

# REPORTED ROAD CASUALTIES WEST YORKSHIRE



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## Main Results in 2019



© Dft New THINK! road safety campaign launched to help cut child casualties

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## Foreword

*This publication presents statistics on personal-injury collisions and casualties in 2018 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 (2019) 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 in five sections:*

- 1. West Yorkshire summary results in 2019.*
- 2. Discusses the 2019 totals by road-user categories.*
- 3. Road safety initiatives and campaigns undertaken during the year.*
- 4. Conclusion.*
- 5. 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

**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 those with speed limits over 40 mph. Motorway collisions are shown separately and are excluded from the totals for built-up and non-built-up roads.

**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.

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

**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.

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

**Slight injury:** E.g. 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.

**Speed limits:** Permanent speed limits applicable to the roadway.

**Urban / rural roads:** Urban roads are those within an area of population of 10,000 or more. Tables produced for years prior to 2017 are based on the 2001 Communities and Local Government definition of Urban Settlements. Tables produced for 2017 are based on the 2011 census data that uses a revised 2001 Communities and Local Government classification. Roads outside these areas will be classified as Rural.

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

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

## Section I: Road Traffic Collisions in West Yorkshire 2019

### I. HEADLINE COMMENTS

In 2019, the number of road users killed or seriously injured (KSI) fell by 5% from 873 to 831, while all casualties fell by 12% from 5,440 to 4,786.

Numbers of all child casualties and those KSI fell 11% from 637 to 570 and 26% from 110 to 82 respectively. No child road user was killed in the county in 2019; there were four in 2018 and also in 2017.

Serious injuries among pedestrians fell by 4% from 264 to 253, while the number of all pedestrian casualties reduced by 5% from 904 to 853. The number of pedestrian deaths (16), fell by 36% after increasing consecutively in the last three years.

Cyclist casualties of all severities fell again this year, after the increase of 2016. The number of cyclists killed increased from two to four in 2019, contrasting with the slight reduction in the number of those seriously injured, affecting the overall KSI, which remains almost unchanged from last year (from 126 to 127).

Twelve motorbike riders were killed in 2019, four more than in 2018, and there were fewer serious injuries (down 8% from 155 to 143), contributing to the reduction in all KSI casualties (5% from 163 to 155).

The reduced number of car occupant casualties in 2019 consolidated the long-term downward trend; however the number of those KSI continues to fluctuate.

In 2019, the overall number of KSI (831) remains well above the target point (786) along the ideal trajectory towards the 2027 KSI target (515).

Fewer casualties of all severities were recorded on West Yorkshire's roads; this year's total consolidates the reduction of 2017 and 2018 and overturns the increase of the three years prior to 2016. This is attributed to all the road user categories and is reflected across the districts.

The vulnerable road user (VRU) group comprising pedestrians (30%), cyclists (15%) and motorbike riders (19%), accounts for the majority of high severity casualties (64%). The number of those KSI in that group has reduced by 4% from 554 to 534).

Most serious road collisions are due to human error: failure to look properly, poor judgement of other road users' speeds and poor manoeuvring are the most common causes.











West Yorkshire KSI in 2019		
	 -4.7%	% share <b>32%</b> <b>263</b>
	 -4.2%	% share <b>30%</b> <b>253</b>
	 -4.9%	% share <b>19%</b> <b>155</b>
	 -0.8%	% share <b>15%</b> <b>126</b>
<b>Other</b>	 -20.9%	% share <b>4%</b> <b>34</b>
<b>ALL KSI</b>	 -4.8%	<b>831</b>

Figure 1: KSI by type of road users

Road casualties fluctuate 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, but particularly by drivers, whose actions have the greatest potential to influence the casualty outcomes of most collisions- regardless of actual or perceived “fault”.

Investment in road safety awareness campaigns, with a strong focus in particular on 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.

West Yorkshire		All Casualties (January-December)									
Severities		Last 5yrs avg	2014	2015	2016	2017	2018	2019	Trend pattern 2014-2019	2019 vs last year	2019 vs avg last 5yrs
All	KSI	891.4	926	920	887	851	873	831		-4.8% ↓	-6.8% ↓
	All severities	6440.6	6938	7223	6798	5804	5,440	4,786		-12.0% ↓	-25.7% ↓
Child	KSI	116.2	104	134	120	113	110	82		-25.5% ↓	-29.4% ↓
	All severities	744	772	826	791	694	637	570		-10.5% ↓	-23.4% ↓
Pedestrian	KSI	264	279	278	246	253	264	253		-4.2% ↓	-4.2% ↓
	All severities	1024	1074	1174	1058	910	904	853		-5.6% ↓	-16.7% ↓
Cyclist	KSI	124.6	128	126	122	120	127	126		-0.8% ↓	1.1% ↑
	All severities	613.2	682	628	637	567	552	469		-15.0% ↓	-23.5% ↓
PTW	KSI	174.6	184	177	178	171	163	155		-4.9% ↓	-11.2% ↓
	All severities	492.8	552	558	502	437	415	348		-16.1% ↓	-29.4% ↓
Car Occupant	KSI	287	302	276	310	271	276	263		-4.7% ↓	-8.4% ↓
	All severities	3900	4176	4349	4195	3554	3,226	2,835		-12.1% ↓	-27.3% ↓

