10% - though it is worth reiterating that pedal cycle casualties were lower overall.

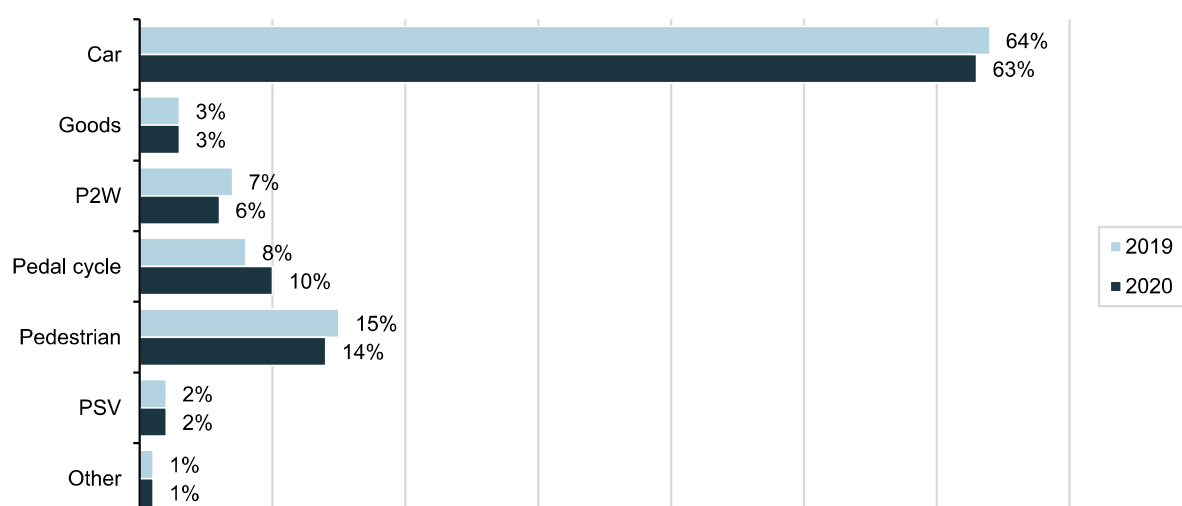


Figure 2 - Percentage casualties by road user, 2019 and 2020

There was a reduction in casualties in all age groups, though the greatest percentage drop was in the older age category. This resulted in older casualties making up slightly less casualties overall. In 2020 11% of casualties were aged 60 or over. This is similar to the proportions found in the early part of the 2010s, whereas in more recent years they made up 14% and 13% (2018 and 2019 respectively). There was a slightly greater percentage of young adults injured (20% in 2020), though this was still much lower than ten years ago when they made up a quarter of all casualties.

Table 2 - Total casualties by age group, 2016 to 2020, comparison with previous year

Age Group	2016	2017	2018	2019	2020	Change from 2019	% Change from 2019
Child (0 to 16)	474	507	418	384	336	-48 ▼	-13%
Young adult (17 to 24)	942	776	673	594	522	-72 ▼	-12%
Adult (25 to 59)	2,336	1,987	1,723	1,721	1,429	-292 ▼	-17%
Older (60 plus)	494	517	450	436	296	-140 ▼	-32%
Unknown	150	71	62	96	61	-35 ▼	-36%
Total	4,396	3,858	3,326	3,231	2,644	-587 ▼	-18%

## Fatal Casualties

There were 30 deaths on the road in 2020 which is 18 fewer than in the previous year and reverses an ongoing trend of increase since 2017. This drop is likely closely linked to changing travel patterns due to the pandemic but is seen to be relative to decreases in other severities as fatal casualties only made up 1% of all casualties, a long standing figure.

As in previous years, fatal casualties were made up of four of the overall seven road user groups and were as follows;

- Car occupants, 11 overall, nine less than in 2019. Nine were drivers with the remaining two being car passengers.
- P2W users, eight overall, one less than in the previous year. All were riders.
- Pedal cycle riders, one, equal to last year.
- Pedestrians, 10, eight fewer than in the previous year.

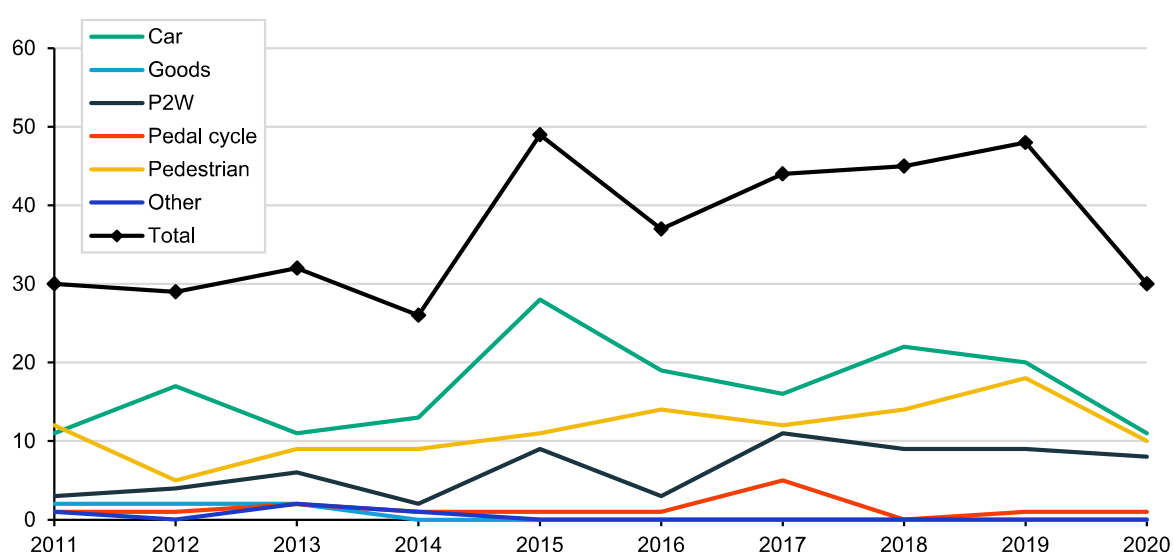


Figure 3 - Fatal casualties by road user, 2011 to 2020

A reduction in fatalities is welcome, though clearly some road users saw more benefit to this reduction than others. Despite changing travel habits, P2W users still saw only one less casualty and made up 27% of all fatalities in 2020, the highest percentage in over ten years. Half of the collisions involving a P2W fatality were single vehicle incidents, which is not usually the case looking at previous years. They occurred predominantly in an urban setting and on minor roads which again differs from the past. Worryingly, in 2020, 5% of all P2W users injured resulted in death. This is the highest percentage for any road user over the last ten years.

There were no child deaths on the road in 2020, down from two in the previous year. Young adult deaths came down from 11 to 5. There were three fewer deaths amongst the adult age group which saw 17 fatally injured persons in 2020. There were almost half as many deaths of those 60 or over compared to 2019 (eight down from 15).

## Serious Casualties

Serious casualties fell by 31% between 2019 and 2020, the first time a reduction has been observed year on year since the period 2014 to 2015. However, owing to changes in the way casualty severity was recorded on the introduction of CRASH in 2016, the two periods are not comparable. Furthermore, changes within the CRASH system and a complete shift in road use during the COVID-19 pandemic throughout 2020 mean that the 2020 figure is not directly comparable with previous years either. This is explained in a [subsequent section](#) of this report.

These changes will have had an influence over the percentage of casualties classed as serious that has ranged from 13% to 29% since the implementation of CRASH. In 2020, serious casualties made up just under a quarter of all road casualties (Figure 4).

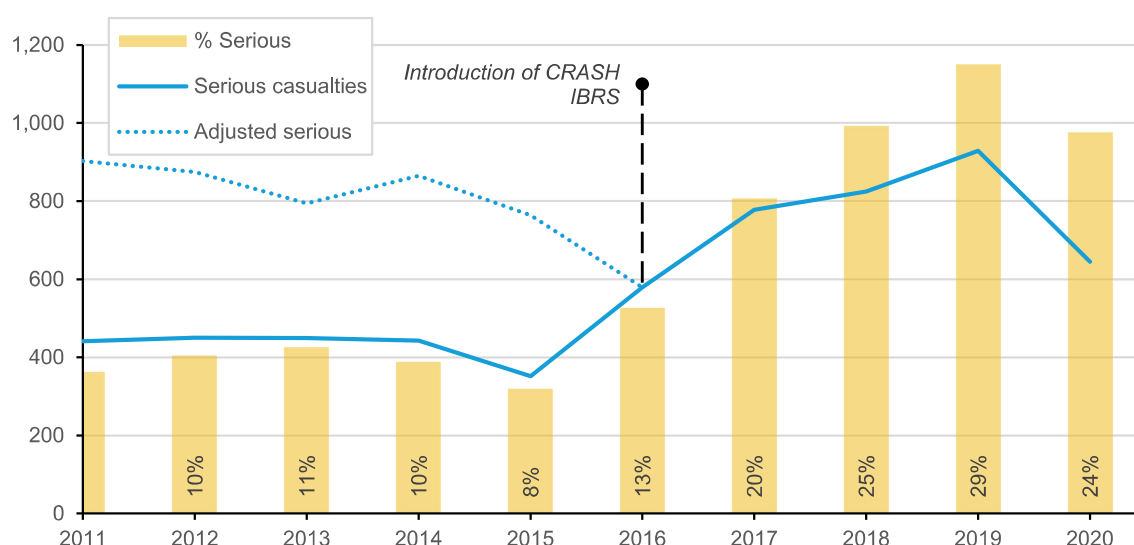


Figure 4 - Serious casualties by year, 2011 to 2020, including pre IBRS adjusted figures and the percentage of serious casualties

Though there was one more serious casualty amongst 'other' road users than in 2019, there was a drop in all the main groups. This ranged from a 71% reduction in serious PSV user casualties to a 20% reduction in seriously injured pedal cycle users. The varying rates of reduction can be explained by changes in road use and travel modes in 2020.

Table 3 – Serious casualties by road user, 2016 to 2020, comparison with previous year

Road User	2016	2017	2018	2019	2020	Change from 2019	% Change from 2019
Car	260	338	396	460	313	-147 ▼	-32%
Goods	13	19	22	32	17	-15 ▼	-47%
P2W	87	107	109	106	78	-28 ▼	-26%
Pedal cycle	55	97	87	106	85	-21 ▼	-20%
Pedestrian	146	193	188	199	137	-62 ▼	-31%
PSV	10	15	17	17	5	-12 ▼	-71%
Other	8	9	6	9	10	1 ▲	11%
Total	579	778	825	929	645	-284 ▼	-31%



When comparing the proportion of serious casualties for each road user, there was a slight shift from 2019 in that pedal cycle serious casualties made up 13% of all those seriously injured in 2020, compared to 11% previously. P2W and other vehicle serious casualties also saw their share rise by 1%.

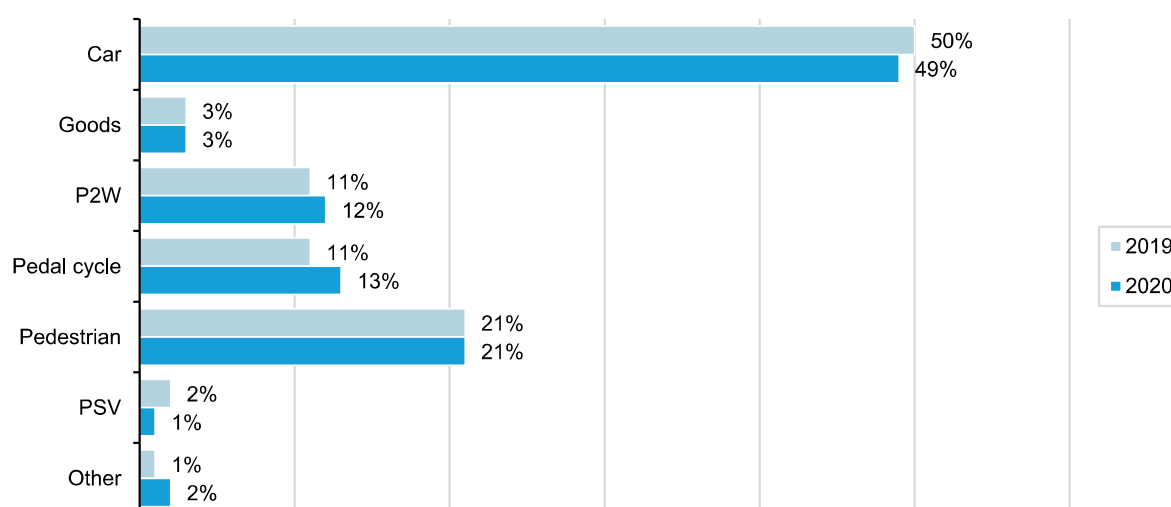


Figure 5 - Percentage serious casualties by road user, 2019 and 2020

Table 4 - Serious casualties by age group, 2016 to 2020, comparison with previous year

Age Group	2016	2017	2018	2019	2020	Change from 2019	% Change from 2019
Child (0 to 16)	84	117	123	124	96	-28 ▼	-23%
Young adult (17 to 24)	123	172	163	164	116	-48 ▼	-29%
Adult (25 to 59)	288	352	383	461	330	-131 ▼	-28%
Older (60 plus)	77	131	144	163	96	-67 ▼	-41%
Unknown	7	6	12	17	7	-10 ▼	-59%
Total	579	778	825	929	645	-284 ▼	-31%

## KSI Casualties

Table 5 - KSI casualties by road user, 2016 to 2020, comparison with previous year

Road User	2016	2017	2018	2019	2020	Change from 2019	% Change from 2019
Car	279	354	418	480	324	-156 ▼	-33%
Goods	13	19	22	32	17	-15 ▼	-47%
P2W	90	118	118	115	86	-29 ▼	-25%
Pedal cycle	56	102	87	107	86	-21 ▼	-20%
Pedestrian	160	205	202	217	147	-70 ▼	-32%
PSV	10	15	17	17	5	-12 ▼	-71%
Other	8	9	6	9	10	1 ▲	11%
Total	616	822	870	977	675	-302 ▼	-31%

With few fatal casualties, killed or seriously injured (KSI) casualties follow the same overall trend as serious casualties and also suffer from changes in the reporting of these casualties when comparing with previous years. There were 675 KSI casualties in South Yorkshire in 2020.

