



Reported Road Casualties in West Yorkshire: Annual Report 2023

Foreword

Except where otherwise indicated, the data presented in this report is taken from Police Officer reports of road traffic collisions resulting in personal injury. Such information is recorded by Police Officers using the national standard 'STATS19' form. Information regarding the content of STATS19 forms, and the guidance for their completion, is provided by the Department for Transport (DfT)¹. The data presented does not include 'damage only' collisions, collisions which haven't been reported to the police, collisions which are reported to the police 30 days or more after their occurrence, incidents involving no vehicles (e.g. pedestrian trips and falls), or collisions occurring outside of the public highway. Analysis published by the DfT² found that injuries reported in the 2022 National Travel Survey imply rates of injuries in road traffic collisions of around 3.7 times those recorded in Stats19 data (in 2022).

Figures for road deaths reflect the legal definition of a person who sustained injuries that caused their death at the time or within 30 days of the collision. Confirmed suicides occurring within the public highway are not included in STATS19 data, even if a collision took place.

This document presents data from the most recent full calendar year (2023) and compares this with data from previous years. For detailed statistical breakdown and statistical tables in specific formats please get in touch with us at collisionstudies@leeds.gov.uk.

This report is in eight sections:

1. Headline comments
2. Road casualties by road user group and severity
3. Casualties by district
4. Casualties by age and sex
5. Collisions by road type and speed limit
6. Who is causing the harm?
7. The Fatal Five
8. Conclusions and recommendations

The assistance of West Yorkshire Police is acknowledged in providing data on personal injury road traffic collisions to the Collision Studies team on behalf of the five West Yorkshire Authorities. Special thanks to the Major Collision Enquiry Team for their help in validating road traffic collision records.

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¹ Department for Transport, 2021. *Stats19 Forms and Guidance*. Available here: <https://www.gov.uk/government/publications/stats19-forms-and-guidance>

² Department for Transport, 2024. *RAS4201: National Travel Survey data on road casualties*. Available here: <https://www.gov.uk/government/statistical-data-sets/reported-road-accidents-vehicles-and-casualties-tables-for-great-britain>

Notes on the Data

Data from completed STATS19 forms is also available from the Department for Transport (DfT)³. The data provided by the DfT can differ from data held by 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. Additionally, at the time of writing, data for 2023 has yet to be finalised, and should therefore be treated as provisional.

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 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. To address this, the DfT has published datasets in which the casualty and collision severities have been adjusted to account for the change to the new system, and the DfT recommends that the adjusted data be used when making long-term comparisons. The data presented in this report uses the adjusted data for collisions occurring prior to April 2021, except where indicated, which means that the proportion of serious injuries and serious casualties now being reported for this period is higher than has previously been reported.

³ DfT, 2023. Road Accidents. Available here: <https://roadtraffic.dft.gov.uk/custom-downloads/road-accidents>

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Definitions

Cars: Includes taxis, private hire vehicles, estate cars, three- and four-wheel cars and minibuses except where otherwise stated.

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

Children: Persons under 16 years of age (except where otherwise stated).

Collision: Involves personal injury occurring on the public highway (including footways), involves at least one road vehicle and becomes known to the police within 30 days. One collision may give rise to several casualties. 'Damage-only' collisions are not included here.

CRaSH: System used by West Yorkshire Police for the recording of personal injury road traffic collisions – adopted in April 2021.

Fatal collision: A collision in which at least one person is killed; other casualties (if any) may have serious or slight injuries.

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

Motorcycles: Includes two- and three-wheeled motorcycles, including mopeds, motor scooters and motorcycle combinations.

Other Vehicle: Except where otherwise stated, this includes any vehicles other than pedal cycles, motorcycles, cars, taxis, private hire vehicles and minibuses. Indicatively, this therefore encompasses goods vehicles, public service vehicles, mobility scooters, standing scooters, ridden horses, agricultural vehicles (not an exhaustive list).

Pedal cycles: Includes pedal cycles ridden in the carriageway or footway. Includes electrically assisted pedal cycles as defined in the Electrically Assisted Pedal Cycles Regulations 1983 No 1168 (cycles with power rating over 0.25 kW are classed as electric motorcycles).

Road users: Pedestrians, vehicle and horse riders, drivers and passengers.

Serious injury: An injury defined as serious in the DfT's guidance for completion of Stats19 forms⁴.

Slight injury: An injury defined as slight in the DfT's guidance for completion of Stats19 forms⁴.

Speed limits: Permanent speed limits applicable to the roadway.

Vulnerable road user: Encompasses pedestrians, cyclists and motorcyclists.

⁴ Department for Transport, 2021. *Stats19 Forms and Guidance*. Available here: <https://www.gov.uk/government/publications/stats19-forms-and-guidance>

Section 1: Headline comments

In 2023, the number of road users killed or seriously injured (KSI) increased by 2.6% from 1,413 in 2022 to 1,450 in 2023. Meanwhile, total casualties decreased by 4.6%, from 5,717 in 2022 to 5,452 in 2023. Compared with the average for 2017-2019, KSI casualties have increased by 27%, while total casualties have risen by 2.0%. Across Great Britain, provisional data suggests that casualties of all severities decreased by 2.5% since 2022, with KSI casualties reducing by 0.4%⁵. Both KSI casualties and all severities casualties were lower in Great Britain in 2023 than between 2017 and 2019 (by 4.5% and 18.3%, respectively).

In West Yorkshire, 50 people died in road traffic collisions in 2023. This marks a 23% decrease from the 65 fatalities reported in 2022, and a 9% reduction from the average for 2017-2019. Nationally, fatalities in 2023 were 3.9% lower than in 2022, and 7.4% lower than between 2017 and 2019.

The number of children KSI rose by 2.2%, from 179 in 2022 to 183 in 2023, while the total number of child casualties increased by 5.5%, from 660 in 2022 to 696 in 2023. Notably, six children died in collisions in West Yorkshire in 2023, the highest number since 2009.

Vulnerable road users (VRUs), including pedestrians (18%), cyclists (10%), and motorcyclists (7%), accounted for 35% of all casualties in 2023. They also represented 49% of all KSI casualties, and 52% of people killed. These road users are disproportionately likely to be killed or seriously injured in collisions, and are relatively unlikely to be involved in collisions causing death or serious injury to others.

Male drivers and riders predominated in personal-injury collisions in 2023, comprising 60% of those involved in all severity collisions in West Yorkshire and accounting for 78% of drivers/riders involved in fatal collisions. Despite involvement across all age groups, younger adults, particularly those aged 20-29, 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, using mobile phones, and careless driving—were identified as major contributors to serious and fatal collisions. The analysis presented in this report underscores that each of these behaviours played a role in numerous serious collisions in West Yorkshire in 2023, with careless driving alone indicated in more than half of collisions resulting in fatal or serious injuries.

⁵ DfT, 2024. RAS9101. Available here: <https://www.gov.uk/government/statistics/reported-road-casualties-great-britain-provisional-results-2023/reported-road-casualties-great-britain-provisional-results-2023#:~:text=these%20statistics%20section.-,Headline%20figures,of%203%25%20compared%20to%202022>

Section 2: Road casualties by road user group and severity

2.1 Casualties of all severities

Figure 1 shows the annual number of casualties of all severities in West Yorkshire, between 2017 and 2023. The number of casualties decreased by 4.6% from 5,717 in 2022 to 5,452 in 2023, and the number of casualties in 2023 was 2.0% higher than the 2017-2019 average. By comparison, across Great Britain, casualties of all severities were 18.3% lower in 2023 than the average for 2017-2019. The total number of casualties reported in West Yorkshire represented 4.1% of Great Britain's total casualty count in 2023, compared with 4.2% in 2022, and 3.3% between 2017 and 2019.

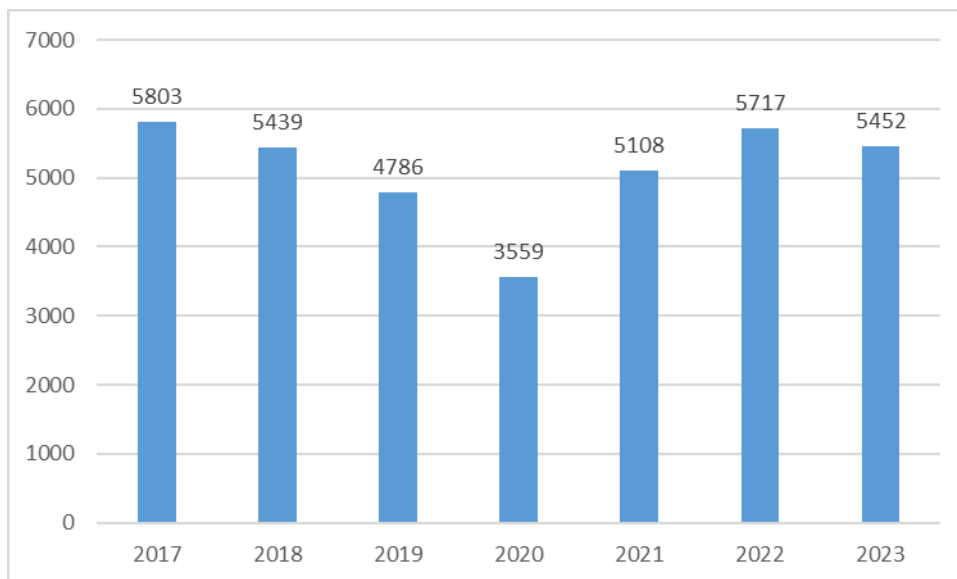


Figure 1: Reported Road casualties (all severities) in West Yorkshire

Figure 2 shows a breakdown of casualties by road user group, comparing 2022 with 2023, alongside the 2017-2019 average. Of the 5,452 casualties in 2023, this comprised pedestrians (18%), pedal cycle riders/pillion passengers (10%), motorcycle riders/pillion passengers (7%), car occupants (61%) and other vehicle occupants (5%). When comparing 2023 to 2022 data there has been a decrease in casualties amongst all road user groups. Car occupant casualties decreased by 5%, motorcycle by 8%, pedal cycle 1%, pedestrian 0.2% and the largest decrease was observed for other vehicles, at 18.8% (the 'other' vehicle group here is predominantly comprised of goods vehicle and bus occupants). When compared to the 2017-2019 average, both pedestrian and car occupant casualties have increased (by 11% and 3%, respectively).

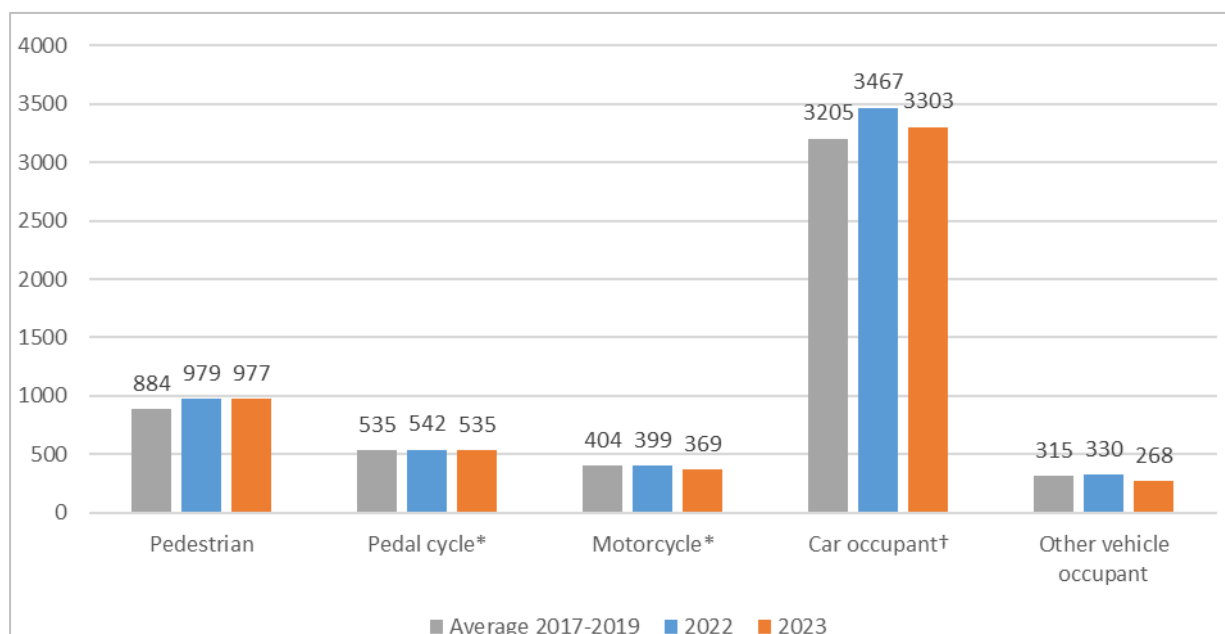


Figure 2: Reported Road Casualties by Road User Group. *Includes rider and pillion passenger, † includes taxi, private hire and minibus.

2.2 People killed or seriously injured (KSI)

Figure 3 shows the number of people killed in road traffic collisions in West Yorkshire between 2017 and 2023. The number of road fatalities decreased by 23% between 2022 (65) and 2023 (50). The 2023 fatality figure is 9.1% below the average recorded between 2017-2019. Similarly, across Great Britain, the number of fatalities recorded in 2023 was 3.9% lower than in 2022, and 7.4% lower than the average for 2017-19.

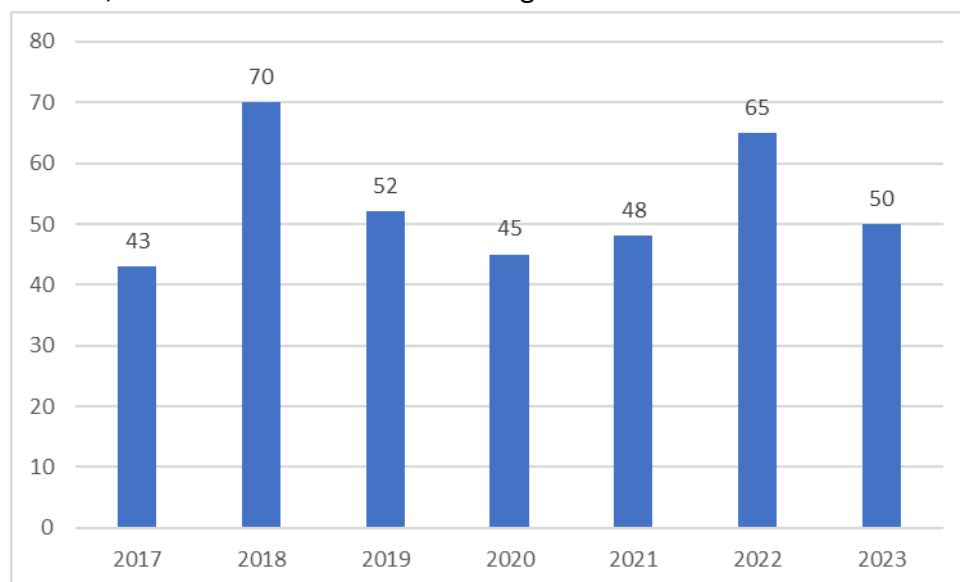


Figure 3: Reported Road Users Killed in West Yorkshire.

