



Leeds City Council, Highways & Transportation,  
Transport Policy

Transport Strategy, 8th Floor East, Merrion  
House, 110 Merrion Centre, Leeds LS2 8BB

Email: [collisionstudies@leeds.gov.uk](mailto:collisionstudies@leeds.gov.uk)

## **Reported Road Casualties in 2023**

### **Report to Senior Management Team (SMT)**

**Release date: 2<sup>nd</sup> December 2024**

# EXECUTIVE SUMMARY – CALDERDALE DISTRICT

## **Note on the Data**

Data from completed STATS19 forms is also available from the Department for Transport (DfT)<sup>1</sup>. The data provided by the DfT can differ from data held by Leeds City Council (LCC), as presented in this report. Whereas the DfT treats data from previous years as finalised (once the relevant annual process of validation has been undertaken), LCC operates a live database system, and records may be added or amended when errors are identified or when new information comes to light. Additionally, the data analysis used to inform this report was undertaken prior to the finalization of data for 2023 by the DfT, and should therefore be treated as provisional.

In April 2021, West Yorkshire Police (WYP) adopted a new system for the recording of personal injury road traffic collisions. The system now being used, called CRaSH (Collision Reporting and Sharing System), automatically assigns a severity classification to each casualty according to the injuries recorded by the reporting Police Officer, whereas the previous system allowed the reporting officer to specify the severity directly. Where

---

<sup>1</sup> DfT, 2023. Road Accidents. Available here: <https://roadtraffic.dft.gov.uk/custom-downloads/road-accidents>

CRaSH and similar “injury-based” systems have been previously rolled out elsewhere in the country, there has generally been a significant increase in the proportion of reported casualties which are classified as serious. This has been replicated across West Yorkshire. We will continue to review the data with colleagues at WYP and the West Yorkshire councils.

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

### **West Yorkshire County in 2023: Summary of Findings**

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

The most at-risk groups, including pedestrians, cyclists, and motorcyclists, continued to represent a significant proportion of casualties, with a 2.3% increase in KSI figures amongst this group compared with 2022 (driven by an increase in motorcycle KSI).

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

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

## Calderdale District in 2023: At a glance

The overall number of road casualties in Calderdale increased by 15% in 2023 (472) when compared to the 2017-2019 average (409) and decreased by 6% when compared to 2022 (501). The number of KSI in 2023 was 137, which is a 52% increase when compared to the average for 2017-19 (90) and a 6% increase when compared to 2022 (129).

Moreover, 11 fatalities were recorded in Calderdale in 2023, this included 1 pedestrian, 1 goods vehicle driver and 9 car occupants. There were 3.3 fatalities per year on average between 2017-2019.

In Calderdale, in 2023, the most at-risk groups consisting of pedestrians, motorcycle riders and cyclists aggregated 42% of all KSI with pedestrians accounting for 48% of these, pedal cyclists 16% and motorcyclists 36%. Calderdale accounted for 9% of total casualties in West Yorkshire in 2023, whilst KSI also represented 9%.

- The number of all child casualties decreased by 6% in 2023 (50) when compared to the 2017-2019 average (53), whilst KSI has increased by 43% over the same period (from 11.2 to 16). Child KSI was unchanged between 2022 and 2023, whilst all severity child casualties rose by 4%.
- Pedestrian casualties of all severities increased by 29% in 2023 (88) when compared to the 2017-2019 average (68.0). Moreover, KSI has increased by 22% when compared to 2017-2019 average (from 22.9 to 28). Pedestrian KSI rose by 8% between 2022 and 2023, whilst pedestrian casualties of all severities fell by 7%.
- The number of cyclist casualties of all severities decreased by 17% from 32.7 to 27 when compared to the average between 2017 and 2019, whilst KSI has also decreased by 27% over the same time period (from 12.4 to 9). Cycle KSI fell by 44% between 2023 and 2022, whilst all severity cycle casualties fell by 27%.
- Motorcycle casualties of all severities increased by 11% in 2023 (36), in comparison with the average for 2017-19 (32.3). Moreover, KSI has also increased by 18% over the same time period (from 17.7 to 21). Motorcycle KSI increased by 62%

between 2022 and 2023, and all severity motorcycle casualties rose by 20% over the same period.

- All severity casualties for Car Occupants increased by 19% in 2023, compared with the average for 2017-19 (from 257 to 306). Additionally, KSI has also seen an increase albeit of greater magnitude, with a 130% increase (from 33.0 to 76). Car occupant KSI increased by 17% between 2022 and 2023, whilst all severity car occupant casualties were unchanged over the same period.

**Table 1. KSI casualties by road user group, Calderdale, 2017-2023. \*Includes rider and pillion passenger, † includes taxi, private hire and minibus.**

Road user group	Average 2017-2019	2020	2021	2022	2023	Percentage increase 2023 compared with average 2017-2019	Percentage increase 2022 to 2023
Child	11.2	12	12	16	16	43%	0.0%
Pedestrian	22.9	19	23	26	28	22%	7.7%
Pedal cycle*	12.4	12	11	16	9	-27%	-43.8%
Motorcycle*	17.7	6	17	13	21	18%	61.5%
Car occupant†	33.0	28	41	65	76	130%	16.9%
Other vehicle occupant	4.3	2	6	9	3	-30.5%	-66.7%

**Table 2. Casualties (all severities) by road user group, Calderdale, 2017-2023. \*Includes rider and pillion passenger, † includes taxi, private hire and minibus.**

