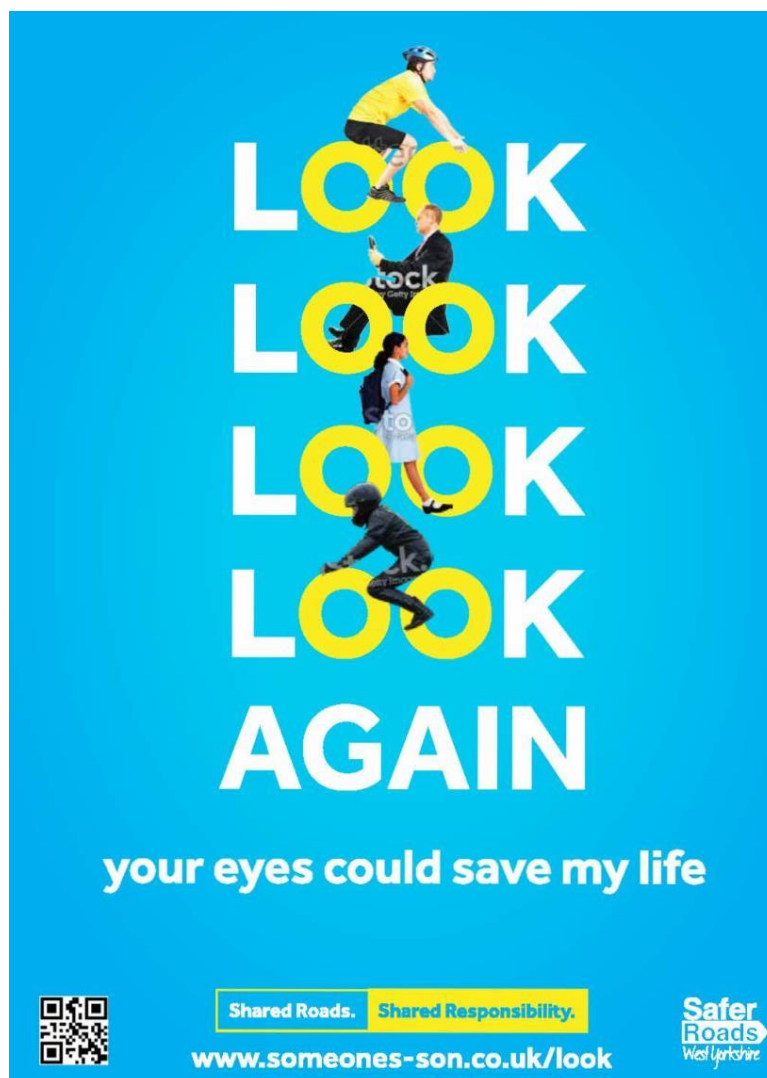


# REPORTED ROAD CASUALTIES WEST YORKSHIRE



## Main Results in 2017

Statistical Release: May 2018

## Contents

<b>Table of Figures</b>	3
<b>Table of Tables</b>	4
<b>Foreword</b>	5
<b>Definitions</b>	6
<b>Road traffic collision in West Yorkshire 2017: Headlines comments.</b>	9
<b>Section I: Reported Road Casualties in 2017: Key findings</b>	10
<b>Section II- Reported Road Collisions and Casualties</b>	15
<b>Traffic Level in West Yorkshire</b>	16
<b>Collisions on West Yorkshire Roads: Urban vs Rural roads.</b>	17
<b>CollisionS and roads classification (motorways vs others)</b>	19
<b>Distribution of collisions across the road networks</b>	20
Distribution of by type of road	20
<b>Location with highest number of personal Injury collisions</b>	21
The worst performing sites in West Yorkshire	21
The worst performing roads in West Yorkshire	22
<b>Contributory factors to reported road collisions in 2017</b>	25
<b>Reported Road Collisions Involving Speed</b>	28
<b>Reported Road Collisions Involving Alcohol</b>	30
<b>Reported Road Collisions Involving Criminal Activities</b>	32
<b>Section III: Reported Road Casualties by Road User Types</b>	34
<b>Child casualties in West Yorkshire</b>	35
<b>Pedestrian casualties in West Yorkshire</b>	38
<b>Pedal cyclist casualties in West Yorkshire</b>	42
<b>Powered two wheelers (PTW) casualties in West Yorkshire</b>	44
<b>Car occupant casualties in West Yorkshire</b>	46
<b>Other road user casualties in West Yorkshire</b>	48
Goods Vehicles Casualties	48
Public Service Vehicles (Bus or Coach) Casualties	49
<b>Section IV- Road Safety campaigns and initiatives</b>	50
<b>campaigns and initiatives of West Yorkshire Safer Roads Delivery Group</b>	51
<b>Section V: -CONCLUSIONS</b>	53
<b>Section VI: - WEST YORKSHIRE TABULATIONS</b>	54
<b>Contact Information</b>	55

## Table of Figures

Figure 1: Killed or Seriously Injuries (KSI) in West Yorkshire since 2005. ....	10
Figure 2-RTC casualties by road-user types, West Yorkshire 2017 .....	12
Figure 3: Traffic level in West Yorkshire.....	16
Figure 4. Number of collisions in 2017 for each type of road. ....	20
Figure 5. Number of casualties in 2017 for each type of road. ....	20
Figure 6. The motorways with the highest numbers of casualties and collisions in 2017.....	22
Figure 7. The A-roads with the highest numbers of casualties and collisions in 2017.....	22
Figure 8. The B-roads with the highest numbers of casualties and collisions in 2017.....	23
Figure 9. The C-roads and unclassified roads with the highest numbers of casualties and collisions in 2017. ....	23
Figure 10. Number of speed-related casualties in 2017 for each type of road.....	29
Figure 11- Road collisions involving criminal activities in West Yorkshire .....	33
Figure 12. All, pedestrians and KSI casualties by age groups.....	35
Figure 13- Road collision child casualties and target trajectory to 2026 - West Yorkshire.....	36
Figure 14: Causation factors related to pedestrian casualties by age groups. ....	39
Figure 15- Road collision pedestrian casualties and target trajectory to 2026 – West Yorkshire .....	40
Figure 16- Road collision cyclist casualties and target trajectory to 2026 West Yorkshire. ....	43
Figure 17- Road collision PTW casualties and target trajectory to 2026 – West Yorkshire.....	45
Figure 18- Road collision Car Occupant casualties and target trajectory to 2026 West Yorkshire.....	47

## Table of Tables

Table 1-Reported road traffic casualties by severity .....	13
Table 2-Reported road traffic casualties by severity .....	13
Table 3- West Yorkshire: Accidents, Casualties, road user group totals .....	14
Table 4: - All casualties per speed limit in West Yorkshire .....	18
Table 5:-All casualties per road class in West Yorkshire .....	19
Table 6: - Locations with highest number of collisions .....	21
Table 7. The roads with the most collisions in 2017, for each local authority.....	24
Table 8:- West Yorkshire 2017: Contributory factors and casualty severities .....	27
Table 9:- West Yorkshire 2017: Contributory factors and casualty severities (Driver/Rider error) .....	27
Table 10- Road collisions and casualties involving speed in West Yorkshire .....	28
Table 11- Reported drink and drive road traffic collisions and casualties.....	31
Table 12- Collisions involving alcohol: age of driver/rider and type of vehicles: 2013- 2017 .....	31
Table 13- Crime-related collisions and casualties: 2012- 2017 .....	33
Table 14- Children killed or seriously injured by road user type – West Yorkshire .....	36
Table 15- Child KSI casualties in West Yorkshire in the recent five years .....	37
Table 16- Pedestrian Killed or Seriously Injured – West Yorkshire.....	40
Table 17- Pedestrian KSI casualties in West Yorkshire in the recent five years .....	41
Table 18- Pedal cyclist KSI casualties in West Yorkshire in the recent five years .....	43
Table 19- Motorbike rider KSI casualties in West Yorkshire in the recent five years.....	45
Table 20- Car occupant KSI casualties in West Yorkshire in the recent five years .....	47
Table 21- Goods vehicle occupant casualties (all severities) in West Yorkshire in the recent five years .....	48
Table 22- PSV (all severities) casualties in West Yorkshire in the recent five years .....	49

## Foreword

*This publication presents statistics on personal-injury collisions and casualties in 2017 on public roads (including footways) in West Yorkshire that were recorded by the police. Figures are derived from the 'Stats 19' forms completed by the police officers who investigated the collisions. These forms compiled detailed data on individual personal-injury road collisions and cover the circumstances of the collision, the casualties and the vehicles involved. The resulting data are supplied to local authorities and to the Department for Transport.*

*Only collisions resulting in **injury** are enumerated; 'Damage only' crashes are not included. Incidents that are not reported to the police, or reported 30 days or more after they took place, are also excluded.*

*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.*

*Summary statistics are published quarterly. This document contains a more comprehensive narrative analysis of the current year (2017) and focuses only on the trends related to major road-user categories. For detailed statistical breakdown and statistical tables in specific formats please get in touch with us (see end for contact details).*

*This report is organised in seven sections:*

*1: West Yorkshire summary results in 2017*

*2: Characteristics of the collisions in the county; this provides some insights into the location, the road classes, and the main causation factors, including the effects of alcohol*

*3: Discusses the 2017 totals by road-user categories.*

*4. Road safety initiatives and campaigns undertaken to reduce the number of casualties during the year.*

*5: Conclusion and statistical tables for the county as a whole.*

*The assistance of the West Yorkshire Police is acknowledged in providing data on injury road collisions to the Accident Studies team on behalf of the five West Yorkshire Authorities. Special thanks to the Major Collision Enquiry Team and the Central Process Bureau in Bradford for their help in validating RTC record.*

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## Definitions

**Adults:** Persons aged 16 to 59 (except where otherwise stated).

**Agricultural vehicles:** Mainly comprises agricultural tractors (whether or not towing) but also includes mobile excavators and front dumpers.

**Built-up roads:** Collisions on 'built-up roads' are those that occur on roads with speed limits (ignoring temporary limits) of 40 mph or less. 'Non built-up roads' refer to speed limits over 40 mph. Motorway collisions are shown separately and are excluded from the totals for built-up and non-built-up roads.

**Buses and coaches:** Buses or coaches equipped to carry 17 or more passengers, regardless of use; also called public service vehicles (PSV).

**Cars:** Includes taxis, estate cars, three- and four-wheel cars and minibuses except where otherwise stated. Also includes motor caravans prior to 1999.

**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) in which at least one road vehicle or a vehicle in collision with a pedestrian is involved and which becomes known to the police within 30 days. One collision may give rise to several casualties. 'Damage-only' collisions are not included here.

**Darkness:** From half an hour after sunset to half an hour before sunrise, i.e. 'lighting-up time'.

**Daylight:** All times other than darkness.

**DfT:** Department for Transport

**Drivers:** Persons in control of vehicles other than pedal cycles, motorcycles and ridden animals (see riders). Other occupants of vehicles are 'passengers'.

**Elderly adults:** People aged 60 and above.

**Failed breath test:** Drivers or riders who were tested with a positive result, or who failed or refused to provide a specimen of breath (see note on Table RAS51002 in 'Notes to individual tables' for the coverage of breath test data).

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

**Goods vehicles:** These are divided into two groups according to vehicle weight. They include tankers, tractor units without their semi-trailers, trailers, articulated vehicles and pick-up trucks.

**Heavy goods vehicles (HGV):** Goods vehicles over 3.5 tonnes maximum permissible gross vehicle weight (gvw).

**Light goods vehicles:** Goods vehicles, mainly vans (including car derived vans), not over 3.5 tonnes maximum permissible gross vehicle weight.

**Injury collision:** A collision involving human injury or death.

**Killed:** Human casualties who sustained injuries that caused death less than 30 days after the accident; Confirmed suicides are excluded.

**KSI:** Killed or seriously injured.

**Motorcycles or power two wheeler (PTW):** Two-wheel motor vehicles, including mopeds, motor scooters and motor cycle combinations.

**Motorways:** Motorway and A (M) roads.

**Mobility scooter:** A powered wheelchair or scooter with a maximum unladen weight of 150 kg and a maximum speed of 8 mph.

**Other roads:** All B, C and unclassified roads, unless otherwise noted.

**Other vehicles:** Includes ambulances, fire engines, trams, refuse vehicles, road rollers, agricultural vehicles, excavators, mobile cranes, mobility scooters and motorised wheelchairs etc, except where otherwise stated. Also included are non-motorised vehicles, including those drawn by an animal, ridden horse, wheelchairs without a motor, street barrows etc, except where otherwise stated.

**Passengers:** Occupants of vehicles, other than the person in control (the driver or rider); Includes pillion passengers.

**Pedal cyclists:** Riders of pedal cycles, including any passengers.

**Pedestrians:** Includes children riding toy cycles on the footway, persons pushing bicycles, pushing or pulling other vehicles or operating pedestrian-controlled vehicles, those leading or herding animals, children in prams or buggies, and people who alight safely from vehicles and are subsequently injured.

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

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

**Serious injury:** An injury for which a person is detained in hospital as an in-patient, or any of the following injuries whether or not they are detained in hospital: fractures, concussion, internal injuries, crushings, burns (excluding friction burns), severe cuts, severe general shock requiring medical treatment and injuries causing death 30 or more days after the accident.

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

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

**Slight injury:** Eg sprain (including whiplash), bruise, cut, slight shock requiring roadside attention or other minor injury not judged to be severe. This definition includes injuries not requiring medical treatment.

**Taxi:** Any vehicle operating as a hackney carriage, regardless of construction, and bearing the appropriate district council or local authority hackney carriage plates. Also includes private hire cars.

**Users of a vehicle:** All occupants, i.e. driver (or rider) and passengers, including persons injured while boarding or alighting from the vehicle.

**Vehicles:** Vehicles (except taxis) are classified according to their structural type and not according to their employment or category of licence at the time of an accident.

**Built-up roads:** Accidents on 'built-up roads' are those that occur on roads with speed limits (ignoring temporary limits) of 40 mph or less.

**Non built-up roads** refer to speed limits over 40 mph.











A complete list of definition can be found from the DFT web site as noted below:

***<https://www.gov.uk/government/publications/road-accidents-and-safety-statistics-guidance>***



## Road traffic collision in West Yorkshire 2017: Headlines comments.

- All casualties fell 15% while reduction of those killed or seriously injured (KSI) is not impressive (-4%).
- All child casualties and KSI fell by 12% and 7% respectively; however, four children were killed this year against two in each of the previous two years.
- All pedestrian casualties fell 14% to 910, and serious injuries among pedestrian have increased by 2% to 253. More pedestrian fatalities recorded this year (19 in 2017 against 11 in 2016) accounts for the increase of the overall KSI.
- Cyclist casualties of all severities fell this year, after the increase of 2016. No cyclists were fatally injured in the county, but the overall KSI reduction is not impressive.
- Nine motorbike riders were killed in 2017, three more than last year, but overall casualties and KSI fell slightly in 2017.
- The reduced number of car occupant casualties in 2017 has consolidated the long-term downward trend; however the number of KSI has fluctuated quite a lot in the past five years.

West Yorkshire KSI in 2017			
		% share	
	-12.6%	32%	271
		% share	
	2.4%	30%	253
		% share	
	-3.9%	20%	171
		% share	
	-1.6%	14%	120
<b>Other</b>		% share	
	16.1%	4%	36
<b>ALL KSI</b>			851
	-4.2%		

- *The number of KSI (851) continues to fall in the county and this year is the lowest total ever reported. However, the 2017 total is well above the target point (759) along the ideal trajectory towards the 2026 KSI target (542).*
- *In 2017, fewer casualties of all severities were recorded on West Yorkshire's roads; this year's total consolidates the reduction of 2016 and overturns the increase of the three years prior to 2016. This is attributed to all the road user categories and reflected across the five districts.*
- *The vulnerable road user (VRU) group comprising pedestrian (30%), cyclist (14%) and motorbike rider (20%), aggregates the highest share of high severity casualties (64% in 2017). KSI in that group have not reduced a great deal (only 3% to 541) especially among pedestrians and cyclists.*
- *Unfortunately, the large majority of serious road collisions are due to human error, with not looking properly, badly judging other road users' speeds and poor manoeuvring being the most common causes.*
- *Road casualties fluctuate quite considerably on a yearly basis at district and county level and it is essential therefore to focus on long-term trends and encouraging safe and considerate road use by all.*
- *Investment in road safety awareness campaigns, particularly those that raise the awareness of motor vehicle drivers about vulnerable road users such as cyclists, pedestrians, motorcyclists, children and the elderly, needs to continue.*

## Section I: Reported Road Casualties in 2017: Key findings

### *The total number of road collisions*

In 2017, the number of road collisions that resulted in a road user injury being reported to the police fell by 601 (-12%) to 4,370. Collisions that caused fatal and serious injuries, though, went down by only 2% to 781. The number of collisions resulting in the death of at least one road user increased by 11% from 35 to 39; those that caused serious injuries fell by only 2% to 742, while collisions resulting in slight injuries fell 14% to 3,592.

### *The number of people killed*

The number of road deaths increased by 16% from 37 (2016) to 43 this year. This is a setback, as road fatalities have been decreasing since 2014. It is worth noting however that five car occupants (including three children) were killed in a single vehicle collision in Leeds. Among the road deaths were 19 pedestrians, 15 car occupants (nine drivers and six passengers), and nine motorbike riders.

### *The number of people killed or seriously injured*

The number of road users seriously injured (808) fell 5% from last year (851), contributing to an overall reduction (4%) in the number of killed or seriously injured (KSI) road users. Overall, the slight increase of the total road deaths, combined with fewer serious injuries has resulted to a slight overall KSI reduction (down by 4%). In 2017, KSI totalled 851 and comprises car occupants (32%), pedestrians (30%), PTW riders (20%) and cyclists (14%). Similar distribution was reported on the 888 KSI total of 2016.

The rate of decline in KSI has slowed down in recent years and practically levelled off between 2010 and 2012. The reduction in 2013 briefly maintained the county in line with the desired trajectory towards the 2026 target; however, the KSI totals of 2014 and 2015 have reinforced the flat trend of the last five years. The slight reduction in 2016 and 2017 has not had an impact on that trend, and the county remains above the desired 2026 target trajectory. A reduction of 36% from this year is needed to meet the target (table 1).

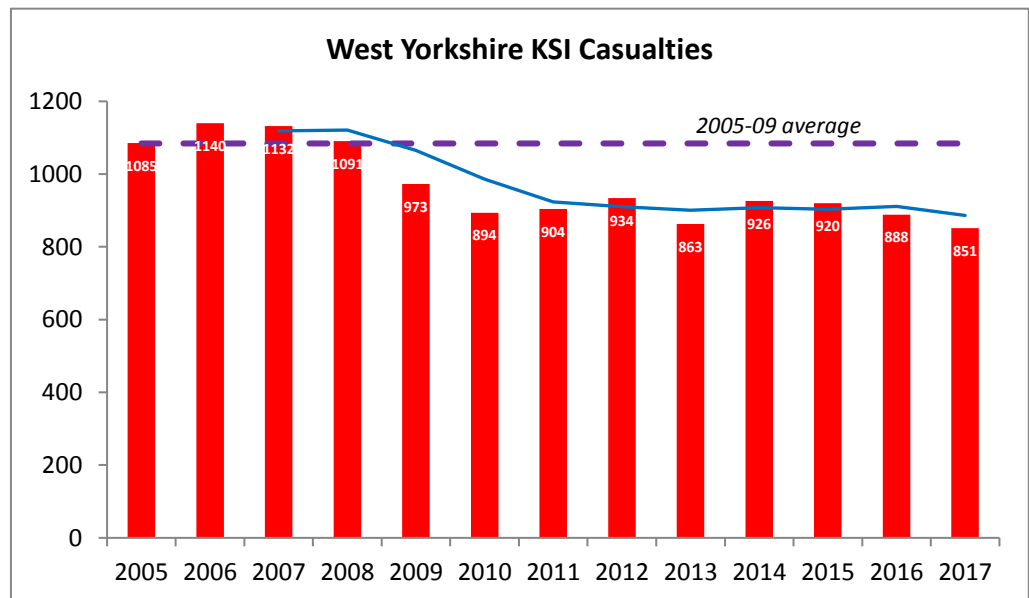


Figure 1: Killed or Seriously Injuries (KSI) in West Yorkshire since 2005.