Table 1: Trend of all casualties and KSI

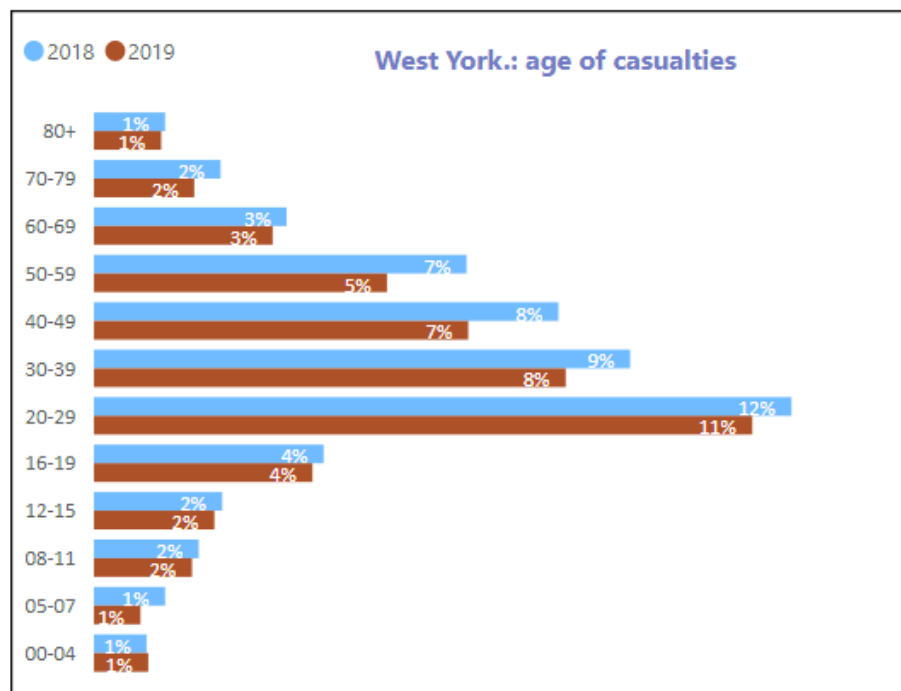


Table 2: Road casualties by age groups



## Section II: Reported Road Casualties in 2019

### A-ROAD COLLISION AND CASUALTIES: SEVERITY AND ROAD USER CATEGORY

#### I. ALL ROAD COLLISIONS IN WEST YORKSHIRE

The number of road collisions that resulted in a road user injury being reported to the police fell by 12% to 3,618 in 2019 from 4,131 in 2018.

Collisions resulting in the death of at least one road user fell by 22% from 63 in 2018 to 49 in 2019, contributing to the reduction in the overall number of those killed or seriously injured (KSI), which is 7% (741) below the total from 2018 (801).

The graph below shows the trend of all road collisions in the most recent six years. The number of all road collisions has fallen consistently since 2014 to its lowest level in 2019. The trend of the collisions with high severity is generally downward, despite the spike of 2018.

District	Fatal	Serious	Slight	Total
Bradford	9	139	685	833
Calderdale	2	63	206	271
Kirklees	9	105	463	577
Leeds	21	299	1,130	1,450
Wakefield	8	86	393	487
Road Class	Fatal	Serious	Slight	Total
M	7	19	187	213
A(M)	1	10	48	59
A	18	236	934	1,188
B	4	45	193	242
Other	19	382	1,515	1,916
Speed Limit	Fatal	Serious	Slight	Total
20	3	52	130	185
30	19	467	2,085	2,571
40	14	82	298	394
50	3	19	63	85
60	5	43	81	129
70	5	29	220	254