Table 1 presents a breakdown of fatalities in West Yorkshire by road user group, for the years 2017-2023. Of the 50 fatalities in 2023, 16 were pedestrians, 20 were car occupants, 4 were cyclists, 6 were motorcyclists, and 4 were other vehicle occupants (comprised of 3 goods vehicle drivers and 1 mobility scooter rider).

Table 1. Road traffic collision fatalities, West Yorkshire, 2017-2023, by road user group.
*Includes rider and pillion passenger, † includes taxi, private hire and minibus.

Road user group	2017	2018	2019	2020	2021	2022	2023	Average 2017-2019	Percentage increase 2023 compared with average 2017-2019	Percentage increase 2022 to 2023
Pedestrian	19	25	16	15	22	24	16	20	-20.0%	-33.3%
Pedal cycle*	0	2	4	5	1	9	4	2	100.0%	-55.6%
Motorcycle*	9	8	12	4	6	8	6	10	-37.9%	-25.0%
Car occupant†	15	33	18	18	16	21	20	22	-9.1%	-4.8%
Other vehicle occupant	0	2	2	3	3	3	4	1	200.0%	33.3%

Figure 4 shows the number of road users killed or seriously injured in West Yorkshire, from 2017 to 2023. The number of road users killed or seriously injured increased by 2.6% from 1,413 in 2022 to 1,450 in 2023. When compared to the 2017-2019 average there has been a 27% increase.

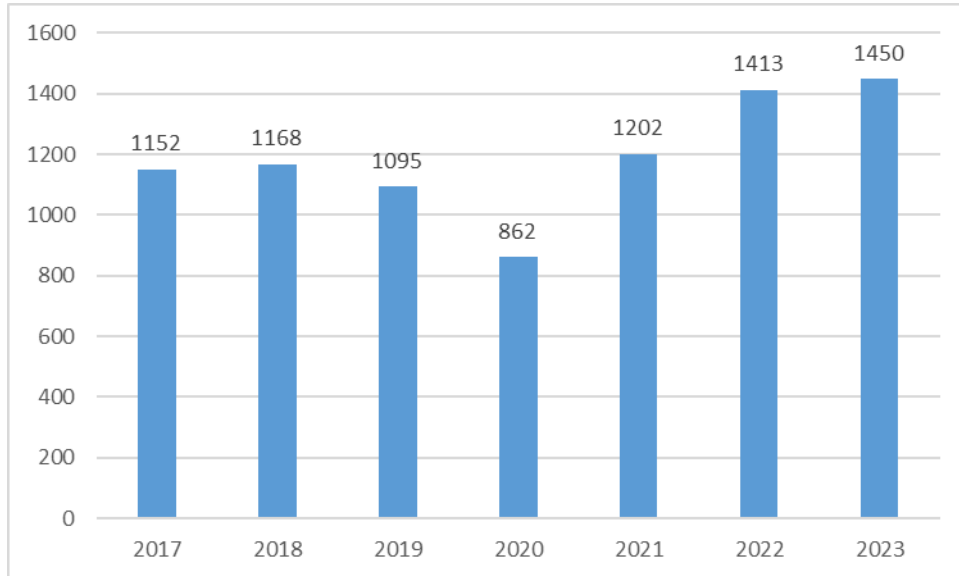
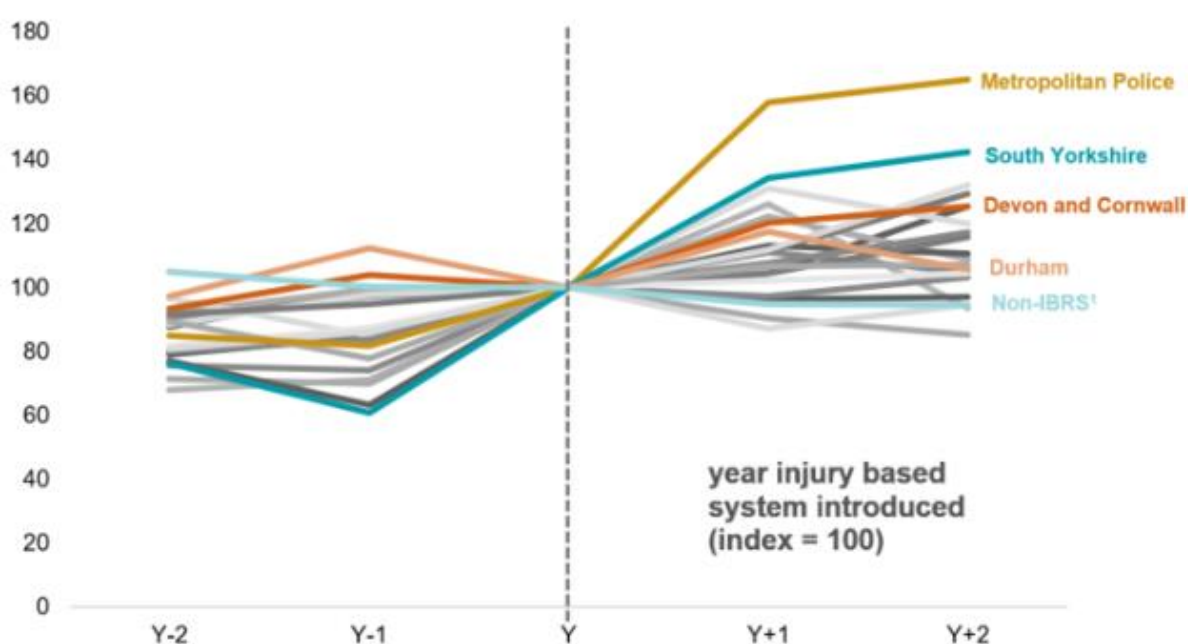


Figure 4: Casualties killed and seriously injured, West Yorkshire

As highlighted in the ‘Notes on the Data’ section, the data presented in this report has been adjusted to account for the change in collision reporting system used by West Yorkshire Police in April 2021. This adjustment process is intended to ensure that data from before and after the change in reporting system is comparable. However, it is important to note that the impact of transitioning to CRaSH (and similar systems) has varied markedly when undertaken by different police forces, whereas the adjustment process is applied at a national level, based on national data. Figure 5 shows the proportional change in reported numbers of serious casualties at different police forces, from two years prior to two years after introducing systems similar to CRaSH (injury-based reporting systems). The great variability shown in Figure 5 demonstrates that some caution must be applied when interpreting the data presented in Figure 4. It should also be noted that the transition to CRaSH will not have affected the total number of casualties recorded, or the number of fatal casualties recorded; the change only impacts the likelihood of a non-fatal casualty being recorded as either a slight or serious injury.



¹The non-IBRS forces have been given an index year of 2016 for comparison as this is when most forces moved over to IBRS.

Figure 5. Reported serious road casualties by police force, two years before to two years after injury-based reporting systems (IBRS) were introduced (DfT, 2023)⁶.

⁶ DfT, 2023. Guide to severity adjustments for reported road casualties Great Britain. Available here: <https://www.gov.uk/government/publications/guide-to-severity-adjustments-for-reported-road-casualty-statistics/guide-to-severity-adjustments-for-reported-road-casualties-great-britain>

Figure 6 shows the number of road users killed or seriously injured in West Yorkshire, by road user type, for 2022 and 2023, alongside the average for 2017-2019. The figure demonstrates that trends differ markedly between road user groups. For example, whilst pedestrian, pedal cycle and motorcycle KSI has changed little since 2017-2019, car occupant KSI casualties have increased by 74% in 2023 compared with the average for 2017-2019. As shown in Figure 2, the corresponding increase in all severities car occupant casualties is much more modest (3.1%), and the large increase in car occupant KSI should be considered in the context of the discussion above in relation to Figure 5. The ‘other’ vehicle group in Figure 6 is comprised predominantly of goods vehicle and bus occupants, and has fallen markedly between 2022 and 2023, but remains higher than the average for 2017-2019.

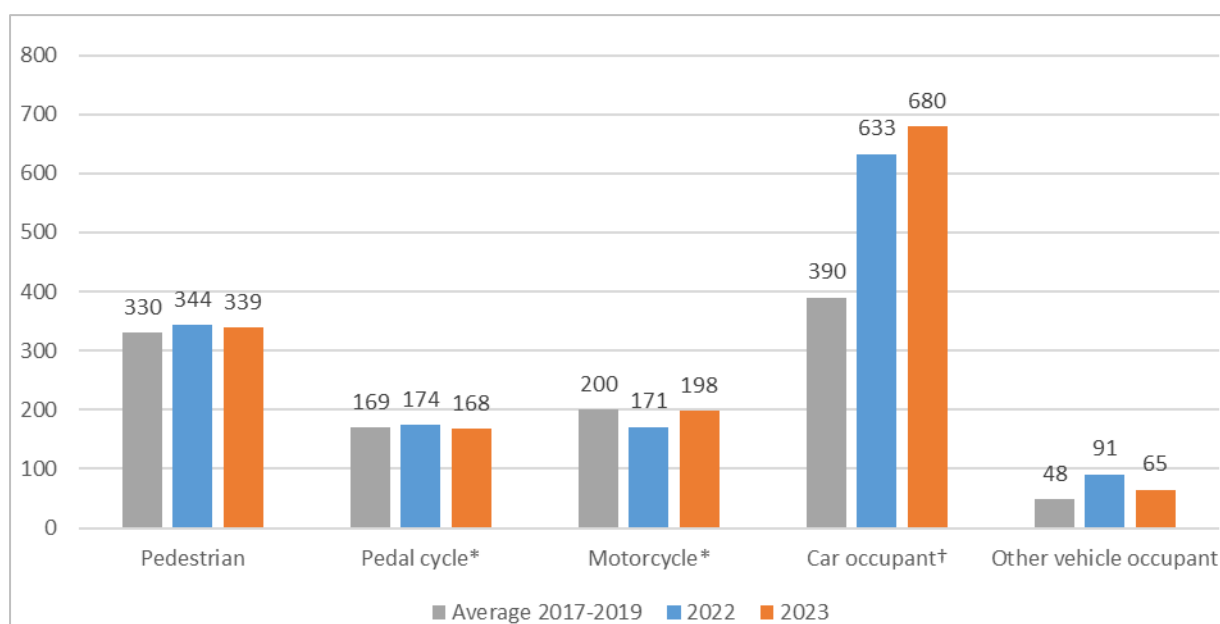


Figure 6: KSI by Road User Group in West Yorkshire. *Includes rider and pillion passenger, † Includes taxi, private hire and minibus.

In 2023, vulnerable road users (VRU) accounted for 49% of all KSI casualties in West Yorkshire. This group is comprised of pedestrians (23%), pedal cyclists (12%) and motorcyclists (14%). The number of VRUs who were killed or seriously injured increased by 2.3% between 2022 (689) and 2023 (705), due to the increase in motorcycle KSI. The proportion of KSI casualties classed as VRUs was much lower in 2023 than between 2017 and 2019 (61%), largely due to the increase in car occupant KSI. Due to the issues highlighted in relation to Figure 5 and Figure 6, it is not clear whether this may be in part due to the move to the CRaSH collision reporting system in April 2021, and it is notable that the proportion of all severities casualties classed as VRUs has not shown the same trend (34% between 2017 and 2019, and 35% in 2023).

Figure 7 shows trends in KSI per billion motor vehicle miles⁷, by road user group in West Yorkshire (note that the data is indexed to 2017 levels, rather than showing actual rates). The graph shows that, after controlling for motor vehicle traffic, KSI casualty rates fell during 2023 for pedestrians, pedal cyclists and other vehicle occupants, but rose for car occupants and motorcyclists (compared with 2022). KSI casualties per billion motor vehicle miles were higher in 2023 than the average for 2017-2019 for all user groups except for motorcyclists. Figure 7 also shows that, whilst raw casualty numbers in 2020 and 2021 were much lower than previous years due to reduced travel in response to COVID-19 lockdowns, rates of casualties per billion motor vehicle miles were more consistent with previous years. The true rates of KSI per billion motor vehicle miles are shown for each road user group in

Table 2 (i.e. not indexed to 2017 as in Figure 7).

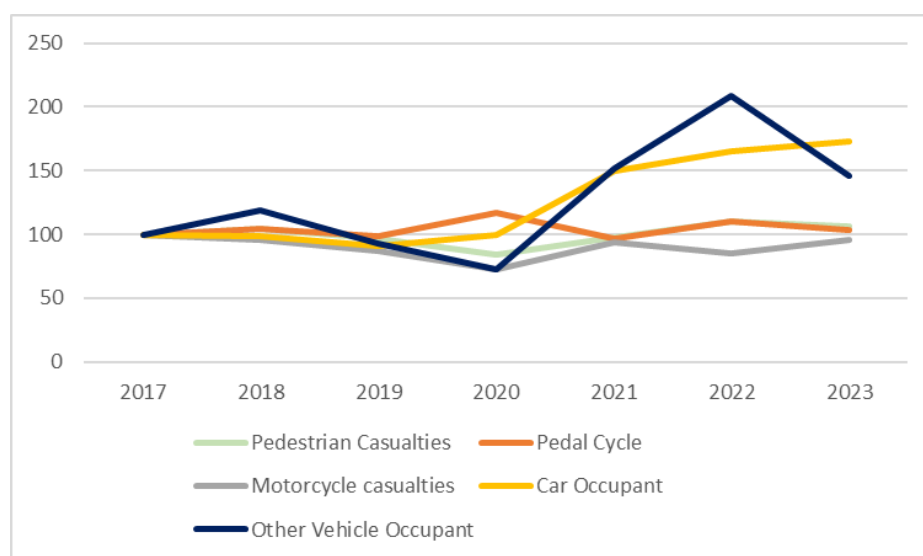


Figure 7: Change in KSI per billion motor vehicle miles by road user group, West Yorkshire, indexed to 2017.

Table 2. KSI per billion motor vehicle miles by road user group, West Yorkshire.