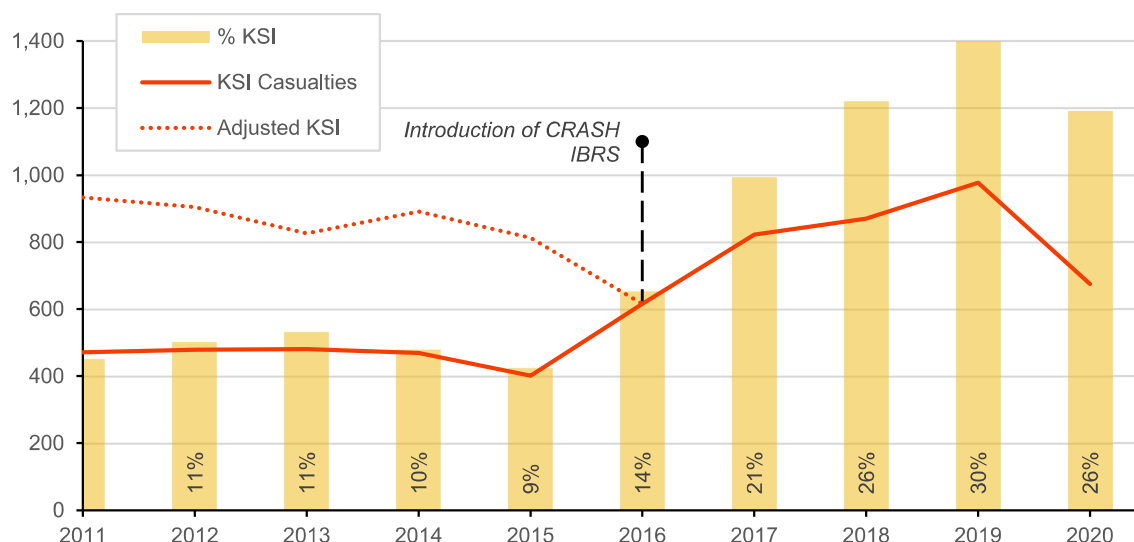


Figure 6 - KSI casualties by year, 2011 to 2020, including pre IBRS adjusted figures and the percentage of serious casualties

Table 6 - KSI casualties by age group, 2016 to 2020, comparison with previous year

Age Group	2016	2017	2018	2019	2020	Change from 2019	% Change from 2019
Child (0 to 16)	84	118	126	126	96	-30 ▼	-24%
Young adult (17 to 24)	129	184	173	175	121	-54 ▼	-31%
Adult (25 to 59)	304	368	407	481	347	-134 ▼	-28%
Older (60 plus)	92	146	152	178	104	-74 ▼	-42%
Unknown	7	6	12	17	7	-10 ▼	-59%
Total	616	822	870	977	675	-302 ▼	-31%

## Slight Casualties

Slight casualties fell from 2,254 in 2019 to 1,969 in 2020, though these figures are not comparable due to changes in the recording of severity outlined in the [next section](#). The changes mean that there will be slightly more casualties classed as slight in 2020 than would have been the case in 2019. This is reflected by an increase in the percentage of slight casualties overall in 2020 (Figure 7). There were some road users that saw slight increases in slight casualties (Table 7).

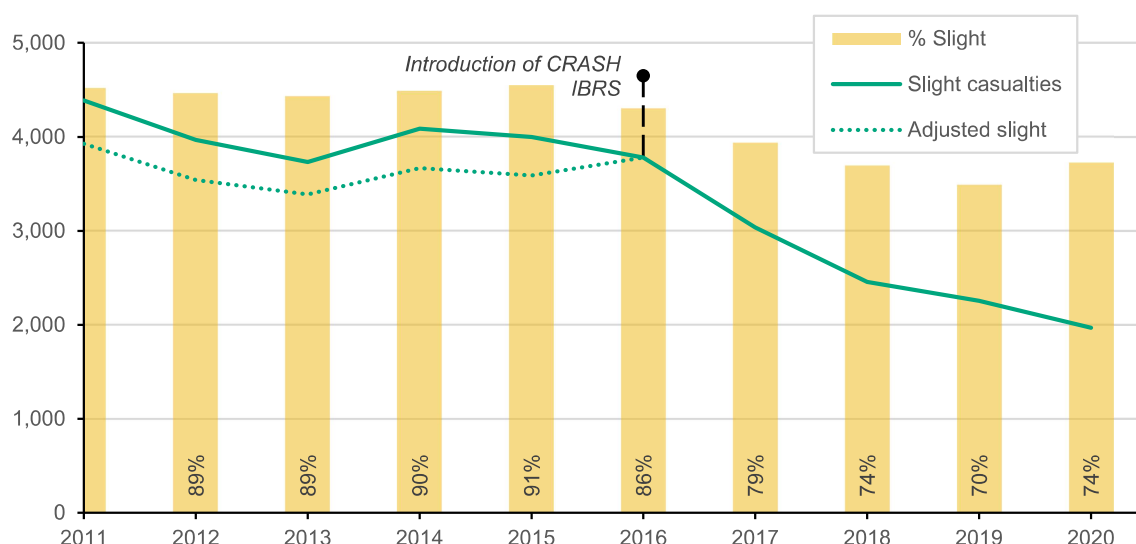


Figure 7 - Slight casualties by year, 2011 to 2020, including pre IBRS adjusted figures and the percentage of serious casualties

Table 7 - Slight casualties by road user, 2016 to 2020, comparison with previous year

Road User	2016	2017	2018	2019	2020	Change from 2019	% Change from 2019
Car	2,717	2,092	1,659	1,598	1,354	-244 ▼	-15%
Goods	117	88	85	58	63	5 ▲	9%
P2W	178	150	140	106	75	-31 ▼	-29%
Pedal cycle	213	217	190	161	175	14 ▲	9%
Pedestrian	427	395	283	259	231	-28 ▼	-11%
PSV	110	80	88	58	50	-8 ▼	-14%
Other	18	14	11	14	21	7 ▲	50%
Total	3,780	3,036	2,456	2,254	1,969	-285 ▼	-13%

Table 8 - Slight casualties by age group, 2016 to 2020, comparison with previous year

Age Group	2016	2017	2018	2019	2020	Change from 2019	% Change from 2019
Child (0 to 16)	390	389	292	258	240	-18 ▼	-7%
Young adult (17 to 24)	813	592	500	419	401	-18 ▼	-4%
Adult (25 to 59)	2,032	1,619	1,316	1,240	1,082	-158 ▼	-13%
Older (60 plus)	402	371	298	258	192	-66 ▼	-26%
Unknown	143	65	50	79	54	-25 ▼	-32%
Total	3,780	3,036	2,456	2,254	1,969	-285 ▼	-13%

## Changes to the Recording of Casualty Severity

Part way through the 2020, changes made within CRASH affected the way a small proportion of casualties would have their severities classed. Before the change, any injury casualties that were recorded as having attended hospital would be classed as serious,

even if their injuries were not amongst the 14 classed as serious within the CRASH system. It should be noted that the correct use of the hospital variable is to record a casualty that was admitted to hospital, not to record those that only attended A&E. Following the change to the system, a casualty would not automatically be 'upgraded' to serious if they attended hospital and could remain as a slight casualty if their injuries were recorded as such.

All casualties dated back to 1<sup>st</sup> January 2020 were subsequently recoded to bring the complete year into alignment following the change. This resulted in 67 casualties being classed as slight when previously they would have been serious. As CRASH casualty data prior to 2020 has already been published, these will not retrospectively be altered to account for the change. For this reason, it is not possible to compare the number of serious and slight casualties between the two periods, however it is hoped that the change in the recording process will remove any unintentional bias in severities in future years.

Figure 8 shows how the number of serious casualties would have been affected in previous years. In the first three years CRASH was in use, this would not have made a great difference. However, in 2019, 13% of all serious casualties were those with slight injuries that were admitted to hospital.

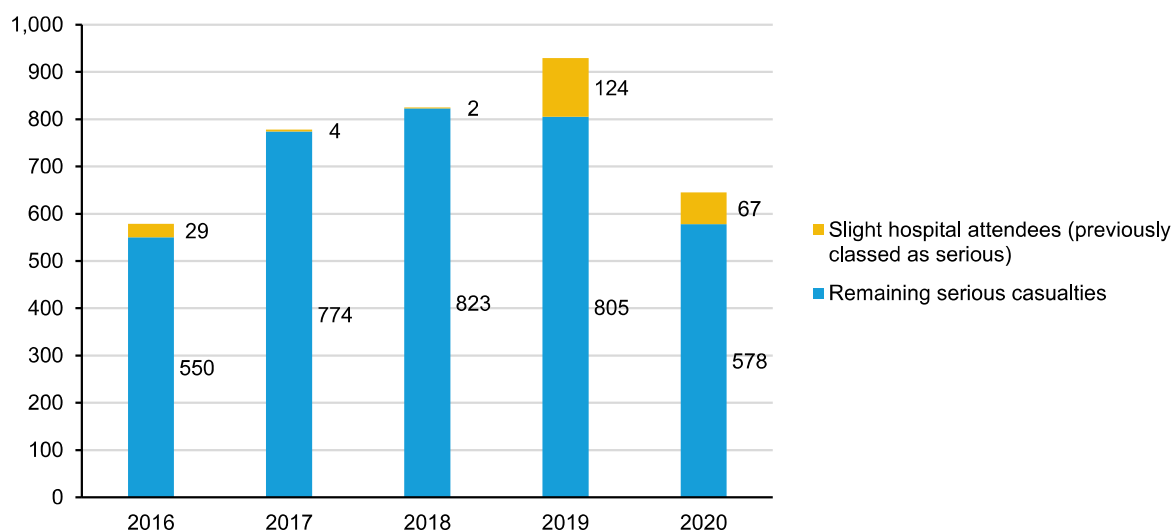


Figure 8 - Serious casualties and slight casualties attending hospital by year, 2016 to 2020

# Key Trends

## COVID-19

With the COVID-19 pandemic emerging at the start of the year 2020, the UK Government took steps to curb the spread of the disease in late March. The most pertinent of these for road users were the restrictions on travel, with the population limited to travelling only for essential purposes for much of the year. This resulted in a dramatic drop in traffic on the roads which also lead to a reduction in collisions and casualties. Figure 9 shows a comparison of collisions over the year between the three-year average for 2017 to 2019 (a baseline period that we might consider to have a normal distribution) and 2020, and it is clear that the number recorded had close links between the introduction of restrictions and of them easing.

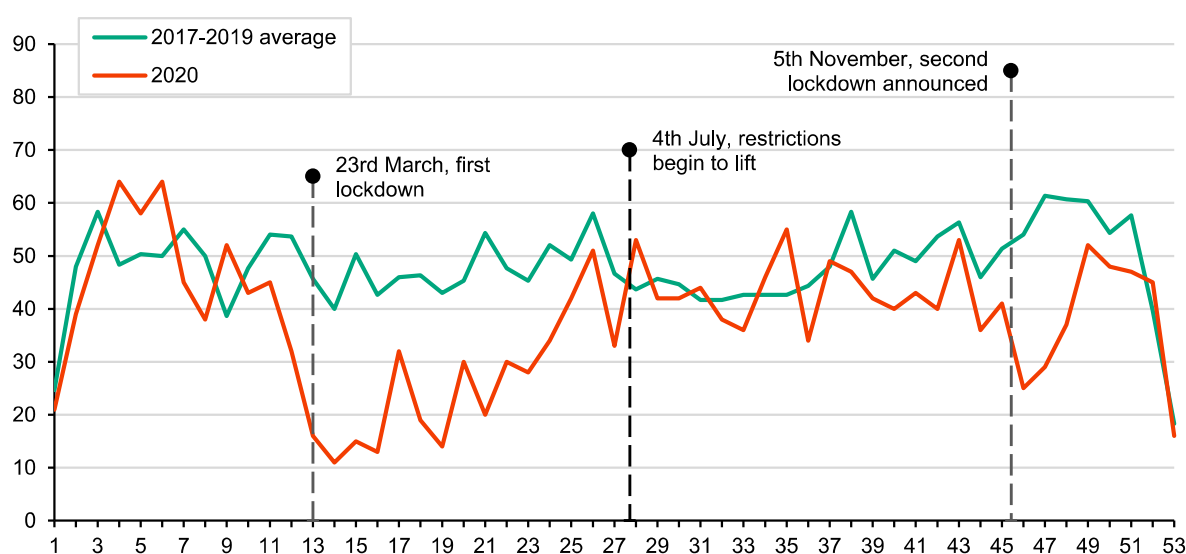


Figure 9 - Collisions by week of year, 2017 to 2019 average and 2020

## Casualty Rates

The population of South Yorkshire is estimated to have increased by less than 1% to 1,415,054 in 2020<sup>1</sup>. With such a dramatic drop in road casualties, the casualty rate per million population fell to 1,868 in 2020 (Figure 10). The rate of those killed or seriously injured also fell having increased year on year for four consecutive years prior, it is now much closer to the rate recorded in 2016.