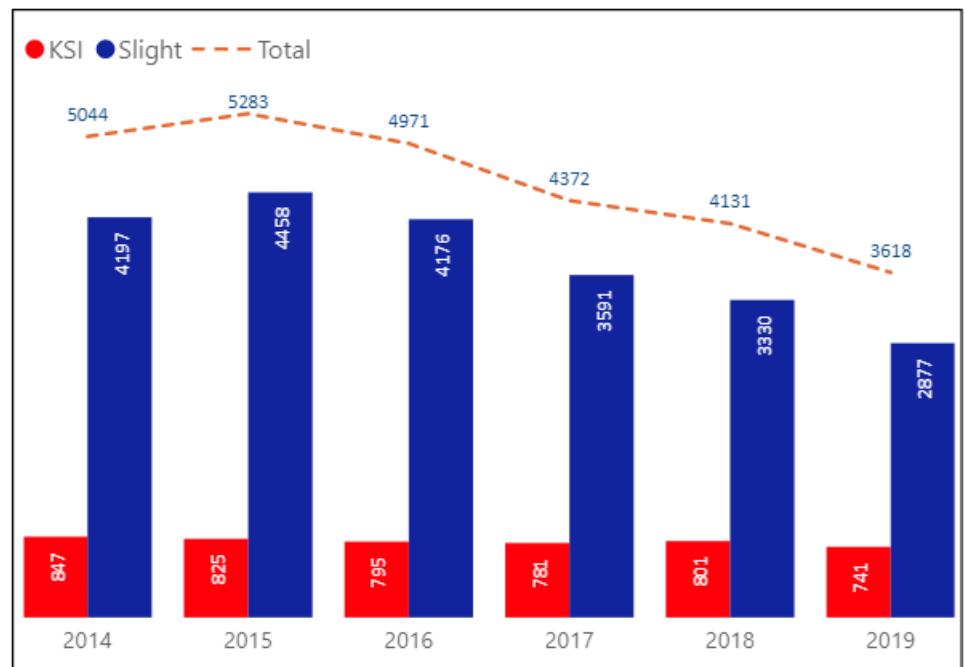


Figure 2: All road collisions in West Yorkshire

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 results of current year are now below the average of the most recent five years for all categories of road users. Despite the sharp increase in the number of fatal collisions and casualties in 2018, which puts the district above the average of the last five years, the table below confirms the general downward trend of the road traffic casualties in the county in the last five years.

<b>Collisions</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>Average</b>	<b>2019</b>
<b>Fatal</b>	53	43	35	39	63	<b>47</b>	49
<b>Serious</b>	793	782	758	742	738	<b>763</b>	692
<b>Slight</b>	4197	4461	4176	3590	3330	<b>3951</b>	2877
<b>Total</b>	5043	5286	4969	4371	4131	<b>4760</b>	3618
<b>Casualties</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>Average</b>	<b>2019</b>
<b>Fatal</b>	58	48	37	43	70	<b>51</b>	52
<b>Serious</b>	867	872	849	808	803	<b>840</b>	779
<b>Slight</b>	6013	6304	5911	4952	4567	<b>5549</b>	3955
<b>Total</b>	6938	7224	6797	5803	5440	<b>6440</b>	4786
<b>Road User Group Casualties</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>Average</b>	<b>2019</b>
Pedestrian	1074	1175	1058	910	904	<b>1024</b>	853
Pedal Cyclist	682	628	636	567	552	<b>613</b>	469
PTW Rider + Pillion	552	560	506	437	415	<b>494</b>	348
Car Driver	2545	2785	2624	2288	2136	<b>2476</b>	1857
Car Passenger	1629	1567	1571	1265	1090	<b>1424</b>	978
Goods occupant	191	201	189	128	166	<b>175</b>	144
Bus occupant	230	252	181	182	175	<b>204</b>	111
Other	35	56	32	26	2	<b>30</b>	26
<b>Total</b>	<b>6,938</b>	<b>7,224</b>	<b>6,797</b>	<b>5,803</b>	<b>5,440</b>	<b>6440</b>	<b>4,786</b>

Table 3: West Yorkshire: Collisions, Casualties, road user group totals

## II. THE NUMBER OF PEOPLE KILLED

The number of road deaths which surged by 63% between 2017 (43) and 2018 (70) fell slightly in 2019 (52). The total reported this year has improved last year total by 26%. However, this figure remains above the annual totals recorded in 2015, 2016 and 2017. Among those killed, were 16 pedestrians, 18 car occupants (six drivers and 12 passengers), 12 motorbike riders and four pedal cyclists.

These deaths were recorded from a total of 49 collisions including three separate multi-fatality collisions that claimed the lives of six road users. Driving behaviour, excess speed, loss of control and driver error were the main causes of fatal collisions.

Over half (28) of road users killed in 2019 (52) involved driver/riders aged 30-59. Young drivers (aged 20-24 years) were involved in collisions that killed eight road users, half of the total recorded in 2018 (16). The number of fatal casualties involving young drivers has fluctuated considerably in the last six years, but on average, since 2013, 10 people are killed every year in collisions involving young drivers (20-24 years).