Road user group	2017	2018	2019	2020	2021	2022	2023
Pedestrian Casualties	31.7	33.0	30.8	26.7	31.0	35.0	33.7
Pedal Cycle Casualties	16.1	16.8	15.9	18.9	15.5	17.7	16.7
Motorcycle casualties	20.5	19.6	17.8	15.0	19.2	17.4	19.7
Car Occupant Casualties	39.0	38.4	35.3	39.0	58.4	64.5	67.6
Other Vehicle Occupant Casualties	4.4	5.3	4.1	3.2	6.7	9.3	6.5

⁷ DfT, 2024. *Traffic by local Authority (TRA89)*. Available here: <https://www.gov.uk/government/statistical-data-sets/road-traffic-statistics-tra#traffic-by-local-authority-tra89>

2.3 Child Casualties

Figure 8 shows the number of child casualties per year in West Yorkshire. In 2023, 696 children were injured in road collisions in the county, an increase of 5.5% compared to 2022 (660) and a 9.9% increase on the 2017-2019 average. Child KSI casualties have also increased in 2023 with a 2.2% increase from 179 in 2022 to 183 in 2023, and increased by 30.4% when compared to the 2017-2019 average. In terms of fatalities, 6 children were killed in 2023, comprised of 5 pedestrians and 1 pedal cyclist. This is the largest number of annual child fatalities since 2009.

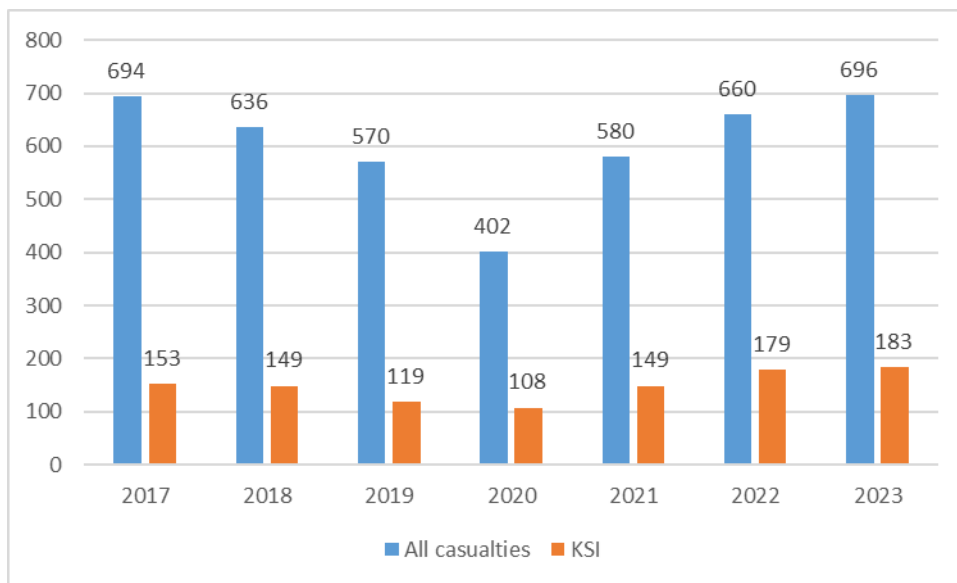


Figure 8: Reported Child Casualties in West Yorkshire (2017-2023).

Figure 9 shows the breakdown of child casualties by year of age for 2023 (note that there were no reported casualties under 1 year of age). For both all severities and KSI, greater numbers of casualties occur amongst older children, particularly for those aged 11-15.

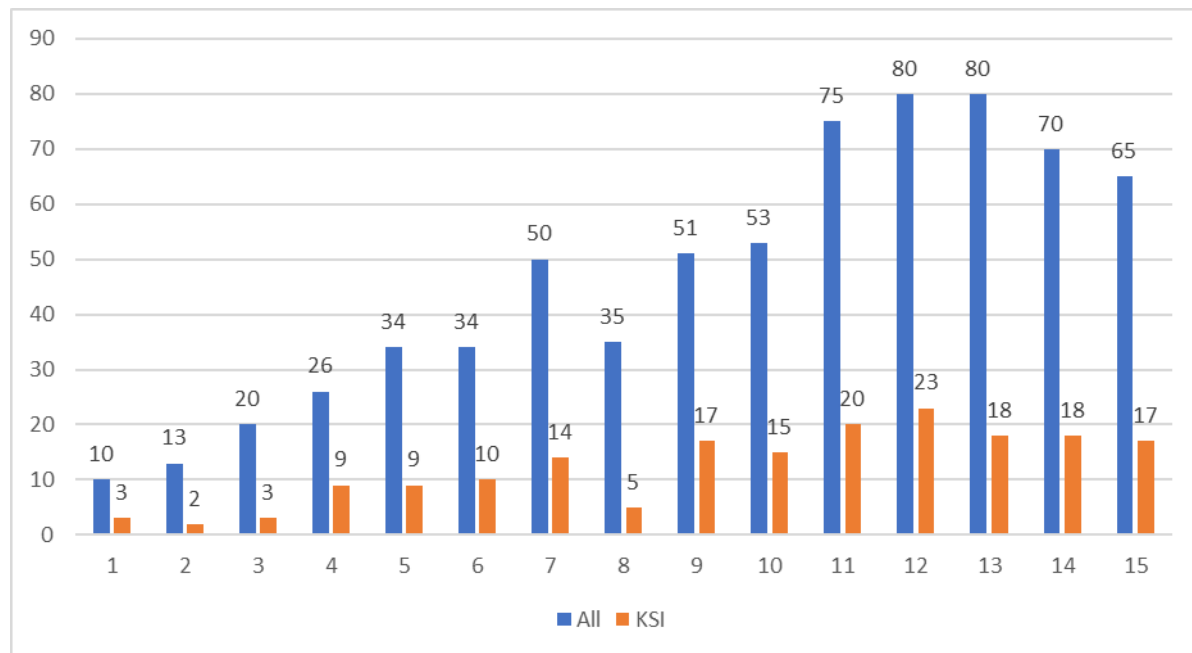


Figure 9: Child casualties by year of age and severity, West Yorkshire, 2023.

Figure 10 and Figure 11 show breakdowns of child casualties by road user group, by year, for all severities and KSI, respectively. Pedestrian and car occupant casualties consistently account for the largest proportions of child casualties (82% in 2023), and account for the majority of child KSI (80% in 2023). The largest increase seen across child casualties was observed for Pedal Cyclists with a 43% increase compared with 2022.

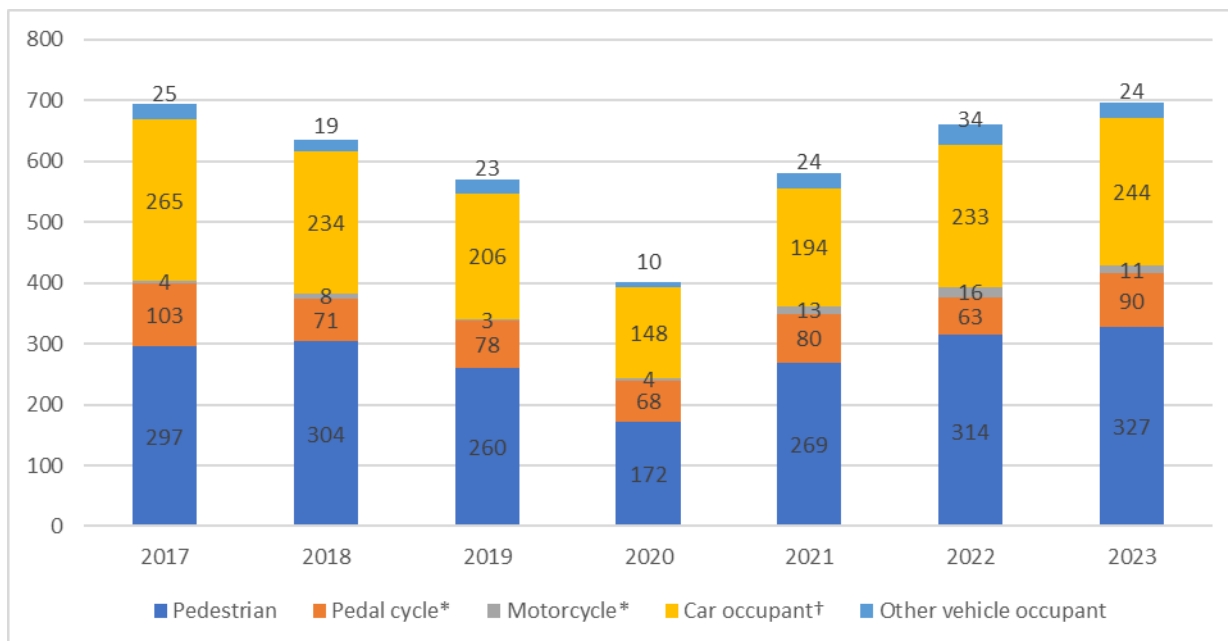


Figure 10: Reported Child Casualties (all severities) by road user group. *Includes rider and pillion passenger, † includes taxi, private hire and minibus.

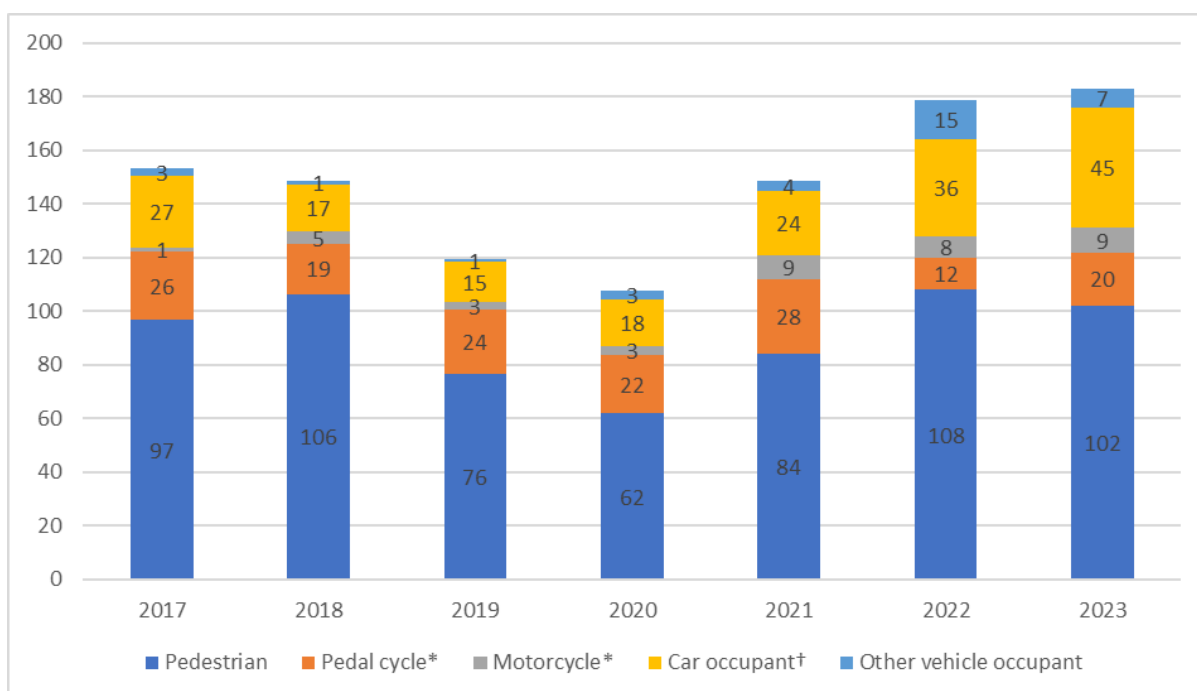


Figure 11: Reported Child KSI Casualties by Road User Group. *Includes rider and pillion passenger, † includes taxi, private hire and minibus.

2.4 Pedestrian Casualties

Figure 12 shows the number of pedestrian casualties in West Yorkshire, 2017-2023, both for all severities and KSI. Pedestrian casualties have remained at a similar level to 2022, with the total for 2023 (977) being 0.2% lower than 2022 (979). Pedestrian KSI casualties have also remained at a similar level to 2022 with a reduction of 1.5% from 344 in 2022 to 339 in 2023. Pedestrian casualties were higher in 2023 than the average for 2017-2019 (2.6% increase for KSI casualties, and 10.6% for all severities). 0–15-year-olds represented 30% of all KSI pedestrian casualties in 2023, and 33% of all pedestrian casualties (this age group represents 20% of the West Yorkshire population⁸).

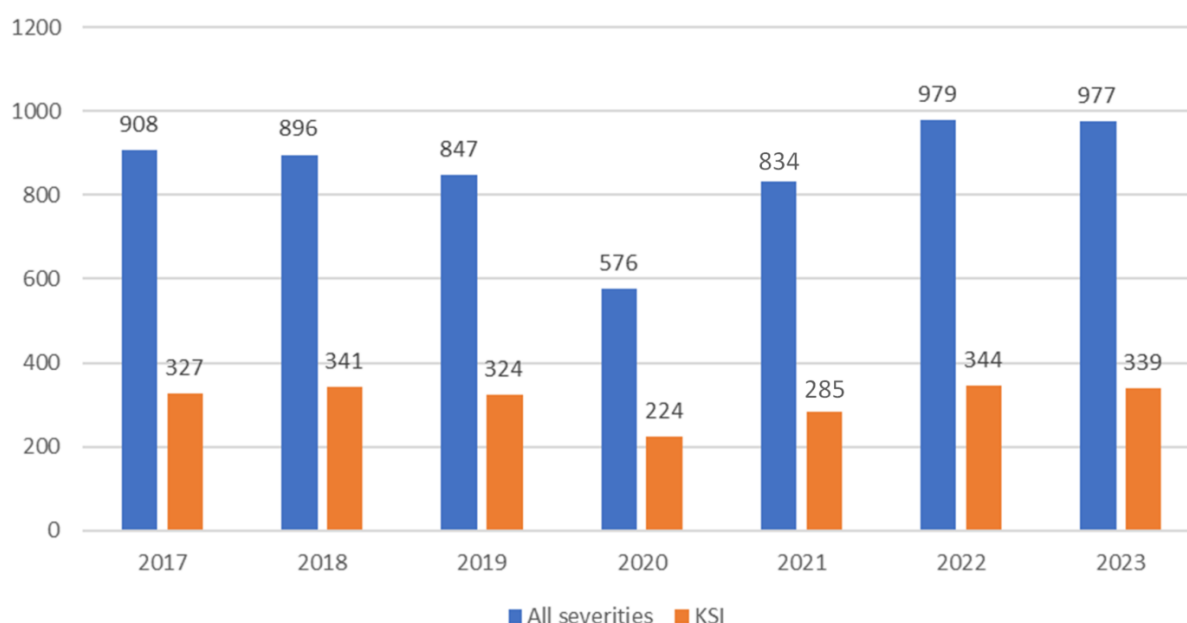


Figure 12. Reported Pedestrian Casualties in West Yorkshire (2017-2023).

STATS19 reports include up to six Contributory Factors recorded for each collision, which represent the “key actions and failures that led directly to the actual impact”⁹. The Contributory Factors relevant to each collision are selected from a standard list by the reporting officer. Guidance given to reporting officers regarding the circumstances under which each Contributory Factor should be recorded is available from the DfT⁹. The guidance highlights that Contributory Factors are “largely subjective”, and the analysis presented in the remainder of this section should be considered within that context.