Casualty rates per population do not take in to account the fact that not all casualties injured in South Yorkshire were from the region, nor does it record casualties that are resident in South Yorkshire but were injured outside.

<sup>1</sup> ONS – [MYEB1 \(2020\): Annual mid-year population estimates for the United Kingdom, local authority prior to April 2021, by sex and single year of age](#)

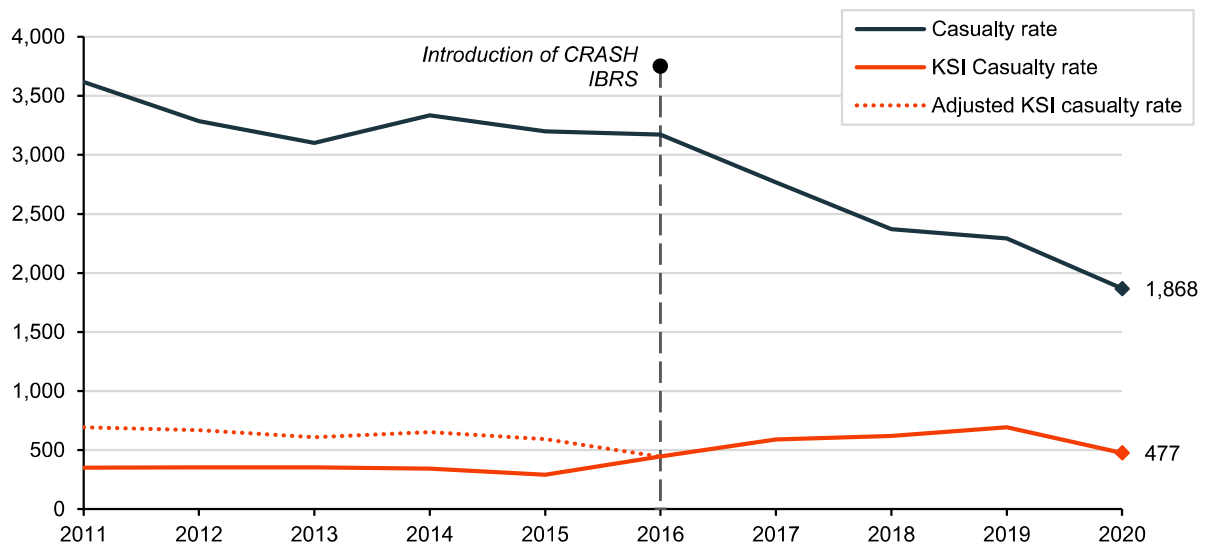


Figure 10 - Total and KSI casualties per million population, 2011 to 2020

Department for Transport (DfT) released traffic estimates<sup>2</sup> are available for certain vehicle<sup>3</sup> and road types<sup>4</sup> and have been used to calculate casualty rates per billion vehicle miles where this information is available at the South Yorkshire level.

These figures show that historically, motor vehicle traffic typically increases by between 1% and 3% each year in South Yorkshire. From 2007 to 2008 and from 2008 to 2009 there was a 1% decrease year on year in response to the economic recession. However, this is could be deemed insignificant compared to the 19% drop in vehicle miles estimated to have occurred from 2019 meaning traffic levels in 2020 were somewhat similar to those observed ten years ago.

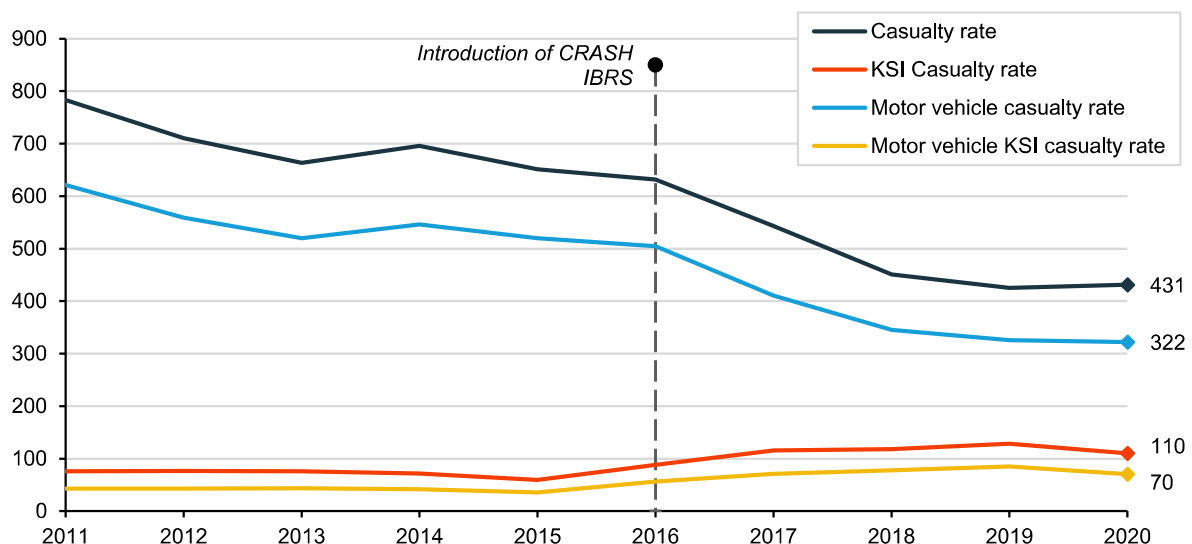


Figure 11 - Total and KSI casualties per billion vehicle miles, total and motor vehicle casualties, 2011 to 2020

<sup>2</sup> DfT – [Motor vehicle traffic \(vehicle miles\) by local authority in Great Britain](#)

<sup>3</sup> DfT – [Motor vehicle traffic \(vehicle miles\) by local authority and selected vehicle type in Great Britain](#)

<sup>4</sup> DfT – [Motor vehicle traffic \(vehicle miles\) by road class, region and country in Great Britain](#)

Figure 11 shows that although casualties and vehicle traffic fell substantially, the casualty rate overall actually increased slightly from 425 to 431 casualties per billion vehicle miles, though this is still lower than in 2018. A further point of interest is that by isolating motor vehicle casualties, we find that the rate amongst these road users fell by a fraction to 322 casualties per billion vehicle miles from 325. Despite this, the rate of serious injury or death fell for all as well as motor vehicle casualties.

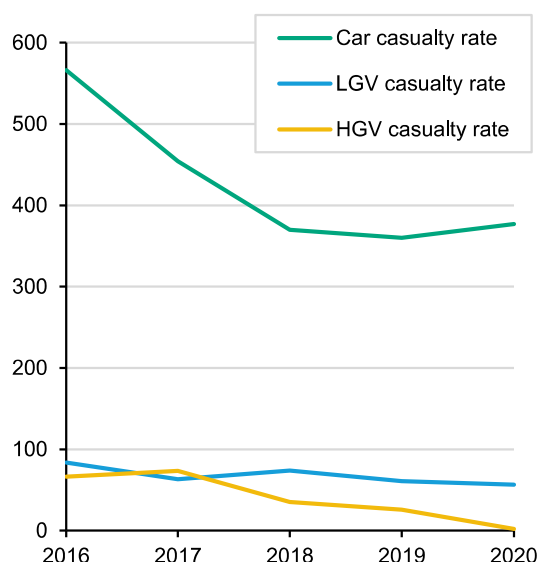


Figure 12 - Casualties per billion vehicle miles by selected vehicle type, 2016 to 2020

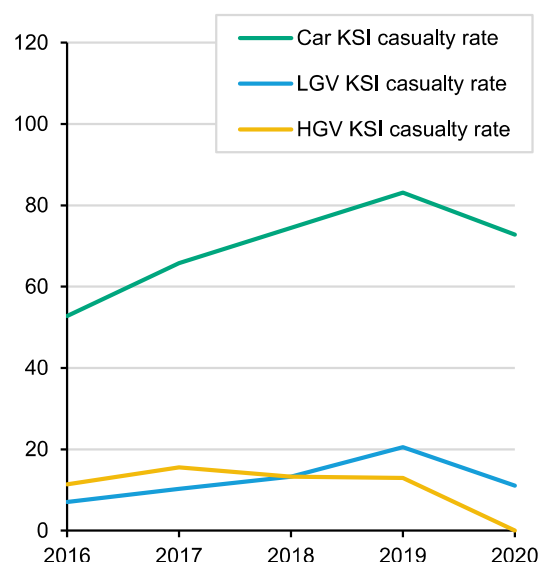


Figure 13 - KSI Casualties per billion vehicle miles by selected vehicle type, 2016 to 2020

Within the context of motor vehicle casualties, we find that the casualty rate for car occupants increased slightly between 2019 and 2020 (Figure 12), despite car miles dropping by an estimated 23% across the year. Both light goods and heavy goods user casualty rates fell however, with vehicle miles amongst these types falling by only 8% and 5% respectively. The KSI casualty rate for the three motor vehicle types identified fell in 2020, this will however be linked to the change in the recording of severity discussed earlier in the report.

Data for other vehicle types is unfortunately unavailable in the detail that is required to undertake any meaningful analysis. In England the DfT estimate that motorcycle miles fell by 15% and bus by 33%<sup>5</sup>.

Urban A roads saw the highest casualty rate in 2020, which is marginally higher than the previous year. Rural minor roads saw the greatest increase in casualty rate which was fuelled by a relatively small drop in traffic but only seven fewer casualties. Rural minor roads also had the highest rate of those killed or seriously injured in 2020, whilst usually having a rate just trailing that of urban A roads. Urban minor road KSI casualty rates fell, as did that of rural A roads. Motorways had the lowest casualty and KSI casualty rates as has historically been the case.

<sup>5</sup> DfT – [Motor vehicle traffic \(vehicle miles\) by vehicle type, region and country in Great Britain](#)

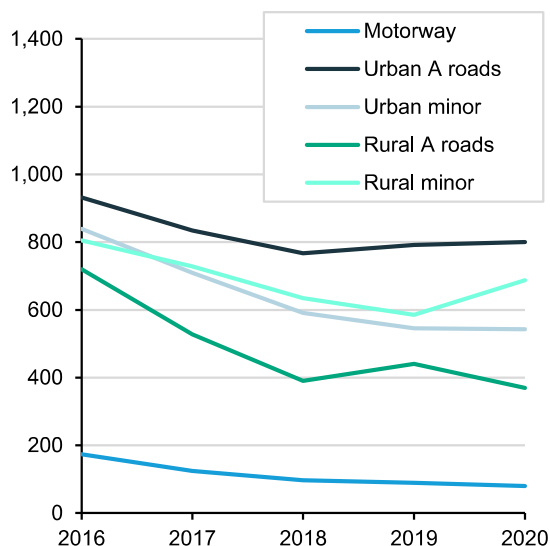


Figure 14 - Casualty rates per billion vehicle miles by road type, 2016 to 2020

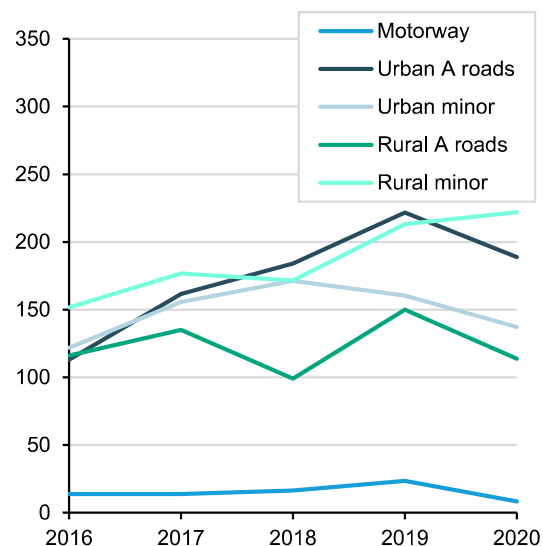


Figure 15 - KSI Casualty rates per billion vehicle miles by road type, 2016 to 2020

## Temporal Changes

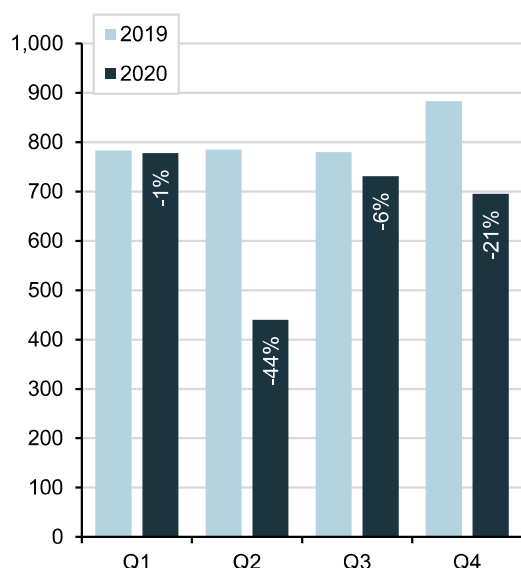


Figure 16 - Casualties by quarter, 2019 and 2020, comparison with previous year

when there were 249 casualties compared to 221 in 2019. It is worth noting that August is usually the month when casualties are least abundant as typically travel patterns change over the summer with many working adults opting to use annual leave meaning less vehicles on the roads during peak times. In 2020 however, the country was beginning to open from lockdown and motor vehicle use likely increased as people began to travel to see friends and family as well as holiday in Britain as foreign travel was still restricted.