The combination of youth and inexperience puts younger drivers at high risk. Young drivers' inexperience means they are less able to spot hazards, and their youth means they are particularly likely to take risks. To improve the safety of young people, solutions including better training and testing systems for young people as well as investment in monitoring technology for young drivers can be explored (Brake, 2015).

District	Fatal
Bradford	9
Calderdale	2
Kirklees	10
Leeds	22
Wakefield	9
Road Class	Fatal
M	7
A(M)	1
A	21
B	4
Other	19
Speed Limit	Fatal
20	3
30	20
40	15
50	3
60	6
70	5

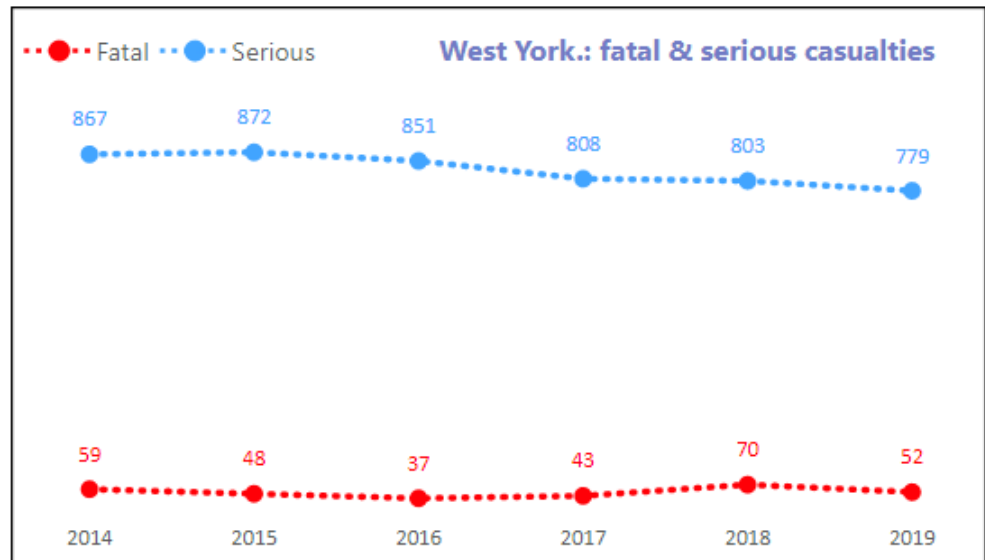


Figure 3: West Yorkshire fatal and serious road casualties

## III. THE NUMBER OF PEOPLE KILLED OR SERIOUSLY INJURED

The number of road users seriously injured (779) fell 3% from 2018 (803), contributing to the overall reduction of the number of those killed or seriously injured (KSI), which fell 5% to 831 in 2019. Those KSI comprise car occupants (32%), pedestrians (30%), PTW riders (19%) and cyclists (15%), which is similar to the 2018 (873) distribution.

The rate of decline in KSI slowed down in recent years and all but levelled off between 2010 and 2012. The reduction in 2013 briefly maintained the county in line with the desired trajectory towards the 2026 target; the overall number of KSI since 2014, however, reinforces the flat trend of recent years.

The slight reduction in 2017 and 2019 has not had a massive impact on that trend; the county remains 5% above the desired 2027 target trajectory and a reduction of 38% from this year is now needed to meet the 2027 target.