### ***All road traffic collision casualties (all severities)***

In 2017, the total number of road traffic collision casualties (5,803) decreased by 15% from last year (6,799), contributing to a positive comparison against the baseline (42% below) and against the average of the last three years (17% below). In 2017, road casualties comprise car occupants (61%), pedestrians (16%), cyclists (10%) and PTW riders (7%). In the five years prior to 2016, the total number of road casualties hasn't changed that much with a fairly flat trend. The reduction recorded in 2016 and 2017 has consolidated the overall downward trend.

### ***Child casualties (all severities)***

There were 694 children injured in 2017, the lowest ever total and a 12% reduction over last year (792). Child casualties fell for the second consecutive years after increasing consistently between 2013 and 2015.

This year, four children (three car passengers in a single collision and one pedestrian), were killed in a road traffic collision in the county. Last year, two children (both pedestrians) were fatally injured; in the most recent five years (2013-2017), a total of 12 children were killed on the county's roads; and in the last decade (2008-2017), there were 36 in total. Three-quarters were killed in collisions between 2008 and 2011.

Child KSI numbers have also reduced for the second year in row; down 7% from 121 (2016) to 113. Pedestrian casualties, which form 65% of all child KSI, have not changed a great deal in 2017 (down by only five from 78 to 73).

### ***Pedestrian casualties (all severities)***

All **pedestrian** casualties have reduced in the county by 14% from 1,059 to 910 in 2017. Fewer casualties among adults (down 17% from 733 to 611) and children (down 8% from 326 to 299) have contributed to the overall reduction.

There were more deaths among pedestrians in 2017 (19) compared to last year (11). Nearly all (18) were adults, and five of those were elderly people aged over 60. Only one of the pedestrians killed was a child (in 2016 it was two). Serious injuries among pedestrians remain unchanged in the last two years (234); the increase in the number of deaths has contributed to the overall pedestrians KSI, which has risen slightly by 2% from 247 to 253.

### ***Cyclist casualties (all severities)***

For the first time since 2014, no cyclists died in 2017 in West Yorkshire. (Six cyclists were killed in 2016 and two in 2015). Serious injuries have not, however, changed much in the last five years, with cyclist KSI falling from last year by just two to 120. Fewer serious injuries were recorded among children while, serious injuries among adult cyclists remained unchanged (102 in both 2016 and 2017).

The number of cyclist casualties of all severities has fallen this year after a slight increase in 2016. The 2017 total, however, remains well above the baseline for both all severities and KSI and slightly below the average of the last three years.

### ***Motorbike rider casualties (all severities)***

After a slight increase in 2015, the number of motorbike riders injured in 2017 (437) has fallen to its lowest level since records began. This year's total is 33% below the baseline (which is 653) and 19% below the average of the last three years (537.3).

Nine riders were killed in 2017 (six were killed in 2016), but overall KSI (171) fell by 4% to the lowest level since 2010 (144).

### ***Car occupant casualties (all severities)***

Car occupant casualties, which represent 61% of all casualties in the county, have fallen 15% from 4,195 in 2016 to 3,553 in 2017; this result has consolidated the long-term downward trend.

The number of car occupant deaths fell significantly (by 56%) from 32 in 2014 to 14 in 2015; it remained unchanged in 2016 before increasing slightly in 2017 to 15. One single collision claimed the life of five people, including three children, in Leeds.

In the last five years, the number of car occupant KSI has varied considerably; the decrease of this year follows the increase of last year, however, the overall long-term trend remains downward.

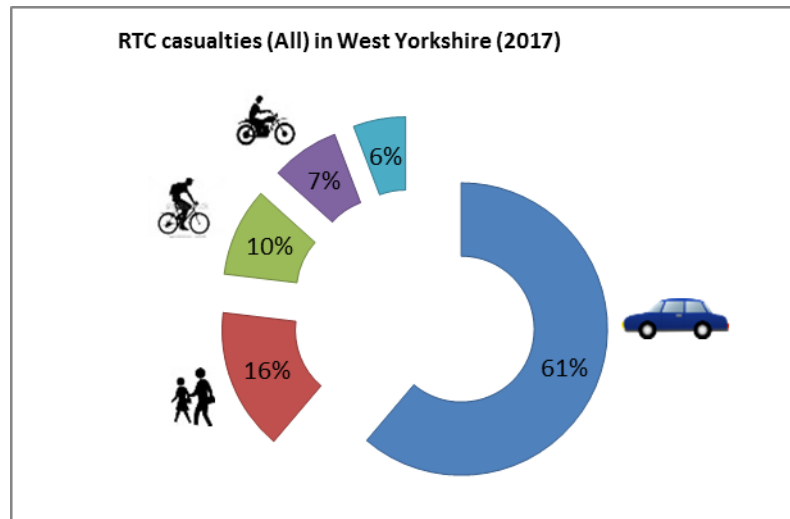


Figure 2-RTC casualties by road-user types, West Yorkshire 2017

Table 1 below provides the breakdown of KSI by road-user groups in recent years. The 2017 results are compared to the baseline (2005~09 average) and against the average of the recent three years. The table also shows how these results stack up against the 2026 target.

Despite the increase in all casualties, the number of fatalities in 2017 remains well below the average of the last three years. The KSI reduction among children and other major road-user groups is also noted.

## Reported Road Casualties West Yorkshire: Annual Report 2017

West Yorkshire	Baseline* (avg 05~09)	2014	2015	2016	Prev 3yrs avg	2017	2017 vs prev 3yrs avg		2017 vs baseline		Target by 2026*	Reduction required from the current year
Fatal	94	58	48	37	48	43	-9.8%	↓	-54%	↓	47	Target Hit
Serious	990	867	872	849	863	808	-6.3%	↓	-18%	↓	495	-39%
Slight	6076	6013	6304	5911	6076	4952	-18.5%	↓	-18%	↓		
Total	6986	6938	7224	6797	6986	5803	-16.9%	↓	-17%	↓		
KSI	1084	925	920	886	910	851	-6.5%	↓	-22%	↓	542	-36%
Child KSI	152	103	134	120	119	113	-5.0%	↓	-25%	↓	76	-33%
Pedestrian KSI	326	279	278	246	268	253	-5.5%	↓	-22%	↓	163	-36%
Cyclist KSI	88	128	126	121	125	120	-4.0%	↓	37%	↑	44	-64%
PTW KSI	207	184	179	182	182	171	-5.9%	↓	-17%	↓	104	-39%
Car Occ KSI	421	301	276	310	296	271	-8%	↓	-35.6%	↓	211	-22%
Other KSI	43	33	61	27	40	36	-11%	↓	-15.7%	↓	21	-41%

\* Reduction in KSI casualties by 50% over 2005-09 average

Table 1-Reported road traffic casualties by severity

Table 2 below provides the breakdown of KSI and all severities by district since 2011 and compares the position of each district and the county against the baseline (2005~09 average) and the average of the most recent three years. Overall, good progress can be noted in the five districts when this year's total is compared against last year's, the average of the recent three years and the baseline. When KSI is considered, the pattern is quite similar, with good progress across four out of five districts. KSI in Bradford has increased in 2017 after the slight reduction of last year.

Local Authorities	Severities	All Casualties (January-December)											Road to target*		
		2005~09 avg	2012	2013	2014	2015	2016	2017	Trend pattern 2012-2017	2017 vs last year	2017 vs Baseline	2017 vs Avg of last 3 years	TP 2017	TP 2026	Reduc. Req
Bradford	KSI	248	221	190	205	188	178	192		7.9% ↑	-22.6% ↓	190 0.9% ↑	179	124	-35.4%
	All severities	2499	1,966	1,672	1,752	1,685	1,611	1,367		-15.1% ↓	-45.3% ↓	1,683 -18.8% ↓			
Calderdale	KSI	111.8	96	90	99	92	78	63		-19.2% ↓	-43.6% ↓	90 -29.7% ↓	76	56	-11.1%
	All severities	875.2	616	566	623	556	555	450		-18.9% ↓	-48.6% ↓	578 -22.1% ↓			
Kirklees	KSI	200.4	151	139	168	159	152	149		-2.0% ↓	-25.6% ↓	160 -6.7% ↓	136	100	-32.9%
	All severities	1870.6	1,456	1,215	1,107	1,333	1,127	970		-13.9% ↓	-48.1% ↓	1,189 -18.4% ↓			
Leeds	KSI	356.6	303	294	334	338	333	324		-2.7% ↓	-9.1% ↓	335 -3.3% ↓	250	178	-45.1%
	All severities	3,440	2,748	2,433	2,534	2,664	2,551	2,203		-13.6% ↓	-36.0% ↓	2,583 -14.7% ↓			
Wakefield	KSI	167.4	163	150	120	143	147	123		-16.3% ↓	-26.5% ↓	137 -10.0% ↓	118	84	-31.7%
	All severities	1322.8	1061	913	924	985	955	813		-14.9% ↓	-38.5% ↓	955 -14.8% ↓			
West Yorkshire	KSI	1084.2	934	863	926	920	888	851		-4.2% ↓	-21.5% ↓	911 -6.6% ↓	759	542	-36.3%
	All severities	10008	7,847	6,799	6,940	7,223	6,799	5,803		-14.6% ↓	-42.0% ↓	6,987 -16.9% ↓			

\* Road to target- Reduc. Req.: reduction required from the current year to meet the 2026 target

Table 2-Reported road traffic casualties by severity

Table 3 below lists the total number of collisions and casualties as well as the position for each road-user group for the current and the previous five years. The current year results are now below the average of the most recent five years for all categories of road users. This confirms the general downward trend of the road traffic casualties in the county in recent years.

<b>Collisions</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>Average</b>	<b>2017</b>
<b>Fatal</b>	45	52	53	43	35	<b>46</b>	39
<b>Serious</b>	818	714	793	782	758	<b>773</b>	742
<b>Slight</b>	4552	4101	4197	4461	4176	<b>4297</b>	3590
<b>Total</b>	5415	4867	5043	5286	4969	<b>5116</b>	4371
<b>Casualties</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>Average</b>	<b>2017</b>
<b>Fatal</b>	49	55	58	48	37	<b>49</b>	43
<b>Serious</b>	885	808	867	872	849	<b>856</b>	808
<b>Slight</b>	6913	5941	6013	6304	5911	<b>6216</b>	4952
<b>Total</b>	7847	6804	6938	7224	6797	<b>7122</b>	5803
<b>Road User Group Casualties</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>Average</b>	<b>2017</b>
Pedestrian	1136	975	1074	1175	1058	<b>1084</b>	910
Pedal Cyclist	596	635	682	628	636	<b>635</b>	567
PTW Rider + Pillion	559	558	552	560	506	<b>547</b>	437
Car Driver	3117	2691	2545	2785	2624	<b>2752</b>	2288
Car Passenger	1825	1493	1629	1567	1571	<b>1617</b>	1265
Goods occupant	201	142	191	201	189	<b>185</b>	128
Bus occupant	356	277	230	252	181	<b>259</b>	182
Other	57	33	35	56	32	<b>43</b>	26
<b>Total</b>	<b>7,847</b>	<b>6,804</b>	<b>6,938</b>	<b>7,224</b>	<b>6,797</b>	<b>7122</b>	<b>5,803</b>

Table 3- West Yorkshire: Accidents, Casualties, road user group totals



## Section II- Reported Road Collisions and Casualties



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## TRAFFIC LEVEL IN WEST YORKSHIRE

The more vehicles there are on the roads, the more collisions with other road-users are likely to occur (DfT: RRCGB 2014 report), though the correlation is complex. The increase in collisions and casualties in West Yorkshire could therefore be linked to the increase in traffic volume in the county, and so it is important to report and analyse road traffic collisions and casualties in the context of the level of traffic on the road network.

Before the economic downturn and recession in 2007, overall traffic levels had risen in West Yorkshire almost every year since 1993. Between 2007 and 2010, traffic levels fell 5% to 152.4 million vehicle kilometres. Since 2010, the level of traffic has increased every year to its highest level ever in 2016 with 165.5 million vehicles kilometres. The 2017 official release of the traffic level is not available yet, and so the figures as shown in the graph below are estimates.

In 2017, the estimated traffic volume in West Yorkshire is 177 million vehicle kilometres, up by 7% from last year. The level of traffic in the country is reported by the DfT to have increased by only 2.2%.

Road traffic levels are affected by a wide range of factors including population levels, personal travel choices, the demand for goods and services and the overall reduction in fuel cost; the recent increase could be associated with all those factors.

Over the last 15 years, traffic has increased at varying rates across various vehicle types and across the five districts.

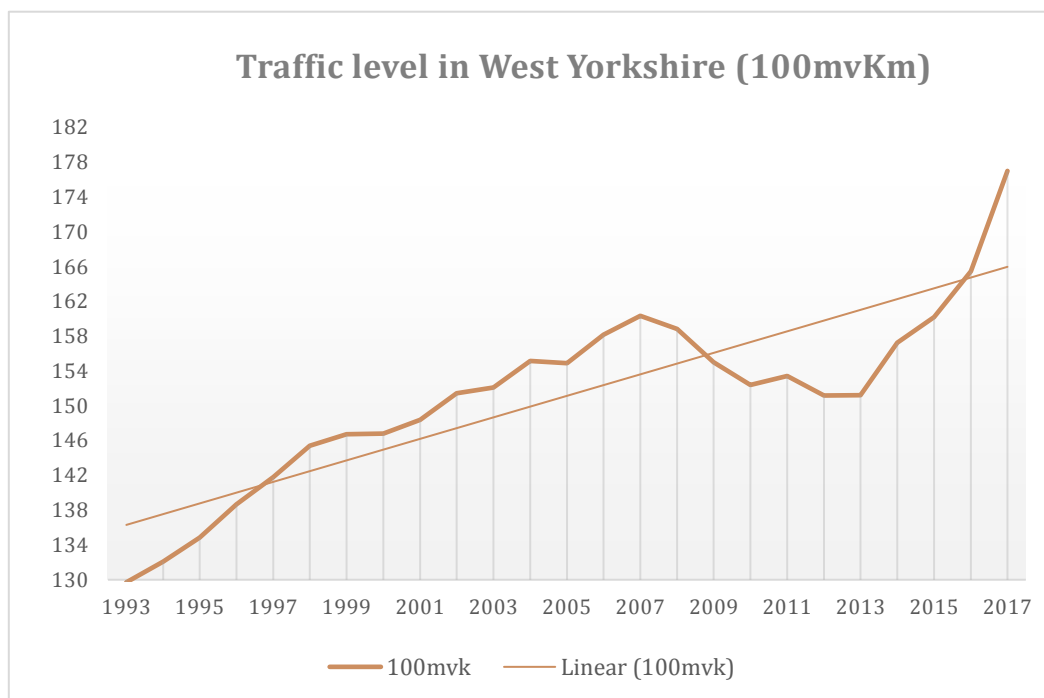


Figure 3: Traffic level in West Yorkshire



## **COLLISIONS ON WEST YORKSHIRE ROADS: URBAN VS RURAL ROADS.**

Collisions on built-up roads or urban roads are those that occur on roads with speed limits (ignoring temporary limits) of 40 mph or less; collisions on rural or non-built-up roads refer to those that occur on roads with speed limits over 40 mph.

In West Yorkshire, most collisions and the casualties happened on built-up roads. Over three-quarters (88%) of total collisions recorded in 2016 were on built-up roads, a proportion that remains unchanged in 2017. Casualty numbers reflect this closely: 86% of all casualties in 2016 and 2017 were reported from built-up roads.

The collisions on built-up roads fell 12% from 4,380 in 2016 to 3,847 this year; most (3,219) happened on roads limited to 30mph, and only 10% (449) on 40mph roads.

Collisions on roads limited to 20mph have gone up by 13% from 158 in 2016 to 179 in 2017.

34 road users were fatally injured in collisions recorded in built-up roads, a slight increase from the 27 deaths of 2016. Overall KSI (741) on built-up roads fell 3% from last year (766). Road traffic casualties in built-up areas have fallen by 15% from 5,867 to 4,981.

That overall reduction masks the increase recorded on roads limited to 20 mph. In 2017, a total of 218 road users sustained injuries on roads limited to 20 mph, a 21% increase on last year (180). This increase can be explained by the safety issues on urban areas and town centres in general, where various categories of roads users (car occupants, cyclists, motor bike riders, pedestrians and, in some cases, goods vehicles) occupy the same space, creating problems for those who are the most vulnerable. The aim of shared spaces – which are largely represented in urban areas – is for the harmonious and safe movement of people and goods; measures to improve facilities for vulnerable road users are essential for the general safety of all road users.

There were fewer collisions on rural roads (over 50mph) than on urban roads. Overall, fewer collisions (12%) were recorded on over 40mph roads in 2017 (527) compared to last year (591) and over half (52%) of the collisions were recorded on motorways (70mph).

Nine road users were killed on rural roads in 2017. A further 101 sustained serious injuries. On rural roads, KSI fell by only 12 (10%) from 122 last year to 110 in 2017. In West Yorkshire, 40% of all KSI were recorded on roads limited to 60mph, while over half (52%) of all casualties were recorded on roads limited to 70mph.

In 2017, *'Failed to look properly'*, and *'Failed to judge other person's path/speed'* were noted as the main cause for 53% of all collisions on rural roads. *'Lost control'*, *'Travelling too fast for condition'* and *'Following too close'* account for 32% of all collisions. These factors are often related to speed; speed-related treatments as well as other solutions may improve road safety on rural roads.

Table 4 below highlights the collisions and casualties totals by road speed limit in 2016 and 2017. A large proportion of casualties are from collisions recorded on built-up roads with speed limited to

30mph. More collisions were recorded on roads limited to 20mph on built-up roads in 2017 compared to last year, while more serious injuries were recorded on rural roads limited to 50mph.

	Speed Limit	2016			2017			2017 vs 2016		
		KSI	All	% of KSI	KSI	All	% of KSI	KSI	All Cas.	All Coll.
Built-up Roads (Urban)	20	44	180	5.0%	33	218	3.9%	-25.0% ↓	21.1% ↑	13.3%
	30	621	4964	69.9%	614	4129	72.2%	-1.1% ↓	-16.8% ↓	-13.7%
	40	101	723	11.4%	94	635	11.0%	-6.9% ↓	-12.2% ↓	-8.9%
Non Built-up Roads (rural)	50	19	185	2.1%	25	160	2.9%	31.6% ↑	-13.5% ↓	-9.3%
	60	56	260	6.3%	44	233	5.2%	-21.4% ↓	-10.4% ↓	-9.9%
	70	47	487	5.3%	41	428	4.8%	-12.8% ↓	-12.1% ↓	-11.9%
Total		888	6799		851	5803		-4.2% ↓	-14.6% ↓	-12.0%

Table 4: - All casualties per speed limit in West Yorkshire

## COLLISIONS AND ROADS CLASSIFICATION (MOTORWAYS VS OTHERS)

As in previous years, the large majority of casualties were recorded on unclassified roads. A detailed analysis (of the number of casualties by road classification) reveals a slight increase in the proportion of casualties on unclassified roads; this is half (50.2%) of all casualties in 2017 (48% in 2016). In comparison, the proportion of casualties on A- Roads has fallen slightly to 35% (37% last year) while the motorway network has aggregated the same proportion of casualties as last year (8%).

That distribution is quite similar when KSI are considered.

Two road users were killed on the West Yorkshire motorway network this year (it was one in 2016, none in 2015 and four in 2014). The number of serious injuries fell by nine to 40 this year. Overall, only 8% (445) of all casualties were recorded on motorways in the county, and 9% of those were of high severity.

This year, a total of 2,024 (35%) casualties was recorded on the county's A-Roads, including 20 deaths (the highest across all road classes), and 276 serious injuries. Overall, 46% of all KSI in West Yorkshire were recorded on A-class roads and 15% of all collisions on A-Roads were of high severity. These results can be explained by the total length of A-Roads and the amount of traffic carried by the A-roads in the county.