⁸ Office for National Statistics. 2023. *Population estimates for England and Wales: mid-2022*. Available here: <https://www.ons.gov.uk/peoplepopulationandcommunity/populationandmigration/populationestimates/bulletins/populationestimatesforenglandandwales/mid2022>

⁹ DfT. STATS19 forms and guidance. Available here: <https://www.gov.uk/government/publications/stats19-forms-and-guidance>

Table 3 shows the number of pedestrian KSI collisions for which Contributory Factors are recorded in relation to driver behaviour, pedestrian behaviour, both driver and pedestrian behaviour, and for which no Contributory Factors are recorded. The recorded Contributory Factors indicate that driver and pedestrian behaviour each contribute to the majority of these collisions, between 2017 and 2023. However, the data from 2023 suggests that more recent KSI collisions are more likely to be attributable to driver behaviour than pedestrian behaviour (whilst noting that pedestrian Contributory Factors were still recorded for 49% of pedestrian KSI collisions in 2023). In 2023, the most commonly recorded driver Contributory Factors in pedestrian KSI collisions were ‘602 Careless/Reckless’ (72 collisions) and ‘405 Failed to look properly’ (69 collisions).

Table 3. Number of pedestrian KSI collisions with different kinds of Contributory Factors recorded.

Period	Driver Contributory Factor recorded (% of pedestrian KSI collisions)	Pedestrian Contributory Factor recorded (% of pedestrian KSI collisions)	Both Driver and Pedestrian Contributory Factors recorded (% of pedestrian KSI collisions)	No contributory Factors recorded (% of pedestrian KSI collisions)	All pedestrian KSI collisions
2017-2023	3,117 (52%)	3,338 (56%)	1,136 (19%)	513 (9%)	6,009
2023	580 (62%)	462 (49%)	149 (16%)	18 (2%)	942

Table 4 and Table 5 show the pedestrian Contributory Factors recorded for collisions resulting in death or serious injury to pedestrians in West Yorkshire 2017-2023, per 100,000 residents within each age bracket, for male and female casualties, respectively. The tables show that younger pedestrians are recorded as being at fault at higher rates than older pedestrians, and males at higher rates than females. School age children show the highest rates, particularly those aged 11 to 16. The most commonly recorded pedestrian Contributory Factors are ‘Failed To Look Properly’ and ‘Careless/Reckless’.

Table 4. Male pedestrian KSI casualties by pedestrian Contributory Factor recorded, per 100,000 residents within age/gender bracket, 2017-2023.

Age	Crossed road masked by stationary or parked vehicle	Failed to look properly	Failed to judge vehicle's path/speed	Wrong use of pedestrian crossing	Dangerous action in carriageway	Impaired by alcohol	Impaired by drugs	Careless/Reckless	Pedestrian wearing dark clothing at night	Disability or illness
	801	802	803	804	805	806	807	808	809	810
0-3	9	14	4	2	4	0	0	9	0	0
4-10	35	82	10	5	13	0	0	45	1	6
11-16	32	106	27	4	12	1	2	69	4	0
17-19	16	41	11	2	7	14	2	18	2	0
20-24	7	31	8	3	4	12	0	14	4	3
25-29	0	25	7	3	5	9	3	14	3	3
30-39	5	31	13	3	3	12	3	12	3	1
40-49	1	26	9	1	4	16	5	8	5	5
50-59	6	20	10	3	2	14	0	7	6	0
60-69	5	14	6	1	1	7	0	5	4	2
70-79	5	31	7	7	0	7	0	7	5	0
80-89	6	45	22	8	0	0	0	3	6	14
90+	18	18	18	0	0	0	0	18	0	0
All age groups	10	37	11	3	4	9	1	17	4	2

Table 5. Female pedestrian KSI casualties by pedestrian Contributory Factor recorded, per 100,000 residents within age/gender bracket, 2017-2023.

Age	Crossed road masked by stationary or parked vehicle	Failed to look properly	Failed to judge vehicle's path/speed	Wrong use of pedestrian crossing	Dangerous action in carriageway	Impaired by alcohol	Impaired by drugs	Careless/Reckless	Pedestrian wearing dark clothing at night	Disability or illness
	801	802	803	804	805	806	807	808	809	810
0-3	7	15	6	2	0	0	0	4	0	0
4-10	13	32	2	2	3	0	0	12	0	1
11-16	19	77	14	7	7	1	0	41	1	1
17-19	7	26	7	2	2	5	0	12	5	5
20-24	8	26	13	3	0	6	1	6	0	1
25-29	2	14	1	4	2	4	0	7	0	0
30-39	4	13	4	1	2	4	1	5	2	2
40-49	4	13	4	1	1	4	1	4	2	0
50-59	1	12	8	2	0	3	0	4	1	1
60-69	6	20	5	2	0	2	0	4	2	2
70-79	8	19	5	0	0	0	0	3	1	3
80-89	2	40	18	6	0	0	0	4	2	6
90+	8	41	0	0	0	0	0	0	0	16
All age groups	6	23	6	2	1	2	0	8	1	2

2.5 Pedal Cycle Casualties

Figure 13 shows the number of pedal cycle casualties in West Yorkshire, 2017-2023. Whilst pedal cycle injuries of all severities increased between 2020 and 2022, the total for 2023 was less than in 2022, and was also less than the average for 2017-2019. Pedal cycle KSI reduced by 3.4% in 2023 (168) when compared to 2022 (174) and is 0.7% less than the average recorded between 2017-2019.

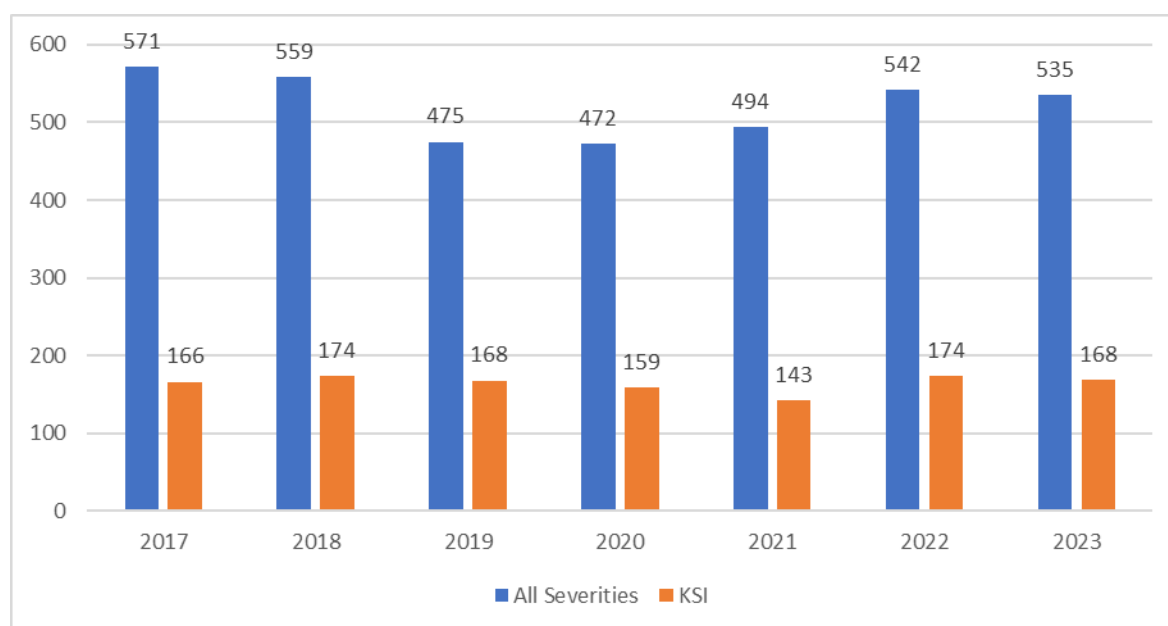


Figure 13: Reported Pedal Cycle Casualties in West Yorkshire, 2017-2023.

The remainder of this section presents analysis of Contributory Factors recorded in collisions involving death or serious injury to pedal cyclists. The issues highlighted in relation to analysis of Contributory Factors in section 2.4 should be considered in the interpretation of this analysis.

In pedal cycle KSI collisions occurring in 2023, 62 pedal cyclists had Contributory Factors attributed to them, whilst 117 other vehicle drivers/riders had Contributory Factors attributed to them (out of 168 pedal cycle KSI collisions in total). This suggests that drivers/riders of other vehicles involved are more likely to be at fault than the cyclists themselves. The most commonly recorded Contributory Factors for other vehicle drivers/riders in these collisions were '405 Failed to look properly' (44 collisions) and '602 Careless/Reckless' (26 collisions). The most commonly recorded Contributory Factors for cyclists in these collisions were '602 Careless/Reckless' (13 collisions), '310 Cyclist entering road from pavement' (7 collisions), '405 Failed to look properly' (7 collisions) and '406 Failed to judge other person's path/speed' (7 collisions).

2.6 Motorcycle Casualties

Figure 14 shows the number of motorcycle casualties in West Yorkshire, 2017-2023. In 2023, motorcycle casualties decreased by 7.5% compared to 2022, and by 8.7% compared to the average for 2017-2019. Motorcycle KSI increased in 2023 by 15.8% compared to 2022, but fell by 1.2% when compared with the average for 2017-2019.

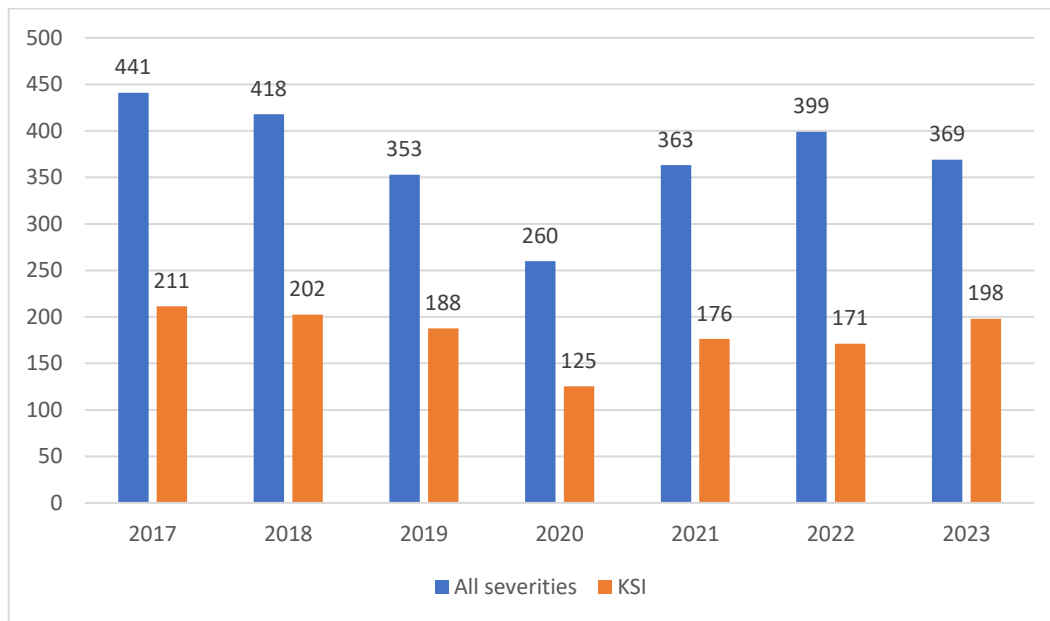


Figure 14: Reported Motorcycle Casualties by Severity in West Yorkshire, 2017-2023.

2.7 Car Occupant Casualties

Figure 15 shows the number of car occupant casualties in West Yorkshire, 2017-2023. Car occupant casualties represented 61% of all casualties in West Yorkshire in 2023, with all car occupant casualties having decreased by 4.7% between 2022 and 2023. Car occupant KSI increased by 7.4% between 2022 and 2023. When 2023 KSI is compared with the 2017-2019 average, there is a large increase of 74% - this increase should be considered within the context of the discussion presented in section 2.2 regarding the change in collision reporting system used by WYP in April 2021.

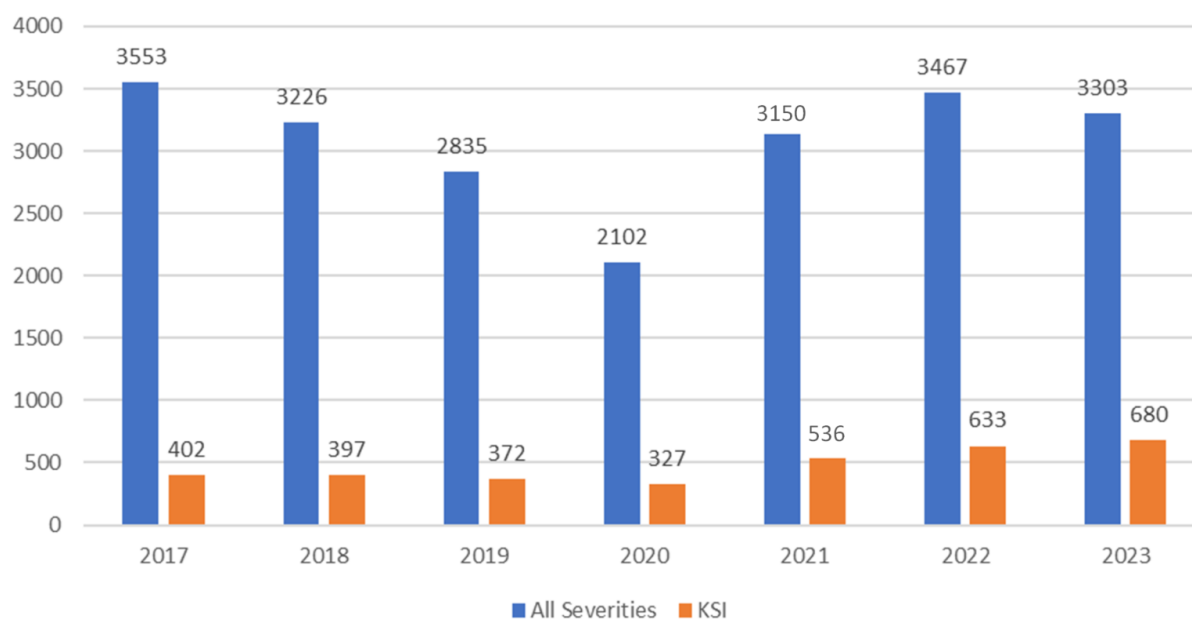


Figure 15: Reported Car Occupant Casualties by Severity in West Yorkshire, 2017-2023.

2.8 Electric bicycles, electric motorcycles and standing scooters.

Recent years have seen a rapid increase in the use of electric bicycles, electric motorcycles and standing scooters. Whilst these vehicles still account for a small proportion of overall casualties, the number of collisions involving them has grown rapidly.