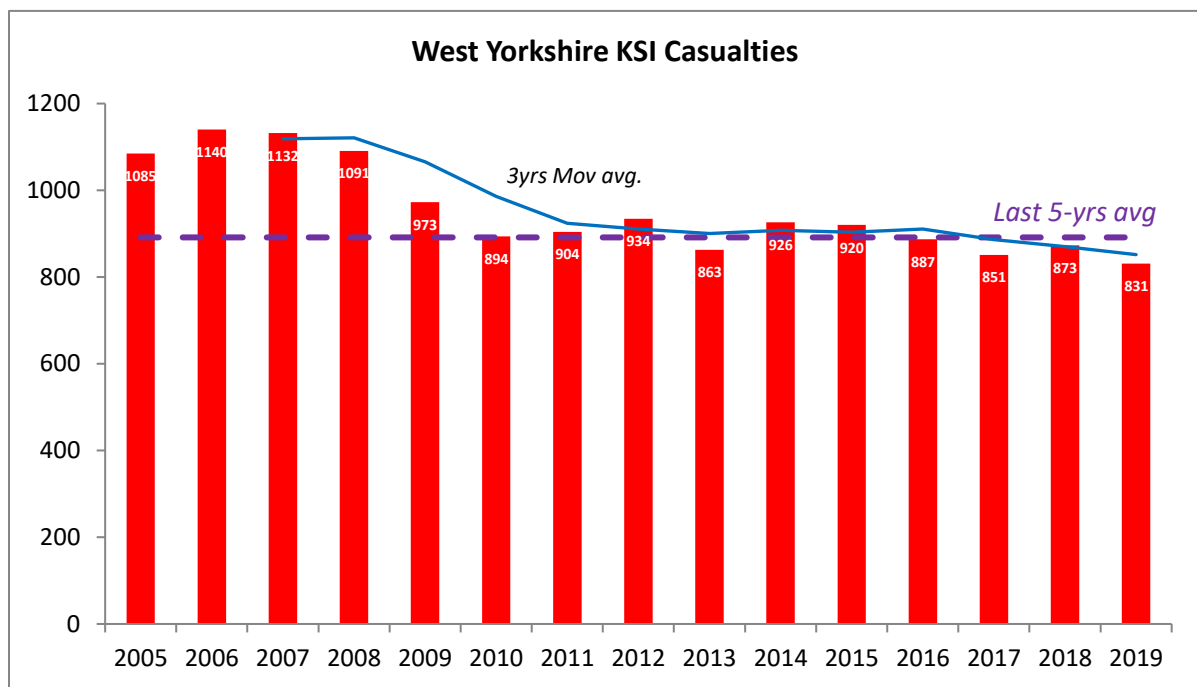


Figure 4: Killed or seriously injured (KSI) in West Yorkshire since 2005.

Table 4 below shows the breakdown of KSI by road-user groups in recent years. The 2019 results are compared to the baseline (2005-09 average) and against the average of the recent three years (2016-2018).

The significant increase in the number of fatalities in 2018 places the county well above the average of the last three years despite the slight reduction reported in 2019. The KSI increase among cyclists is noted and maybe a cause for concern, while KSI reduction among children, motorbike riders and car occupants is welcomed.

West Yorkshire	Baseline* (avg 05~09)	2016	2017	2018	Prev 3yrs avg	2019	2019 vs prev 3yrs avg		2019 vs baseline	
Fatal	94	37	43	70	50	52	4.0%	↑	-45%	↓
Serious	990	849	808	803	820	779	-5.0%	↓	-21%	↓
Slight	5143	5911	4952	4567	5143	3955	-23.1%	↓	-23%	↓
Total	6013	6797	5803	5440	6013	4786	-20.4%	↓	-20%	↓
KSI	1084	886	851	873	870	831	-4.5%	↓	-23%	↓
Child KSI	152	120	113	110	114	82	-28.3%	↓	-46%	↓
Pedestrian KSI	326	246	253	264	254	253	-0.5%	↓	-22%	↓
Cyclist KSI	88	121	120	127	123	126	2.7%	↑	44%	↑
PTW KSI	207	182	171	163	172	155	-9.9%	↓	-25%	↓
Car Occ KSI	421	310	271	276	286	263	-8%	↓	-37.5%	↓
Other KSI	43	27	36	43	35	34	-4%	↓	-20.4%	↓

Table 4: Reported road traffic casualties by severity

Table 5 below provides the breakdown of KSI and all severities by district since 2014 and compares the position of each district and the county against the average of the last five years (2014-18) and the average of the most recent three years (2016-2018). Overall, good progress can be noted in the districts when comparing this year's total against the baseline for both all severities and those KSI. The pattern is similar when the 2019 total is compared against last year's. The number of road users seriously injured increased in Calderdale and Leeds. Bradford (168), Kirklees (128) and Wakefield (103) reported their lowest total number of KSI since 2005.

Local Authorities	All Casualties (January-December)										
	Severities	Last 5yrs avg	2014	2015	2016	2017	2018	2019	Trend pattern 2014-2019	2019 vs last year	2019 vs avg last 5yrs
Bradford	KSI	188	205	188	178	192	177	168		-5.1% <span>↓</span>	-10.6% <span>↓</span>
	All severities	1541.4	1,752	1,685	1,611	1,367	1,292	1,117		-13.5% <span>↓</span>	-27.5% <span>↓</span>
Calderdale	KSI	79.8	99	92	78	63	67	76		13.4% <span>↑</span>	-4.8% <span>↓</span>
	All severities	519	623	556	555	450	411	366		-10.9% <span>↓</span>	-29.5% <span>↓</span>
Kirklees	KSI	152.8	168	159	152	149	136	128		-5.9% <span>↓</span>	-16.2% <span>↓</span>
	All severities	1089.4	1,107	1,333	1,127	970	910	755		-17.0% <span>↓</span>	-30.7% <span>↓</span>
Leeds	KSI	333	334	338	332	324	337	356		5.6% <span>↑</span>	6.9% <span>↑</span>
	All severities	2388.6	2,532	2,664	2,550	2,203	1,994	1,907		-4.4% <span>↓</span>	-20.2% <span>↓</span>
Wakefield	KSI	137.8	120	143	147	123	156	103		-34.0% <span>↓</span>	-25.3% <span>↓</span>
	All severities	902.2	924	985	955	814	833	641		-23.0% <span>↓</span>	-29.0% <span>↓</span>
West Yorkshire	KSI	891.4	926	920	887	851	873	831		-4.8% <span>↓</span>	-6.8% <span>↓</span>
	All severities	6440.6	6,938	7,223	6,798	5,804	5,440	4,786		-12.0% <span>↓</span>	-25.7% <span>↓</span>