The number of casualties recorded on B and C roads fell slightly by 15% from 499 in 2016 to 422 in 2017. A total of 82 (19%) were of high severity (KSI), and 340 were slight.

Five pedestrians were killed on unclassified roads, and a further 156 sustained serious injuries. Overall, 698 (77%) pedestrians were injured on unclassified roads while 207 (23%) sustained their injuries on A-roads and 47 (5%) were injured on B-roads. This year, three pedestrians were injured on the motorway network – one fatally, two slightly injured. The fatal collision involved a goods vehicle that collided with a pedestrian near an exit slip road from the M1.

The table below summarises the number of casualties per road class and the respective severity ratio.

Road Class	Severity of Casualty			Total	% of total	Severity ratio
	Fatal	Serious	Slight			
Motorway	2	40	403	445	7.7%	9.4%
A	20	276	1,728	2,024	34.9%	14.6%
B & C	8	74	340	422	7.3%	19.4%
Unclassified	13	418	2,480	2,911	50.2%	14.8%
<b>Total</b>	<b>43</b>	<b>808</b>	<b>4951</b>	<b>5802</b>		<b>14.7%</b>

Table 5:-All casualties per road class in West Yorkshire

## DISTRIBUTION OF COLLISIONS ACROSS THE ROAD NETWORKS

### Distribution of by type of road

The total numbers of collisions and casualties, respectively, on each type of road (from ITN network) for the year 2017 were analysed and the outputs are shown in the figures below. The 'Other' class of road, includes C and unclassified roads. The results show that the vast majority of collisions occur on A-roads, C-roads and unclassified roads. Casualty numbers reflect these.

Figure 4 and Figure 5 below also show the number of collisions and casualties on each type of road on a per kilometre basis. Information about the total lengths of the different types of road within West Yorkshire was obtained from the National Statistics<sup>1</sup>.

The figures show that collisions and casualties occur more frequently on A-roads and motorways than on B-roads, C-roads and unclassified roads

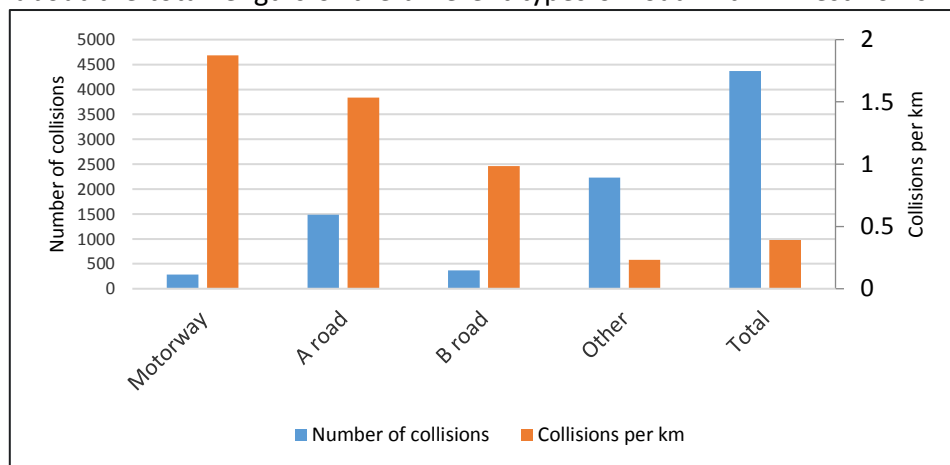


Figure 4. Number of collisions in 2017 for each type of road.

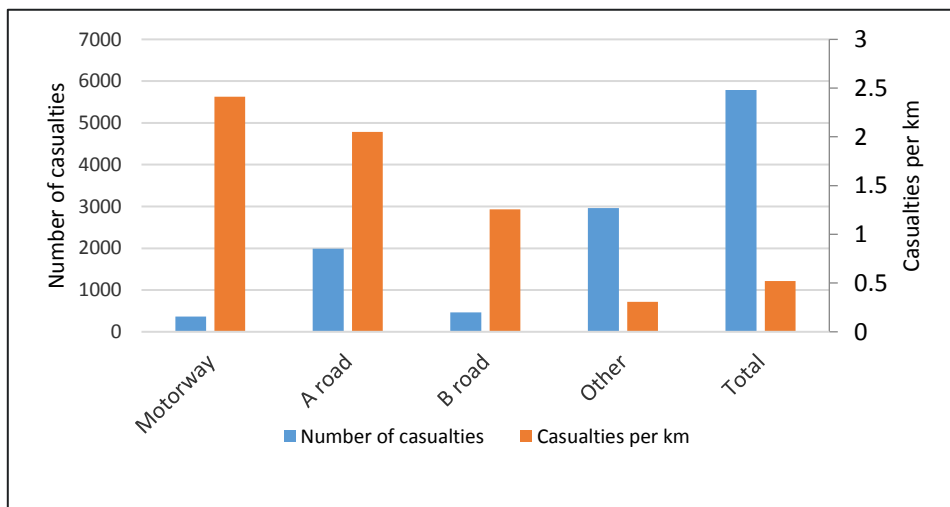


Figure 5. Number of casualties in 2017 for each type of road.

<sup>1</sup> National Statistics, 2016. Road lengths in Great Britain: 2016. Available at: <https://www.gov.uk/government/statistics/road-lengths-in-great-britain-2016>.

## LOCATION WITH HIGHEST NUMBER OF PERSONAL INJURY COLLISIONS

### The worst performing sites in West Yorkshire

Table 6 below identifies two sites within each of the five districts of West Yorkshire that have recorded the highest number of collisions in the last five years (2013 to 2017). The table also contains a synopsis, for each location, of the present situation and provides recommendations on possible future actions to reduce the overall number of collisions and casualties in the site.

The information in the table below was compiled from a more detailed report 'Sites for Concern' published every year and available for four out of five districts of West Yorkshire; Kirklees district has its own publication.

The number of collisions in each of the sites from 2013 to 2017 is shown in the table below. Between 2013 and 2017, the sites with the highest number of collisions are in Leeds. A total of 45 collisions (including nine in 2017 alone) were recorded in the vicinity of the A58 Gelderd Road junction with A647 Canal Street (Armley Gyratory); while a total of 30 collisions (including 10 in 2017) occurred in the vicinity of A6120 Ring Road (Weetwood) junction with A660 Otley Road.

The summary of the main collision types, detailed in the table below, reveals the collision types that are usually related to driver /rider injudicious actions such as signal violation, right turn conflicts, as well as inattention including nose to tail collisions, entering versus circulating conflicts and failure to give way.

DISTRICT	LOCATION	Collision Total		Summary of main collision types	Current Recommendations
		2013 - 2017	2017		
BRADFORD	A647 Leeds Road jw A650 Shipley Airedale Road	25	9	Nose to tail collisions; Signal violations	Monitoring only
	A641 Manchester Road jw A6177 Smiddles Lane	22	4	Signal violations; various.	Monitoring only
CALDERDALE	M62 jw A644 Wakefield Road	19	3	Nose to tail collisions; lane change events	None, as current accident levels are moderate
	A58 Aachen Way jw A646 Skircoat Moor Road	12	4	Red light violation; Nose to tail collisions; right turn conflicts	WYTF scheme being considered
KIRKLEES	A629 Wakefield Road / St Andrew's Road, Huddersfield	16	3	Right turn across traffic approaching from St Andrews Rd	Possible red light violation camera (other works already implemented)
	King's Bridge Road / Damside Road Huddersfield St Peter's St, Huddersfield	12	5	Right turns across opposing traffic	Assess drainage and condition of c/way surface (other works already implemented)
LEEDS	A58 Gelderd Road jw A647 Canal Street (Armley Gyratory)	45	9	Nose to tail collisions; lane change collisions	Possibility (long term) of junction re-configuration
	A6120 Ring Road (Weetwood) jw A660 Otley Road	30	10	Entering versus circulating conflicts; nose to tail collisions	To be signalised
WAKEFIELD	A639 Jubilee Way / Mill Hill Road jw A645 Southgate / Wakefield Road	24	3	Entering versus circulating conflicts	Recently re-designed
	A636 Denby Dale Road jw A638 Ings Road	20	6	Entering versus circulating conflicts; nose to tail collisions; pedestrian injury	Part of City Centre Ings Road Phase II proposal

Table 6: - Locations with highest number of collisions

## The worst performing roads in West Yorkshire

Figure 6 to 9 below show the roads with the highest numbers of collisions and casualties in 2017, for the different types of roads. Note that, for this analysis, sections of a given A or B road with a different street name are considered separately. For example, with reference to figure 7 below, the section of the A62 named Leeds Road is listed separately from the section named Gelderd Road. The figures also show the relevant local authority (or authorities).

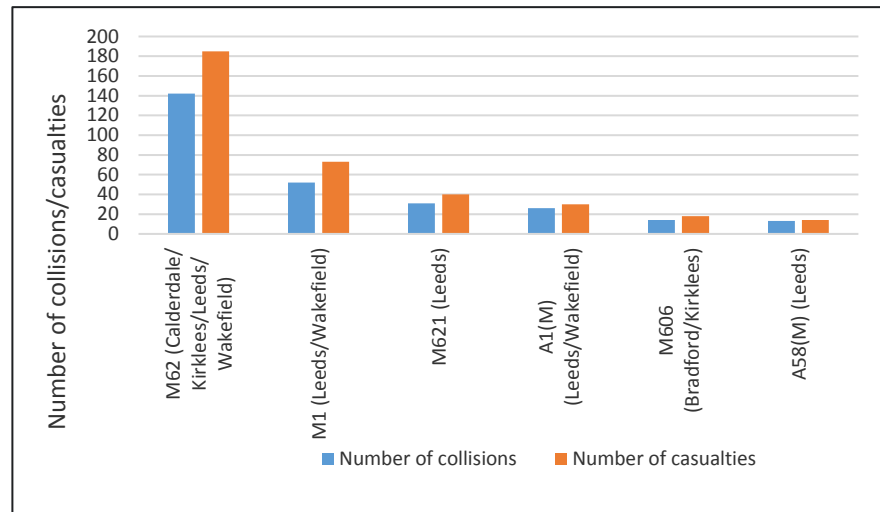


Figure 6. The motorways with the highest numbers of casualties and collisions in 2017.

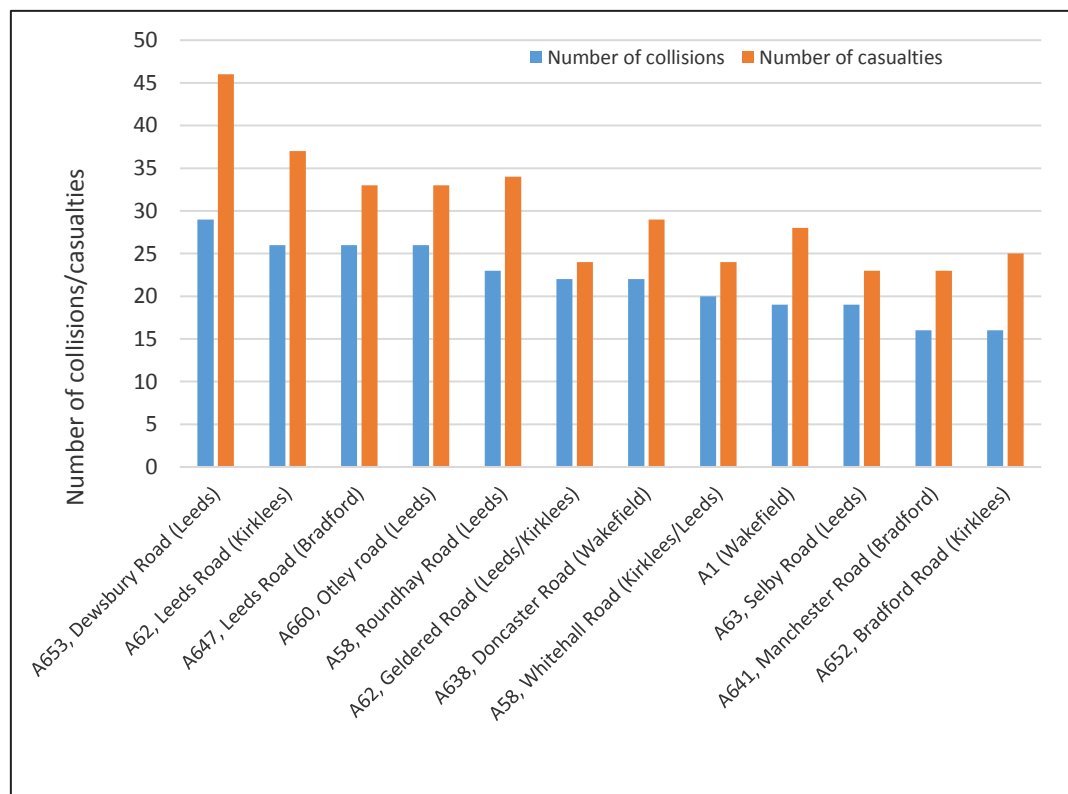


Figure 7. The A-roads with the highest numbers of casualties and collisions in 2017.

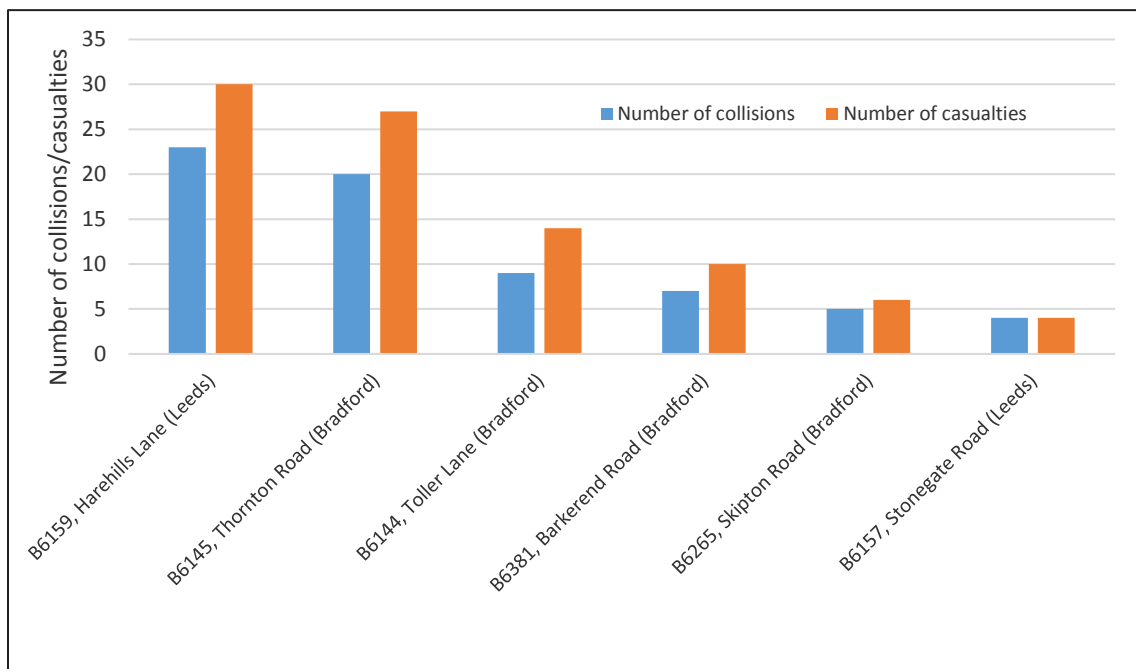


Figure 8. The B-roads with the highest numbers of casualties and collisions in 2017.

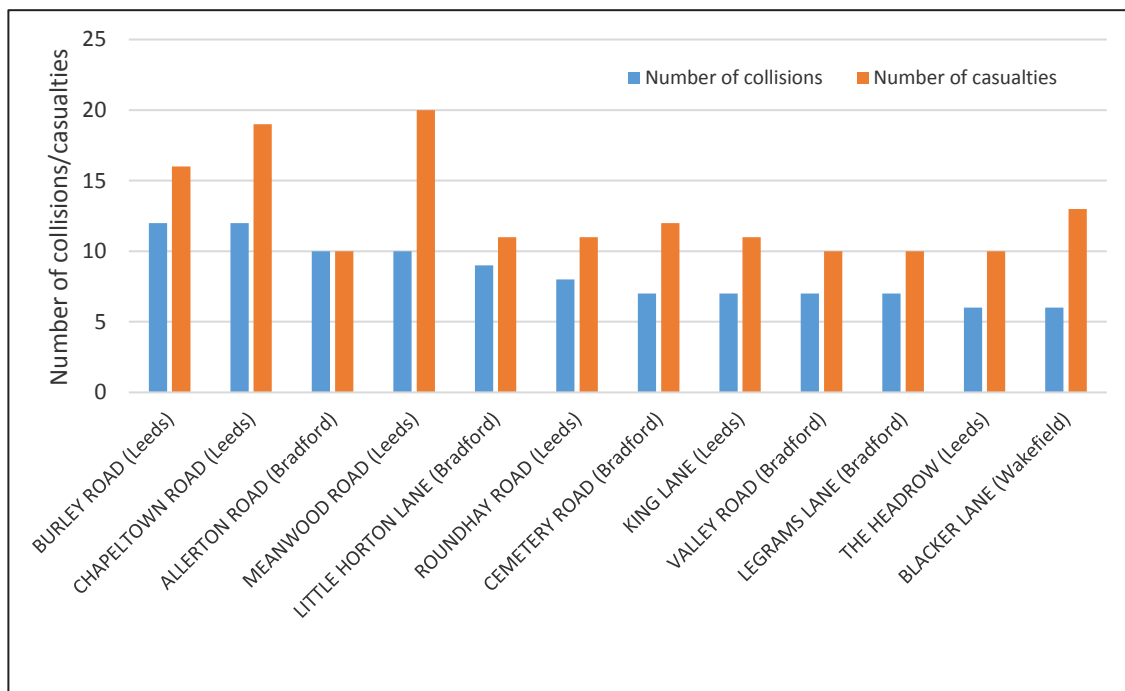


Figure 9. The C-roads and unclassified roads with the highest numbers of casualties and collisions in 2017.

The table below lists the top five roads by district with the highest number of collisions in 2017. This is just indicative; this does not necessarily mean that these roads are the most dangerous, since road length, traffic levels, weather conditions, driver behaviour and visibility – along with many other factors – are also relevant to any attempt to classify roads for road safety considerations.

Local authority	Road	Number of collisions	Number of casualties
Bradford	Leeds Road, A647	26	33
	Thornton Road, B6145	20	27
	Manchester Road, A641	16	23
	Shipley Airedale Road, A650	14	18
	Rooley Lane, A6177	12	17
Calderdale	M62	31	39
	Burnley Road, A646	14	18
	Bradford Road, A641	9	12
	Rochdale Road, A58	6	7
	Wakefield Road, A644	5	7
Kirklees	M62	53	68
	Leeds Road, A62	26	37
	Bradford Road, A652	16	25
	Penistone Road, A629	15	23
	Wakefield Road, A629	11	19
Leeds	M62	40	52
	M1	32	43
	M621	30	39
	A653, Dewsbury Road	29	46
	A660, Otley Road	26	33
Wakefield	Doncaster Road, A638	22	29
	M1	20	30
	A1	19	28
	M62	17	24
	Barnsley Road, A61	9	10

Table 7. The roads with the most collisions in 2017, for each local authority.



## CONTRIBUTORY FACTORS TO REPORTED ROAD COLLISIONS IN 2017

Since 2005, collision records have included additional details on contributory factors, which are designed to provide more information into why and how road traffic collisions occur and to assist in investigating measures aimed at preventing those collisions. A total of 77 categories of contributory factors are available. These provide information on the factors which that the police officer attending the incident considers may have contributed to the cause of the collision.

This chapter will focus essentially on the major groups of factors including Road Environment, Vehicle Defects, Injudicious Action, Driver/Rider Error, Impairment or Distraction, Behaviour or Inexperience, Vision Affected, Pedestrian specific factors; Special codes.