75% of all casualties were injured on a weekday which is only one percentage point higher than we might typically expect from the three-year average for 2017 to 2019. There were however slight differences in when casualties were injured throughout the day, both at the weekend and throughout the week. Typically, we would expect clear peaks in casualties

Owing to lockdowns, travel patterns were much different than normal and the spread of casualties across the year was inconsistent when comparing 2020 to previous years. There were almost half as many casualties in Q2 when comparing 2020 to 2019, in Q3, as restrictions were eased they were just 6% fewer than in the previous year, and then in Q4 as once again the population was asked to minimise travel to stop the spread of COVID-19, casualties were down by over a fifth.

Both January and February saw more casualties in 2020 compared to the previous year. The only other month in which this was the case was in August



around the morning and evening commuting periods during the week. Whilst in 2020 there was still a peak during the morning commute (08:00 to 08:59) there was a second morning peak later, between 10:00 and 10:59. The afternoon peak started earlier than in previous years and didn't drop off as quickly. During the weekend there was a clear peak in the mid-afternoon (15:00 to 15:59), which would usually occur in the evening from past years' data.

## Active Travel Users

Pedestrian and pedal cycle activity is estimated to have increased during 2020 owing to restrictions on motor vehicle travel. Compared to the three-year average for 2017 to 2019, casualties overall fell by 24%, with motor vehicle casualties reducing by a quarter. Active travel casualties however fell by only 21%.

Although there is no reliable figure that captures a definitive level of walking and running for travel and leisure, it would appear a lack of vehicles on the road in 2020 has been of benefit for pedestrians. In 2019, pedestrian fatalities were at their highest since 2006 (18) and had been generally increasing in the 2010s. 2020 brought about a reduction from the previous year and the three-year average from 2017 to 2019. The serious and total casualty figure for pedestrian casualties fell comfortably and pedestrian casualties made up less of those overall than in previous years.

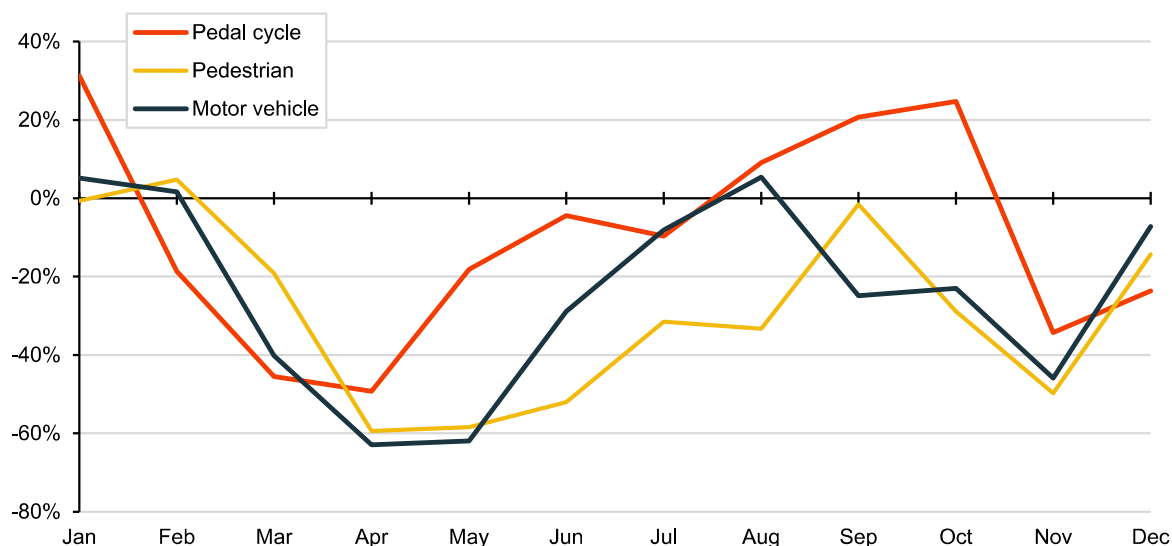


Figure 17 - Percentage change in casualties during 2020 compared to the 2017 to 2019 average by road user and month

The first lockdown had a clear effect on the number of casualties compared to what we might normally expect (Figure 17) however, we can see that there was some difference in the lasting effect that it had. Motor vehicle casualties eventually returned to normal levels in August, but these levels of casualties were not sustained, dropping off again quickly in the Autumn and dipping to a second low in November likely in response to a second lockdown. Pedestrian casualties were a fraction of those that we might expect for the most part of the year. Pedal cycle casualties returned to normal levels relatively quickly in comparison, with expected levels in the summer and then exceeding the number experienced in previous years' September and October months.

The quicker return to a relatively normal number of injuries amongst pedal cyclists meant that casualties fell only marginally in comparison to other road users between 2019 and 2020. Furthermore, they made up a greater percentage of casualties overall (10%) and in those with serious injury (13%), though there was a good reduction in the number of serious casualties.

Given that we can be very confident that pedal cycle trips increased during 2020, we can assume that the casualty rate for pedal cyclists decreased between 2019 and 2020. The DfT estimates that 0.12 billion miles were travelled by pedal cycle in 2020, from 0.07 in 2019<sup>6</sup> although these figures are not accurate enough to calculate a reliable rate. The casualty rate for cyclists is shown to have fallen across Great Britain as a whole.

The nature of collisions involving pedal cyclist casualties in 2020 was different to what we would normally expect given data from previous years. With fewer motor vehicles on the road we might expect greater prevalence in single vehicle collisions. This was not the case however, with 99% of collisions resulting in pedal cyclist injury involving at least one other vehicle. In terms of other vehicles involved in these collisions, they were still overwhelmingly cars (84%) though there was a small increase in the prevalence of goods vehicles involved (12% in 2020, 8% between 2017 and 2019), which could mirror the fact that goods vehicle traffic did not fall as greatly as car traffic in 2020.

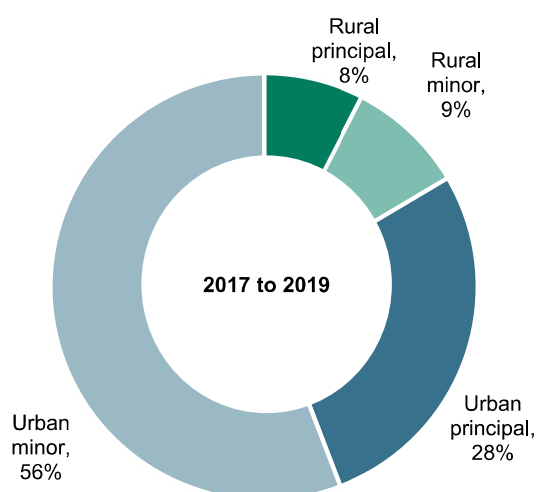


Figure 18 - Percentage pedal cycle casualties by road type, 2017 to 2019

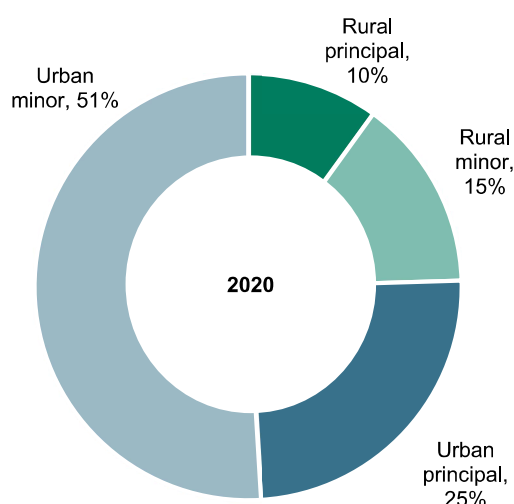


Figure 19 - Percentage pedal cycle casualties by road type, 2020

The number of casualties injured on rural roads made up a quarter of all pedal cycle casualties, which in a typical year would not be as great (Figure 18 and Figure 19). This suggests that cyclists were carrying out more leisure trips away from urban centres. This is also backed up variations in the temporal nature of pedal cycle casualties in 2020. Rather than having two distinct peaks in weekday casualty numbers through the day during peak commuting times as in previous years, casualties peaked during the morning commuting

<sup>6</sup> DfT – [Pedal cycle traffic \(vehicle miles\) by region and country in Great Britain](#)

hour but earlier in the afternoon, with a more sustained number of casualties occurring afterwards.



Figure 20 - Percentage of pedal cycle casualties injured on weekdays by hour of day, 2017 to 2019 and 2020

In 2020 85% of pedal cycle casualties were male, in line with previous years. 20% of casualties were aged between 0 and 16 and 6% aged 65 or older, both of these are proportional increases compared to in previous years. In comparison, the proportion of adult aged casualties (25 to 64) has decreased over time to 57% in 2020. One would think that an increase in the proportion of child pedal cycle casualties in 2020 would be related to lockdown periods with children not attending school, but most casualties were injured during the summer months rather than at the start of the year. The same was the case for older casualties but for the adult age group there was a peak in May as well as over summer.

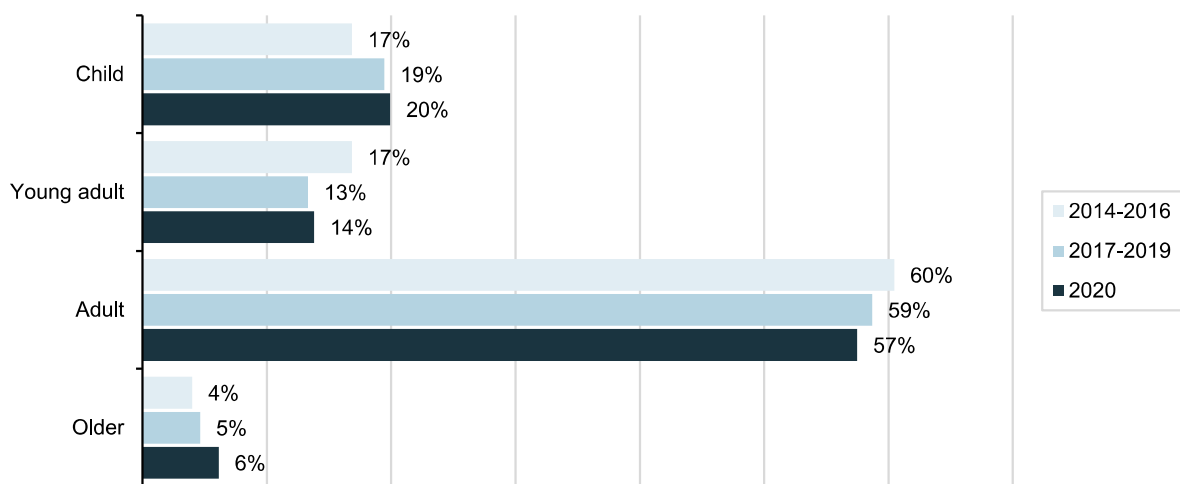


Figure 21 - Percentage of pedal cycle casualties by age group, 2014-2016, 2017-2019 and 2020

## Speed Related Collisions

Various media outlets reported on increases in speeding offences across the UK under lockdown conditions<sup>7</sup>. With fewer vehicles on the road, congestion eased significantly and allowed for elevated vehicle speeds during times which would normally see delays in journey times when compared to free flow conditions.

DfT speed compliance statistics back up police enforcement data with a clear rise in the proportion of vehicles exceeding the speed limit in correlation with lockdown periods for Great Britain<sup>8</sup>.

In South Yorkshire in 2020, 101 collisions were, upon attendance, thought to have involved and at least partly caused by a vehicle exceeding the speed limit. This is far greater than in the previous year when just 35 collisions were thought to involve a speeding vehicle, though the period of 2017 to 2019 appears to suffer from a lack of recording in this variable.

Grouping the figures by three-year periods to smooth out any inconsistencies in data, we find that 2020s figure is perhaps slightly higher than the norm for collisions overall. In terms of KSI collisions, a speeding factor was a variable in 6% of collisions, though this has in the past made up much greater proportion and in real terms, this represents 37 collisions.