Table 5: Reported road traffic casualties by severity

## IV. ALL ROAD TRAFFIC COLLISION CASUALTIES (ALL SEVERITIES)

There were 4,786 reported road casualties in 2019, the lowest ever total since 2005, and a reduction of 12% compared with 2018 (5,440). This year's total places the county 26% below the average the last five years (6,440.6). In 2019, road casualties comprised car occupants (59%), pedestrians (18%), cyclists (10%) and PTW riders (7%).

Figure 6 below shows the distribution of casualties by type of carriageway junction and reveals that 13% of all casualties were on collisions at T-junctions. The graph also shows that a large proportion (23%) of casualties were not near any junctions.

In the five years prior to 2016, the total number of road casualties hadn't changed that much, with a fairly flat trend. The reduction recorded in the last three years (2016-2019) consolidated the overall downward trend.

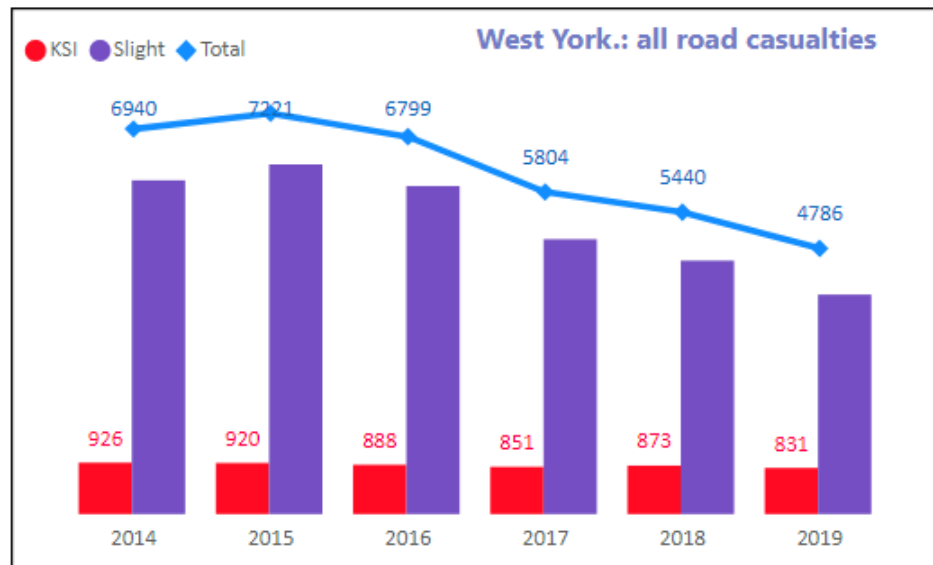


Figure 5: All road injuries in West Yorkshire

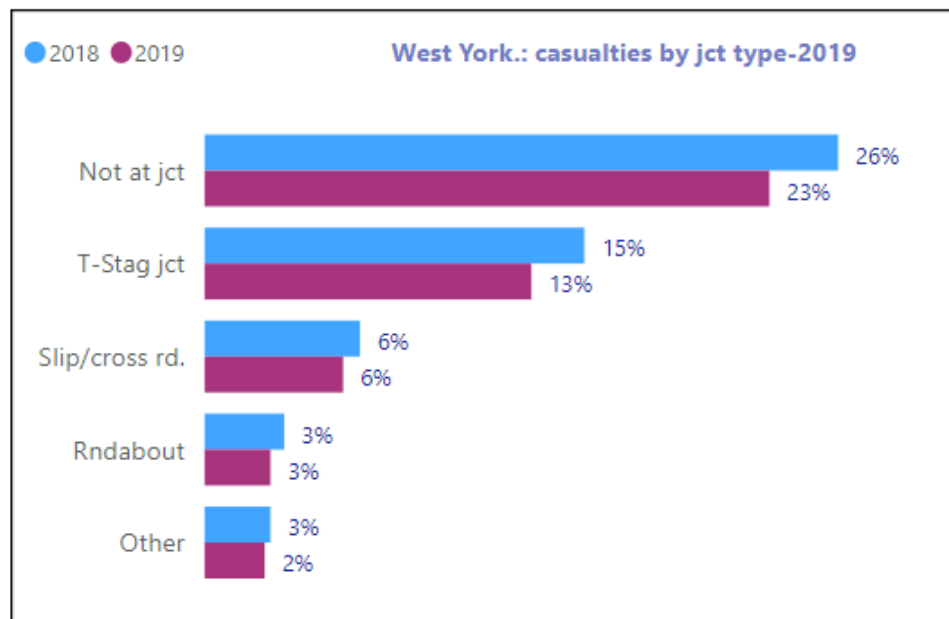


Figure 6: Proportion of casualties by junction type

## V. CHILD CASUALTIES (ALL SEVERITIES)

In 2019, 570 children were injured in road collisions in the county, the lowest ever total and an improvement of 11% on the previous year's total (637). The decrease is largely attributed to the reduction in the number of child pedestrians injured, which fell by 15% from 308 in 2018 to 263 in 2019.