### ***Drive/rider error or reaction***

Since 2005, one factor is more frequently cited as the cause of the collision: '**Driver/rider error or reaction**' in 2017 this was once again the cause of the large majority of collisions. Out of the 5,803 casualties this year, 2,740 (54%) were from collisions caused by some kind of driver or rider error or reaction. However, as shown in the table below, when the casualty severity is considered, most casualties from collisions caused by drivers/riders errors are slight; only 13% (342) of the total number of casualties from these collisions are of high severity (KSI). By comparison, collisions involving pedestrians for which the pedestrian was to blame (9% of the 5,803 casualties this year) account for 28% of KSI. Collisions involving special codes (stolen vehicles, vehicles in course of crime and, to some extent, emergency vehicles on call) aggregate 22% of high severity casualties. Collisions caused by impairment or distraction (18%), vehicle defect (18%), injudicious actions (16%), vision affected (14%) generated more serious casualties than those caused by driver error.

Among the most cited causation factors within this group was 'failed to look properly', which was cited in nearly half of collisions recorded in 2017. 'Failed to judge other person's speed' was the second most cited factor (19%) followed by 'Poor turn or manoeuvre' (16%).

It is clear from this that most collisions are caused not by the ability to drive, but mainly by the lack of attention of the part of riders and drivers.

### ***Road environment***

Factors related to the carriageway conditions caused 5% of all collisions in the county in 2017. Ten factors are listed in this group to describe the road conditions at the time of the collision; the most frequently cited were 'slippery roads', blamed for over half (53%) of the collisions in this category, followed far behind by Road layout (14%) and Deposit on roads (7%).

### ***Vehicle defects***

Very few collisions were caused by factors related to vehicle condition. A total of 18 roads users were injured from collisions attributed to defective brakes, while 10 people were injured in collisions caused by illegal or defective tyres. In 2017, no road user was killed on any collision caused by a defective vehicle, and only six road users sustained serious injuries in the county.

### ***Injudicious actions***

Injudicious actions while driving a vehicle in a carriageway have been blamed for 10% of all road casualties in the county in 2017. Exceeding speed limit (20%), travelling too fast for condition (22%), following too close (21%) and disobeying traffic signal (18%) are among the most cited in this category.

### ***Impairment or distraction***

In 2017, this category of causation factors was quoted for collisions that resulted in 5% of all road casualties in the county. Over half of casualties including one fatality, resulted from collisions caused by drivers impaired by alcohol and drugs, while 18% were down to illness and disability and 15% to distraction in or out of the vehicle.

### ***Behaviour or inexperience***

In 2017, 422 road users were injured following a collision caused by some sort of driver behaviour or inexperience. Factors related to behaviour (including careless and reckless driving and aggressive driving) caused more collisions and casualties (over three-quarters of all casualties) than factors related to inexperience (such as nervous and uncertain driving as well as inexperienced driver and learner); the latter account for only 20% of all casualties.

### ***Vision affected***

A total of 199 road users were injured on collisions where one or more drivers claimed their vision was somehow affected prior to the collision. Dazzling sun was to blame for 36% of them, while stationary or parked vehicle caused 30% of casualties and rain/sleet/snow was to blame for 13% of all casualties.

### ***Factors related to pedestrian only***

Pedestrian contributory factors will be attributed to an injured or uninjured pedestrian involved in the collision. These factors were reported in 9% of all casualties in the county in 2017 as in the previous two years. 'Pedestrian failing to look properly' is the most frequently cited factor in this category. A total of 249 pedestrians were injured due to failing to look properly. Another 69 were injured while crossing the carriageway masked by stationary or parked vehicle; and 37 were injured due to lack of attention (careless).

Table 7 compiles the proportion of reported road casualties from collisions caused by the main contributory factor categories, including the breakdown by casualty severities. The severity ratio (the proportion of KSI against all casualties in that category) is also indicated.

The causation factor distribution table annexed to this report provides the proportion of each of the 77 factors.

Contributory Factor (main)	Fatal	Serious	Slight	Total	% of Total	Severity Ratio
Road Environment	1	33	195	229	<b>4.5%</b>	14.8%
Vehicle Defects	0	6	28	34	<b>0.7%</b>	17.6%
Injudicious Action	10	70	416	496	<b>9.7%</b>	16.1%
Driver/rider Error or reaction	8	334	2,398	2,740	<b>53.8%</b>	12.5%
Impairment or distraction	2	48	224	274	<b>5.4%</b>	18.2%
Behavior or Inexperience	3	48	371	422	<b>8.3%</b>	12.1%
Vision affected	0	28	171	199	<b>3.9%</b>	14.1%
Pedestrian only	8	122	328	458	<b>9.0%</b>	28.4%
Special code	7	44	186	237	<b>4.7%</b>	21.5%
<b>Blank</b>	<b>4</b>	<b>75</b>	<b>635</b>	<b>714</b>	<b>14.0%</b>	<b>11.1%</b>
<b>Grand Total</b>	<b>43</b>	<b>808</b>	<b>4,952</b>	<b>5,803</b>		<b>14.7%</b>

Table 8:- West

## Yorkshire 2017: Contributory factors and casualty severities

Driver/rider Error or reaction	Fatal	Serious	Slight	Total	% of Total	Severity Ratio
Junction overshoot	0	7	59	66	2.4%	10.6%
Junction restart	0	3	37	40	1.5%	7.5%
Poor turn or manoeuvre	3	62	376	441	16.1%	14.7%
Failed to signal	0	8	34	42	1.5%	19.0%
Failed to look properly (driver)	4	157	1,114	1,275	46.5%	12.6%
Failed to judge other person's speed (driver)	0	33	480	513	18.7%	6.4%
Passing too close to cyclist or pedestrian (driver)	0	4	19	23	0.8%	17.4%
Sudden braking	0	10	116	126	4.6%	7.9%
Swerved	0	13	47	60	2.2%	21.7%
Loss of control	1	37	116	154	5.6%	24.7%
<b>Grand Total</b>	<b>22</b>	<b>0</b>	<b>5,422</b>	<b>6,085</b>	<b>54%</b>	<b>12.5%</b>

Table 9:- West Yorkshire 2017: Contributory factors and casualty severities (Driver/Rider error)

## REPORTED ROAD COLLISIONS INVOLVING SPEED

Reducing the number of collisions involving speed is both a national and a West Yorkshire Partnership objective and, due to its strong links to enforcement, it is analysed at a West Yorkshire level. This is explained by the fact that enforcement operations, supporting information and publicity campaigns are run throughout the whole county area.

The two contributory factors that relate to excessive or inappropriate speed are **exceeding speed limit** and **travelling too fast for condition**. The table below shows the reported collisions and casualties by severities where speed was recorded as the main contributory factor.

Collisions involving speed (305) represent 7% of all collisions and have generated 9% (505) of all casualties in West Yorkshire this year.

The reduction of speed related collisions is reflected across four of the five districts of West Yorkshire. Speed related collisions and related casualties have increased in Bradford by four and 29 respectively.

### *Facts about collisions involving speed in 2016*

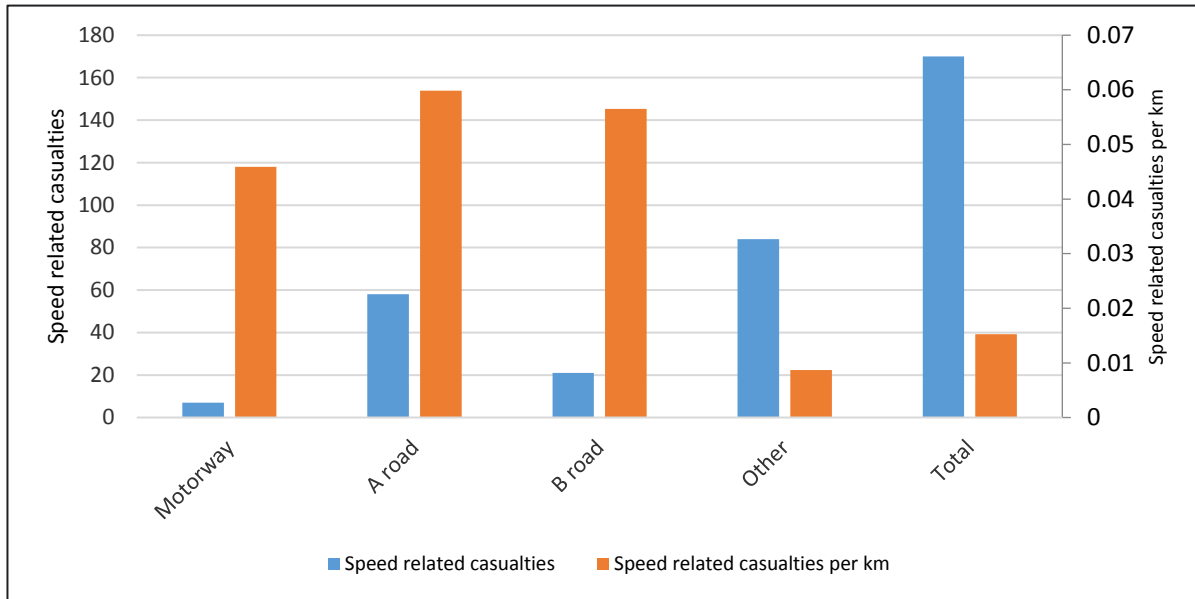
- A total of 305 collisions due to excessive speed or travelling too fast for condition were recorded in 2017, 8% fewer than last year (332).
- One third of those collisions were recorded in Leeds (107) while 80 were in Bradford, 51 in Kirklees and 23 in Calderdale.
- Over half (64%) of collisions were recorded on built-up roads with a 30mph speed limit.
- Only 7% (23) of total speed-related collisions were recorded on the motorway network of the county.
- Casualties from speed-related collisions have fallen by 8% to 505 in 2017; however, serious injuries (KSI) have increased 7% to 110, including 12 fatalities (9 in 2016).

Local Authorities	Speed related Collisions			Casualties from speed related collisions			All Road Traffic casualties	
	2016	2017	Change OPY	KSI	Slight	Total	All Cas	% of all cas
Bradford	76	80	↑	39	110	149	1,367	10.9%
Calderdale	28	23	↓	7	30	37	449	8.2%
Kirklees	52	51	↓	19	52	71	970	7.3%
Leeds	112	107	↓	25	139	164	2,203	7.4%
Wakefield	64	44	↓	20	64	84	813	10.3%
<b>West York.</b>	<b>332</b>	<b>305</b>	↓	<b>110</b>	<b>395</b>	<b>505</b>	<b>5802</b>	<b>8.7%</b>

Table 10- Road collisions and casualties involving speed in West Yorkshire

Figure 6 below shows the numbers of speed-related casualties on each type of road. This includes casualties associated with collisions whose contributing factors include either 'Exceeding speed limit' or 'Travelling too fast for conditions' as recorded by the police officer who attended the collision site and filled in the STAT19 form. These casualties make up around 9% of the total.

As shown in the graph below, the number of speed related casualties is greater on A and B roads as well as on the motorways network. When the speed-related casualties are analysed by the length of road, a greater proportion of casualties per km is recorded for other roads types (essentially on unclassified roads) and to some lesser extend for A-Roads than for B-roads and motorways.



**Figure 10. Number of speed-related casualties in 2017 for each type of road.**

## REPORTED ROAD COLLISIONS INVOLVING ALCOHOL

Reducing the number of collisions involving alcohol is both a national and a West Yorkshire Partnership objective and, due to its strong links to enforcement, it is analysed at a West Yorkshire level. This is explained by the fact that enforcement operations, supporting information and publicity campaigns are run throughout the whole county area.

According to the DfT and for the purposes of the drink drive statistics below, a drink drive collision is defined as being an incident on a public road in which someone is killed or injured and where one or more of the motor vehicle drivers or riders involved either refused to give a breath test specimen when requested to do so by the police (other than when incapable of doing so for medical reasons), or one of the following reasons : i) Failed a roadside breath test by registering over 35 micrograms of alcohol per 100 millilitres of breath; ii) Died and was subsequently found to have more than 80 milligrams of alcohol per 100 millilitres of blood. Drink drive casualties are defined as all road users killed or injured in a drink drive accident.

In the last five years, drink and drive collisions in West Yorkshire have increased between 2013 and 2015 before falling in the following three years; this is reflected in the number of related casualties. The total of 187 casualties in 2017 is a reduction by 28% against the overall number recorded two years ago (258) and 23% against the total of last year (242). The highest reduction rates in 2017 was recorded in Kirklees (down by 58% to 16) and Wakefield (down 36% to 38). In comparison, the number of casualties in Leeds (67) fell by only 13%, and drink and drive related casualties haven't changed in Bradford (45) from last year (44).

As shown on the table 11 below, the drink drive related collisions and casualties are equally distributed in the five districts of West Yorkshire. However, a greater proportion of collisions is recorded in Leeds (47), Bradford (30) and Wakefield (29). These three authorities aggregate well over half of the total numbers of drink-related collisions and casualties in the county.

### *Facts about collision involving alcohol*

- A total of 130 collisions involving drivers or pedestrians impaired by alcohol occurred in 2017 against 147 in 2016 and 155 in 2015.
- After increasing slightly last year, the number of collisions with high severity (KSI) fell from 53 last year to 41 in 2017 (23%).
- This year, drink and drive collisions caused death to one road user (an 18 years old pedestrian killed by a car driver who lost control of the vehicle); down from two in 2016 and three in 2015.
- Overall casualties from drink and drive collisions fell 23% from 242 last year to 187 in 2017.
- In the county, 38% (49) of all drink and drive collisions occurred between 19:00 and midnight, while 16% (21) were recorded between 5:00am and 08:00am.

The age of drivers was analysed for drink-related collisions in the last five years (2013-2017) and the outputs are summarised in Table 12 below.

Over the last five years, one in five car drivers involved in drink and drive collisions is aged between 16 and 24. When all vehicle types is considered, young drivers (16-24yrs old) comprise 16% of all drivers involved in drink and drive collisions. In comparison, one in four drivers involved in drink and drive collision is aged between 30 and 39.

When the type of vehicle is considered, over 80% of vehicles involved in drink and drive collisions are cars, followed by goods vehicles (6%) and PTW (4%).

Districts	Collisions										Casualties									
	2013		2014		2015		2016		2017		2013		2014		2015		2016		2017	
	KSI	All	KSI	All	KSI	All	KSI	All	KSI	All	KSI	All	KSI	All	KSI	All	KSI	All	KSI	All
Bradford	7	20	11	36	10	34	6	23	13	30	10	36	12	56	12	55	8	44	17	45
Calderdale	9	20	4	19	7	15	7	14	6	14	12	30	5	24	9	33	8	24	8	21
Kirklees	8	29	5	27	6	21	10	24	2	10	10	41	7	41	6	41	14	38	2	16
Leeds	9	32	14	50	14	58	15	49	10	47	13	57	17	66	14	88	15	77	11	67
Wakefield	12	26	9	33	6	27	15	37	10	29	18	37	10	53	6	41	23	59	12	38
<b>West Yorkshire</b>	<b>45</b>	<b>127</b>	<b>43</b>	<b>165</b>	<b>43</b>	<b>155</b>	<b>53</b>	<b>147</b>	<b>41</b>	<b>130</b>	<b>63</b>	<b>201</b>	<b>51</b>	<b>240</b>	<b>47</b>	<b>258</b>	<b>68</b>	<b>242</b>	<b>50</b>	<b>187</b>

Table 11- Reported drink and drive road traffic collisions and casualties

Age of driver	Pedal Cycle	PTW	Taxi	Car	PSV	Goods Veh.	Other Veh.	Total	%
16-19yrs	1	4	0	34	1	0	0	40	3.1%
20-24yrs	1	10	2	160	1	3	0	177	13.6%
25-29yrs	5	17	2	146	0	11	0	181	13.9%
30-39yrs	11	16	11	236	0	15	4	293	22.6%
40-49yrs	13	6	11	157	5	21	0	213	16.4%
50-59yrs	3	3	3	99	1	10	1	120	9.2%
60-69yrs	1	0	2	45	1	3	0	52	4.0%
70yrs+	0	0	0	19	0	2	0	21	1.6%
Age Unknown	0	0	1	184	0	16	1	202	15.6%
West York.	35	56	31	896	9	65	5	1299	
	2.7%	4.3%	2.4%	69.0%	0.7%	5.0%	0.4%		

Table 12- Collisions involving alcohol: age of driver/rider and type of vehicles: 2013- 2017

## REPORTED ROAD COLLISIONS INVOLVING CRIMINAL ACTIVITIES

Reducing the number of RTC casualties involving criminal activities is closely linked to enforcement and therefore has been analysed in the district and county.

2005 saw the nationwide introduction of a standard set of contributory factors. These factors reflect the reporting officer's opinion as to the probable causes of the crash. Among the new codes are '901 stolen vehicle' and '902 vehicle in course of crime'. These codes are used where the fact that the vehicle was involved in criminal activity influenced the driver's behaviour and contributed to the collision.

Figure 11 below shows the number of casualties from collisions where a vehicle has been involved in criminal activity and was subsequently involved in a road crash in the county. The figures include casualties from the vehicle involved in crime and from vehicles hit by the criminal.

The number of collisions arising from criminal activities in the county has increased consistently since 2013 to a total of 100 in 2016; it is pleasing to report a slight reduction in 2017 (91). Crime-related collisions have equally reduced in the districts – except for Kirklees, where two more collisions were recorded in 2017 (14) compared to last year (12).

Table 13 below highlights the fact that the number of crime-related fatal and serious collisions that have remained unchanged since 2014. The trend is similar for crime-related road casualties.

The overall reduction in crime-related collisions has not affected the number of related casualties in 2017. A total of 155 road users were injured from road collisions linked to crime in the county in 2017; an increase by 12% from last year's total (138). More casualties in Leeds (+17% to 62) and in Kirklees (+45% to 29) have contributed the most to the county's total. In comparison, the casualties from crime-related collisions remained unchanged in Bradford (43), Calderdale (10) and Wakefield (11). The number of casualties of high severity (KSI) increased slightly in 2017 (34) against last year (28), essentially sustained by more KSI casualties in Leeds (+10 to 19) in 2017.

Crime-related road casualty numbers in the county as a whole were a bit more haphazard, with no clear pattern emerging until 2009. The reduction in two consecutive years (2010 and 2011) had set the start of a potential downward trend, which stopped with the 14% rise in 2012. A welcome reduced total in 2013 was now overshadowed by the increase in 2014 and 2015. Despite the slight reduction in 2016, the trend of the last five years, consolidated by this year increase remains upward.

Casualties from these incidents account for 3% of all casualties and 4% of all KSI in the county.