Whilst electric motorcycles have a specific field on the STATS19 form, neither electric bicycles nor standing scooters have a specific field, and identification of these casualties has therefore required some manual review of the 'accident description' field of STATS19 forms.

Reporting officers are advised to record electric bicycles as pedal cycles, provided that the power does not exceed 0.25kW (those with higher power ratings are considered electric motorcycles, although it may be difficult in some instances for reporting officers to identify the power rating of the vehicle). For the data presented in this section, firstly all collisions for which any of the following terms are mentioned in the "Accident description" field have been identified as possibly involving an electric bicycle: "E-bike", "Electric bike", "Electric bicycle", "EAPC", "Elecassist", "Elec-assist", "Electric assist", "Electric-assist", "Electrically assisted", "Electrically-assisted". Where one of these terms has been mentioned, if there is one vehicle for this collision recorded as a "Pedal cycle", this is assumed to be an electric bicycle. Where there are either no vehicles recorded as a "Pedal cycle", or more than one vehicle recorded

as a "Pedal cycle", a manual review of the "Accident description" field has been undertaken, and a judgement made regarding which vehicle is an electric bicycle, if any. For standing scooters, reporting officers are advised to record the Vehicle Type as 'Other'. Therefore, all collisions with a Vehicle Type recorded as Other, and for which the word "scooter" is mentioned in the "Accident description" field, have been assumed to be standing scooters. For electric motorcycles, the data presented represents drivers of all vehicles recorded as electric motorcycles in Stats19 forms, except where they have been identified through the process described above as an electric bicycle.

Figure 16 shows the number of electric bicycles, standing scooters and electric motorcycles involved in personal-injury collisions in West Yorkshire, 2017-2023¹⁰. The graph shows sharp increases in the number of these vehicles involved in personal injury collisions. When 2023 is compared to 2017 there has been a considerable increase, with four of these vehicles involved in personal injury collision in 2017, and 100 in 2023. However, whilst the rate of involvement of these vehicles in collisions appears to be increasing rapidly, collisions involving these vehicles still represent a small proportion of the total number of personal-injury collisions occurring each year (there were 4,247 recorded personal injury collisions in West Yorkshire in 2023).

It should also be noted that a considerable percentage of non-fatal casualties are not reported to the police. A recent DfT report found that the majority of injuries to e-scooter riders occurred in single-vehicle collisions¹¹ which may be unlikely to be reported to the police. This should be borne in mind when analysing and interpreting the data.

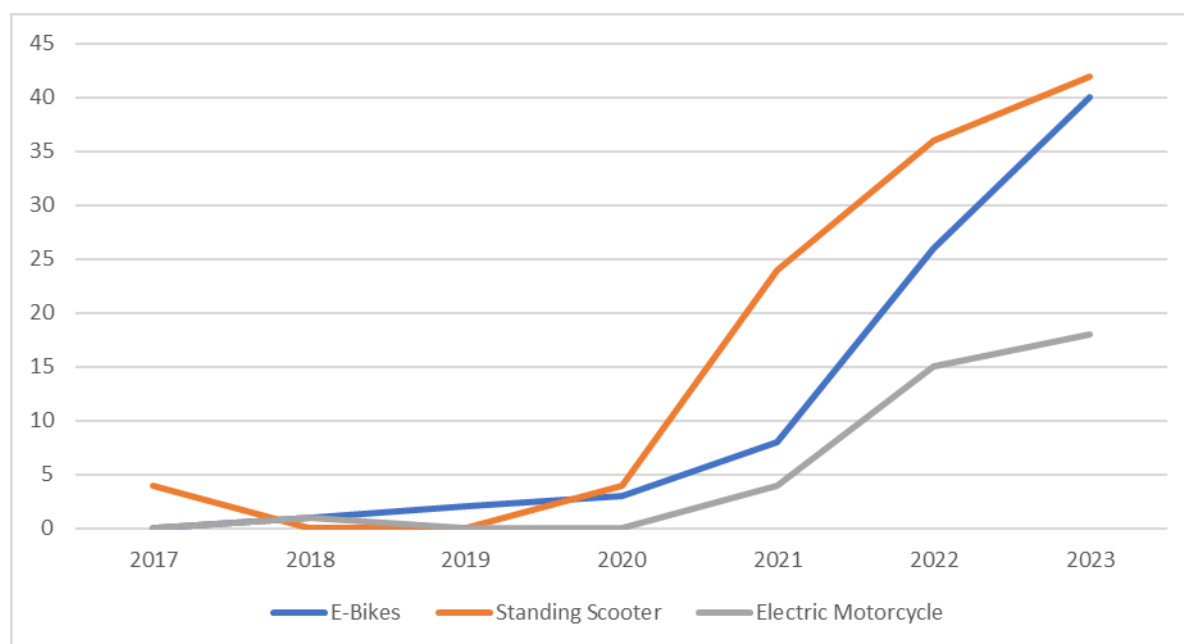


Figure 16: Electric bicycles, standing scooters and electric motorcycles involved in personal-injury collisions in West Yorkshire, 2017-2023, all severities.

¹⁰ Note that whilst for practical reasons the analysis presented in this section is based on numbers of riders rather than numbers of casualties riding the relevant vehicles, in practice the majority of riders of these vehicles recorded in STATS19 forms are recorded as having been injured, and the proportions of these which are killed or seriously injured are high (between 2017 and 2023, 38% for standing scooters, 46% for electric bicycles and 65% for electric motorcycles).

¹¹ DfT, 2022. National evaluation of e-scooter trials: Findings report. Available here: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1179786/national-evaluation-of-e-scooter-trials-findings-report.pdf

Figure 17 shows the age and gender breakdown of riders of electric bicycles, standing scooters and electric motorcycles involved in personal injury collisions in West Yorkshire in 2023. It is clear that male riders are involved in a much higher proportion of these collisions, and that the majority of those involved are aged under 40. 48% are aged under 30.

Only 8% of riders of these vehicles in 2023 were recorded as female, and none of the riders were recorded as aged 70 or over. The data also indicates a higher prevalence of standing scooter use among individuals under 16, with 35% of identified standing scooter riders being aged under 16 (between 2017 and 2023).

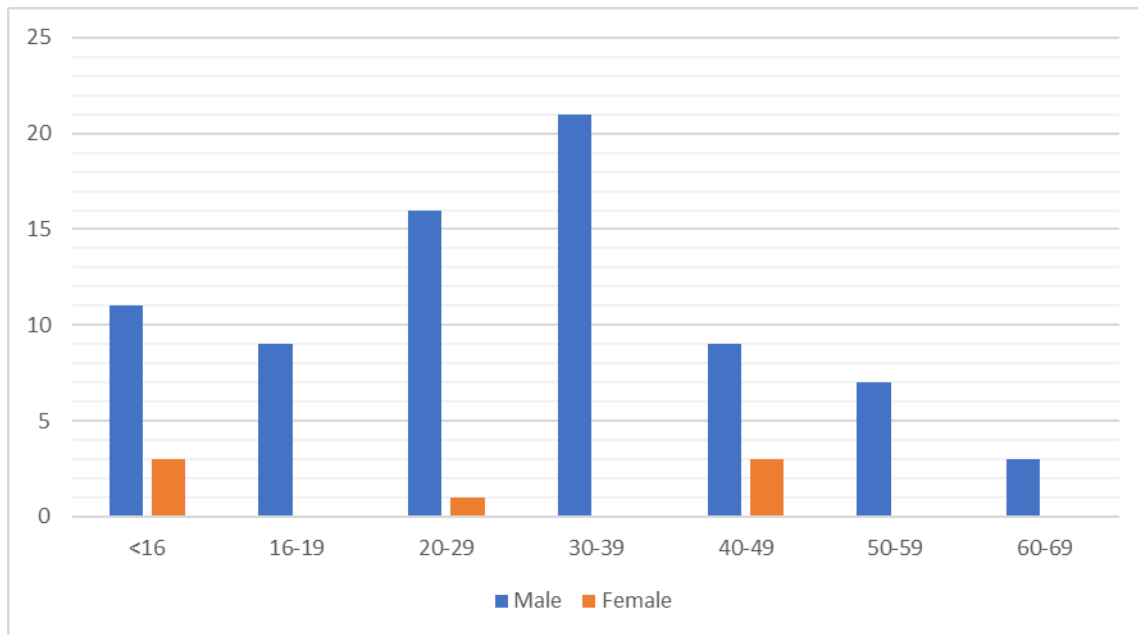


Figure 17: Age and gender of electric bicycle, standing scooter and electric motorcycle riders involved in personal-injury collisions in West Yorkshire, 2023.

Section 3: Casualties by district

Figure 18 shows the number of casualties in each of the five West Yorkshire districts, 2017-2023. All districts have seen a reduction in casualties in 2023 compared with 2022, with the decreases ranging from 1% (Bradford), to 8% (Leeds). However, in 4 of the 5 districts, casualty rates for 2023 were higher than the average for 2017-2019, with increases ranging from 2.1% in Kirklees to 15.4% in Calderdale (Leeds was the exception, with a 7.1% reduction).

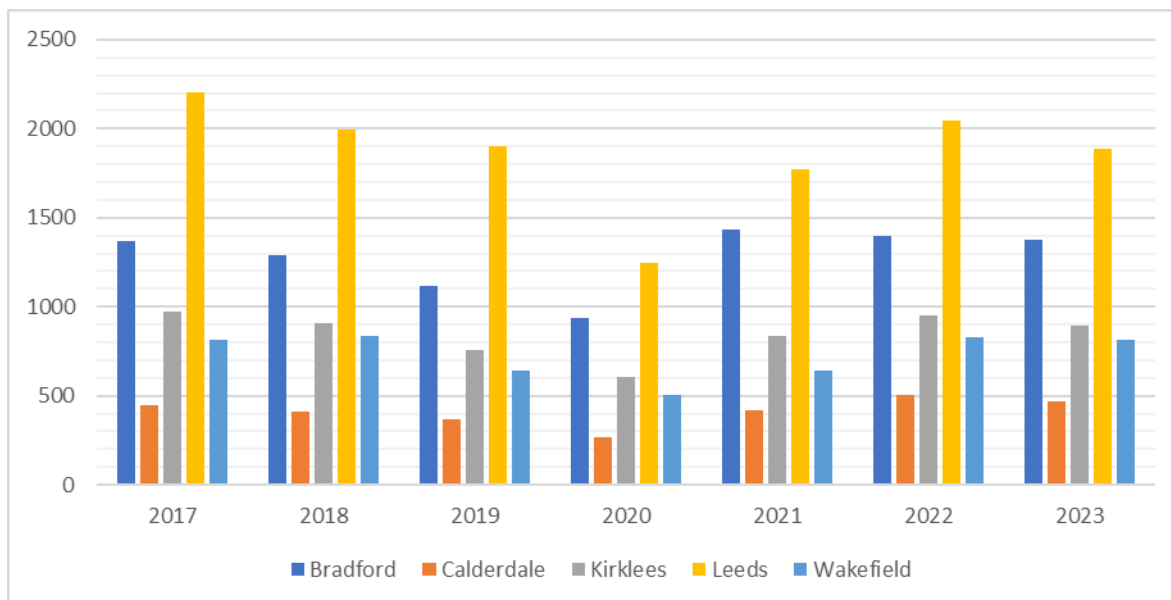


Figure 18: Casualties (all severities) by district, 2017-2023.

Figure 19 shows the number of people KSI in each district, 2017-2023. In 2023, KSI casualties were reduced in both Kirklees (2.6%) and Leeds (11.3%) compared with 2022, whilst the other 3 districts have seen increases, with the largest increase in Bradford (28%). Moreover, all districts have seen higher KSI in 2023 than the average for 2017-2019, with increases ranging from 10.1% in Leeds, to 51.7% in Calderdale. The largest numbers of casualties occur in the districts with the largest populations (Leeds and Bradford).

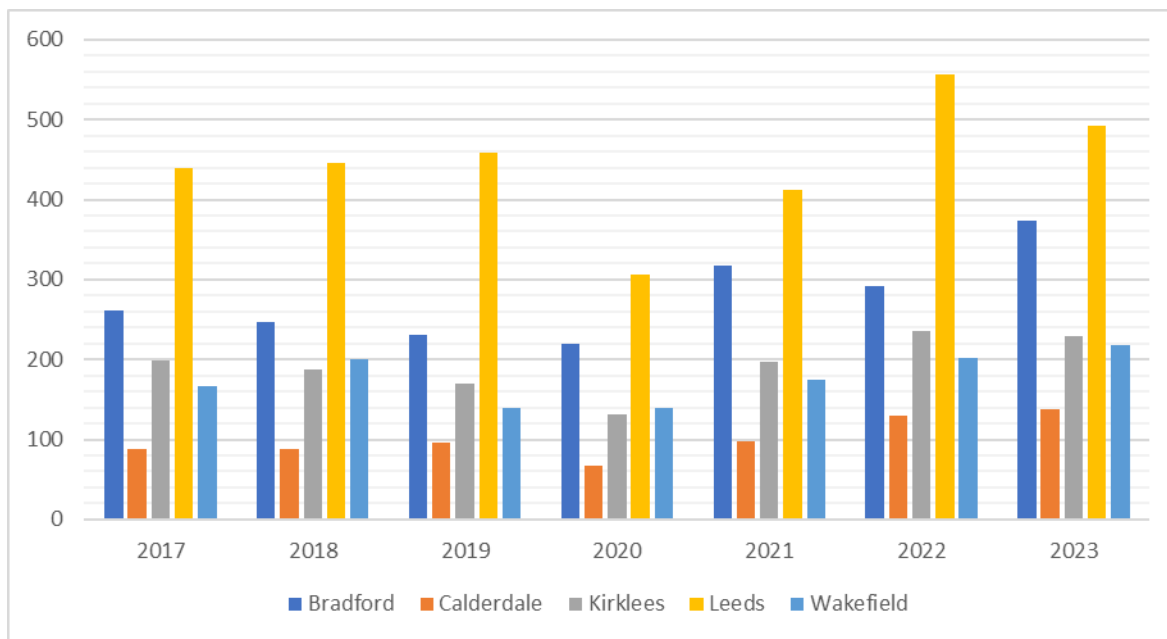


Figure 19: KSI casualties by district, 2017-2023.

Table 6 and Table 7 show casualty rates per billion motor vehicle miles¹², by year and by district, for casualties of all severities and KSI casualties, respectively. When the data has been aggregated to reflect volumes of traffic at the district level, the data shows a more even picture compared with Figure 18 and Figure 19, with all severities casualty rates in 2023 ranging from 440 (Wakefield) to 945 (Bradford), and KSI casualty rates ranging from 118 (Wakefield) to 256 (Bradford) per billion motor vehicle miles. The tables also show that all districts have seen decreases for all severities casualties per billion miles, when comparing 2023 with 2022, but when compared to the average 2017-2019 all district casualties have increased with the exception of Leeds. KSI casualty rates fell between 2022 and 2023 for Kirklees and Leeds, but rose for Bradford, Calderdale and Wakefield, while all districts saw increased KSI rates in 2023 compared with the 2017-2019 average.