Figures for child KSI (82) fell for the fourth consecutive year despite the slight increase in the number of child cyclists seriously injured, which increased from 12 in 2018 to 18 in 2019. No child was killed this year; there were four in 2018.

When the age of casualties is considered, those age 8-11 and 12-15 are the most at risk from being hurt in road collisions.

District	Fatal	Serious	Slight	Total
Bradford	0	24	130	154
Calderdale	0	9	34	43
Kirklees	0	12	88	100
Leeds	0	25	173	198
Wakefield	0	12	63	75
Road Class	Fatal	Serious	Slight	Total
M	0	1	16	17
A(M)	0	0	3	3
A	0	13	108	121
B	0	6	35	41
Other	0	62	326	388
Speed Limit	Fatal	Serious	Slight	Total
20	0	12	37	49
30	0	58	389	447
40	0	7	36	43
50	0	0	5	5
60	0	2	5	7
70	0	3	16	19

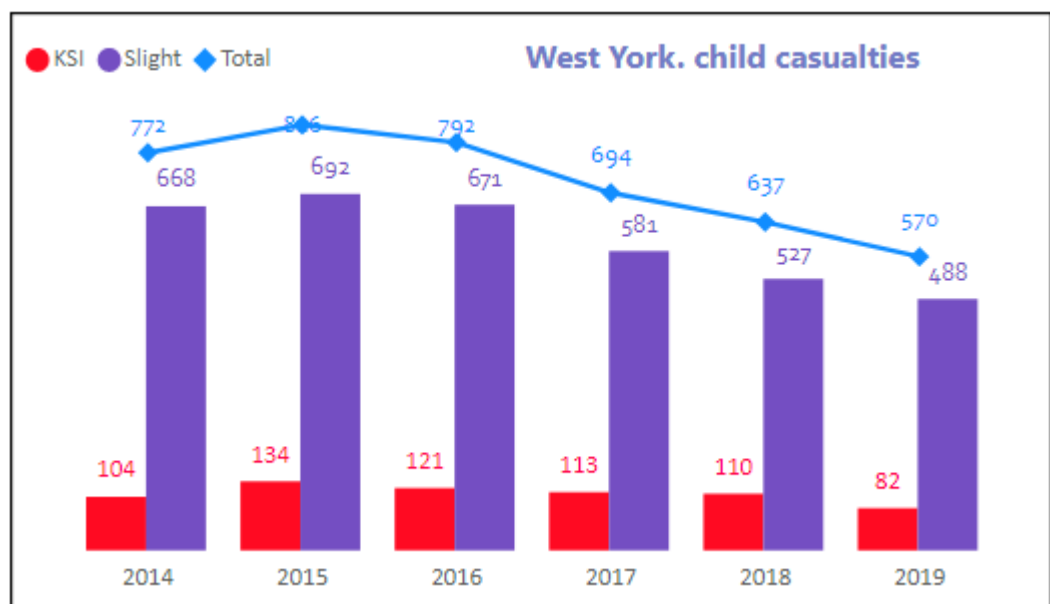


Figure 7: West Yorkshire child casualties



<b>All Children KSI in West Yorkshire</b>	Baseline (avg 05~09)	Previous 3 year average	<b>2019</b>	2019 change over 2005~09	2019 change over previous 3 year av	Previous 3 year av change over 2005~09
Pedestrian	107	77	<b>52</b>	-51%	-33%	-27%
Pedal Cyclist	22	17	<b>18</b>	-19%	6%	-23%
Car occupants	16	16	<b>9</b>	-45%	-44%	-2%
Others	6	4	<b>3</b>	-53%	-25%	-38%
Boys	103	78	<b>81</b>	-21%	3%	-24%
Girls	49	36	<b>29</b>	-40%	-19%	-26%
Age 0 to 4	23	14	<b>8</b>	-65%	-43%	-38%
Age 5 to 15	129	100	<b>74</b>	-43%	-26%	-22%
All children (0-15)	152	114	<b>82</b>	-46%	-28%	-25%