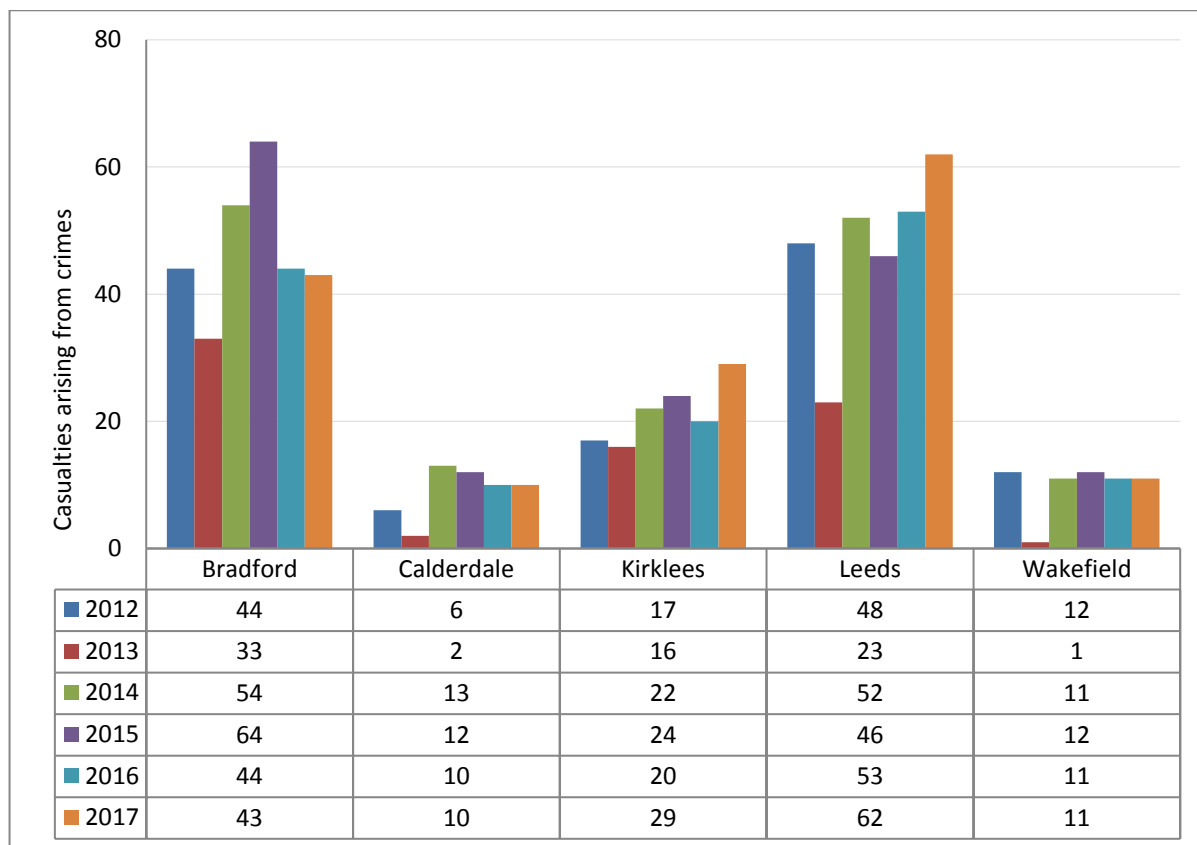


Figure 11- Road collisions involving criminal activities in West Yorkshire

Districts	Collisions												Casualties											
	2012		2013		2014		2015		2016		2017		2012		2013		2014		2015		2016		2017	
	KSI	All	KSI	All	KSI	All	KSI	All	KSI	All	KSI	All	KSI	All	KSI	All	KSI	All	KSI	All	KSI	All	KSI	All
Bradford	4	24	2	21	5	28	8	40	3	34	3	29	5	44	2	33	7	54	8	64	4	44	4	43
Calderdale	1	5	0	2	2	6	3	9	2	8	2	5	1	6	0	2	6	13	3	12	3	10	2	10
Kirklees	3	11	2	9	5	9	2	15	4	12	3	14	3	17	5	16	7	22	2	24	6	20	6	29
Leeds	5	28	1	14	8	31	8	28	9	38	13	37	5	48	1	23	8	52	14	46	9	53	19	62
Wakefield	3	5	0	1	5	8	1	7	5	8	2	6	5	12	0	1	5	11	1	12	6	11	3	11
West Yorkshire	16	73	5	47	25	82	22	99	23	100	23	91	19	127	8	75	33	152	28	158	28	138	34	155

Table 13- Crime-related collisions and casualties: 2012- 2017

## Section III: Reported Road Casualties by Road User Types



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## CHILD CASUALTIES IN WEST YORKSHIRE

In 2017, the number of children injured (694) following a road traffic collision in West Yorkshire has fallen for the second consecutive year. With 769 of them involved in road traffic collisions in 2013, the county has recorded its lowest ever total of child casualties. The slight increase the following two years has not affected the overall downward trend, which is consolidated by this year's total.

The number of child KSI (113) has also fallen after the increase of 2014 (plus six to 104) and 2015 (plus 30 to 134). This year's total confirms last year's reduction and essentially put the district 6% below the average of the last three years, but remains above the lowest ever total recorded (98 in 2013). The number of child casualties recorded this year has consolidated the overall long-term trend, which remains downward.

Over one third of child KSI were recorded in Leeds and a similar proportion (30%) were in Bradford; 15% in Kirklees and 13% in Wakefield and 9% in Calderdale.

Pedestrian casualties constitute the largest proportion of child casualties of all severities (41%) and KSI (64%). Most child casualties are those aged 6-11 and 12-15 as shown in the figure 12 below. Acting on reducing the number of pedestrian casualties will certainly contribute to reduce child casualties as a whole.

### *Facts about child casualties in 2017*

- 694 children were injured in 2017, 12% fewer than last year (792).
- Child casualties comprise pedestrians (299/43%); car occupants (265 /38%), cyclists (101 /15%); PSV passengers (19 /3%) and PTW riders (four /1%).
- Four children were killed in 2017, all in Leeds; three as car passengers in a single collision, and another as pedestrian.
- Serious injuries have fallen by only nine to 109, and overall child KSI has reduced 7% to 113.
- Child KSI are largely pedestrians (73/65%), but also car occupants (19/17%) and cyclists (18/16%).

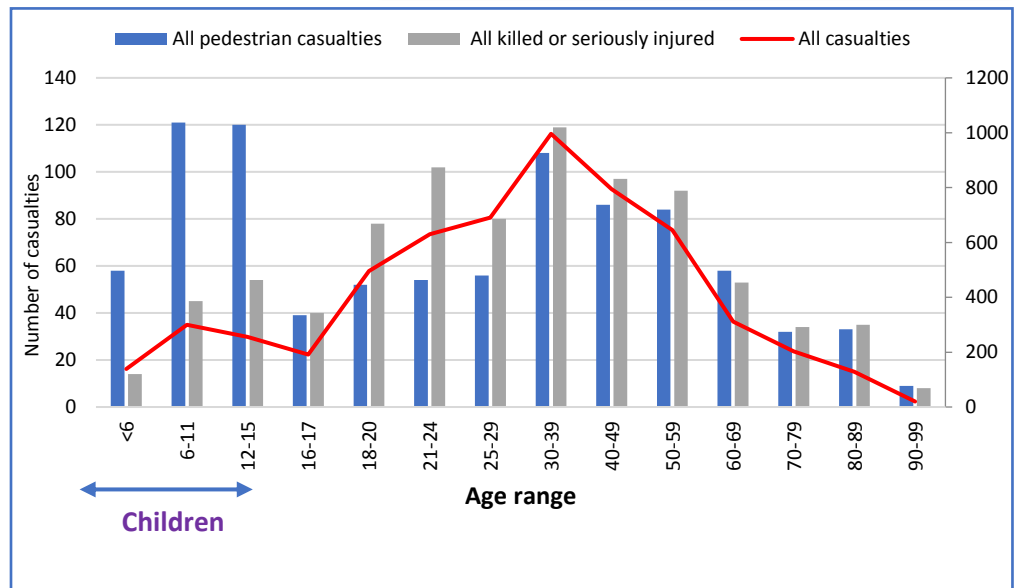


Figure 12. All, pedestrians and KSI casualties by age groups.

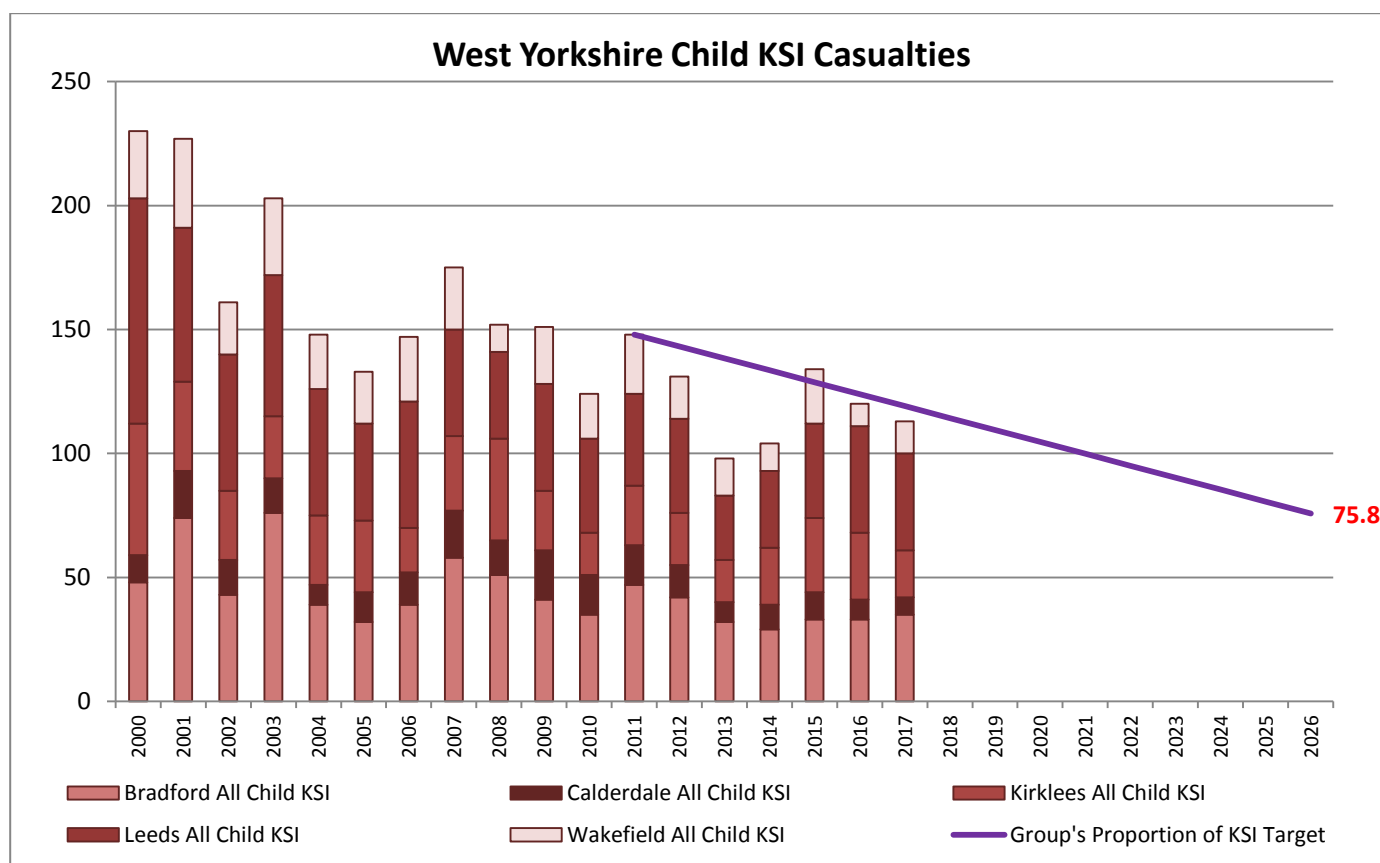


Figure 13- Road collision child casualties and target trajectory to 2026 - West Yorkshire

All Children KSI in West Yorkshire	Baseline (avg 05~09)	Previous 3 year avg	2017	2017 change over 2005~09	2017 change over previous 3 year avg	Previous 3 year av change over 2005~09
Pedestrian	107	81	73	-32%	-10%	-24%
Pedal Cyclist	22	15	18	-19%	23%	-34%
Car occupants	16	18	19	16%	6%	10%
Others	6	6	3	-53%	-47%	-11%
Boys	103	83	71	-31%	-14%	-19%
Girls	49	36	42	-14%	17%	-26%
Age 0 to 4	23	20	11	-51%	-44%	-13%
Age 5 to 15	129	99	102	-21%	3%	-23%
All children (0-15)	152	119	113	-25%	-5%	-22%

Table 14- Children killed or seriously injured by road user type – West Yorkshire

- From table 12 above, it can be seen that pedestrians represent the largest proportion of child KSI casualties, and it is pleasing to note the very good progress made in recent years.
- The increase in the number of cyclist and car occupant KSI casualties among children in the recent three years is disappointing.
- There are a higher number of boys injured than girls, despite the slight increase in the number of girls injured in recent years.
- The recent casualty increase among the 5-15 years olds remains a cause for concern in the county and needs monitoring; the increase is sustained by more casualties among those aged between 11 and 15.
- In general, there has been better progress among all the child age groups when comparing the current year to the baseline.

The table 13 below details the number of child casualties (all severity and KSI) recorded in each of the five districts since 2012.

- Child KSI and all casualties in 2017 have reduced in three out of five districts of West Yorkshire.
- The total number of all children injured and those who sustained serious injuries have increased in Bradford, while child KSI only have increased in Wakefield.
- Child KSI target for 2017 has been achieved in four of the five districts and in the county as whole; child KSI recorded in Leeds (39) is above the target point of 2017 (31).

Local Authorities	Severities	All Child Casualties (January-December)											Road to target*		
		2005~09 avg	2012	2013	2014	2015	2016	2017	Trend pattern 2012-2017	2017 vs last year	2017 vs Baseline	2017 vs Avg of last 3 years	TP 2017	TP 2026	Reduc. Req
Bradford	KSI	44.2	42	32	29	33	33	35		6.1% ↑	-20.8% ↓	31.7 10.5% ↑	37	22	-37.1%
	All severities	316.8	255	230	223	227	199	202		1.5% ↑	-36.2% ↓	216.3 -6.6% ↓			
Calderdale	KSI	15.6	13	8	10	11	8	7		-12.5% ↓	-55.1% ↓	9.7 -27.6% ↓	13	8	14.3%
	All severities	92.4	78	59	66	66	66	60		-9.1% ↓	-35.1% ↓	66.0 -9.1% ↓			
Kirklees	KSI	28.4	21	17	23	30	27	19		-29.6% ↓	-33.1% ↓	26.7 -28.8% ↓	20	14	-26.3%
	All severities	213.8	165	133	151	171	127	104		-18.1% ↓	-51.4% ↓	149.7 -30.5% ↓			
Leeds	KSI	42.2	38	26	31	38	44	39		-11.4% ↓	-7.6% ↓	37.7 3.5% ↑	31	21	-46.2%
	All severities	346.8	268	244	253	254	300	239		-20.3% ↓	-31.1% ↓	269.0 -11.2% ↓			
Wakefield	KSI	21.2	17	15	11	22	9	13		44.4% ↑	-38.7% ↓	14.0 -7.1% ↓	19	11	-15.4%
	All severities	146	99	103	79	108	100	89		-11.0% ↓	-39.0% ↓	95.7 -7.0% ↓			
West Yorkshire	KSI	151.6	131	98	104	134	121	113		-6.6% ↓	-25.5% ↓	119.7 -5.6% ↓	119	76	-32.7%
	All severities	1115.8	865	769	772	826	792	694		-12.4% ↓	-37.8% ↓	796.7 -12.9% ↓			

\* Road to target- Reduc. Req.: reduction required from the current year to meet the 2026 target

Table 15- Child KSI casualties in West Yorkshire in the recent five years

## PEDESTRIAN CASUALTIES IN WEST YORKSHIRE

A total of 910 pedestrians were injured in 2017, down 14% from 1,059 in 2016. This year's total is now the lowest ever recorded for West Yorkshire. This performance places the county 23% below the baseline (1,344) and 17% below the average of the last three years and consolidates the slow but persistent decrease over the recent six years. Pedestrian KSI totalling 364 in 2008, fell sharply in the following three years to 291 (2011), before increasing the following year (300 in 2012). After a sharp reduction in 2013 (225), pedestrian KSI did not improve in the following two years; this was due to the sharp rise in the number of fatal casualties recorded. The slight reduction in 2016 and 2017 has not affected the trend of the last five years, which remains fairly flat.

This year, 19 pedestrians lost their life following a collision with a motor vehicle.

Among them were 13 adults (age 16-59), five elderly adults (over 60) and one child. A further 234 pedestrians sustained serious injuries, down by only two from 236 recorded last year.

In 2017, one in four pedestrians sustained the injuries from collisions that occur in the vicinity of any crossing; among those, 105 (12%) were on collisions in the vicinity of a pelican crossing, while 65 (7%) were on ped-phase and 40 (4%) on zebra crossings. A total of 18 pedestrians were injured while on refuge. As far as junction types are concerned, 24% of pedestrian casualties resulted from collisions recorded on T-junctions or staggered junctions and 8% on crossroads.

When the types of vehicle are considered, a greater proportion of pedestrian collisions involved cars and taxis and have caused 85% of pedestrian casualties, while goods vehicles and public service vehicles (bus/coach) were involved in 8% and 4% of all pedestrian injuries respectively.

During the 1990s, there was very little difference between the numbers of children and adults injured each year. Since 2002, however, the gap has widened considerably, such that there are now fewer children injured compared to adults. In the last five years, children form around a third of all pedestrian casualties. In 2017, of the total of 910 casualties, 33% (299) were children, predominated by those aged 5-15 years (259).

### *Facts about pedestrian casualties in 2017*

- 910 pedestrians injured from 869 collisions.
- Pedestrians made 16% of all casualties and are involved in one in five road collisions.
- Collisions involving pedestrians occurred mostly during daylight (58%), in fine weather (87%), on dry road surface (73%) and not at crossing (75%).
- A greater proportion of pedestrian casualties recorded between 03:00 and 04:00pm.
- There were 19 pedestrians killed (including one child and five elderly adults) against 11 last year and 17 in 2015. Pedestrian KSI made a third (28%) of all KSI.
- One third of pedestrian casualties are children while 23% are over 60 years old.
- KSI among children fell by three to 73 while six fewer KSI were recorded among the over 60 years old (59).



‘Failed to look properly’ is the most commonly quoted causation factor for collisions involving pedestrians in 2016. Other factors include ‘crossing road masked by stationary vehicles’ and ‘impaired by alcohol’. The breakdown of causation factors by the age of pedestrian casualties shown in the graph below reveals more detailed patterns. Children predominate on collisions caused by ‘Careless /Reckless’; ‘Dangerous actions in road’, ‘Failed to look properly’ and ‘Cross road masked’ by stationary vehicles’; while adults (16-59yrs) are largely represented on collisions caused by ‘Disability and illness’, ‘Impaired by alcohol’ and ‘Wrong use of pedestrian crossing’.

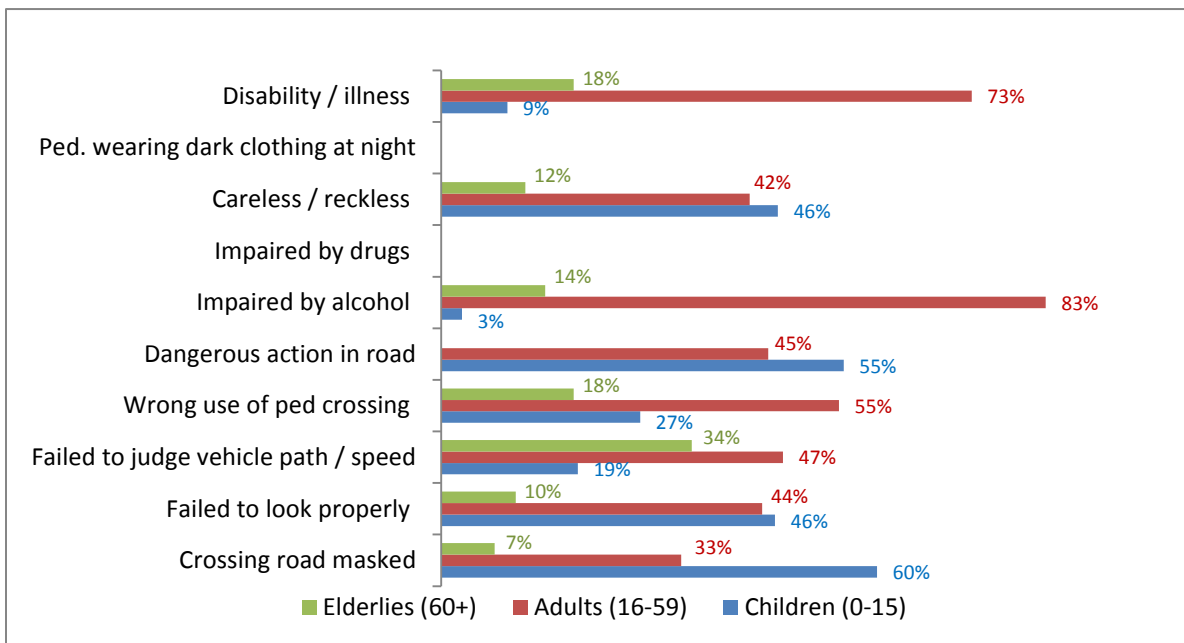


Figure 14: Causation factors related to pedestrian casualties by age groups.