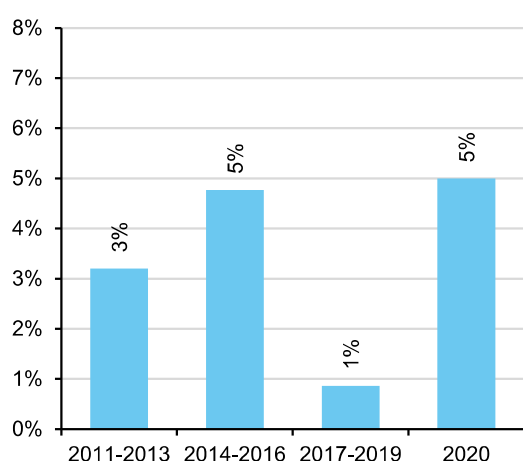


Figure 22 - Percentage of collisions in which a speeding vehicle was listed as a contributory factor, by three-year periods and 2020

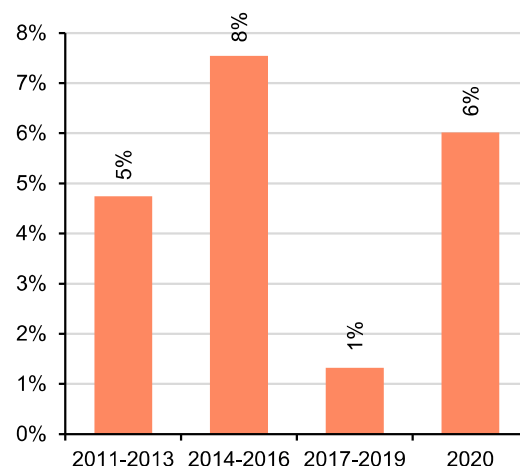


Figure 23 - Percentage of KSI collisions in which a speeding vehicle was listed as a contributory factor, by three-year periods and 2020

Looking at collisions where speeding was a factor in more detail, we find that over half (51%) of these occurred in hours of darkness, yet only 30% of collisions overall occur at night. 79% of collisions took place in an urban environment, rather than rural, which again is slightly higher than the normal at 72%. Roads with a 30mph speed limit saw the greatest proportion of speed related collisions (57%), followed by 40mph limit roads (14%) and 60 mph limit roads (13%), with this last group usually seeing only 10% of collisions overall.

Car occupants overwhelmingly saw the greatest number of casualties through speed related collisions (87% compared to making up 63% of casualties overall), with active travel users unlikely to fall victim to these types of collisions (pedestrians made up 3% of casualties,

<sup>7</sup> BBC – [Coronavirus: Speeding drivers flout limit during lockdown](#)

<sup>8</sup> DfT – [Vehicle speed compliance statistics for Great Britain: 2020](#)

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pedal cyclists 1%). Young adult casualties (aged 17 to 24) make up 32% of all those injured compared to only 20% in all collision types. 85% of factors concerning a speeding vehicle were attributed to car drivers, of these 75% were male and 33% were in the young driver age category with the next highest being 25 to 34-year olds (27%).

# Previous Years Findings

## Hit and Run Collisions

The total number of collisions involving a hit and run vehicle in 2020 was 456 which is a drop from 514 in the previous year. However, the prevalence of these types of collisions amongst collisions overall has increased to 23% (Figure 24).

There were 462 vehicles that left the scene of an injury collision without exchanging details and again, whilst this is lower than the number in the previous year (522), the drop in the number of vehicles involved in collisions overall means that hit and run vehicles still made up the same proportion as they did in 2019.

In terms of KSI collisions, 80, or 13% involved a hit and run vehicle. In 2019 there were 115 hit and run collisions of this severity which was also 13% of the total.

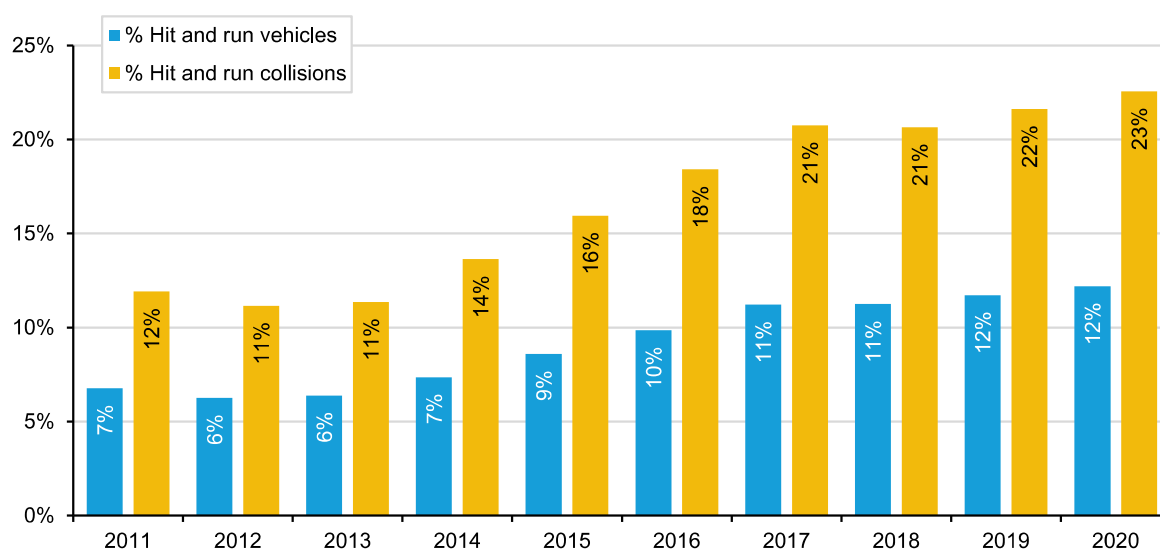


Figure 24 - Percentage hit and run vehicles and hit and run collisions, 2011 to 2020

In 2020, 553 people were injured in hit and run collisions which represents 21% of all casualties up from 19% in the previous year and just 10% ten years ago. The trend, as in previous years, is that pedestrian casualties are overly represented in hit and run collisions, they made up 20% of casualties compared to 13% in non-hit and run collisions. 63% of hit and run casualties were car occupants with a further 10% pedal cyclists in 2020.

Table 9 - Proportion of casualties by road user for total and hit and run casualties, 2020

Road user	% Total casualties	% Hit and run casualties	% KSI casualties	% Hit and run KSI casualties
Car	63%	63%	48%	38%
Goods	3%	3%	3%	2%
P2W	6%	3%	13%	10%
Pedal cycle	10%	10%	13%	17%
Pedestrian	14%	20%	22%	28%
PSV	2%	1%	1%	0%
Other	1%	1%	1%	5%

## Older Casualties

Older casualties were last year identified as a group that would require monitoring as to how their road safety record would be influenced by a greater percentage increase in the population of this age in South Yorkshire.

Of course, in 2020 the COVID-19 pandemic and government restrictions will have played a part in the reduction in casualties of those aged 60 and over, with many in this age group required to shield and limit movement above and beyond much of the rest of the population. There were 36% fewer casualties aged 60 and over compared to the previous year, 41% fewer seriously injured and seven less killed.

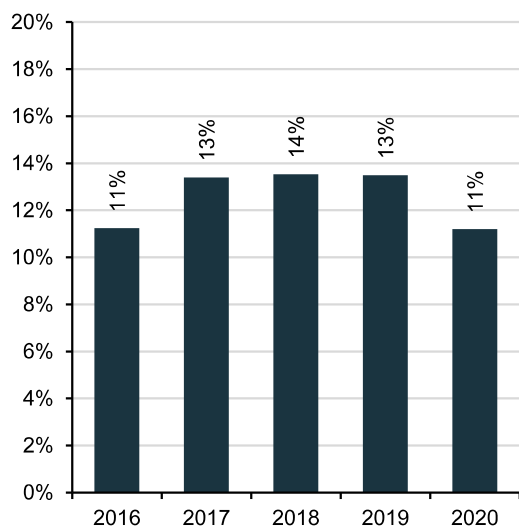


Figure 25 - Percentage of casualties aged 60 and over by year, 2016 to 2020

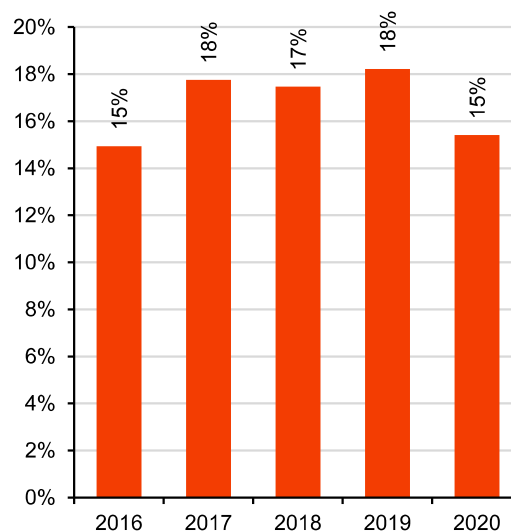


Figure 26 - Percentage of KSI casualties aged 60 and over by year, 2016 to 2020

Figures Figure 25 and Figure 26 demonstrate that along with a reduction in casualties, and those with more severe injury, older casualties made up a lesser proportion of those overall in 2020 when compared with previous years.

Almost all older road users saw a reduction in casualties both overall and those seriously injured and killed. Older pedal cycle casualties however increased by seven to 28 from the previous year and older KSI casualties increased by two to 14 in 2020. Older pedal cycle casualties also made up slightly more proportionally in older casualties overall (9%). The dominant road user was still car users (63% of casualties) and pedestrians (19%), however.

## Goods Vehicle Drivers

Goods vehicle use has been touched on in previous sections of this report, but in summary, LGV and HGV traffic did not fall as greatly as car traffic in 2020, with a reduction of 8% and 5% respectively. However, such was the reduction in casualties of these road users, the casualty and KSI casualty rate fell in 2020.

In line with previous years, goods vehicle casualties made up just 3% of casualties overall, with smaller goods vehicles and vans making up the bulk of these (2%). Even focusing on goods vehicle drivers who were not necessarily injured, we find that these drivers are no more involved in injury road collisions than they were in previous years proportionally.

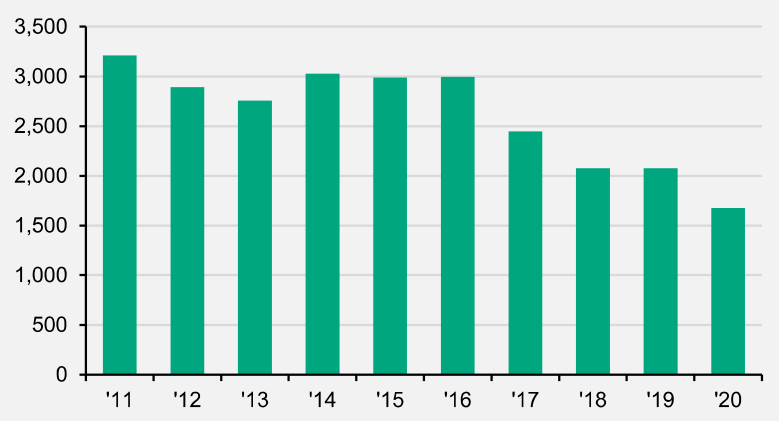
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## 2020 Road User Fact Sheets