Table 6: Casualties (all severities) per billion motor vehicle miles, by year and district.

Local authority	2017	2018	2019	2020	2021	2022	2023	2023 % increase from avg 2017-2019	% increase 2022 to 2023
Bradford	882	832	719	728	1051	976	945	16.5%	-3.2%
Calderdale	470	425	370	345	491	549	505	19.8%	-8.0%
Kirklees	563	527	430	435	543	569	529	4.4%	-7.1%
Leeds	524	474	444	365	475	508	458	-4.7%	-9.8%
Wakefield	434	441	331	332	379	463	440	9.5%	-4.8%
West Yorkshire	563	526	455	424	556	582	542	5.3%	-6.9%

Table 7: KSI casualties per billion motor vehicle miles, by year and district.

Local authority	2017	2018	2019	2020	2021	2022	2023	2023 % increase from avg 2017-2019	% increase 2022 to 2023
Bradford	168	159	148	170	232	204	256	61.1%	25.5%
Calderdale	91	91	97	86	115	141	147	57.7%	3.7%
Kirklees	115	109	97	94	129	141	135	26.3%	-4.1%
Leeds	104	106	107	90	111	138	120	13.1%	-13.4%
Wakefield	89	106	72	91	103	113	118	32.5%	4.1%
West Yorkshire	112	113	104	103	131	144	144	31.5%	0.2%

¹² Vehicle mileage data is taken from DfT, 2024. TRA8902. Available here: <https://www.gov.uk/government/statistical-data-sets/road-traffic-statistics-tra#traffic-by-local-authority-tra89>

Section 4: Casualties by Age and Sex

Figure 20 shows KSI casualties by age comparing 2023 data with 2022, and to the average for 2017-2019. Figure 21 shows all severities casualties by age for the same years. Trends vary across the age groups for both KSI and all severities, with increases seen in KSI between 2022 and 2023 for 16-19 (38%) and 60-69 (17%) age brackets, whilst there were reductions for age groups between 20 and 59. KSI casualties have increased for all age groups when comparing 2023 with the 2017-2019 average, with the largest increase being amongst 16–19-year-olds (55%).

For all severities casualties, casualty numbers were higher in 2023 than 2022 for those aged under 20, and for 60–69-year-olds, whilst there were reductions for other age groups. Comparing all severities casualties in 2023 with the 2017-2019 average, there were reductions for 20-29 and 40-49 year olds, but all other age groups saw increases.

In 2023:

- 21% of KSI and 22% of all casualties were aged between 20-29 years old. This age group makes up 13.4% of the West Yorkshire population¹³.
- 16% of KSI and 18% of all casualties were aged between 30-39 years old. This age group makes up 13.9% of the West Yorkshire population¹³.
- 67% of KSI and 62% of all casualties were male.

¹³ Office for National Statistics. 2023. *Population estimates for England and Wales: mid-2022*. Available here: <https://www.ons.gov.uk/peoplepopulationandcommunity/populationandmigration/populationestimates/bulletins/populationestimatesforenglandandwales/mid2022>

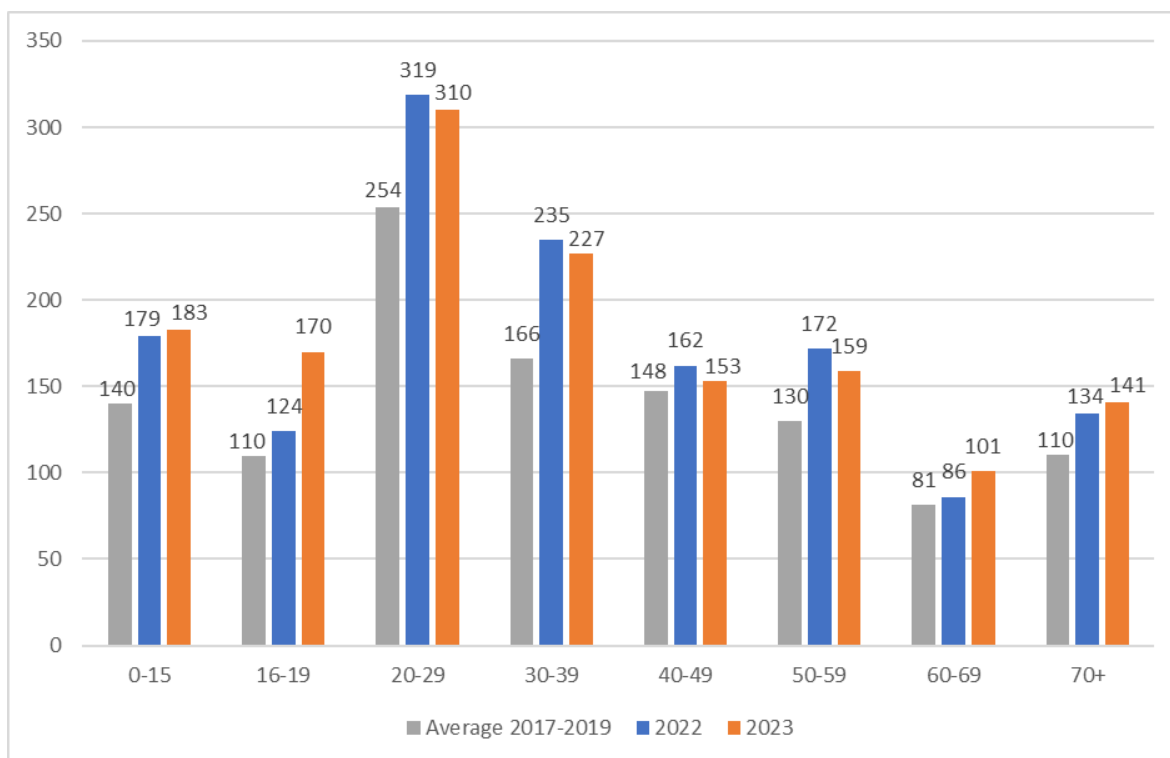


Figure 20: KSI casualties by age and year, West Yorkshire.

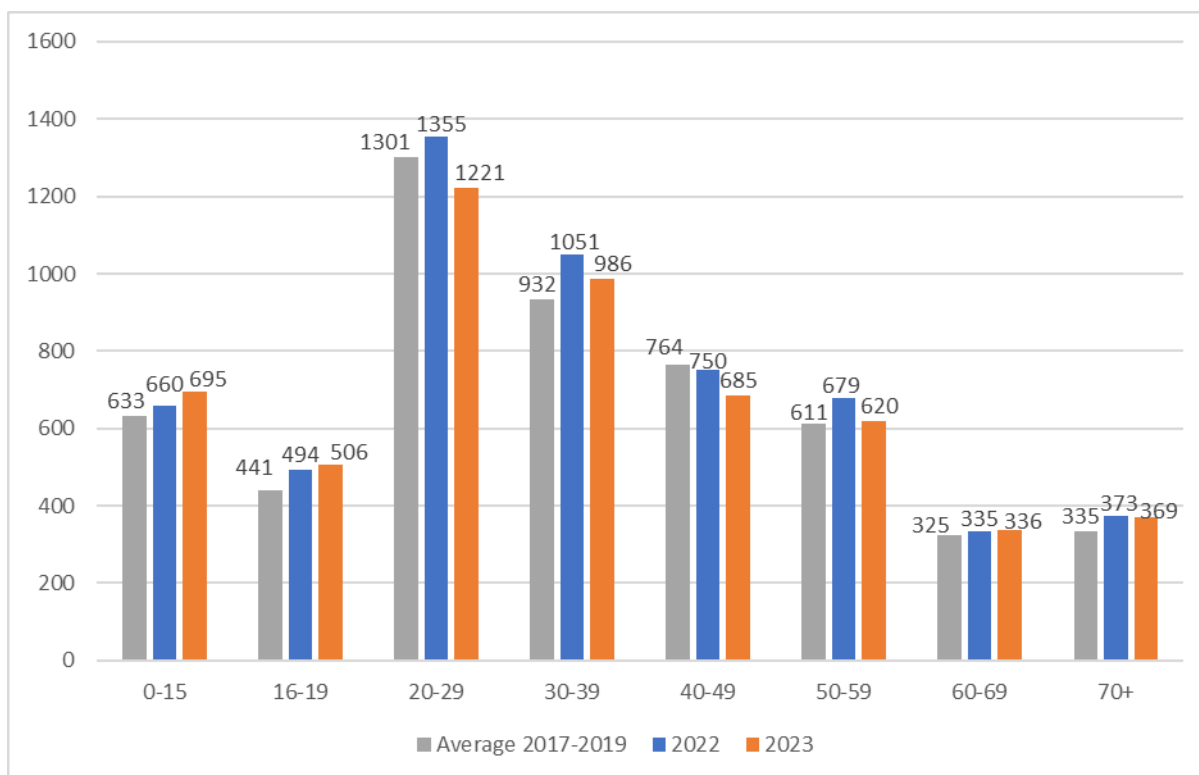


Figure 21: All severities casualties by age and year, West Yorkshire.

Figure 22 shows the breakdown of fatalities in West Yorkshire by age. Amongst those killed in 2023 were ten 20–29-year-olds, seven of whom were males, and nine 16–19-year-olds. When comparing 2023 fatalities to both 2022 and the 2017-19 average, the 0-15 and 16-19 age groups have seen an increase, however, the rest of the age groups have seen a decrease.

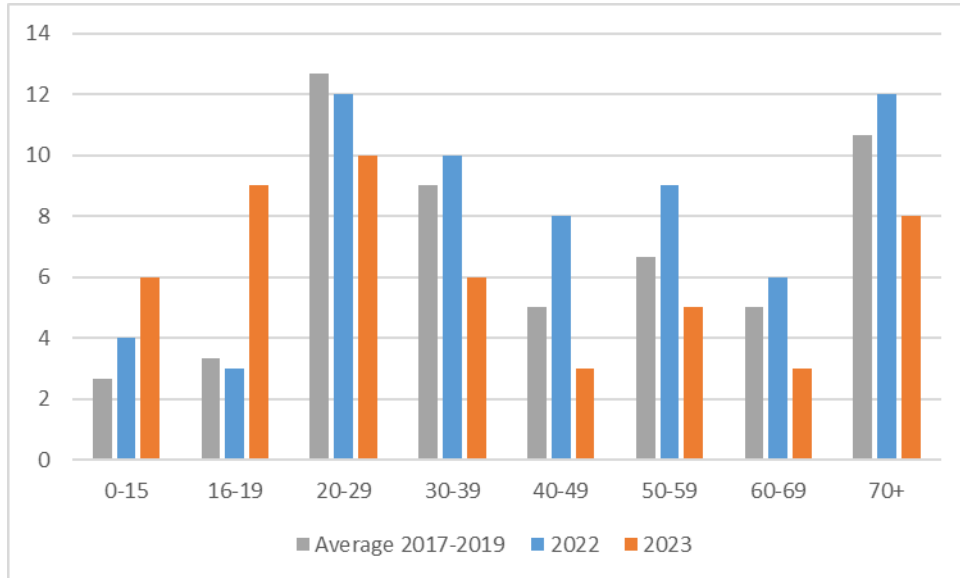


Figure 22: Reported Fatalities by Age in West Yorkshire.

Table 8 shows casualties per 100,000 population in West Yorkshire, 2023, for each gender and age grouping, and for each severity grouping. The table shows that males have a much higher risk of being injured in road traffic collisions than females, for all severity and KSI collisions, across all age groups. The difference is more marked for younger age groups, and for KSI collisions.

Regardless of gender, people aged 16-39 are at the highest risk of injury, with injury risk reducing significantly as age increases.

Table 8. Casualties per 100,000 residents within each gender and age group, by severity, West Yorkshire, 2023. Population data based on mid-2022 estimates¹⁴.

Age group	All severities		KSI		Fatalities	
	Male	Female	Male	Female	Male	Female
0-15	173	120	50	27	1.2	1.3
16-19	562	270	178	64	8.1	6.7
20-29	498	273	144	57	4.5	1.9
30-39	386	218	106	36	3.8	0.0
40-49	284	181	69	35	0.7	1.3
50-59	235	168	66	38	3.3	0.0
60-69	173	105	52	32	1.7	0.8
70+	163	99	60	40	3.1	2.5
All ages	288	171	84	39	2.8	1.4

¹⁴ Office for National Statistics. 2023. *Population estimates for England and Wales: mid-2022*. Available here: <https://www.ons.gov.uk/peoplepopulationandcommunity/populationandmigration/populationestimates/bulletins/populationestimatesforenglandandwales/mid2022>

Section 5: Collisions by road type and speed limit

Table 9, Table 10 and Table 11 show the number of KSI collisions on West Yorkshire roads in 2023, broken down by road class & road characteristic, road characteristic & speed limit, and road class & speed limit, respectively. The tables show that KSI collisions predominantly occur on 30 mph, single carriageway roads, and that the majority of KSI collisions occur on C or unclassified roads. This is likely to reflect in part that these types of roads often combine relatively high traffic volumes with relatively high volumes of vulnerable road users.

Table 9: KSI collisions by road class and road characteristic, West Yorkshire, 2023.

Road characteristic	Road class				All road classes
	A	B	C/Unclassified	Motorway/A(M)	
Single carriageway	311	125	587	1	1024
Dual carriageway	122	6	23	27	178
Roundabout	16	1	4	1	22
One-way street	3	0	17	0	20
Slip road	3	0	4	6	13
Other junction	4	1	19	4	28
Total	459	133	654	39	1285

Table 10: KSI collisions by road characteristic and speed limit, West Yorkshire, 2023

Road characteristic	Speed limit						All speed limits
	20	30	40	50	60	70	
Single carriageway	97	769	85	19	54	0	1024
Dual carriageway	0	60	66	10	5	37	178
Roundabout	0	10	9	1	1	1	22
One-way street	8	12	0	0	0	0	20
Slip road	0	4	4	1	0	4	13
Other junction	12	9	1	0	2	4	28
Total	117	864	165	31	62	46	1285

Table 11: KSI collisions by road class and speed limit, West Yorkshire, 2023

Road class	Speed limit						All speed limits
	20	30	40	50	60	70	
A	11	275	118	21	21	13	459
B	6	94	20	1	11	1	133
C	0	0	0	0	0	0	0
Unclassified	100	492	24	8	30	0	654
Motorway/A(M)	0	3	3	1	0	32	39
All road classes	117	864	165	31	62	46	1285

Section 6 Who is causing harm?