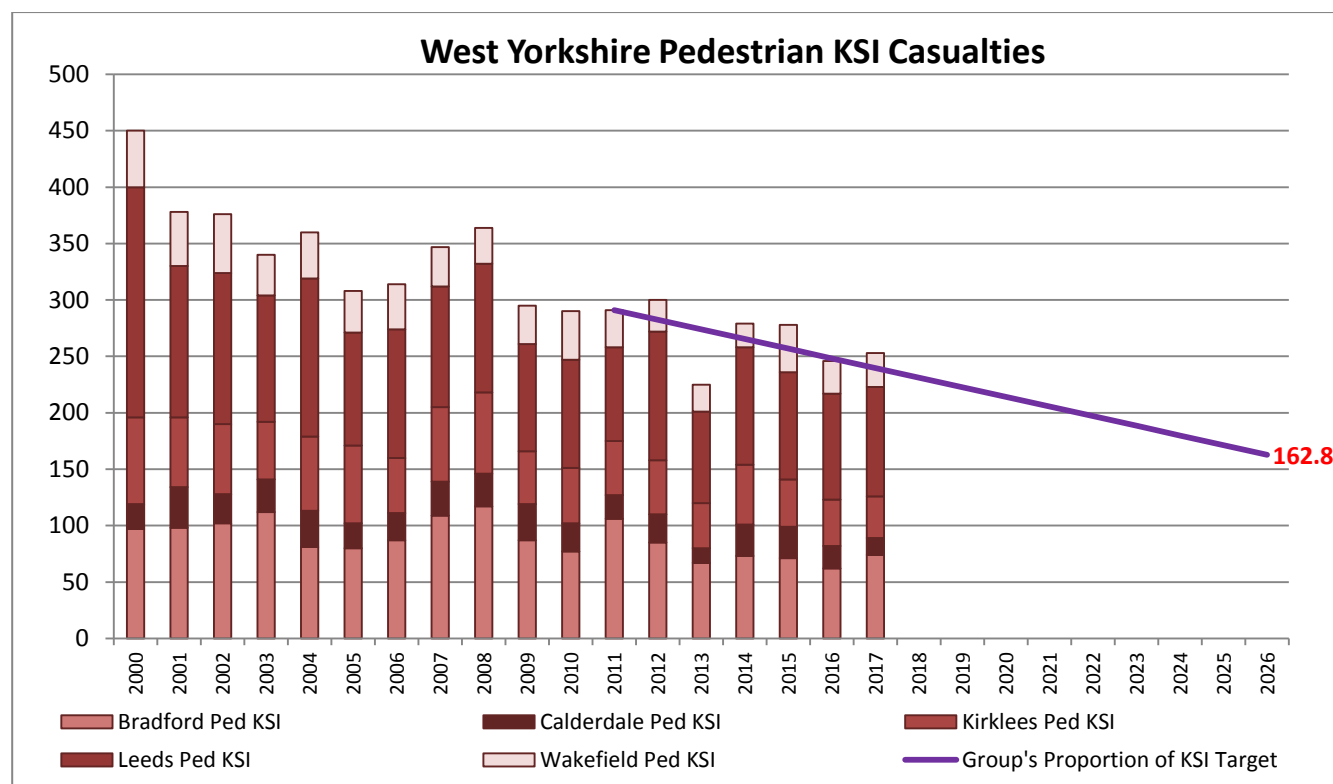


Figure 15- Road collision pedestrian casualties and target trajectory to 2026 – West Yorkshire

All Pedestrian KSI in West Yorkshire	Baseline (avg 05~09)	Previous 3 year average	2017	2017 change over 2005~09	2017 change over previous 3 year av	Previous 3 year av change over 2005~09
Age 0 to 4	19	14	9	-53%	-37%	-25%
Age 5 to 15	87	66	64	-27%	-4%	-24%
All child (0 to 15)	107	81	73	-32%	-10%	-24%
Age 16 to 19	31	14	19	-39%	39%	-56%
Age 20 to 29	43	30	24	-44%	-20%	-30%
Age 30 to 59	84	75	78	-7%	4%	-10%
Age 60 plus	61	68	59	-4%	-13%	11%
All pedestrian	326	268	253	-22%	-5%	-18%

Table 16- Pedestrian Killed or Seriously Injured – West Yorkshire


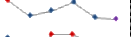

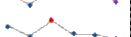
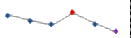




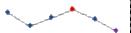
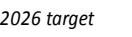



Table 14 above shows how pedestrian KSI distribution has altered over the last decade.

- Children aged 5-15 account for the largest number of child casualties and the improvement over the years is noted.
- The recent increase of the number of casualties among the 16-19 years and the 30-59 years need attention.
- A slight improvement is seen among the 20-29 years old road users.

Table 15 below details the total number of pedestrian casualties in the most recent five years and compares the current year and the baseline for the districts and the county as a whole.

- The increase in the number of pedestrian KSI in the county as a whole is essentially sustained by the increase in Bradford (+20%) and Leeds (+3%).
- The number of pedestrian casualties recorded in 2017 compare favourably against the average of the recent three years in the five districts.

Local Authorities	Severities	All Pedestrian Casualties (January-December)											Road to target*		
		2005~09 avg	2012	2013	2014	2015	2016	2017	Trend pattern 2012-2017	2017 vs last year	2017 vs Baseline	2017 vs Avg of last 3 years	TP 2017	TP 2026	Reduc. Req.
Bradford	KSI	96	85	67	73	71	62	74		19.4% ↑	-22.9% ↓	68.7 7.8% ↑	83	48	-35.1%
	All severities	366.8	334	275	295	326	270	259		-4.1% ↓	-29.4% ↓	297.0 -12.8% ↓			
Calderdale	KSI	27.4	25	13	28	28	20	15		-25.0% ↓	-45.3% ↓	25.3 -40.8% ↓	18	14	-6.7%
	All severities	109	94	76	97	102	104	79		-24.0% ↓	-27.5% ↓	101.0 -21.8% ↓			
Kirklees	KSI	60.6	48	40	53	42	41	37		-9.8% ↓	-38.9% ↓	45.3 -18.4% ↓	41	30	-18.9%
	All severities	250.4	203	183	169	216	171	137		-19.9% ↓	-45.3% ↓	185.3 -26.1% ↓			
Leeds	KSI	106	114	81	104	95	95	97		2.1% ↑	-8.5% ↓	98.0 -1.0% ↓	71	53	-45.4%
	All severities	464.2	387	336	406	385	389	321		-17.5% ↓	-30.8% ↓	393.3 -18.4% ↓			
Wakefield	KSI	35.6	28	24	21	42	29	30		3.4% ↑	-15.7% ↓	30.7 -2.2% ↓	27	18	-40.0%
	All severities	154	118	104	107	145	125	114		-8.8% ↓	-26.0% ↓	125.7 -9.3% ↓			
West Yorkshire	KSI	325.6	300	225	279	278	247	253		2.4% ↑	-22.3% ↓	268.0 -5.6% ↓	240	163	-35.6%
	All severities	1344.4	1136	974	1074	1174	1059	910		-14.1% ↓	-32.3% ↓	1102 -17.4% ↓			

\* Road to target- Reduc. Req.: reduction required from the current year to meet the 2026 target

Table 17- Pedestrian KSI casualties in West Yorkshire in the recent five years

## PEDAL CYCLIST CASUALTIES IN WEST YORKSHIRE

Cyclist injuries in West Yorkshire have increased consistently in the last decade. Between 2010 and 2014, the number of cyclist casualties of all severities has risen by 39%. Since 2015, the pattern has changed slightly as fewer cyclist injuries were recorded in 2016 and in 2017. This pattern is also noticeable for the KSI as the reduction started in 2014, was confirmed in the following two years and consolidated in 2017.

The numbers of adult cyclist casualties, which have almost doubled since 2001, have contributed most to the increase seen in recent years; equally, the reductions in 2015, 2016 and 2017 are also attributed to the reduced number of adults injured as cyclists. In 2017, the number of child cyclists injured increased by three to 101.

This year, and for the first time since 2014, no cyclist was killed in a single year in West Yorkshire. There were six last year and two in 2015. Serious injuries among cyclists, however, increased by four to 120, contributing to a slight increase of overall KSI in the county. Despite the improvement in recent years, cyclist injuries remain well above the baseline for both KSI and all severities in the county as a whole, but also in Bradford, Leeds and Wakefield.

The recent surge in cycling popularity may explain the persistent increase in cyclist casualties, which should therefore be viewed in a context of an increasing number of cycling trips in West Yorkshire and in the country as a whole. The level of cycling reported as the number of cyclist per 1000 residents revealed the overall increase in the proportion of residents who cycle for any purpose at least 3 times per week against the overall population of West Yorkshire. This is confirmed nationally as well. According to the DfT, (RRCGB, 2014-page 26), Pedal cycling road traffic rose by 4% to 3.25 billion vehicle miles in 2014, meaning that cycling traffic has risen by 27% since 2007. It is therefore likely that the increase in cycling has resulted in more collisions as cyclists become more exposed to other vehicles.

### *Facts about cyclist casualties in 2017*

- 567 cyclists injured in 2017 against 637 in 2016 and 628 in 2015.
- Over 80% of cyclists injured are adults, but the number of children injured has increased by three to 101.
- 63% of child cyclists were injured between June and September, mostly in the afternoon and early evening (16:00 - 19:00).
- One in five road collisions involving cyclist is recorded during commuting times, and over one in three occurred on weekdays.
- No cyclists were fatally injured in 2017; there were six (all adults) in 2016 and two in 2015.
- Serious injuries have risen by four to 120, but with no effect on overall KSI, which has fallen slightly by 2% from 122 in 2016.
- Nearly half of all cyclist casualties are recorded in Leeds (281), while 20% (109) were in Bradford, 13% (72) in Kirklees, 12% (67) in Wakefield and 7% (38) in Calderdale.

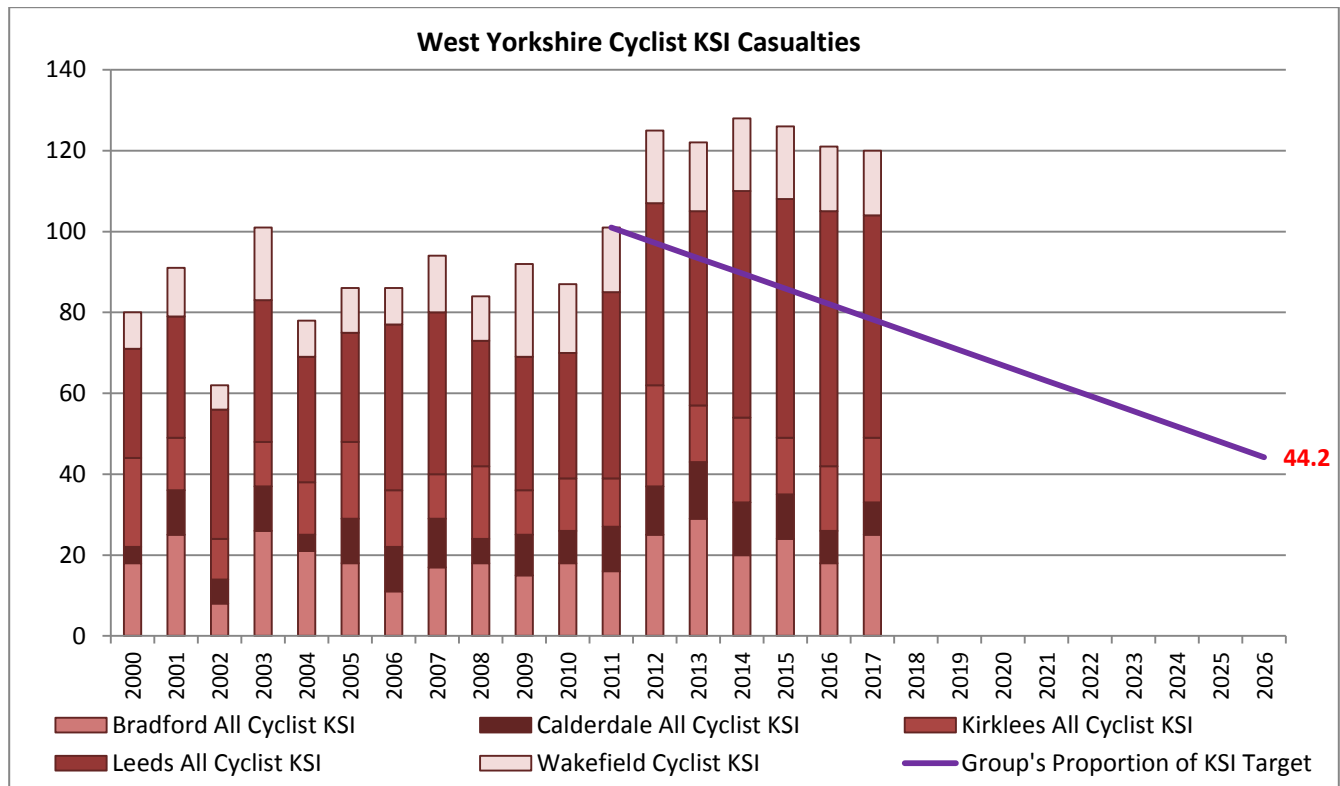














Figure 16- Road collision cyclist casualties and target trajectory to 2026 West Yorkshire.

The table below provides the figures for the most recent five years and the comparison between the current year and the baseline for the five districts. The reduction in the overall KSI in the county is reflected in four out of five districts.

Local Authorities	All Pedal Cycle Casualties (January-December)													Road to target*		
Severities	2005~09 avg	2012	2013	2014	2015	2016	2017	Trend pattern 2012-2017	2017 vs last year	2017 vs Baseline	2017 vs Avg of last 3 years		TP 2017	TP 2026	Reduc. Req.	
Bradford	KSI	15.8	25	29	20	24	18	25		38.9% <span>↑</span>	58.2% <span>↑</span>	20.7	21.0% <span>↑</span>	13	8	-68.0%
	All severities	85	122	123	130	121	97	109		12.4% <span>↑</span>	28.2% <span>↑</span>	116.0	-6.0% <span>↓</span>			
Calderdale	KSI	10	12	14	13	11	8	8		0.0% <span>↔</span>	-20.0% <span>↓</span>	10.7	-25.0% <span>↓</span>	9	5	-37.5%
	All severities	32.8	44	49	46	44	40	38		-5.0% <span>↓</span>	15.9% <span>↑</span>	43.3	-12.3% <span>↓</span>			
Kirklees	KSI	14.6	25	14	21	14	16	16		0.0% <span>↔</span>	9.6% <span>↑</span>	17.0	-5.9% <span>↓</span>	10	7	-56.3%
	All severities	81.6	99	75	93	77	78	72		-7.7% <span>↓</span>	-11.8% <span>↓</span>	82.7	-12.9% <span>↓</span>			
Leeds	KSI	34.4	45	48	56	59	64	55		-14.1% <span>↓</span>	59.9% <span>↑</span>	59.7	-7.8% <span>↓</span>	34	17	-69.1%
	All severities	216.4	257	314	340	321	347	281		-19.0% <span>↓</span>	29.9% <span>↑</span>	336.0	-16.4% <span>↓</span>			
Wakefield	KSI	13.6	18	17	18	18	16	16		0.0% <span>↔</span>	17.6% <span>↑</span>	17.3	-7.7% <span>↓</span>	12	7	-56.3%
	All severities	64.2	74	74	73	65	75	67		-10.7% <span>↓</span>	4.4% <span>↑</span>	71.0	-5.6% <span>↓</span>			
West Yorkshire	KSI	88.4	125	122	128	126	122	120		-1.6% <span>↓</span>	35.7% <span>↑</span>	125.3	-4.3% <span>↓</span>	78	44	-63.3%
	All severities	480	596	635	682	628	637	567		-11.0% <span>↓</span>	18.1% <span>↑</span>	649.0	-12.6% <span>↓</span>			

\* Road to target- Reduc. Req.: reduction required from the current year to meet the 2026 target

Table 18- Pedal cyclist KSI casualties in West Yorkshire in the recent five years

### POWERED TWO WHEELERS (PTW) CASUALTIES IN WEST YORKSHIRE

Since 2010, injuries among PTW riders have not changed significantly in the county, fluctuating around an average of 556 between 2011 and 2015.

This year, 437 bike riders were injured against 502 last year. The number of casualties has decreased for the second year in row, and hopefully this is a beginning of a genuine downward trend.

When the size of vehicle is considered, bikes fitted with 50cc or less engine have claimed 11% (46) of all PTW injuries, those fitted engine over 50cc and up to 125cc were involved in 44% (193) of all casualties, while riders of bikes over 125cc form 45% of all PTW casualties in 2017.

The reduction in the total number of PTW casualties in the county is reflected in the districts.

Fatalities (9) among motor bike riders is up by three from last year (six), but serious injuries have gone down by 10 to 162, making an overall KSI of 171, which is the lowest ever for West Yorkshire.

The number of motor cyclists killed or seriously injured had not changed a great deal between 2006 and 2009, and so the significant drop in 2010 was welcomed as it returned the total to the level of the early 1990s. The increases in subsequent years have somehow overshadowed the 2010 performance. However, the overall reduction recorded after 2014 is welcomed as PTW KSI remain below the baseline and the average of the last three years.

#### *Facts about PTW casualties in 2017*

- PTW riders were involved in 10% of all collisions, represented 8% of all casualties and 20% of all KSI in the 2017.
- In 2017, PTW rider's casualties fell 13% to 437, the county's lowest ever total.
- Four children were injured as PTW riders (pillions), down from seven recorded last year.
- Over half (55%) of PTW casualties were riding vehicles under 125cc, while 30% involved bikes over 500cc.
- Nine riders were killed in 2017, there were six last year; however, it's pleasing to report a slight reduction in the number of KSI, which fell by 4% to 171.
- KSI amongst riders of bikes over 500cc fell by 14 to 47; while KSI among riders of other type of bikes has increased slightly in 2017.
- A large proportion of collisions are linked with commuting peak times of week days.

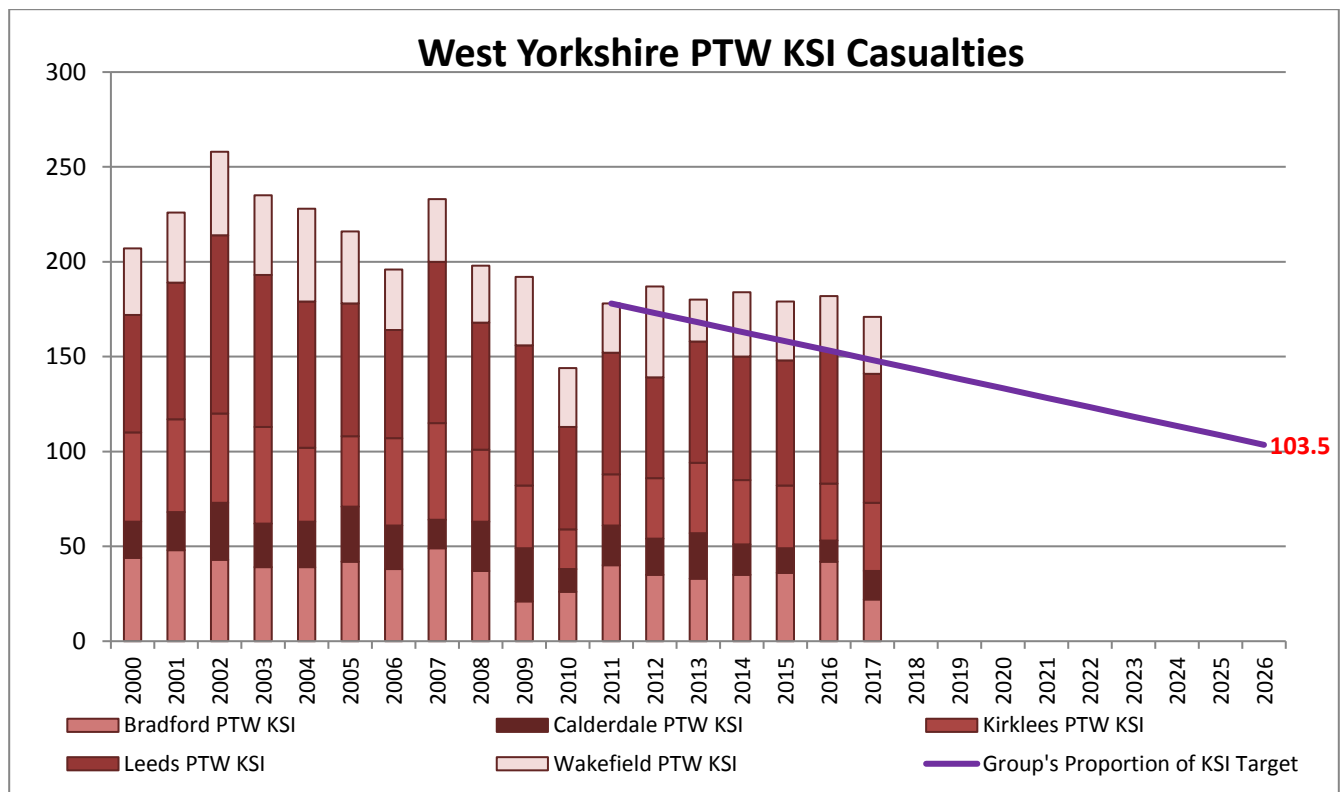














Figure 17- Road collision PTW casualties and target trajectory to 2026 – West Yorkshire

The table below provides the figures for the most recent five years and the comparison between current year and the baseline for the districts and the county as a whole. The KSI increase in 2017 against last year is noted only in Kirklees, Wakefield and Calderdale. Casualties of all severity have fallen everywhere except in Kirklees. Overall, the 2017 total for the five districts remain well below the baseline.