## Car User Casualties

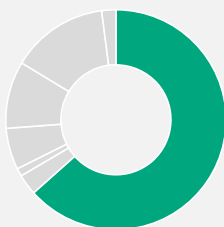


**1,678**  
Casualties in 2020

▼ **19%**  
Change from 2019

▼ **44%**  
Change from 2015

Percentage of Total Casualties



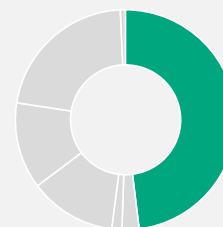
**63%**

**11**  
Fatal

**313**  
Serious

**1,354**  
Slight

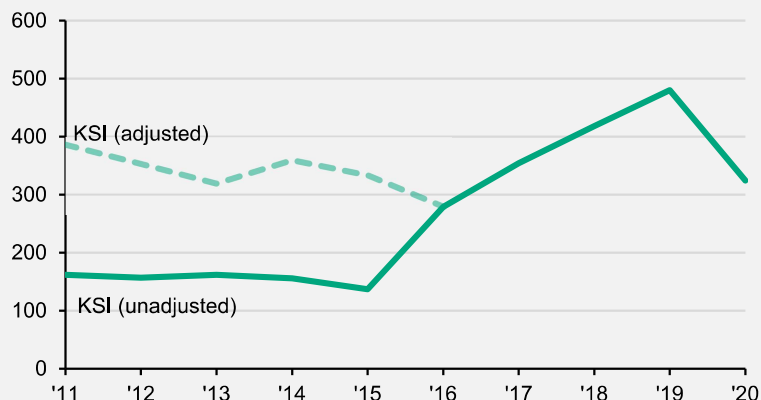
Percentage of KSI Casualties



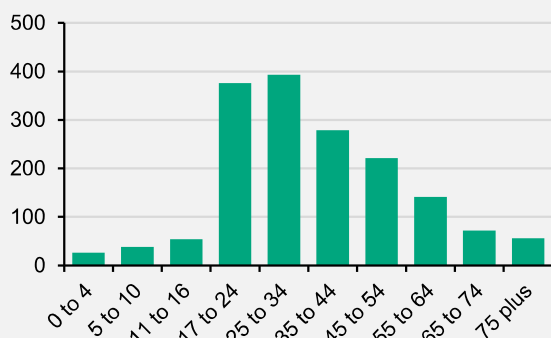
**48%**

**324**  
KSI Casualties in 2020

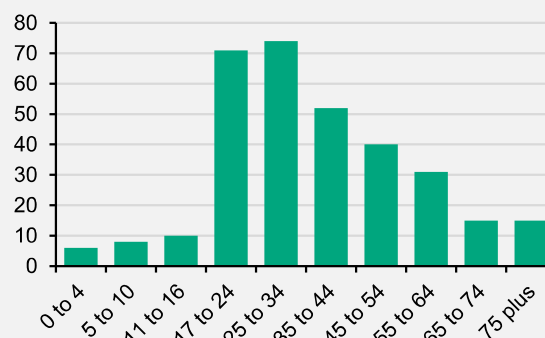
**156 ▼ 33%**  
Change from 2019



Total Casualties by Age

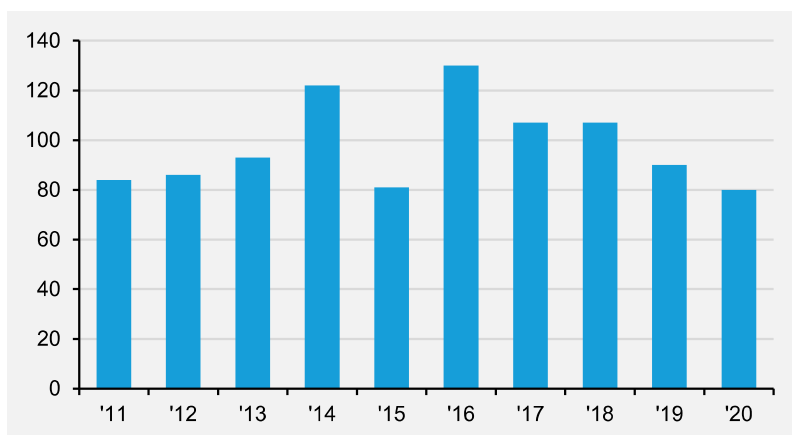


KSI Casualties by Age





## Goods Vehicle User Casualties

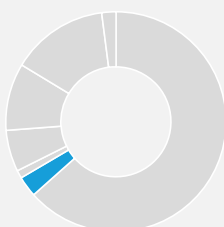


**80**  
Casualties in 2020

▼ **11%**  
Change from 2019

▼ **1%**  
Change from 2015

Percentage of Total Casualties



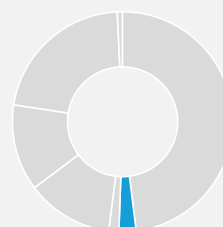
**3%**

**0**  
Fatal

**17**  
Serious

**63**  
Slight

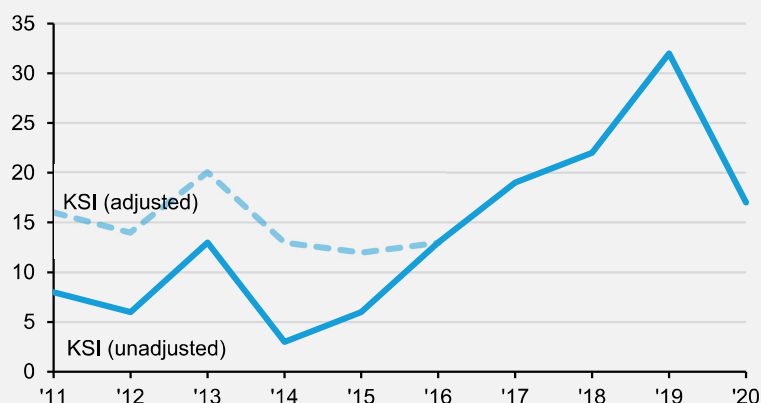
Percentage of KSI Casualties



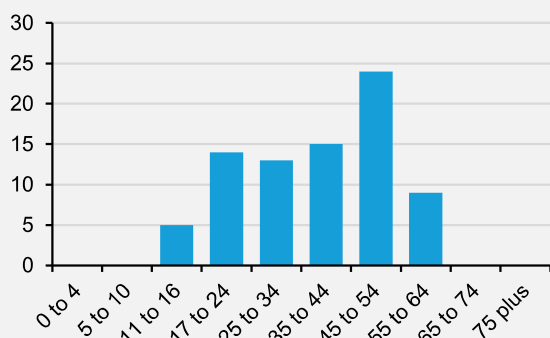
**3%**

**17**  
KSI Casualties in 2020

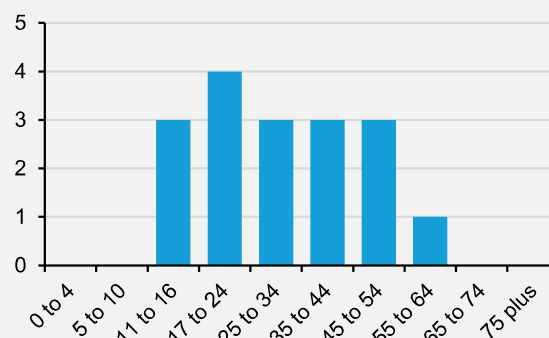
**15** ▼ **47%**  
Change from 2019



Total Casualties by Age

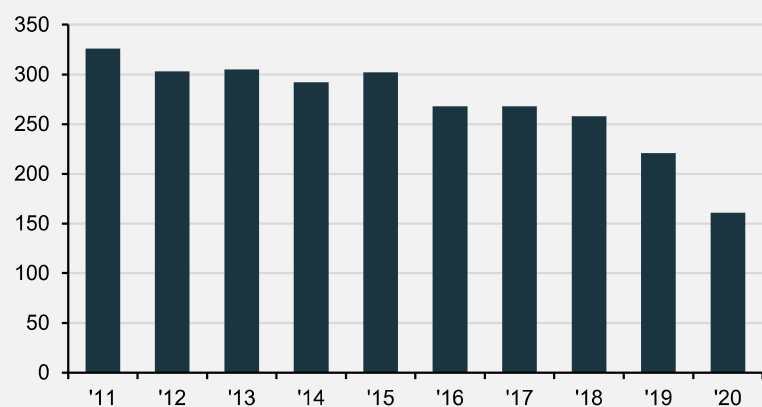


KSI Casualties by Age





## P2W User Casualties

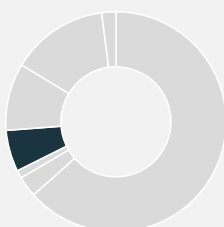


**161**  
Casualties in 2020

▼ **27%**  
Change from 2019

▼ **47%**  
Change from 2015

Percentage of Total Casualties



**6%**

**8**

Fatal

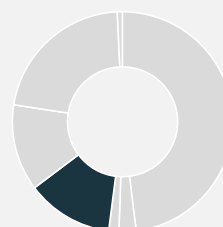
**78**

Serious

**75**

Slight

Percentage of KSI Casualties

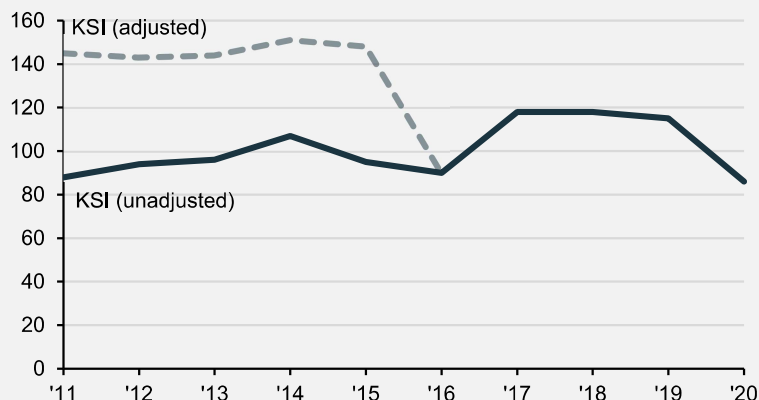


**13%**

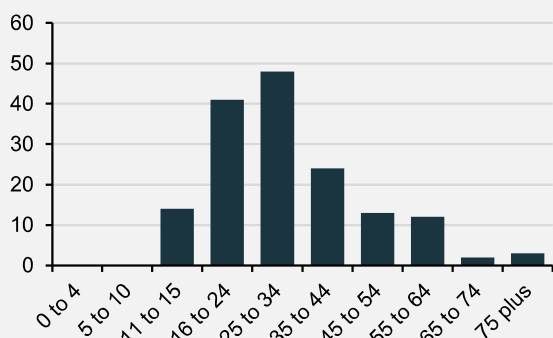
**86**

KSI Casualties in 2020

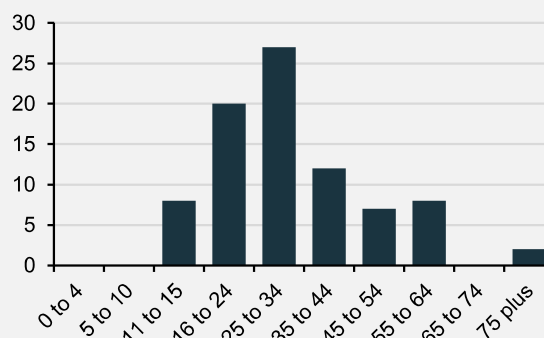
**29 ▼ 25%**  
Change from 2019



Total Casualties by Age

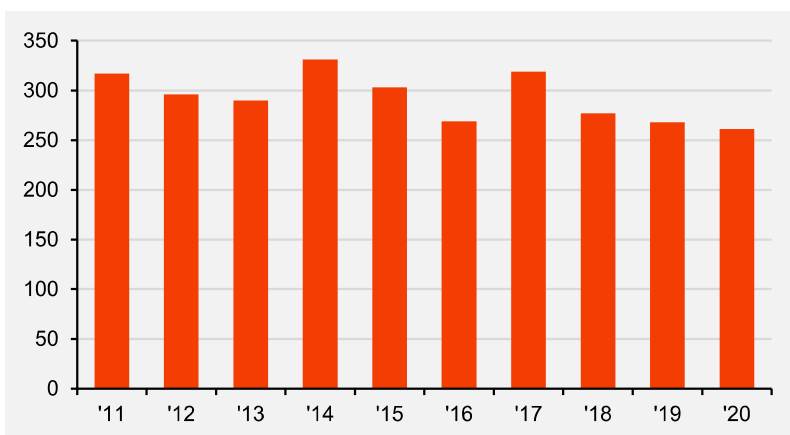


KSI Casualties by Age





## Pedal Cycle User Casualties

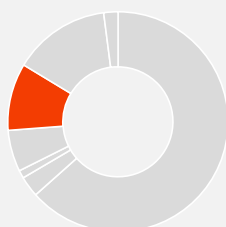


**261**  
Casualties in 2020

▼ **3%**  
Change from 2019

▼ **14%**  
Change from 2015

Percentage of Total Casualties



