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Reported Road Casualties in 2024

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EXECUTIVE SUMMARY – CALDERDALE DISTRICT

Note on the Data

Data from completed STATS19 forms is also available from the Department for Transport (DfT)[1]. The data provided by the DfT can differ from data held by Leeds City Council (LCC), as presented in this report. Whereas the DfT treats data from previous years as finalised (once the relevant annual process of validation has been undertaken), LCC operates a live database system, and records may be added or amended when errors are identified or when new information comes to light.

In April 2021, West Yorkshire Police (WYP) adopted a new system for the recording of personal injury road traffic collisions. The system now being used, called CRaSH (Collision Reporting and Sharing System), automatically assigns a severity classification to each casualty according to the injuries recorded by the reporting Police Officer, whereas the previous system allowed the reporting officer to specify the severity directly. Where CRaSH and similar "injury-based" systems have been previously rolled out elsewhere in the country, there has generally been a significant increase in the proportion of reported

[1] DfT, 2024. Road Safety Statistics: Collision Analysis Tool. Available here: https://department-for-transport.shinyapps.io/collision_analysis_tool/

casualties which are classified as serious. This has been replicated across West Yorkshire. We will continue to review the data with colleagues at WYP and the West Yorkshire councils.

The CRaSH system ensures a more consistent classification of severity but raises issues with presenting long-term trends in the numbers of casualties of different severities. Data presented in this report which is classified by severity is limited to 2022 onwards, in order to avoid these challenges.

West Yorkshire County in 2024: Summary of Findings

The number of road users killed or seriously injured (KSI) in West Yorkshire fell by 9%, from 1,453 in 2023 to 1,318 in 2024, after rising slightly between 2022 and 2023. Total casualties also declined by 4%, dropping from 5,450 to 5,255.

The West Yorkshire Vizion Zero Strategy includes a target to reduce the number of people killed and seriously injured on West Yorkshire's roads by 50% by 2030 (compared with 2022), and to zero by 2040. Since 2022, KSI casualties have fallen by 7% in West Yorkshire – continuation of current trends would not be sufficient to meet the 2030 target.

In West Yorkshire, 40 people lost their lives in road traffic collisions in 2024, marking an 18% drop from the 49 fatalities recorded in 2023, and a 27% decrease compared to the 2017–2019 average.

As reported in previous years, male drivers and riders predominated in personal-injury collisions in 2024, comprising at least 61% of those involved in all severity collisions in West Yorkshire and accounting for at least 84% of drivers/riders involved in fatal collisions. Despite involvement across all age groups from 16 upwards, adults aged 20-49 were disproportionately likely to be involved in personal-injury collisions as drivers/riders after adjusting for population size within each age group.

Driver or rider behaviour was a significant factor in most collisions. The "Fatal Five" behaviours—speeding, failure to wear seatbelts, driving under the influence of alcohol or drugs, driver distraction, and careless driving—were identified as major contributors to serious and fatal collisions. Each of these behaviours played a role in numerous serious collisions in West Yorkshire in 2024, with careless driving alone responsible for more than half of collisions resulting in fatal or serious injuries.

Calderdale District in 2024: At a glance

The overall number of road casualties in Calderdale increased by 16% in 2024 (476) when compared to the 2017-2019 average (409) and increased marginally when compared to 2023 (474). The number of KSI in 2024 was 135, which is a marginal decrease when compared with 2023 (139) and a 5% increase when compared to 2022 (129). In order to meet the target of a 50% reduction in KSI between 2022 and 2030, KSI figures would need to reduce by 53% from the levels seen in 2024.

Moreover, 3 fatalities were recorded in Calderdale in 2024, this included 1 pedal cyclist, 1 motorcyclist and 1 car occupant. This was the smallest number of fatalities in Calderdale since 2019.

In Calderdale, in 2024, the most at-risk groups consisting of pedestrians, motorcyclists and cyclists aggregated 44% of all KSI with pedestrians accounting for 47% of these, pedal cyclists 22% and motorcyclists 30%. Calderdale accounted for 9% of total casualties in West Yorkshire in 2024, and 10% of KSI (Calderdale comprises 8.7% of the population of West Yorkshire).

- The number of all child casualties increased by 11% in 2024 (59) when compared to the 2017-2019 average (53) and rose by 16% when compared to 2023 (51). Child KSI has increased in 2024 (20) compared with 2023 (16).
- Pedestrian casualties of all severities increased by 31% in 2024 (89) when compared to the 2017-2019 average (68), and increased marginally when compared to 2023 (88). Moreover, pedestrian KSI remained the same in 2024 compared to 2023 (28), and has increased marginally when compared to 2022 (26).
- The number of pedal cycle casualties of all severities decreased marginally in 2024 (31) when compared to the 2017-2019 average (33), but has increased marginally when compared to 2023 (27). Pedal cycle KSI increased from 9 in 2023 to 13 in 2024, but remained lower than in 2022 (16).
- Motorcycle casualties of all severities increased by 18% in 2024 (38) when compared to the 2017-2019 average (32) and increased marginally when compared to 2023 (36). Moreover, motorcycle KSI decreased marginally in 2024

(18) when compared to 2023 (21), but increased by 38% when compared to 2022 (13).

- All severity casualties for car occupants increased by 17% in 2024, compared with the average for 2017-2019 (from 257 to 302) but decreased by 2% when compared to 2023 (308). Moreover, car occupant KSI decreased by 10% in 2024 (70) when compared to 2023 (78), but remained 8% higher than in 2022 (65).