Local Authorities	All PTW Casualties (January-December)													Road to target*		
	Severities	2005~09 avg	2012	2013	2014	2015	2016	2017	Trend pattern 2012-2017	2017 vs last year	2017 vs Baseline	2017 vs Avg of last 3 years		TP 2017	TP 2026	Reduc. Req.
Bradford	KSI	37.4	35	33	35	35	40	22		-45.0% <span>↓</span>	-41.2% <span>↓</span>	36.7	-40.0% <span>↓</span>	31	19	-13.6%
	All severities	132	106	116	113	109	99	66		-33.3% <span>↓</span>	-50.0% <span>↓</span>	107.0	-38.3% <span>↓</span>			
Calderdale	KSI	24.2	19	24	16	13	11	15		36.4% <span>↑</span>	-38.0% <span>↓</span>	13.3	12.5% <span>↑</span>	17	12	-20.0%
	All severities	74.8	54	50	51	51	39	33		-15.4% <span>↓</span>	-55.9% <span>↓</span>	47.0	-29.8% <span>↓</span>			
Kirklees	KSI	41	32	37	34	32	29	36		24.1% <span>↑</span>	-12.2% <span>↓</span>	31.7	13.7% <span>↑</span>	24	21	-41.7%
	All severities	123.4	120	126	99	117	87	89		2.3% <span>↑</span>	-27.9% <span>↓</span>	101.0	-11.9% <span>↓</span>			
Leeds	KSI	70.6	53	64	65	66	70	68		-2.9% <span>↓</span>	-3.7% <span>↓</span>	67.0	1.5% <span>↑</span>	53	35	-48.5%
	All severities	226	178	180	192	192	181	170		-6.1% <span>↓</span>	-24.8% <span>↓</span>	188.3	-9.7% <span>↓</span>			
Wakefield	KSI	33.8	48	22	34	31	28	30		7.1% <span>↑</span>	-11.2% <span>↓</span>	31.0	-3.2% <span>↓</span>	22	17	-43.3%
	All severities	97.2	101	86	97	89	96	79		-17.7% <span>↓</span>	-18.7% <span>↓</span>	94.0	-16.0% <span>↓</span>			
West Yorkshire	KSI	207	187	180	184	177	178	171		-3.9% <span>↓</span>	-17.4% <span>↓</span>	179.7	-4.8% <span>↓</span>	148	104	-39.2%
	All severities	653.4	559	558	552	558	502	437		-12.9% <span>↓</span>	-33.1% <span>↓</span>	537.3	-18.7% <span>↓</span>			

\* Road to target- Reduc. Req.: reduction required from the current year to meet the 2026 target

Table 19- Motorbike rider KSI casualties in West Yorkshire in the recent five years

## CAR OCCUPANT CASUALTIES IN WEST YORKSHIRE

The overall downward trend in the number of car occupants injured is consolidated by the second consecutive reduction since 2015. With 3,553 car occupants casualties recorded in 2017, the county remains 36% below the baseline and still compares favourably against the average of the previous three years.

The reduction recorded in the county as whole is also reflected in each of the five districts; Wakefield and Calderdale district have achieved the highest reduction rate (15%) over last year.

The downward trend in the number of car occupants killed or seriously injured had effectively levelled off between 2005 and 2008 before falling the following five years (2009-2013). That performance indicated a firmly established downward trend of car

occupant casualties in the county. However, the increases in 2014 and subsequently in 2016 have contributed to a general flat trend in the recent six years, highlighting the fact that serious injuries from cars remain an issue in the county as a whole, especially as car occupants have the largest share (32%) of all KSI in West Yorkshire. The reduction of this year is encouraging and hopefully will be replicated in 2018 to resume the downward trend.

The general drop in car occupant KSI casualties observed over the recent year has not been distributed evenly amongst all age groups of car users. The number of casualties amongst young car drivers and passengers aged 16 to 29 has increased between 2013 and 2015, before reducing in 2016. However, in 2017, more casualties were recorded among car occupants of that age.

The downward trend since 2005 in KSI casualties among the more mature age group of 30 to 59 has slowed down considerably, but it is encouraging to report a reduction for both driver and passengers in 2017.

### *Facts about car occupant casualties in 2017*

- Car occupant injuries have fallen 15% to 3,553.
- Injuries to car drivers fell 13% to 2,288 on last year (2,624) while casualties among passengers went down by 20% to 1,265.
- Three children (all in a single collision in Leeds) were killed in 2017 against none last year; 16 sustained serious injuries. Child KSI totalled 19, as last year, and hasn't changed since 2015 (20).
- 15 car occupants (nine drivers) were killed in the county, one more than last year (10 drivers and four passengers).
- 271 car occupant KSI recorded in 2017, 13% less than last year, 8% better than the average of the last three years and 36% better than the baseline.
- Around one in four car occupant casualties involved a young driver (16-24 years old).

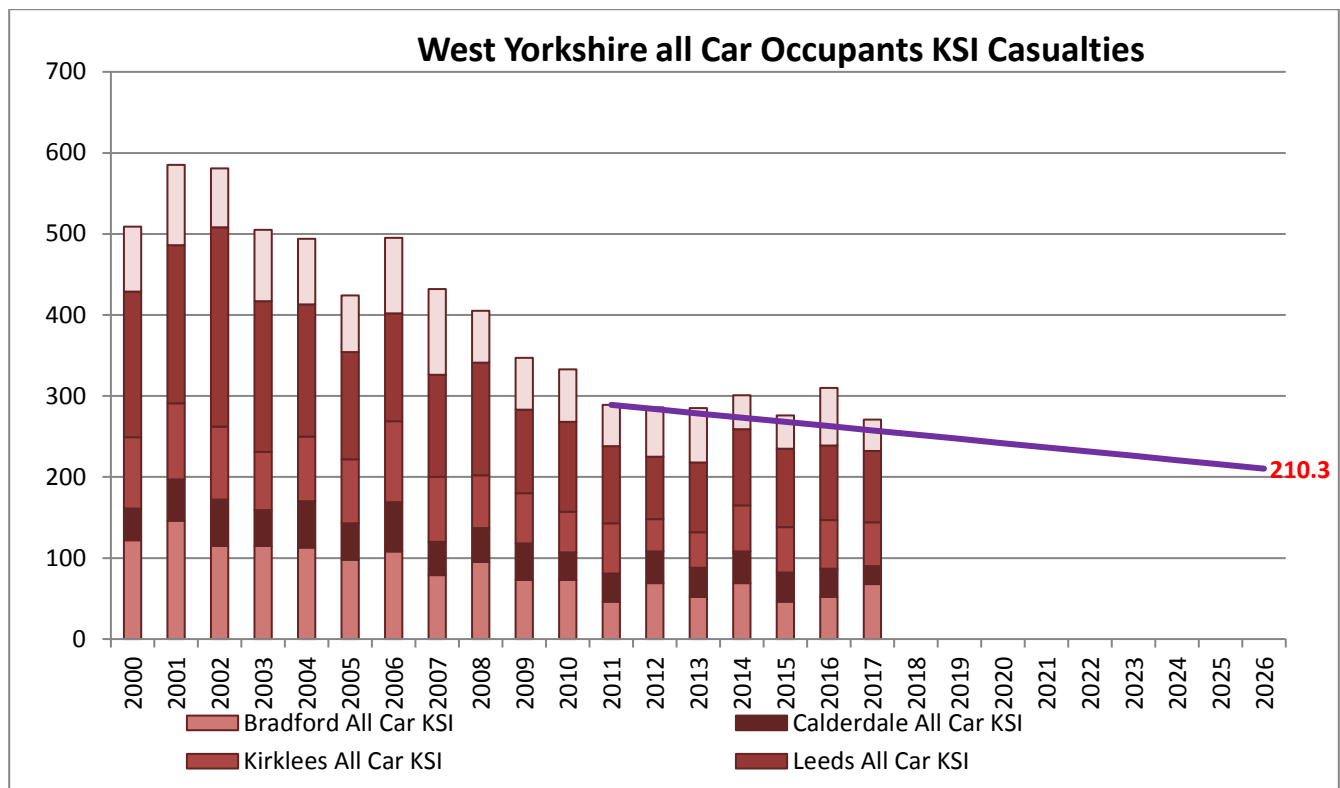


Figure 18- Road collision Car Occupant casualties and target trajectory to 2026 West Yorkshire

The table below provides the figures for the most recent five years as well as the comparison between the current year and the baseline for the districts and the county as a whole. KSI among car occupants have increased only in Bradford (+30%). For the five districts, the total number of casualties recorded in 2017 still compares favourably against the baseline.

Local Authorities	Severities	All Car Occupant Casualties (January-December)											Road to target*		
		2005~09 avg	2012	2013	2014	2015	2016	2017	Trend pattern 2012-2017	2017 vs last year	2017 vs Baseline	2017 vs Avg of last 3 years	TP 2017	TP 2026	Reduc. Req.
Bradford	KSI	90.6	69	52	70	46	52	68		30.8% ↑	-24.9% ↓	56.0 21.4% ↑	46	45	-33.8%
	All severities	1786.8	1295	1073	1128	1046	1077	884		-17.9% ↓	-50.5% ↓	1083.7 -18.4% ↓			
Calderdale	KSI	46.8	39	36	39	36	35	22		-37.1% ↓	-53.0% ↓	36.7 -40.0% ↓	30	23	4.5%
	All severities	621.2	397	361	401	335	338	287		-15.1% ↓	-53.8% ↓	358.0 -19.8% ↓			
Kirklees	KSI	77.2	40	41	57	56	60	54		-10.0% ↓	-30.1% ↓	57.7 -6.4% ↓	53	39	-27.8%
	All severities	1283.4	889	745	673	823	717	614		-14.4% ↓	-52.2% ↓	737.7 -16.8% ↓			
Leeds	KSI	126.6	77	86	94	97	92	88		-4.3% ↓	-30.5% ↓	94.3 -6.7% ↓	82	63	-28.4%
	All severities	2164	1,680	1,428	1,392	1,523	1,455	1,253		-13.9% ↓	-42.1% ↓	1,457 -14.0% ↓			
Wakefield	KSI	79.4	61	67	42	41	71	39		-45.1% ↓	-50.9% ↓	51.3 -24.0% ↓	46	40	2.6%
	All severities	916.2	681	570	582	622	608	515		-15.3% ↓	-43.8% ↓	604.0 -14.7% ↓			
West Yorkshire	KSI	420.6	286	282	302	276	310	271		-12.6% ↓	-35.6% ↓	296.0 -8.4% ↓	258	210	-22.5%
	All severities	6771.6	4942	4177	4176	4349	4195	3553		-15.3% ↓	-47.5% ↓	4,240 -16.2% ↓			

\* Road to target- Reduc. Req.: reduction required from the current year to meet the 2026 target

Table 20- Car occupant KSI casualties in West Yorkshire in the recent five years

## OTHER ROAD USER CASUALTIES IN WEST YORKSHIRE

### Goods Vehicles Casualties

The number of road users injured as occupants in all classes of goods vehicles has fallen in 2016. With a total of 189 casualties, the county total is down 5% (-9) on last year (198), but remains 12% above the lowest total of the recent five years (169 in 2013).

Occupants of light goods vehicles (under 3.5 tonnes) account for the large majority of all casualties in this category, the number of casualties has reduced in 2017. A total of 98 (77%) casualties were users of a light good vehicles, well down from the total of 156 casualties of last year.

The table below summarises the total number of goods vehicles occupant casualties over the previous five years. The reduction for all the districts in the recent three years is noted as well as the positive comparison against the baseline.

#### *Facts about Goods Vehicles casualties in 2017*

- Collisions involving goods vehicles account for 11% (495) of all road traffic collisions and 12% (665) of all casualties.
- Three road users (pedestrians) were killed, 85 seriously injured and 665 sustained slight injuries from collisions involving all classes of goods vehicles.
- Goods vehicle occupant casualties (95 drivers and 33 passengers) fell by seven to 182 in 2017.
- The number of children injured (19) as passengers in a goods vehicle hasn't changed from last year (18).
- The vast majority of casualties (76%) were occupants of light goods vehicles (<= 3.5 tonnes) while 13% were occupants of heavy goods vehicles (over 7.5 tonnes).
- No goods vehicle user killed (none last year) and serious injuries have remained unchanged (13).

Local Authorities	Baseline (2005-09 Av.)	2012	2013	2014	2015	2016	2017	2017 vs Av. last 3yrs	2016 vs Baseline
Bradford	89.6	67	52	46	30	30	21	-40.6% ↓	-76.6% ↓
Calderdale	23.2	16	18	17	11	21	10	-38.8% ↓	-56.9% ↓
Kirklees	45	48	22	28	44	35	24	-32.7% ↓	-46.7% ↓
Leeds	89.6	67	52	66	77	78	53	-28.1% ↓	-40.8% ↓
Wakefield	41.8	40	25	34	36	25	20	-36.8% ↓	-52.2% ↓
West Yorkshire	289.2	238	169	191	198	189	128	-33.6% ↓	-55.7% ↓

Table 21- Goods vehicle occupant casualties (all severities) in West Yorkshire in the recent five years



## Public Service Vehicles (Bus or Coach) Casualties

The trend of the public service vehicle (PSV) casualties over the most recent five years is clearly downward. The reduction of 2016 has overshadowed the increase of 2015.

When the total of each district is considered, the reduction is effective in all the five districts. In Calderdale district, injuries to PSV occupants have been static since 2012; the reduction in 2015 and 2017 is noted.

Between 2012 (15) and 2013 (33), the number of KSI amongst PSV users doubled. The significant decrease in 2014 (-23) has brought the county back in line with the total recorded in 2010, 2011 and 2012. However, the increase in 2015 (+7 to 17) was a setback which was overturned by the reduction in 2016 (-7 to 11). Time will tell if the slight increase of this year (14) is a one off fluctuation, or the start of a new upward trend.

### *Facts about PSV casualties in 2017*

- Collisions involving public service vehicles (PSV) are up by nine (5%) to 202, and account for 5% of all road collisions in West Yorkshire.
- One fatal, 33 serious and 278 slight casualties were recorded from collisions involving PSV.
- The number of PSV users injured hasn't changed in 2017 (182) from last year (181). Ten drivers and 172 passengers were injured on board of a PSV.
- 19 children bus passengers, were injured in 2017, there were 18 a year ago.
- No bus user killed; but serious injuries increased from 11 in 2016 to 14.

Table 18 below shows how casualties from PSVs have changed since 2012 in all districts and in the county as whole. In 2017 more casualties were recorded in Leeds while fewer PSV casualties were recorded elsewhere in the county.

It is important to note that the number of bus casualties tends to fluctuate, often widely, due to the potential number of casualties resulting from a single incident. Hence we are liable to see more year-on-year variation.

Local Authorities	Baseline (2005-09 Av.)	2012	2013	2014	2015	2016	2017	2016 vs Av. last 3yrs	2016 vs Baseline
Bradford	71.2	56	49	29	43	25	<b>23</b>	-28.9% ↓	-67.7% ↓
Calderdale	15	10	9	9	4	10	<b>3</b>	-60.9% ↓	-80.0% ↓
Kirklees	73.4	87	56	40	39	33	<b>30</b>	-19.6% ↓	-59.1% ↓
Leeds	260.8	160	115	124	147	94	<b>115</b>	-5.5% ↓	-55.9% ↓
Wakefield	40	43	48	28	19	19	<b>11</b>	-50.0% ↓	-72.5% ↓
West Yorkshire	460.4	356	277	230	252	181	<b>182</b>	-17.6% ↓	-60.5% ↓

Table 22- PSV (all severities) casualties in West Yorkshire in the recent five years

## Section IV- Road Safety campaigns and initiatives



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### CAMPAIGNS AND INITIATIVES OF WEST YORKSHIRE SAFER ROADS DELIVERY GROUP

Throughout 2017 the West Yorkshire Delivery Group undertook a number of campaigns and initiatives developed as a result of accident analysis and casualty trends.

Radio campaigns continue to be utilised as an effective way to promote key messages throughout the year using Radio Heart.

The **thermal campaign** ran throughout January and February highlighting the importance of being prepared for winter driving. Airing in the morning the campaign aimed to reach drivers before leaving the house.

The group renewed its agreement with Heart Radio for a **'WOW'** package which ran throughout the year. The package features two (paid for) road safety messages every month, each message receiving two weeks air time over the course of the month during Drive Time, with bonus messages (free) throughout the day. The data led schedule featured messages on key road safety themes which include the fatal four offences; excessive speed, drug and drink driving, failure to wear seatbelts and the use of mobile phones and texting whilst driving. Messages also addressed the safety of vulnerable road users including children, pedestrians, cyclists and motorcyclists. All messaging is drawn up in line with the DfT Think campaign calendar and the National Roads Partnership campaign calendar and aired in line with national and local campaigns and events.

The **School Parking Radio Campaign** was introduced in October running for two weeks after the half term holiday to address school gate parking issues.

**Theatre in Education** was again used to target Year 7 and 8 pupils in secondary schools. The statistics continue to highlight this age group as being particularly vulnerable, with 'failure to look properly' a major contributory factor. Schools in the highest casualty areas were targeted. Consultation with the Kirklees Road Safety Champions highlighted this means of education as one of the most effective ways to deliver road safety messages to target this age group.

The aim of the performance is to create a positive influence on student attitude and behaviour, in relation to their safety as pedestrians, by increasing awareness and understanding of the issues faced and providing coping strategies to deal with them. The core messages are around; failure to look properly, distractions, the use of mobile phones and mp3 players, peer pressure and risk taking and consequences.

The resources **'Go for it!'** a leaflet for Year 6 pupils, and **'Moving on to Secondary School'** a leaflet for parents, were developed and distributed by the group in 2017 to provide guidance and advice in preparation for new and independent travel to secondary school.

The group including WY Police and WY Fire & Rescue, has continued to distribute '**Getting there safely**' a car seat information disk produced for drivers, to raise awareness on the appropriate use of child restraints and the law.

In 2017 West Yorkshire Police ran a trial of the West Midlands **Close Pass** scheme. Authorisation has now been given by the Chief Officer Team to run the scheme out across West Yorkshire in spring/summer 2018. The Delivery group has produced an information leaflet 'Give Space' to support the initiative and Road Safety teams will also provide staff support where possible.

The group has also purchased 17 sets of cameras which will be used by off duty police officers whilst leisure cycling or on their daily commute to work, the evidence will be used for education and enforcement.

## Section V: -CONCLUSIONS

This report summarises the statistics on road traffic collisions and casualties in West Yorkshire as well as key findings for each of the five districts of the county.