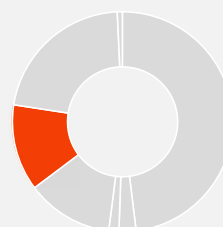
**8%**

**1**  
Fatal

**85**  
Serious

**175**  
Slight

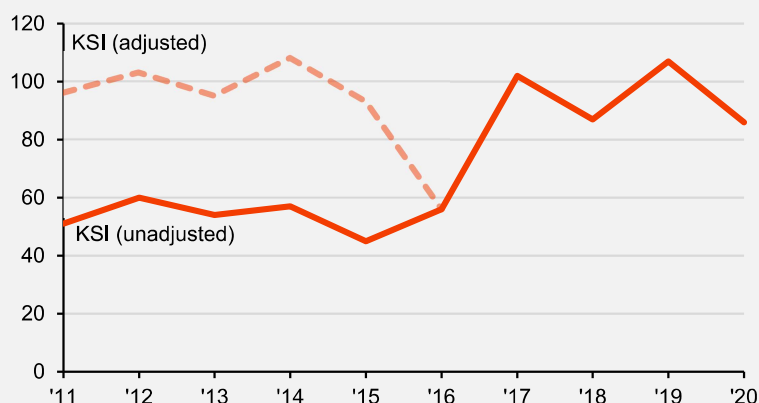
Percentage of KSI Casualties



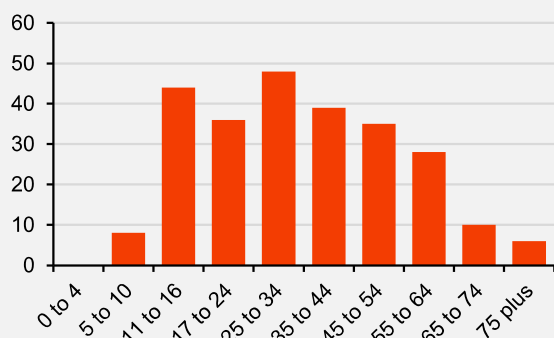
**11%**

**86**  
KSI Casualties in 2020

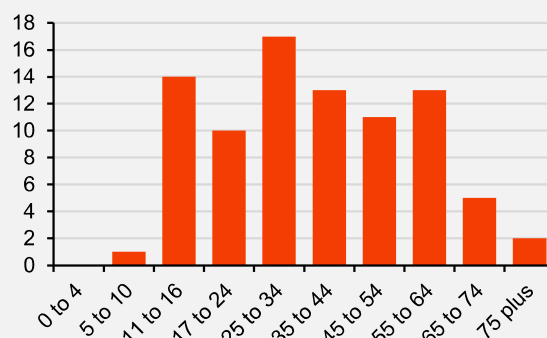
**21 ▼ 20%**  
Change from 2019



Total Casualties by Age

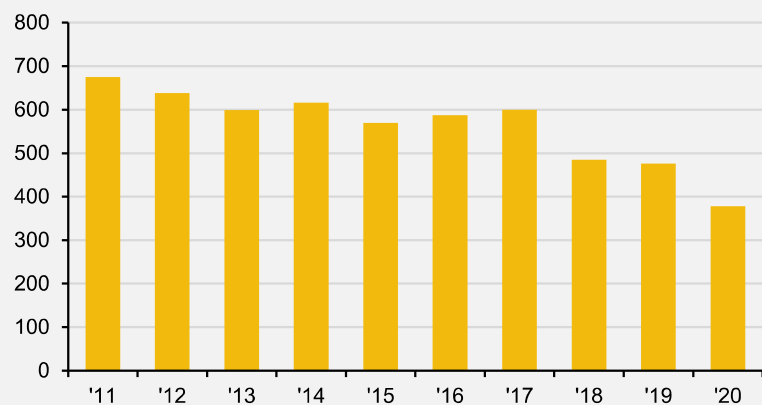


KSI Casualties by Age





## Pedestrian Casualties

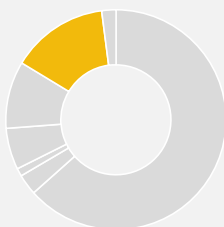


**378**  
Casualties in 2020

▼ **21%**  
Change from 2019

▼ **34%**  
Change from 2015

Percentage of Total Casualties



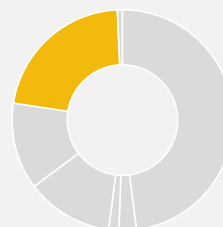
**14%**

**10**  
Fatal

**137**  
Serious

**231**  
Slight

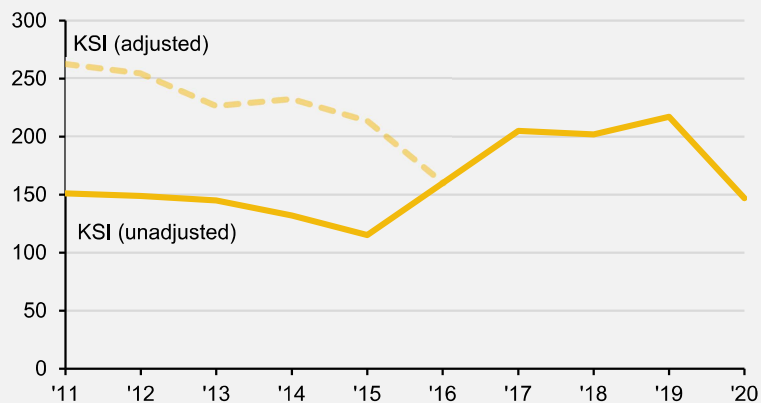
Percentage of KSI Casualties



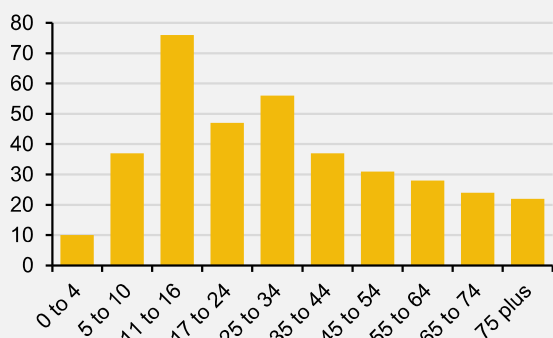
**22%**

**147**  
KSI Casualties in 2020

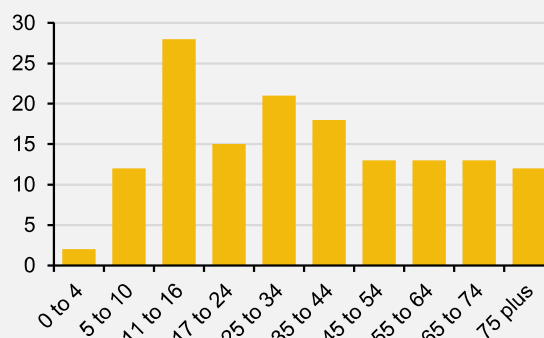
**70** ▼ **32%**  
Change from 2019



Total Casualties by Age

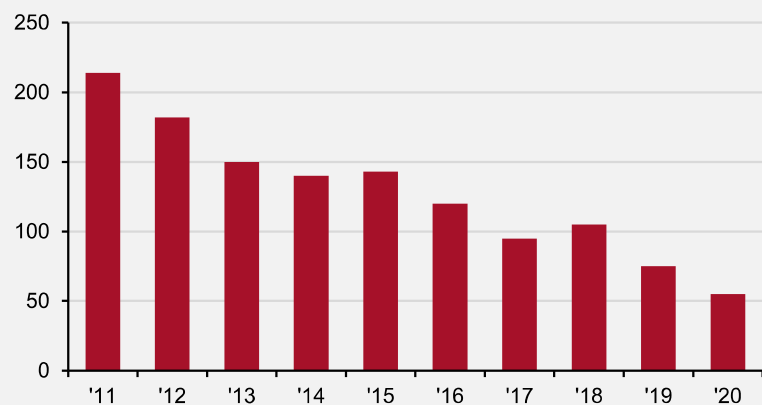


KSI Casualties by Age





## PSV User Casualties

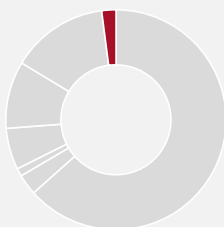


**55**  
Casualties in 2020

▼ **27%**  
Change from 2019

▼ **62%**  
Change from 2015

Percentage of Total Casualties



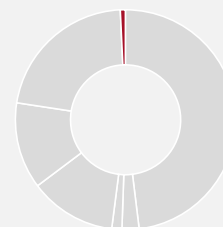
**2%**

**0**  
Fatal

**5**  
Serious

**50**  
Slight

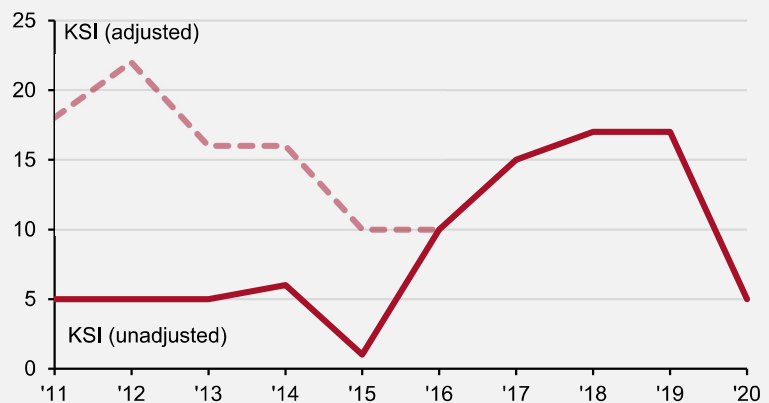
Percentage of KSI Casualties



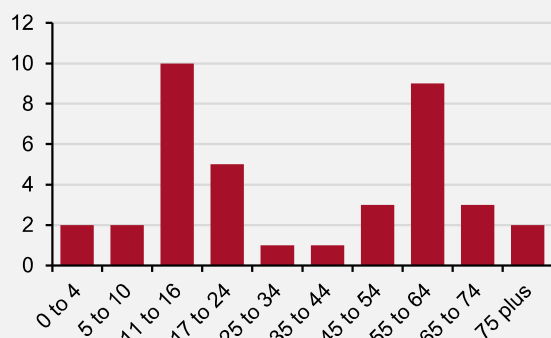
**1%**

**5**  
KSI Casualties in 2020

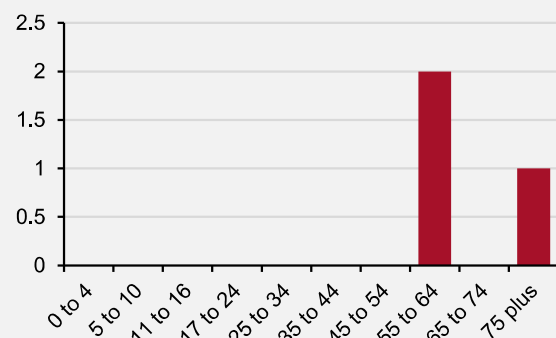
**12 ▼ 71%**  
Change from 2019



Total Casualties by Age

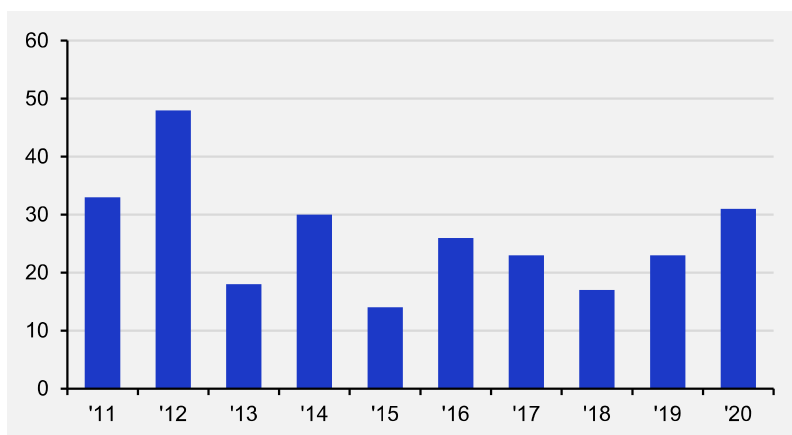


KSI Casualties by Age





## Other Vehicle User Casualties

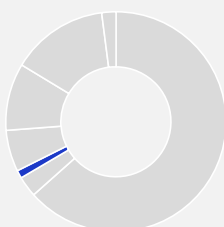


**31**  
Casualties in 2020

**▲ 8**  
Change from 2019

**▲ 16**  
Change from 2015

Percentage of Total Casualties



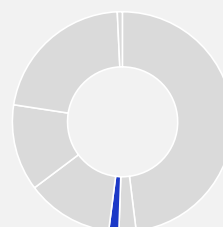
**2%**

**0**  
Fatal

**17**  
Serious

**58**  
Slight

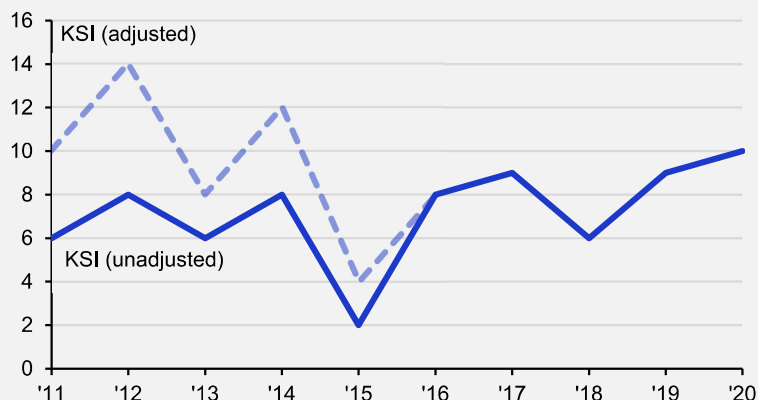
Percentage of KSI Casualties