6.1 Age and gender of drivers/riders

Table 12, Table 13 and Table 14 show the age and gender breakdown of drivers involved in all severity collisions, KSI collisions and fatal collisions, respectively, in West Yorkshire in 2023. Across all severities, more male drivers are involved in collisions than female drivers, with the difference being more marked for the more serious collisions: 78% of drivers/riders involved in fatal collisions were male, compared with 60% of drivers/riders involved in collisions of all severities. The difference between the numbers of male versus female drivers involved in collisions is large, across all age bands and severities. In terms of age, the three figures show that all age groups from 16 upwards are involved in significant numbers of collisions, with the largest numbers of drivers/riders involved across all severities being aged 20 to 39.

Table 12. Drivers/riders involved in collisions of all severities, West Yorkshire 2023, by age and gender (excludes parked vehicles and vehicles not coming into contact with another vehicle/casualty). *The majority of those recorded as unknown age and gender are drivers who failed to stop and exchange details.

Age	Male	Female	*Unknown	Total
0-15	97	11	11	119
16-19	295	71	5	371
20-29	983	411	37	1431
30-39	914	424	19	1357
40-49	721	329	12	1062
50-59	571	266	4	841
60-69	340	121	2	463
70+	255	97	5	357
*Unknown	42	12	980	1034
Total	4218	1742	1075	7035

Table 13. Drivers/riders involved in KSI collisions, West Yorkshire 2023, by age and gender (excludes parked vehicles and vehicles not coming into contact with another vehicle/casualty). *The majority of those recorded as unknown age and gender are drivers who failed to stop and exchange details.

Age	Male	Female	*Unknown	Total
0-15	28	1	3	32
16-19	126	14	1	141
20-29	327	106	9	442
30-39	281	96	5	382
40-49	205	87	2	294
50-59	174	80	0	254
60-69	119	46	1	166
70+	101	36	0	137
*Unknown	10	1	189	200
Total	1371	467	210	2048

Table 14. Drivers/riders involved in fatal collisions, West Yorkshire 2023, by age and gender (excludes parked vehicles and vehicles not coming into contact with another vehicle/casualty). *The majority of those recorded as unknown age and gender are drivers who failed to stop and exchange details.

Age	Male	Female	*Unknown	Total
0-15	1	0	0	1
16-19	5	1	0	6
20-29	17	3	0	20
30-39	10	2	0	12
40-49	5	1	0	6
50-59	8	0	0	8
60-69	2	1	0	3
70+	6	2	0	8
*Unknown	0	0	5	5
Total	54	10	5	69

Table 15, Table 16 and Table 17 show the number of drivers/riders involved in collisions per 100,000 residents within each age/gender bracket, for collisions of all severities, KSI collisions and fatal collisions, respectively. The figures broadly concur with the preceding three tables, showing that younger drivers are more likely to be involved in collisions, across all severity groupings. However, these three tables further demonstrate that, per head of population, people aged 16-19 also have fairly high rates of involvement in collisions, particularly for serious and fatal collisions, and noting that people within this age group are likely to drive less than older people. Moreover, for females it is apparent that the 20-29 age bracket has the highest rate of collisions per 100,000 residents, across all severities.

Table 15. Drivers/riders involved in collisions of all severities, West Yorkshire, 2023, by age and gender, per 100,000 residents (excludes parked vehicles and vehicles not coming into contact with another vehicle/casualty). Population data taken from ONS (2023)¹⁵.

Age	Male	Female	Total
0-15	40	5	25
16-19	633	120	350
20-29	626	256	451
30-39	575	248	411
40-49	495	220	359
50-59	374	171	273
60-69	286	98	191
70+	197	60	123
All ages	366	144	298

Table 16. Drivers/riders involved in KSI collisions, West Yorkshire, 2023, by age and gender, per 100,000 residents (excludes parked vehicles and vehicles not coming into contact with another vehicle/casualty). Population data taken from ONS (2023)¹⁵.

Age	Male	Female	Total
0-15	12	0	7
16-19	270	24	133
20-29	208	66	139
30-39	177	56	116
40-49	141	58	99
50-59	114	51	82
60-69	100	37	68
70+	78	22	47
All ages	119	39	87

Table 17. Drivers/riders involved in fatal collisions, West Yorkshire, 2023, by age and gender, per 100,000 residents (excludes parked vehicles and vehicles not coming into contact with another vehicle/casualty). Population data taken from ONS (2023)¹⁵.

Age	Male	Female	Total
0-15	0.4	0.0	0.2
16-19	10.7	1.7	5.7
20-29	10.8	1.9	6.3
30-39	6.3	1.2	3.6
40-49	3.4	0.7	2.0
50-59	5.2	0.0	2.6
60-69	1.7	0.8	1.2
70+	4.6	1.2	2.8
All ages	4.7	0.8	2.9

6.2 Types of collision

Figure 23, Figure 24 and Figure 25 show how many casualties within each road user group were injured in collisions with each type of vehicle, for all severities, KSI and fatal collisions, respectively¹⁶. The figures show different trends at the different severity levels. For all severity collisions, car-on-car collisions account for by far the largest number of casualties, with large numbers of car occupants also injured in single vehicle collisions, and collisions involving three or more vehicles. For KSI collisions, whilst car on car collisions still account for the largest number of casualties, vulnerable road users involved in collisions with cars also account for a large number of casualties. With fatalities, the most common collision type is pedestrians killed in collisions with cars (12 fatalities in 2023), whilst car-on-car collisions and single car collisions also account for a large number of fatalities (7 and 6 fatalities in 2023, respectively). The three figures also broadly demonstrate that smaller vehicles such as pedal cycles and motorcycles are rarely involved in collisions resulting in injury to occupants of other vehicles, but occupants of smaller vehicles are often injured in collisions with larger vehicles (e.g. cars and goods vehicles). Conversely, larger vehicles are involved relatively often in collisions resulting in injury to pedestrians and occupants of other vehicles.

¹⁵ Office for National Statistics. 2023. *Population estimates for England and Wales: mid-2022*. Available here: <https://www.ons.gov.uk/peoplepopulationandcommunity/populationandmigration/populationestimates/bulletins/populationestimatesforenglandandwales/mid2022>

¹⁶ Note that in these three figures, taxi and private hire vehicles are separated out from other cars.

Other vehicle(s) involved	Road users injured, West Yorkshire, 2023								
	Pedestrian	Pedal cycle rider/passenger	Motorcycle rider/passenger	Taxi occupant	Car occupant	Bus/coach occupant	Van/LGV occupant	HGV occupant	Other
No other vehicles involved		7	47	1	435	18	12	11	10
Pedal cycle	8	3	1		8				1
Motorcycle	20	6	7		15		2		
Taxi	16	8	1	5	3	3			1
Car	724	439	244	19	1933	17	38	17	62
Bus/coach	28	2	3		17				1
Van/LGV	33	22	13		92		2	2	5
HGV	28	25	9	1	137	3	4	6	4
Other	28	8	2	1	15	6			1
3+ vehicles (or a pedestrian collision with 2+ vehicles)	92	15	42	1	620	5	14	19	4

Figure 23: Road users injured (column) by other vehicles involved (row), West Yorkshire, 2023 (all severities). Note that here, “Car” includes minibus, but excludes taxi and private hire, which are shown in a separate row.

Other vehicle(s) involved	Road users killed or seriously injured, West Yorkshire, 2023								
	Pedestrian	Pedal cycle rider/passenger	Motorcycle rider/passenger	Taxi occupant	Car occupant	Bus/coach occupant	Van/LGV occupant	HGV occupant	Other
No other vehicles involved		7	30		133	9	4	2	5
Pedal cycle	6		1		2				
Motorcycle	7	3	2		4				
Taxi	7	2		1	1				
Car	242	128	122	1	339	2	5	3	22
Bus/coach	10	2	1		3				
Van/LGV	9	10	9		12				2
HGV	9	9	4		23				1
Other	12	5			4	2			
3+ vehicles (or a pedestrian collision with 2+ vehicles)	37	2	29		157	1	1	4	2

Figure 24: Road users killed or seriously injured (column) by other vehicles involved (row), West Yorkshire, 2023. Note that here, “Car” includes minibus, but excludes taxi and private hire, which are shown in a separate row.

Other vehicle(s) involved	Road users killed, West Yorkshire, 2023								
	Pedestrian	Pedal cycle rider/passenger	Motorcycle rider/passenger	Taxi occupant	Car occupant	Bus/coach occupant	Van/LGV occupant	HGV occupant	Other
No other vehicles involved		1	1		6			1	
Pedal cycle									
Motorcycle									
Taxi					1				
Car	12	2	4		7				
Bus/coach									
Van/LGV		1							
HGV					1				
Other									
3+ vehicles (or a pedestrian collision with 2+ vehicles)	4		1		5		1	1	1

Figure 25: Road users killed (column) by other vehicles involved (row), West Yorkshire, 2023. Note that here, “Car” includes minibus, but excludes taxi and private hire, which are shown in a separate row.

6.3 Driver Contributory Factors

This section presents the results of analysis of Contributory Factors recorded in Stats19 forms. Section 2.4 has highlighted some issues with the analysis of Contributory Factors, and the findings of this section should be considered within that context.

Table 18 and Table 19 show the most frequently recorded Contributory Factors (CF) by age of drivers involved in KSI collisions in West Yorkshire, 2017-23, for male and female drivers, respectively (note that the descriptions of CFs are abbreviated in the tables, but may be viewed in full on the Department for Transport website¹⁷). The analysis is limited to drivers of cars, taxis and private hire vehicles, minibuses and goods vehicles. For male drivers aged 17 to 39, CFs 405 (Failed to look properly) and 602 (Careless/Reckless) are the most commonly recorded (this is the age and gender group with the highest levels of involvement in KSI collisions, as shown in section 6.1). For males drivers aged 40 and older, CF 406 (Failed to judge other person's path or speed) is more common than 602, but 405 remains common. It is notable that there is a strong link between CFs 405 and 602, in that a driver may "fail to look properly" because they are "careless" or "reckless". Similarly, it may be argued that CF 406 is also linked with 405 and 602 – all three CFs may be taken to indicate that the driver is not driving with sufficient care and attention.

For female drivers, CFs 405, 406 and 602 are again generally the most common, but 406 (Failed to judge other person's path or speed) is more prominent for younger women than for younger men, and 602 (Careless/Reckless) is less prominent for women than for men.

¹⁷ DfT. 2011. *Instructions for the Completion of Road Accident Reports from non-CRaSH Sources*. Available here: <https://assets.publishing.service.gov.uk/media/60d0cc968fa8f57cf3f0b3ad/stats20-2011.pdf>

Table 18. Most frequently recorded Contributory Factors (CF) by age of drivers involved in KSI collisions, West Yorkshire, 2017-2023, male drivers only.

Age		Rank				
		1	2	3	4	5
<17	CF	405 Failed to look prope	410 Loss of control (Dri	602 Careless/Reckless (D	306 Exceeding speed li	601 Aggressive driving (
	Drivers per million residents	20	16	12	12	12
17-19	CF	602 Careless/Reckless	405 Failed to look prope	306 Exceeding speed limi	605 Inexperienced or le	601 Aggressive driving (
	Drivers per million residents	1289	769	769	746	701
20-24	CF	602 Careless/Reckless	405 Failed to look prope	601 Aggressive driving (306 Exceeding speed li	410 Loss of control (Dri
	Drivers per million residents	1570	1309	1047	955	798
25-29	CF	405 Failed to look prope	602 Careless/Reckless	306 Exceeding speed limi	501 Impaired by alcohol	601 Aggressive driving (
	Drivers per million residents	1512	1170	881	775	736
30-39	CF	405 Failed to look prope	602 Careless/Reckless	406 Failed to judge othe	501 Impaired by alcohol	306 Exceeding speed li
	Drivers per million residents	1448	871	609	538	372
40-49	CF	405 Failed to look prope	406 Failed to judge othe	602 Careless/Reckless (D	403 Poor turn or manoeuv	501 Impaired by alcohol
	Drivers per million residents	1077	467	446	240	233
50-59	CF	405 Failed to look prope	406 Failed to judge othe	602 Careless/Reckless (D	403 Poor turn or manoe	999 Other (Special Cod
	Drivers per million residents	906	407	289	210	144
60-69	CF	405 Failed to look prope	406 Failed to judge othe	602 Careless/Reckless (D	999 Other (Special Cod	403 Poor turn or manoe
	Drivers per million residents	882	342	205	146	120
70+	CF	405 Failed to look prope	406 Failed to judge othe	505 Illness or disabilit	602 Careless/Reckless	999 Other (Special Cod
	Drivers per million residents	801	401	330	267	220

Table 19. Most frequently recorded Contributory Factors (CF) by age of drivers involved in KSI collisions, West Yorkshire, 2017-2023, female drivers only.

Age		Rank				
		1	2	3	4	5
<17	CF	306 Exceeding speed li	101 Poor or defective ro	102 Deposit on road e.g.	103 Slippery road due to	104 Inadequate/Masked
	Drivers per million residents	4	0	0	0	0
17-19	CF	605 Inexperienced or le	405 Failed to look prope	406 Failed to judge othe	602 Careless/Reckless	306 Exceeding speed li
	Drivers per million residents	418	279	279	186	116
20-24	CF	405 Failed to look prope	602 Careless/Reckless	406 Failed to judge othe	999 Other (Special Cod	403 Poor turn or manoe
	Drivers per million residents	551	238	225	113	100
25-29	CF	405 Failed to look prope	602 Careless/Reckless	406 Failed to judge othe	501 Impaired by alcohol	410 Loss of control (Dri
	Drivers per million residents	859	336	286	237	162
30-39	CF	405 Failed to look prope	602 Careless/Reckless	406 Failed to judge othe	403 Poor turn or manoe	410 Loss of control (Dri
	Drivers per million residents	575	243	207	113	89
40-49	CF	405 Failed to look prope	406 Failed to judge othe	602 Careless/Reckless (D	509 Distraction in vehic	501 Impaired by alcohol
	Drivers per million residents	510	195	161	60	54
50-59	CF	405 Failed to look prope	406 Failed to judge othe	602 Careless/Reckless (D	403 Poor turn or manoe	410 Loss of control (Dri
	Drivers per million residents	412	206	97	51	51
60-69	CF	405 Failed to look prope	406 Failed to judge othe	706 Dazzling sun (Driver	602 Careless/Reckless	410 Loss of control (Dri
	Drivers per million residents	306	132	99	74	74
70+	CF	405 Failed to look prope	406 Failed to judge othe	505 Illness or disabilit	706 Dazzling sun	410 Loss of control
	Drivers per million residents	264	138	94	75	75

Section 7: The Fatal Five

7.1 Introduction

The West Yorkshire Vision Zero approach to road safety centres the importance of the Fatal Five in contributing to a large proportion of fatal and serious collisions¹⁸. The Fatal Five is comprised of:

- Speeding
- Not wearing a seatbelt
- Drink and drug driving
- Using a mobile phone
- Careless driving

Section 2.4 has provided some information and context regarding Contributory Factors recorded in STATS19 reports. The analysis presented within this section is predominantly based on recorded Contributory Factors, and should therefore be considered within the context presented in section 2.4. Whilst the Contributory Factors are not designed to map directly onto the Fatal Five, there are links, as set out in Table 20.