Road user group	Average 2017-2019	2020	2021	2022	2023	Percentage increase 2023 compared with average 2017-2019	Percentage increase 2022 to 2023
Child	53.0	38	39	48	50	-5.7%	4.2%
Pedestrian	68.0	46	72	95	88	29.4%	-7.4%
Pedal cycle*	32.7	37	32	37	27	-17.3%	-27.0%
Motorcycle*	32.3	16	31	30	36	11.3%	20.0%
Car occupant†	257.3	159	266	306	306	18.9%	0.0%
Other vehicle occupant	18.7	9	16	33	15	-19.6%	-54.5%

## Calderdale Age and Gender Breakdown 2023:

While child casualties rose from 48 in 2022 to 50 in 2023, the 16-19 age group (47) exhibited the largest long-term increase, with an 88% jump compared to the 2017-2019 average and a 24% increase from 2022. Casualties in the 20-29 and 30-39 age groups also rose compared to the 2017-2019 average, though there were slight declines compared to 2022, suggesting a mixed trend in these middle-aged groups. Older demographics, particularly those aged 40-49 and 70+, showed notable improvements, with large reductions in 2023 compared to 2022.

The KSI data paints a more concerning picture for road safety. In 2023, the total number of KSIs (137) increased by 52% compared to the 2017-2019 average and by 6% from 2022. The 16-19 age group experienced the largest increase, with a 151% increase compared to the 2017-19 average and 31% more KSIs compared to 2022. The 30-39 age group also showed a steep rise in KSI, with a 120% increase from the 2017-2019 baseline and 69% more KSIs than in 2022. Conversely, older age groups, particularly those aged 40-69, saw more modest increases or even declines in KSI, with the 60-69 group showing a 42% decrease compared to the 2017-19 average and a 25% rise from 2022.

In summary, while total casualties have shown some improvement recently, KSI figures indicate that serious injuries continue to rise, especially among younger age groups (16-39).

Table 3. KSI casualties by age group, Calderdale, 2017-2023.

Age	Average 2017-2019	2020	2021	2022	2023	Percentage increase 2023 compared with average 2017-2019	Percentage increase 2023 compared with 2022
0-15	11.2	12	12	16	16	43.4%	0.0%
16-19	6.8	1	7	13	17	150.6%	30.8%
20-29	19.3	12	27	28	33	70.7%	17.9%
30-39	12.3	5	16	16	27	119.7%	68.8%
40-49	14.9	10	14	20	15	0.5%	-25.0%
50-59	8.2	11	8	13	10	21.4%	-23.1%
60-69	8.7	7	5	4	5	-42.4%	25.0%
70+	8.9	7	8	19	14	56.9%	-26.3%
Total	90.3	66	98	129	137	51.7%	6.2%

Table 4. Casualties (all severities) by age group, Calderdale, 2017-2023.

Age	Average 2017-2019	2020	2021	2022	2023	Percentage increase 2023 compared with average 2017-2019	Percentage increase 2023 compared with 2022
0-15	53.0	38	39	48	50	-5.7%	4.2%
16-19	25.0	13	31	38	47	88.0%	23.7%
20-29	92.0	59	109	108	106	15.2%	-1.9%
30-39	63.0	36	88	93	83	31.7%	-10.8%
40-49	62.3	45	50	70	58	-7.0%	-17.1%
50-59	48.7	39	41	66	61	25.3%	-7.6%
60-69	33.7	21	33	31	29	-13.9%	-6.5%
70+	31.3	16	26	46	38	21.3%	-17.4%
Total	409.0	267	417	501	472	15.4%	-5.8%

## Age/Gender of Drivers

Tables 5, 6 and 7 show the age and gender breakdown of drivers involved in all severity collisions, KSI collisions and fatal collisions, respectively, in Calderdale in 2023. Across all severities, more male drivers are involved in collisions than female drivers, with the difference being more marked for the more serious collisions: 93% of drivers/riders involved in fatal collisions were male, compared with 69% of drivers/riders involved in KSI collisions and 61% for all severities. The difference between the rates of involvement of male versus female drivers is large, across all age bands and severities. When considering age, for KSI and all severity collisions, all age groups from 20 upwards are involved in significant numbers of collisions, with the largest numbers of drivers/riders involved across all severities being aged 20-39, accounting for 41% of drivers involved in personal-injury collisions.

Table 5: Drivers/riders involved in RTCs of all severities, Calderdale, 2023, by age and gender (all vehicle types, excludes parked vehicles and vehicles not coming into contact with another vehicle/casualty)

Age	Male	Female	*Unknown	Total
0-15	6	0	1	7
16-19	32	7	1	40
20-29	75	27	0	102
30-39	82	39	2	123
40-49	50	37	1	88
50-59	60	19	0	79
60-69	19	12	0	31
70+	24	11	0	35
*Unknown	1	1	69	71
Total	349	153	74	576

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

Table 6: Drivers/riders involved in KSI RTCs in, Calderdale, 2023, by age and gender (all vehicle types, excludes parked vehicles and vehicles not coming into contact with another vehicle/casualty)

Age	Male	Female	*Unknown	Total
0-15	2	0	0	2
16-19	15	0	0	15
20-29	27	8	0	35
30-39	29	8	1	38
40-49	20	12	0	32
50-59	21	6	0	27
60-69	8	5	0	13
70+	9	6	0	15
*Unknown	1	0	13	14
Total	132	45	14	191

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

Table 7: Drivers/riders involved in Fatal RTCs, Calderdale, 2023, by age and gender (all vehicle types, excludes parked vehicles and vehicles not coming into contact with another vehicle/casualty)

Age	Male	Female	*Unknown	Total
0-15	0	0	0	0
16-19	3	0	0	3
20-29	4	0	0	4
30-39	2	0	0	2
40-49	2	0	0	2
50-59	1	0	0	1
60-69	0	0	0	0
70+	1	1	0	2
*Unknown	0	0	0	0
Total	13	1	0	14

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