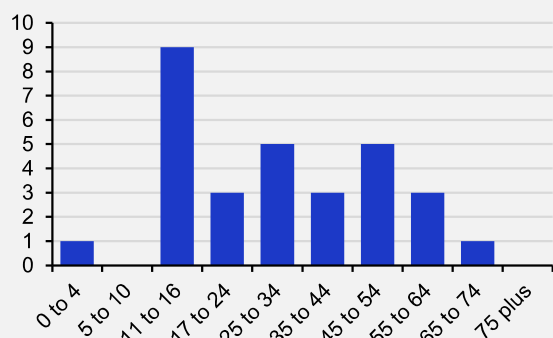
**1%**

**10**  
KSI Casualties in 2020

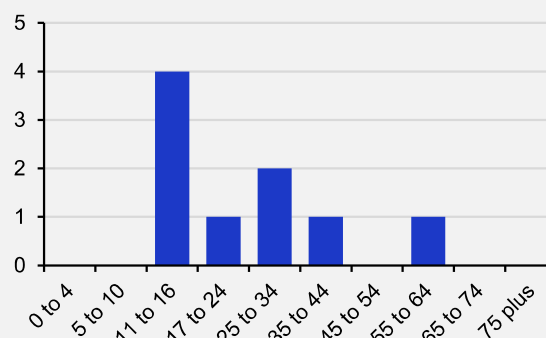
**1 ▲ 11%**  
Change from 2019



Total Casualties by Age

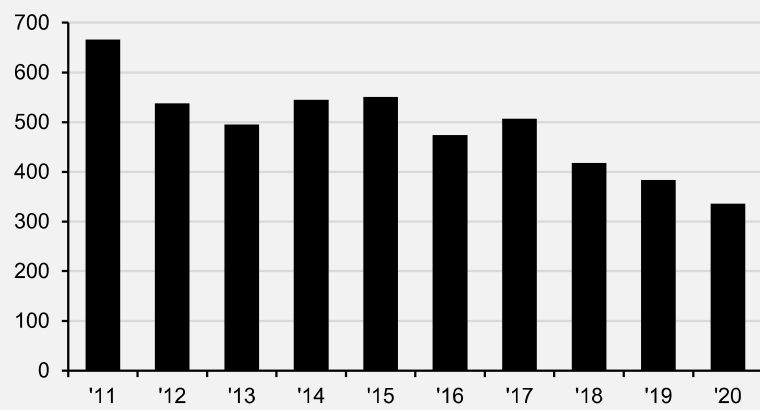


KSI Casualties by Age





## Child Casualties (0 to 16)

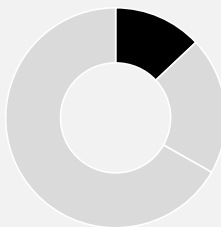


**336**  
Casualties in 2020

▼ **13%**  
Change from 2019

▼ **39%**  
Change from 2015

Percentage of Total Casualties



**13%**

**0**

Fatal

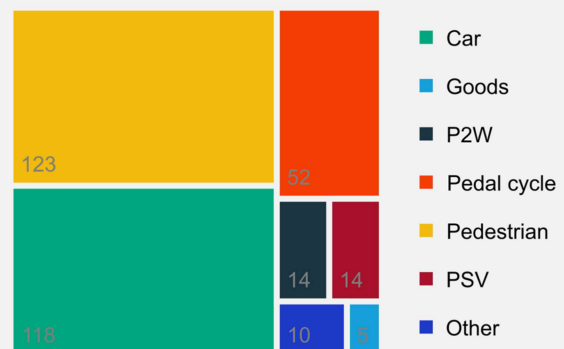
**96**

Serious

**240**

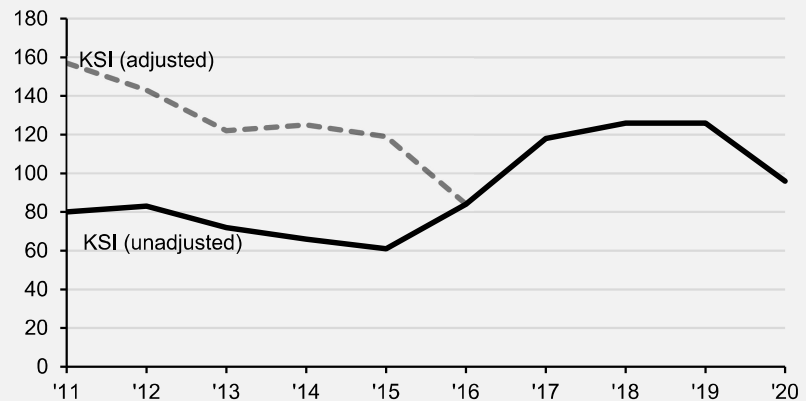
Slight

Child Casualties by Road User

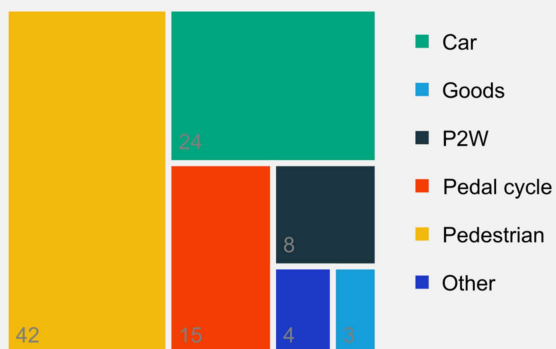


**96**  
KSI Casualties in 2020

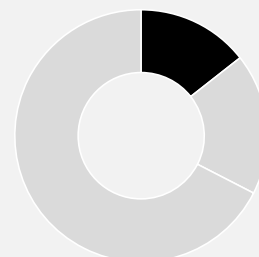
**30** ▼ **24%**  
Change from 2019



Child KSI Casualties by Road User



Percentage of KSI Casualties

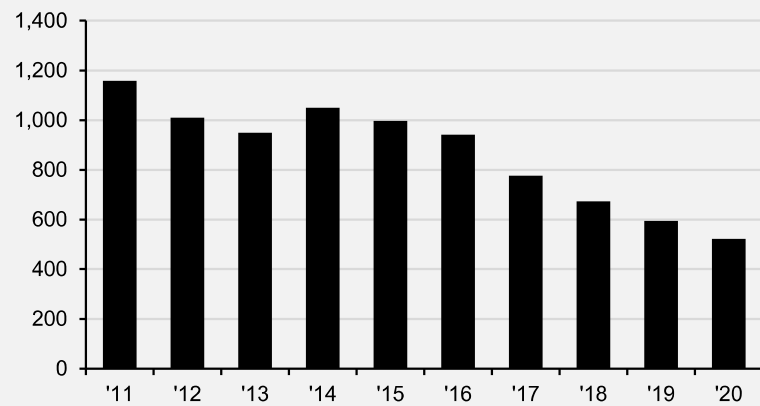


**14%**





## Young Adult Casualties (17 to 24)

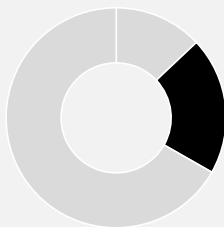


**522**  
Casualties in 2020

▼ **12%**  
Change from 2019

▼ **48%**  
Change from 2015

Percentage of Total Casualties



**20%**

**5**

Fatal

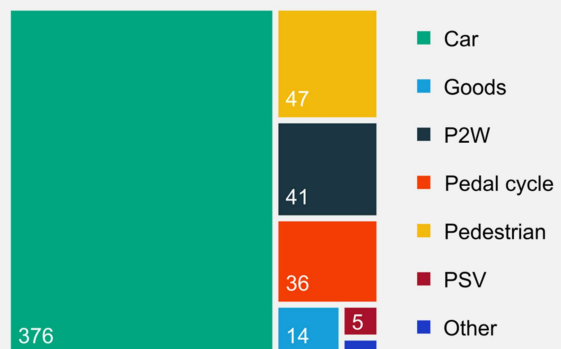
**116**

Serious

**401**

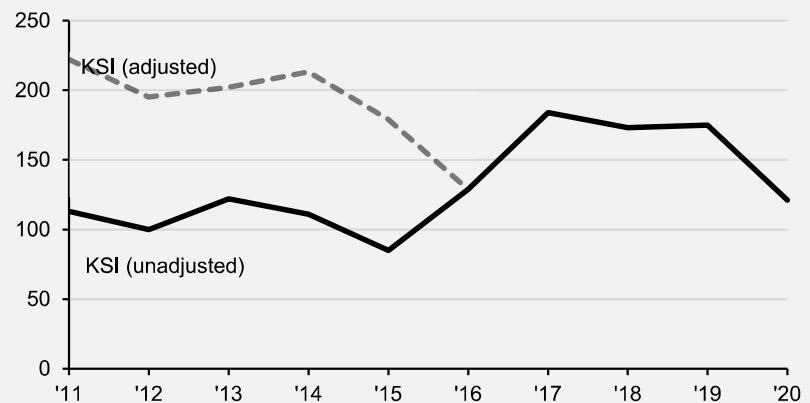
Slight

Young Adult Casualties by Road User

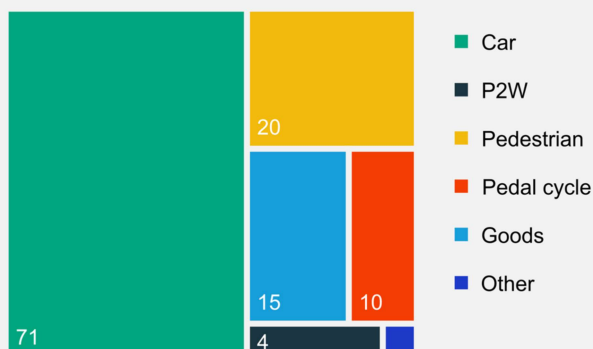


**121**  
KSI Casualties in 2020

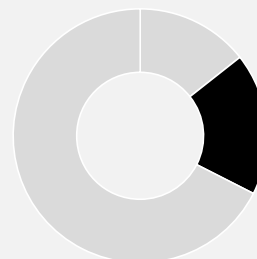
**54** ▼ **31%**  
Change from 2019



Young Adult KSI Casualties by Road User

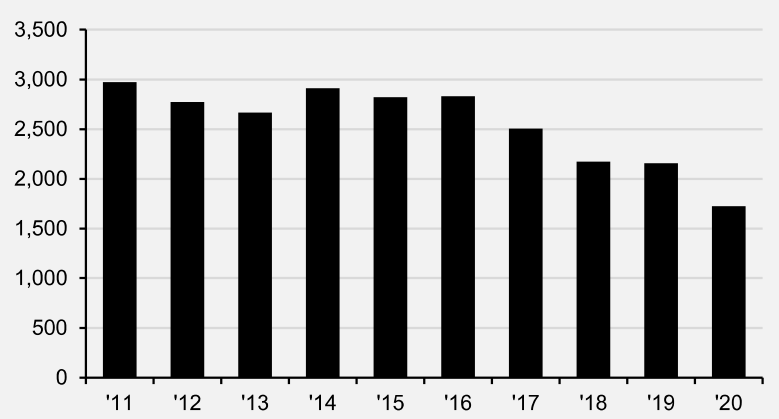


Percentage of KSI Casualties



**18%**

## Adult Casualties (25 plus)



**1,725**  
Casualties in 2020

▼ **20%**  
Change from 2019

▼ **39%**  
Change from 2015

Percentage of Total Casualties

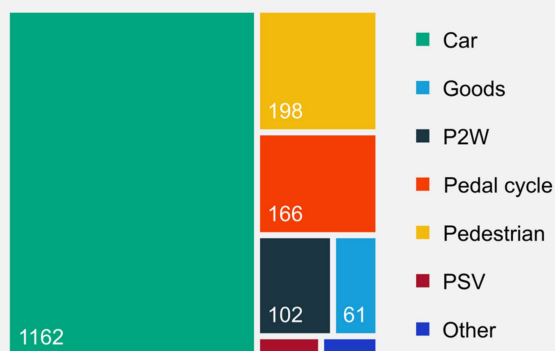


**25**  
Fatal

**426**  
Serious

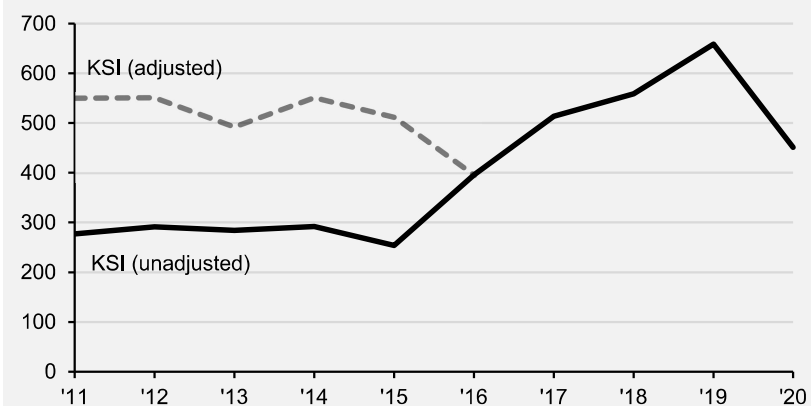
**1,274**  
Slight

Adult Casualties by Road User

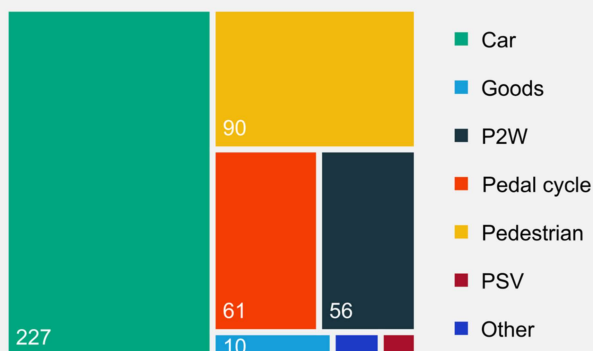


**451**  
KSI Casualties in 2020

**208** ▼ **32%**  
Change from 2019



Adult KSI Casualties by Road User



Percentage of KSI Casualties