For the first time since 2014, the number of fatalities recorded in the county has increased. Deaths from road traffic collisions have decreased by 11 to 48 in 2015 and in the following year by 11 to 37, before rising to 43 in 2017. This year's total is marked by the deaths of five car occupants including three children in a single collision involving a single vehicle.

The reduction in the number of serious road casualties in the county is encouraging. The number of seriously injured road users has fallen for the second consecutive year after the increase of 2015. Thanks to this reduction, the county has recorded its lowest ever total KSI in a year. However this year's total is well above the target point (759) along the ideal trajectory towards the 2026 KSI target.

It is also pleasing to note the overall encouraging KSI total among the most vulnerable road user groups (pedestrians, cyclists and motorbike riders). KSI among pedestrians has increased slightly, but still compared favourably against the last three years average and against the baseline; while cyclist and PWT rider KSI fell in 2017.

After increasing in 2015, child casualties have fallen for two consecutive years for both all severities and KSI. However, no real improvement has been recorded on serious injuries amongst cyclists and car occupants. The reduction recorded in both all severities and KSI is welcomed, but serious injuries among children are largely related to pedestrian collisions, with the vast majority of the under 16s being on foot. Children aged 5-8 and 12-15 are the most at risk.

The rate of reduction of KSI has slowed in recent years and has practically levelled off between 2010 and 2017. Collisions resulting in high severity injury to all road users, but essentially to vulnerable road users, remain a priority and need to be actively managed and addressed.

In 2017, fewer casualties were recorded on West Yorkshire's roads compared to last year; the result confirms the reduction of 2016 and overturns the increase of the three years prior to 2016. The reduced number of casualties is attributable to all the road user categories and shared across the five districts.

Total casualties have fallen from over 13,000 in 2000 to 5,803 in 2017, a fall of over 50%. This downward trend has been reflected in sustained falls in pedestrian, car occupant and motor cycle casualties. In line with national trends, however, cycle casualties have not improved over this period, a trend that reflects greater usage of this mode of travel. While there are indications that the casualty rate is declining, this is nevertheless a cause for concern and is being closely monitored.

Collaborative working have been developed within the West Yorkshire Delivery Group, which has undertaken various campaigns and initiatives to mitigate the effects of funding cuts and to continue to provide education, training and publicity programmes to address the most serious or frequent causes of collisions and casualties on our roads.

The 2017 results, analysed in this report should be viewed in the context of the continuing increase in the number of vehicles on the roads of West Yorkshire. Traffic levels in West Yorkshire have increased significantly in the most recent five years, consistent with the increase noted in the country as a whole.

## Section VI: - WEST YORKSHIRE TABULATIONS

Accidents, casualties, road user group totals	End table 1
All casualties by age groups	End table 2
Pedestrian casualties by age groups	End table 3
Pedal cycle casualties by age groups	End table 4
Motor cycle rider + pillion casualties by age groups	End table 5
Car driver casualties by age groups	End table 6
Car passenger casualties by age groups	End table 7
Goods occupant casualties by age groups	End table 8
Bus occupant casualties by age groups	End table 9
Long term comparisons	End table 10

If a particular tabulation is required that is not presented in this report, please contact:

[accident.studies@leeds.gov.uk](mailto:accident.studies@leeds.gov.uk)



## **END PAPERS**

### **WEST YORKSHIRE TABULATIONS**

## West Yorkshire

### Accidents

	2012	2013	2014	2015	2016	Average	2017
Fatal	45	52	53	43	35	46	39
Serious	818	714	793	782	758	773	742
Slight	4,552	4,101	4,197	4,461	4,176	4,297	3,590
Total	5,415	4,867	5,043	5,286	4,969	5,116	4,371

### Casualties

	2012	2013	2014	2015	2016	Average	2017
Fatal	49	55	58	48	37	49	43
Serious	885	808	867	872	849	856	808
Slight	6,913	5,941	6,013	6,304	5,911	6,216	4,952
Total	7,847	6,804	6,938	7,224	6,797	7,121	5,803

### Road User Groups

	2012	2013	2014	2015	2016	Average	2017
Pedestrian	1,136	975	1,074	1,175	1,058	1,084	910
Pedal Cyclist	596	635	682	628	636	635	567
PTW Rider + Pillion	559	558	552	560	506	547	437
Car Driver	3,117	2,691	2,545	2,785	2,624	2,753	2,288
Car Passenger	1,825	1,493	1,629	1,567	1,571	1,617	1,265
Goods occupant	201	142	191	201	189	185	128
Bus occupant	356	277	230	252	181	260	182
Other	57	33	35	56	32	42	26
Total	7,847	6,804	6,938	7,224	6,797	7,121	5,803

\*

\* The figures in the Average column of the following tables do not always sum to the total, due to rounding.

WY End table 1



# REPORTED ROAD CASUALTIES IN WEST YORKSHIRE-2017

## West Yorkshire

## All Casualties

		Age Groups						
		0 - 4	5 - 15	16 - 19	20 - 29	30 - 59	60+	All ages
2012	Fatal	0	2	4	9	23	11	49
	Serious	15	114	107	200	319	130	885
	Slight	145	589	644	1,784	3,030	721	6,913
	Total	160	705	755	1,993	3,372	862	7,847
2013	Fatal	1	0	5	17	23	9	55
	Serious	12	85	93	204	309	105	808
	Slight	125	546	482	1,555	2,567	666	5,941
	Total	138	631	580	1,776	2,899	780	6,804
2014	Fatal	1	1	10	15	17	14	58
	Serious	21	80	83	199	346	138	867
	Slight	107	563	529	1,638	2,507	669	6,013
	Total	129	644	622	1,852	2,870	821	6,938
2015	Fatal	0	2	4	13	15	14	48
	Serious	20	112	91	204	304	141	872
	Slight	128	564	538	1,702	2,699	673	6,304
	Total	148	678	633	1,919	3,018	828	7,224
2016	Fatal	1	1	3	8	15	9	37
	Serious	16	102	60	207	318	146	849
	Slight	118	553	463	1,512	2,612	653	5,911
	Total	135	656	526	1,727	2,945	808	6,797
Average	Fatal	1	1	5	12	19	11	49
	Serious	17	99	87	203	319	132	856
	Slight	125	563	531	1,638	2,683	676	6,216
	Total	143	663	623	1,853	3,021	819	7,121
2017	Fatal	1	3	1	11	20	7	43
	Serious	10	99	94	193	288	124	808
	Slight	90	491	427	1,281	2,128	535	4,952
	Total	101	593	522	1,485	2,436	666	5,803

WY End table 2

# REPORTED ROAD CASUALTIES IN WEST YORKSHIRE-2017

## West Yorkshire

## Pedestrian Casualties

		Age Groups						
		0 - 4	5 - 15	16 - 19	20 - 29	30 - 59	60+	All ages
2012	Fatal	0	1	2	2	8	5	18
	Serious	13	82	19	38	77	53	282
	Slight	45	229	87	153	241	81	836
	Total	58	312	108	193	326	139	1,136
2013	Fatal	1	0	0	5	6	1	13
	Serious	9	64	19	30	47	43	212
	Slight	54	221	61	114	201	99	750
	Total	64	285	80	149	254	143	975
2014	Fatal	1	1	1	2	7	7	19
	Serious	13	60	20	23	76	68	260
	Slight	37	249	63	123	203	120	795
	Total	51	310	84	148	286	195	1,074
2015	Fatal	0	0	0	3	5	9	17
	Serious	15	75	11	31	74	55	261
	Slight	32	253	86	157	255	114	897
	Total	47	328	97	191	334	178	1,175
2016	Fatal	1	1	0	0	4	5	11
	Serious	13	62	9	31	60	60	235
	Slight	36	212	71	139	239	115	812
	Total	50	275	80	170	303	180	1,058
Average	Fatal	1	1	1	2	6	5	16
	Serious	13	69	16	31	67	56	250
	Slight	41	233	74	137	228	106	818
	Total	55	303	91	170	301	167	1,084
2017	Fatal	1	0	1	1	11	5	19
	Serious	8	64	18	23	67	54	234
	Slight	31	195	54	104	199	74	657
	Total	40	259	73	128	277	133	910

WY End table 3

# REPORTED ROAD CASUALTIES IN WEST YORKSHIRE-2017

## West Yorkshire

## Pedal Cycle Casualties

		Age Groups						
		0 - 4	5 - 15	16 - 19	20 - 29	30 - 59	60+	All ages
2012	Fatal	0	1	0	0	1	1	3
	Serious	0	18	6	25	67	6	122
	Slight	2	84	42	97	233	13	471
	Total	2	103	48	122	301	20	596
2013	Fatal	0	0	0	0	0	0	0
	Serious	0	13	7	22	71	9	122
	Slight	3	75	33	124	259	19	513
	Total	3	88	40	146	330	28	635
2014	Fatal	0	0	0	0	0	0	0
	Serious	0	11	4	24	79	10	128
	Slight	1	58	36	131	307	21	554
	Total	1	69	40	155	386	31	682
2015	Fatal	0	0	0	0	2	0	2
	Serious	0	13	8	26	65	12	124
	Slight	2	65	36	148	236	15	502
	Total	2	78	44	174	303	27	628
2016	Fatal	0	0	0	0	6	0	6
	Serious	0	20	4	20	60	11	115
	Slight	2	76	31	113	264	29	515
	Total	2	96	35	133	330	40	636
Average	Fatal	0	0	0	0	2	0	2
	Serious	0	15	6	23	68	10	122
	Slight	2	72	36	123	260	19	511
	Total	2	87	42	146	330	29	635
2017	Fatal	0	0	0	0	0	0	0
	Serious	1	17	7	16	72	7	120
	Slight	2	81	33	97	221	13	447
	Total	3	98	40	113	293	20	567

WY End table 4

# REPORTED ROAD CASUALTIES IN WEST YORKSHIRE-2017

## West Yorkshire

## PTW Rider + Pillion Casualties

### Age Groups

		0 - 4	5 - 15	16 - 19	20 - 29	30 - 59	60+	All ages
2012	Fatal	0	0	1	0	6	0	7
	Serious	0	5	43	49	73	10	180
	Slight	0	2	84	121	152	13	372
	Total	0	7	128	170	231	23	559
2013	Fatal	0	0	2	2	9	0	13
	Serious	0	3	34	45	77	8	167
	Slight	0	4	103	122	135	14	378
	Total	0	7	139	169	221	22	558
2014	Fatal	0	0	0	1	4	1	6
	Serious	0	2	34	62	73	7	178
	Slight	0	3	83	123	143	16	368
	Total	0	5	117	186	220	24	552
2015	Fatal	0	0	0	3	5	1	9
	Serious	1	5	36	60	60	8	170
	Slight	0	2	62	150	145	22	381
	Total	1	7	98	213	210	31	560
2016	Fatal	0	0	1	3	2	0	6
	Serious	0	2	24	62	77	11	176
	Slight	0	5	68	116	125	10	324
	Total	0	7	93	181	204	21	506
Average	Fatal	0	0	1	2	5	0	8
	Serious	0	3	34	56	72	9	174
	Slight	0	3	80	126	140	15	365
	Total	0	6	115	184	217	24	547
2017	Fatal	0	0	0	4	4	1	9
	Serious	0	1	26	65	65	5	162
	Slight	0	3	54	90	106	13	266
	Total	0	4	80	159	175	19	437

WY End table 5

# REPORTED ROAD CASUALTIES IN WEST YORKSHIRE-2017

## West Yorkshire

## Car Driver Casualties

		Age Groups						
		0 - 4	5 - 15	16 - 19	20 - 29	30 - 59	60+	All ages
2012	Fatal	0	0	1	3	6	1	11
	Serious	0	0	15	48	78	32	173
	Slight	0	0	148	815	1,667	303	2,933
	Total	0	0	164	866	1,751	336	3,117
2013	Fatal	0	0	0	8	4	5	17
	Serious	0	0	13	40	72	15	140
	Slight	0	3	111	711	1,410	299	2,534
	Total	0	3	124	759	1,486	319	2,691
2014	Fatal	0	0	3	8	5	4	20
	Serious	0	0	12	50	78	30	170
	Slight	0	0	115	722	1,250	268	2,355
	Total	0	0	130	780	1,333	302	2,545
2015	Fatal	0	0	0	3	1	3	7
	Serious	0	1	10	52	62	33	158
	Slight	0	1	128	773	1,428	290	2,620
	Total	0	2	138	828	1,491	326	2,785
2016	Fatal	0	0	1	3	2	4	10
	Serious	0	0	8	46	75	34	163
	Slight	0	0	103	702	1,368	278	2,451
	Total	0	0	112	751	1,445	316	2,624
Average	Fatal	0	0	1	5	4	3	13
	Serious	0	0	12	47	73	29	161
	Slight	0	1	121	745	1,425	288	2,579
	Total	0	1	134	797	1,502	320	2,753
2017	Fatal	0	0	0	3	5	1	9
	Serious	0	2	13	50	52	30	147
	Slight	0	0	107	647	1,123	255	2,132
	Total	0	2	120	700	1,180	286	2,288

WY End table 6

**West Yorkshire**

**Car Passenger Casualties**

		Age Groups						
		0 - 4	5 - 15	16 - 19	20 - 29	30 - 59	60+	All ages
2012	Fatal	0	0	0	3	1	3	7
	Serious	2	6	24	36	15	12	95
	Slight	72	252	250	505	504	140	1,723
	Total	74	258	274	544	520	155	1,825
2013	Fatal	0	0	2	2	4	1	9
	Serious	3	3	20	51	23	19	119
	Slight	55	220	155	420	386	129	1,365
	Total	58	223	177	473	413	149	1,493
2014	Fatal	0	0	6	4	0	1	11
	Serious	8	7	13	32	27	13	100
	Slight	57	230	218	448	420	145	1,518
	Total	65	237	237	484	447	159	1,629
2015	Fatal	0	2	2	1	2	0	7
	Serious	3	14	20	28	26	13	104
	Slight	78	227	210	397	412	132	1,456
	Total	81	243	232	426	440	145	1,567
2016	Fatal	0	0	1	2	1	0	4
	Serious	3	16	15	40	37	22	133
	Slight	70	248	176	372	432	136	1,434
	Total	73	264	192	414	470	158	1,571
Average	Fatal	0	0	2	2	2	1	8
	Serious	4	9	18	37	26	16	110
	Slight	66	235	202	428	431	136	1,499
	Total	70	244	222	467	459	153	1,617
2017	Fatal	0	3	0	3	0	0	6
	Serious	1	13	27	32	21	15	109
	Slight	48	198	165	284	343	112	1,150
	Total	49	214	192	319	364	127	1,265

WY End table 7

# REPORTED ROAD CASUALTIES IN WEST YORKSHIRE-2017

## West Yorkshire

## Goods Occupant Casualties

		Age Groups						
		0 - 4	5 - 15	16 - 19	20 - 29	30 - 59	60+	All ages
2012	Fatal	0	0	0	1	1	0	2
	Serious	0	1	0	4	5	1	11
	Slight	1	1	7	55	108	16	188
	Total	1	2	7	60	114	17	201
2013	Fatal	0	0	0	0	0	1	1
	Serious	0	0	0	4	6	1	11
	Slight	0	1	4	38	81	6	130
	Total	0	1	4	42	87	8	142
2014	Fatal	0	0	0	0	1	0	1
	Serious	0	0	0	4	7	2	13
	Slight	0	4	6	54	107	6	177
	Total	0	4	6	58	115	8	191
2015	Fatal	0	0	0	0	0	0	0
	Serious	0	0	4	3	12	3	22
	Slight	1	5	7	39	114	13	179
	Total	1	5	11	42	126	16	201
2016	Fatal	0	0	0	0	0	0	0
	Serious	0	0	0	5	5	2	12
	Slight	2	3	7	45	104	16	177
	Total	2	3	7	50	109	18	189
Average	Fatal	0	0	0	0	0	0	1
	Serious	0	0	1	4	7	2	14
	Slight	1	3	6	46	103	11	170
	Total	1	3	7	50	110	13	185
2017	Fatal	0	0	0	0	0	0	0
	Serious	0	0	2	4	6	1	13
	Slight	1	2	3	35	68	6	115
	Total	1	2	5	39	74	7	128

WY End table 8

# REPORTED ROAD CASUALTIES IN WEST YORKSHIRE-2017

## West Yorkshire

## Bus Occupant Casualties

		Age Groups						
		0 - 4	5 - 15	16 - 19	20 - 29	30 - 59	60+	All ages
2012	Fatal	0	0	0	0	0	1	1
	Serious	0	0	0	0	3	11	14
	Slight	24	20	17	29	105	146	341
	Total	24	20	17	29	108	158	356
2013	Fatal	0	0	1	0	0	1	2
	Serious	0	0	0	10	11	10	31
	Slight	13	20	13	21	87	90	244
	Total	13	20	14	31	98	101	277
2014	Fatal	0	0	0	0	0	0	0
	Serious	0	0	0	1	3	6	10
	Slight	12	18	6	27	67	90	220
	Total	12	18	6	28	70	96	230
2015	Fatal	0	0	0	0	0	0	0
	Serious	0	0	0	0	1	16	17
	Slight	14	9	8	28	96	80	235
	Total	14	9	8	28	97	96	252
2016	Fatal	0	0	0	0	0	0	0
	Serious	0	1	0	3	1	6	11
	Slight	8	9	7	18	65	63	170
	Total	8	10	7	21	66	69	181
Average	Fatal	0	0	0	0	0	0	1
	Serious	0	0	0	3	4	10	17
	Slight	14	15	10	25	84	94	242
	Total	14	15	10	28	88	104	260
2017	Fatal	0	0	0	0	0	0	0
	Serious	0	2	0	0	4	8	14
	Slight	8	9	11	18	64	58	168
	Total	8	11	11	18	68	66	182

WY End table 9



## REPORTED ROAD CASUALTIES IN WEST YORKSHIRE-2017

### West Yorkshire

### Long Term Comparisons

Accidents	Year	Killed	Ser	KSI	Slight	Total	Pedestrians		Pedal Cyclists		PTW Users	Car Drivers	Car Pass	Car Users	Goods Users	Bus Users	Others
							All Ages	Child	All Ages	Child							
8364	1981-85	221	2325	2546	8108	10654	2728	1270	722	360	2046	2390	1996	4386	332	412	22
9157	1994-98	115	1369	1484	11391	12875	2200	988	664	266	559	5369	3144	8513	356	546	37.0
4907	2013-17	48	841	889	5824	6713	1038	342	630	88	523	2587	1505	4092	170	224	36
8663	2002	115	1204	1319	11648	12967	1685	698	452	151	822	6024	3111	9135	405	416	52
8495	2003	102	1136	1238	11566	12804	1595	678	488	167	830	5892	3022	8914	378	533	66
8038	2004	116	1099	1215	10816	12031	1526	595	440	129	782	5551	2754	8305	412	498	68
7277	2005	99	986	1085	9718	10803	1421	543	466	152	701	4917	2448	7365	294	509	47
7162	2006	113	1027	1140	9474	10614	1339	512	446	130	604	4821	2520	7341	290	535	59
6867	2007	103	1029	1132	8850	9982	1414	536	477	143	683	4388	2330	6718	235	394	61
6501	2008	71	1020	1091	8337	9428	1333	458	485	104	669	4017	2246	6263	186	445	47
6255	2009	84	889	973	8238	9211	1215	434	526	120	581	3954	2217	6171	218	419	81
5761	2010	58	836	894	7456	8350	1189	421	490	101	510	3533	2051	5584	200	314	63
5403	2011	65	839	904	6881	7785	1139	438	561	115	556	3168	1728	4896	203	386	44
5415	2012	49	885	934	6913	7847	1136	370	596	105	559	3117	1825	4942	201	356	57
4867	2013	55	808	863	5941	6804	975	349	635	91	558	2691	1493	4184	142	277	33
5043	2014	58	867	925	6013	6938	1074	361	682	70	552	2545	1629	4174	191	230	35
5286	2015	48	872	920	6304	7224	1175	375	628	80	560	2785	1567	4352	201	252	56
4969	2016	37	849	886	5911	6797	1058	325	636	98	506	2624	1571	4195	189	181	32
4371	2017	43	808	851	4952	5803	910	299	567	101	437	2288	1265	3553	128	182	26

WY End table 10

## Contact Information

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