It is important to note that Contributory Factors are not recorded for every collision. In some instances, reporting officers are not able to obtain sufficient information to confidently identify appropriate Contributory Factors. The proportion of road traffic collisions in West Yorkshire for which no Contributory Factor is recorded has fallen in recent years, from 12-15% in 2018-2020, to less than 3% in 2023. This is likely to have produced a general increase in the proportion of collisions for which a given Contributory Factor is recorded, and the results presented in this section should be considered in this context.

Note that there are no Contributory Factors identifying individuals failing to wear a seatbelt (one of the Fatal Five) – however, casualties not wearing a seatbelt are identified separately within the STATS19 form, and this information has been used to inform the analysis relating to this element of the Fatal Five.

¹⁸ West Yorkshire Combined Authority, 2024. Vision Zero. Available here: <https://www.westyorks-ca.gov.uk/policing-and-crime/vision-zero/>

Table 20. Relationship between Fatal Five and Contributory Factors.

Fatal Five component	Relevant Contributory Factors
Speeding	306 – Exceeding speed limit 307 – Travelling too fast for conditions
Not wearing a seatbelt	Not included in Contributory Factors
Drink and drug driving	501 – Impaired by alcohol (driver/rider) 502 – Impaired by drugs (illicit or medicinal) (driver/rider)
Using a mobile phone	508 – Driver using mobile phone 509 – Distraction in vehicle 510 – Distraction outside vehicle
Careless driving	301 – Disobeyed automatic traffic signal 302 – Disobeyed Give Way or Stop sign or markings 304 – Disobeyed pedestrian crossing facility 305 – Illegal turn or direction of travel 308 – Following too close 403 – Poor turn or manoeuvre 404 – Failed to signal or misleading signal 405 – Failed to look properly 503 – Fatigue 601 – Aggressive driving 602 – Careless, reckless or in a hurry

7.2 Speeding

Table 21 shows the trends in casualties killed and seriously injured in collisions for which speed is a contributory factor, between 2017 and 2023. The proportion of casualties killed and seriously injured in collisions for which speed is a contributory factor varies year on year, between 9.6 and 12.1%. In terms of trends over time, serious and fatal injuries attributable to both Contributory Factor 306 (Exceeding speed limit) and Contributory Factor 307 (Travelling too fast for conditions) have increased markedly between 2022 and 2023, and the total number of speed-related KSI casualties has increased markedly compared with the average for 2017-2019 (although this reflects a broader increase in KSI casualties over the same period).

In summary, excessive speed contributes to a significant proportion of deaths and serious injuries in road traffic collisions in West Yorkshire, and this increased between 2022 and 2023.

Table 21. Casualties killed or seriously injured in collisions for which speed is a Contributory Factor.

Contributory factor recorded	KSI casualties						% increase in 2023 compared with average 2017-2019	Percentage increase 2022 to 2023
	Average 2017-19	2020	2021	2022	2023	Total		
306 (Exceeding speed limit)	77	68	90	114	136	637	78%	19.3%
307 (Travelling too fast for conditions)	75	45	70	26	57	423	-24%	119.2%
Either 306 or 307	134	102	131	136	176	946	31%	29.4%
All collisions	1,138	862	1,202	1,413	1,450	8,342	27%	2.6%
Collisions with CF 306 or 307 as a percentage	11.8%	11.8%	10.9%	9.6%	12.1%	11.3%	-	-

7.3 Drink and drug driving

Table 22 shows the trends in casualties killed and seriously injured in collisions for which drink and/or drug driving/riding is a contributory factor, between 2017 and 2023. Each year, these casualties represent between 7.2 and 10.6% of all casualties killed or seriously injured in West Yorkshire. In terms of trends over time, KSI casualties relating to these Contributory Factors appear to have increased over the period studied, with a 27.5% increase seen between 2022 and 2023. 130 people were killed or seriously injured in 2023, in West Yorkshire, in collisions involving drivers/riders under the influence of drugs or alcohol. Drink and drugs contribute to a significant proportion of deaths and serious injuries in road traffic collisions in West Yorkshire, and the proportion of KSI casualties attributable to drink or drug driving was higher in 2023 than in 2022, and higher than the average for 2017-2019.

Table 22. Casualties killed or seriously injured in collisions for which drink and drugs are a contributory factor for drivers/riders.

Contributory factor recorded	KSI casualties						% increase in 2023 compared with average 2017-2019	Percentage increase 2022 to 2023
	Average 2017-19	2020	2021	2022	2023	Total		
501 Impaired by alcohol (driver/rider)	65	54	99	70	80	499	23%	14.3%
502 Impaired by drugs (illicit or medicinal) (driver/rider)	28	47	31	37	58	256	108%	56.8%
501 or 502	83	92	118	102	130	690	58%	27.5%
All collisions	1,138	862	1,202	1,413	1,450	8,342	27%	2.6%
Collisions with CF 501 or 502 as a percentage	7.2%	10.6%	9.8%	7.2%	9.0%	8.3%	-	

7.4 Reported Road collisions involving seatbelt offences.

Table 23 shows the trends in car and goods vehicle occupant casualties killed and seriously injured whilst not wearing a seatbelt, in collisions between 2017 and 2023 (occupants of buses, motorcycles, pedal cycles and other vehicle types are excluded due to seatbelts typically being unavailable in these vehicles). Each year, these casualties represent between 8.4 and 12.6% of all casualties killed and seriously injured in West Yorkshire. The number of people killed or seriously injured while not wearing a seatbelt in 2023 was 32% higher than in 2022, and was 56% higher than the average for 2017-2019. However, KSI casualties recorded as not wearing a seatbelt represented a slightly smaller proportion of people KSI in 2023 than the average for 2017-2019, due to the broader increase in car occupants KSI.

In summary, a significant proportion of deaths and serious injuries in road traffic collisions in West Yorkshire are to people failing to wear a seatbelt.

Table 23. Car and goods vehicle occupants killed or seriously injured whilst not wearing a seatbelt.

Type of casualty	KSI casualties						% increase in 2023 compared with average 2017-2019	Percentage increase 2022 to 2023
	Average 2017-19	2020	2021	2022	2023	Total		
Car and goods vehicle casualties failing to wear a seatbelt	48	42	70	56	74	384	56%	32.1%
All car and goods vehicle casualties	411	339	567	665	695	3,501	69%	4.5%
Car and goods vehicle casualties failing to wear a seatbelt as a percentage of all car and goods vehicle casualties	11.6%	12.3%	12.3%	8.4%	10.6%	11.0%	-	-

Table 24 shows the proportion of vehicle occupants killed or seriously injured whilst not wearing a seatbelt, for different vehicle types (note that in this table, taxi and private hire occupants and minibus occupants are shown separately from car occupants). Car occupants make up the vast majority of these casualties (67), however, this only accounted for 9.9% of car occupant KSI casualties. Much higher proportions of goods vehicle and taxi and private hire occupants killed and seriously injured were recorded as not wearing a seat belt (32% and 100%, respectively) – this may be partly due to exceptions to seatbelt laws in place for drivers of these vehicles¹⁹. In summary, whilst the majority of KSI casualties recorded as not wearing a seatbelt are car occupants, the prevalence of failure to wear a seatbelt is likely to be higher with taxis/private higher vehicles and goods vehicles.

Table 24. KSI casualties recorded as not wearing a seatbelt, by vehicle type, 2023, West Yorkshire.

Casualty vehicle type	KSI casualties with no seatbelt	All KSI casualties	'No seatbelt' KSI casualties as a percentage
Car	67	678	9.9%
Taxi and private hire	2	2	100.0%
Minibus	0	0	0.0%
Goods vehicle	6	19	31.6%
All relevant vehicle types	75	699	10.7%

¹⁹ DfT, 2023. *The Highway Code*. Available here: <https://www.gov.uk/guidance/the-highway-code>

7.5 Distraction

Table 25 shows the trends in casualties killed and seriously injured in collisions for which driver distraction is a contributory factor, between 2017 and 2023. Each year, these casualties represent between 2.2 and 3.7% of people killed and seriously injured in road traffic collisions in West Yorkshire. In terms of trends over time, KSI casualties relating to these contributory factors have been consistently higher between 2021 and 2023 than was the case between 2017 and 2019, and the proportion of KSI casualties attributable to these contributory factors has also increased. The most frequently occurring contributory factor which is relevant to this element of the Fatal Five is 509 (distraction in vehicle), with the contributory factors relating specifically to mobile phones (508) and to distractions outside the vehicle (510) being relatively infrequently recorded.

In summary, it is relatively rare for contributory factors to be recorded relating to driver/rider distraction. Nevertheless, 44 people were killed or seriously injured in 2023, in West Yorkshire, in collisions involving drivers/riders recorded as being distracted. It should be considered that it may be difficult for reporting officers to obtain evidence of driver distraction, and therefore these factors may be under-reported.

Table 25. Casualties killed or seriously injured in collisions for which driver/rider distraction is recorded as a contributory factor.

Contributory Factor recorded	KSI casualties						% increase in 2023 compared with average 2017-2019	Percentage increase 2022 to 2023
	Average 2017-19	2020	2021	2022	2023	Total		
508 – Driver using mobile phone	2	1	2	5	4	18	105%	-20.0%
509 – Distraction in vehicle	21	13	37	37	29	178	41%	-21.6%
510 – Distraction outside vehicle	8	5	6	3	11	49	36%	266.7%
508, 509 or 510	28	19	44	44	44	233	60%	0.0%
All collisions	1,138	862	1,202	1,413	1,450	8,342	27%	2.6%
Collisions with CF 508, 509 or 510 recorded, as a percentage of all collisions	2.4%	2.2%	3.7%	3.1%	3.0%	2.8%	-	-

7.6 Careless driving

Table 26 shows the trends in casualties killed and seriously injured in collisions for which the recorded Contributory Factors indicate that 'careless driving' has played a part, between 2017 and 2023. Each year, these casualties represent between 51 and 57% of all people killed and seriously injured in road traffic collisions in West Yorkshire. In terms of trends over time, KSI casualties relating to these contributory factors were markedly higher in 2022 and 2023 than the average for 2017-2019, and the proportion of KSI casualties attributable to these contributory factors has also increased. The increase is predominantly due to increases in collisions for which Contributory Factors 601 (aggressive driving) and 602 (careless, reckless or in a hurry) are recorded. The most frequently occurring contributory factor which is relevant to this element of the Fatal Five is 405 (failed to look properly), although this has contributed to fewer deaths and serious injuries in recent years than was the case in 2017-2019.

In summary, Contributory Factors indicating that 'careless driving' has contributed to a collision are recorded for the majority of serious and fatal road traffic collisions in West Yorkshire. The data suggests that careless and reckless driving may be contributing to a greater number (and proportion) of deaths and serious injuries over time.

Table 26. Casualties killed or seriously injured in collisions for which Contributory Factors relating to ‘Careless driving’ are recorded.

Contributory Factor recorded	KSI casualties						% increase in 2023 compared with average 2017-2019	Percentage increase 2022 to 2023
	Average 2017-19	2020	2021	2022	2023	Total		
301 – Disobeyed automatic traffic signal	20	21	16	26	25	149	24%	-3.8%
302 – Disobeyed Give Way or Stop sign or markings	15	19	28	36	30	158	96%	-16.7%
304 – Disobeyed pedestrian crossing facility	3	1	4	3	3	21	-2%	0.0%
305 – Illegal turn or direction of travel	6	3	7	16	6	50	2%	-62.5%
308 – Following too close	21	12	20	23	14	133	-34%	-39.1%
403 – Poor turn or manoeuvre	128	96	52	17	16	565	-88%	-5.9%
404 – Failed to signal or misleading signal	13	11	15	13	12	90	-7%	-7.7%
405 – Failed to look properly	364	288	298	342	304	2325	-17%	-11.1%
503 – Fatigue	10	5	15	12	4	67	-60%	-66.7%
601 – Aggressive driving	60	82	117	138	127	645	111%	-8.0%
602 – Careless, reckless or in a hurry	112	96	239	350	422	1442	278%	20.6%
Collisions with any of the above contributory factors	578	483	651	804	806	4478	39%	0.2%
All collisions	1138	862	1202	1413	1450	8342	27%	2.6%
Collisions with any of the above contributory factors recorded as a percentage of all collisions	51%	56%	54%	57%	56%	54%	-	-

7.7 Fatal Five summary

The analysis presented in section 7 demonstrates that the Fatal Five play a part in most fatal and serious injuries in road traffic collisions in West Yorkshire. Careless driving alone contributes to more than half of fatal and serious injuries, whilst excessive speed and failure to wear a seatbelt are each recorded for more than 10% of fatal and serious injuries over the period studied.

Whilst casualties of collisions to which drink or drugs have contributed represent a smaller proportion of deaths and serious injuries, it remains the case that 130 people were killed or seriously injured in collisions involving drink or drug driving in 2023.

The least commonly recorded element of the Fatal Five is “distraction”. Nevertheless, Contributory Factors indicating driver/rider distraction were recorded in relation to 44 deaths and serious injuries in collisions in West Yorkshire in 2023.

Section 8: Conclusions and recommendations

The road traffic collision data for West Yorkshire in 2023 presents a mixed picture of road safety trends. While there was a 2.6% increase in the number of individuals killed or seriously injured (KSI) in 2023 compared with 2022, the total number of casualties decreased by 4.6% over the same period. The number of fatalities dropped by 23% between 2022 and 2023. However, both KSI and all severity casualties were higher in 2023 than the average for 2017-2019. The number of child fatalities in 2023 reached the highest level since 2009.

Vulnerable road users, including pedestrians, cyclists, and motorcyclists, continued to represent a significant proportion of casualties, with a 2.3% increase in KSI figures amongst this group compared with 2022 (driven by an increase in motorcycle KSI).

The data highlights the persistent overrepresentation of male drivers and riders in collisions, particularly for fatal and serious collisions, and underscores the disproportionate involvement of younger adults in road traffic collisions.

Driver and rider behaviour remains a key factor in road safety, with the "Fatal Five" behaviours—speeding, not wearing a seatbelt, drink and drug driving, using a mobile phone, and careless driving—contributing substantially to serious and fatal collisions.

Overall, while some positive trends are evident in reducing overall casualties and fatalities, specific challenges persist in efforts to enhance road safety in West Yorkshire. It is intended that future annual reports will provide more detailed recommendations on appropriate actions in response to the data, but for the present report, the data would seem to justify focussing efforts in the following areas:

- Measures to address the behaviour of young male drivers;
- Within the Fatal 5, a focus on careless driving; and
- The emerging issues with standing scooters, electric bicycles and electric motorcycles.