Table 1. KSI casualties by road user group, Calderdale, 2022-2024. *Includes rider and pillion passenger, † includes taxi, private hire and minibus

Road user group	2022	2023	2024	Percentage increase 2023 to 2024
Child	16	16	20	25%
Pedestrian	26	28	28	0%
Pedal cycle*	16	9	13	44%
Motorcycle*	13	21	18	-14%
Car occupant†	65	78	70	-10%
Other vehicle occupant	9	3	6	100%

Table 2. Casualties (all severities) by road user group, Calderdale, 2017-2024. *Includes rider and pillion passenger, † includes taxi, private hire and minibus.

Road user group	Average 2017-2019	2022	2023	2024	Percentage Increase 2024 compared with average 2017-2019	Percentage increase 2023 to 2024
Child	53	48	51	59	11%	16%
Pedestrian	68	95	88	89	31%	1%
Pedal cycle*	33	37	27	31	-5%	15%
Motorcycle*	32	30	36	38	18%	6%
Car occupant†	257	306	308	302	17%	-2%
Other vehicle occupant	19	33	15	16	-14%	7%

Calderdale Age Breakdown 2024

Analysis of the 2024 Calderdale collision data reveals varied trends across age groups. Casualties amongst ages 30-59 fell between 2023 and 2024, whilst other age groups increased or remained flat (20-29). The biggest increase was for those aged 60-69 (66%). However, casualties were higher in 2024 than the average for 2017-2019 for all age groups other than 40-49 (9% reduction) and 30-39 (unchanged). The biggest percentage increase was for those aged 16-19 (96%).

KSI casualties fell for those aged 20-49 between 2023 and 2024, whilst remaining flat for 50-59 year olds, and rising for other age groups.

Table 3. KSI casualties by age group, Calderdale, 2022-2024.

Age	2022	2023	2024	Percentage increase 2022 to 2024	Percentage increase 2023 to 2024
0-15	16	16	20	25%	25%
16-19	13	17	18	38%	6%
20-29	28	33	26	-7%	-21%
30-39	16	27	20	25%	-26%
40-49	20	15	11	-45%	-27%
50-59	13	11	11	-15%	0%
60-69	4	5	11	175%	120%
70+	19	15	17	-11%	13%
Total	129	139	135	5%	-3%

Table 4. Casualties (all severities) by age group, Calderdale, 2017-2024.

Age	Average 2017-2019	2022	2023	2024	Percentage increase 2024 compared with average 2017-2019	Percentage increase 2023 to 2024
0-15	53	48	51	59	11%	16%
16-19	25	38	47	49	96%	4%
20-29	92	108	106	106	15%	0%
30-39	63	93	83	63	0%	-24%
40-49	62	70	58	57	-9%	-2%
50-59	49	66	62	49	1%	-21%
60-69	34	31	29	48	43%	66%
70+	31	46	38	44	40%	16%
Total	409	501	474	476	16%	0%

Age/Gender of Drivers/Riders

Tables 5, 6 and 7 show the age and gender breakdown of drivers/riders involved in all severity collisions, KSI collisions and fatal collisions, respectively, in Calderdale in 2024. Across all severities, more male drivers/riders are involved in collisions than female drivers/riders, with the difference being more marked for the more serious collisions: all 4 drivers/riders involved in fatal collisions were male, compared with 66% of drivers/riders involved in KSI collisions and 61% for all severities. The difference between the rates of involvement of male versus female drivers/riders is large, across almost all age bands and severities. When considering age, for KSI and all severity collisions, large numbers of drivers/riders are involved for all age groups from 16 upwards, with the largest numbers being amongst those aged 20-29.

Table 5: Drivers/riders involved in collisions of all severities, Calderdale, 2024, by age and gender (all vehicle types, excludes parked vehicles and vehicles not coming into contact with another vehicle/casualty).

Age	Male	Female	*Unknown	Total
0-15	9	0	0	9
16-19	29	9	1	39
20-29	72	49	1	122
30-39	62	34	1	97
40-49	61	26	1	88
50-59	42	23	1	66
60-69	42	9	0	51
70+	40	8	0	48
*Unknown	9	1	69	79
Total	366	159	74	599

*The majority of those recorded as unknown age and gender are drivers who failed to stop and exchange

Table 6: Drivers/riders involved in KSI collisions in Calderdale, 2024, by age and gender (all vehicle types, excludes parked vehicles and vehicles not coming into contact with another vehicle/casualty).

Age	Male	Female	*Unknown	Total
0-15	6	0	0	6
16-19	10	6	1	17
20-29	25	16	0	41
30-39	23	7	0	30
40-49	21	6	0	27
50-59	11	9	0	20
60-69	11	5	0	16
70+	14	4	0	18
*Unknown	5	0	12	17
Total	126	53	13	192

*The majority of those recorded as unknown age and gender are drivers who failed to stop and exchange

Table 7: Drivers/riders involved in Fatal collisions, Calderdale, 2024, by age and gender (all vehicle types, excludes parked vehicles and vehicles not coming into contact with another vehicle/casualty).

Age	Male	Female	*Unknown	Total
0-15	0	0	0	0
16-19	1	0	0	1
20-29	1	0	0	1
30-39	1	0	0	1
40-49	0	0	0	0
50-59	0	0	0	0
60-69	0	0	0	0
70+	1	0	0	1
*Unknown	0	0	0	0
Total	4	0	0	4

*The majority of those recorded as unknown age and gender are drivers who failed to stop and exchange