**Table 6: Children killed or seriously injured by road user type – West Yorkshire**

- Pedestrians represent the largest proportion of child KSI casualties; this year's reduction against the recent three years is highlighted.
- The slight increase in the number of cyclist KSI casualties among children in the recent three years is certainly a sign that more children are cycling and needs to be looked at carefully.
- More boys are injured than girls, and the reduction of the number of boys injured is not that great; in comparison, significantly fewer girls were injured in recent years.
- Children aged 5-15 years account for the majority of those injured, but the slight reduction in 2019 is noted.
- In general, there were fewer casualties among all the child age groups when comparing the current year to the baseline.

## VI. PEDESTRIAN CASUALTIES (ALL SEVERITIES)

After increasing between 2014 and 2015, the number of all pedestrian casualties continues to decrease in the county. The total of this year (853), is the lowest ever for the county. However, the overall reduction masks the disparities between age groups.

The table below shows the change in the number of pedestrians injured by age group between 2018 and 2019. The total of those aged 0-4, 16-19 and 50-59 years increased in 2019 by 14% (+5), 46% (+27), and 7% (+5) respectively. Fewer pedestrian casualties were recorded in other age groups; most were among those age 5-15 (-35).

There were fewer deaths among pedestrians in 2018 (16) compared to last year (25). A total of 22 were adults, including 10 older adults (over 60 years old). The number of serious injuries remains almost unchanged in the last three years (236 on average), and it is the reduction in the number of deaths that mostly contributed to the overall pedestrians KSI, which fell by 4% from 264 to 253.

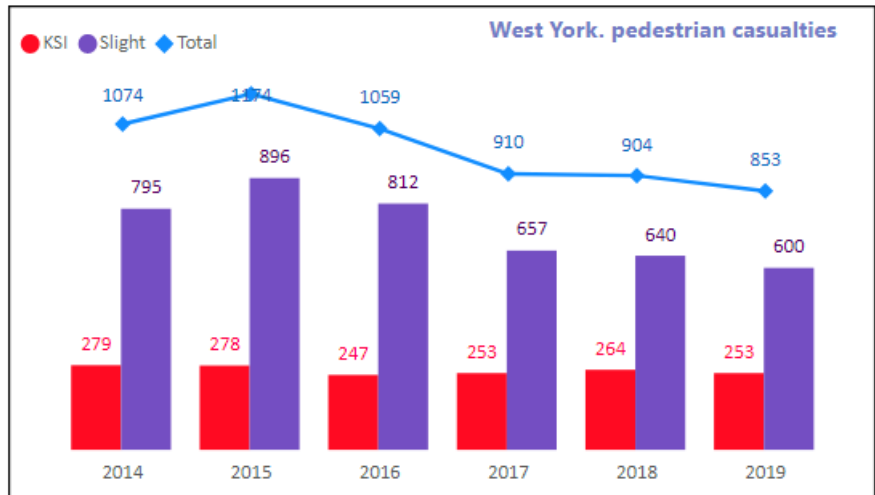


Figure 8: All pedestrian casualties in West Yorkshire

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 2019, of the total of 853 casualties, 31% (263) were children, predominantly those aged 5-15 years (221).

All Pedestrian KSI in West Yorkshire	Baseline (avg 05~09)	Previous 3 year average	2019	2019 change over 2005~09	2019 change over previous 3 year av	Previous 3 year av change over 2005~09
Age 0 to 4	19	12	5	-74%	-57%	-39%
Age 5 to 15	87	66	47	-46%	-28%	-25%
All child (0 to 15)	107	77	52	-51%	-33%	-27%
Age 16 to 19	31	14	23	-26%	68%	-56%
Age 20 to 29	43	27	35	-19%	31%	-38%
Age 30 to 59	84	72	79	-6%	9%	-14%
Age 60 plus	61	64	64	5%	-1%	5%
All pedestrian	326	254	253	-22%	-1%	-22%

Table 7: Pedestrian casualties by age groups

## VII. CYCLIST CASUALTIES (ALL SEVERITIES)

Cyclist injuries of all severities have been decreasing consistently in the county; the trend of the last five years is downward despite the slight increase recorded in 2016 (637). This year's total (469), the lowest since 2010 (490), compares favourably against the average of the last five years (613) and contributes to narrow the gap with the baseline (480).

Four cyclists were killed in 2019 (all adults); there were two in 2018 and none in 2017. Serious injuries (122) have not changed since 2012 (122), and the trend for cyclists KSI in the most recent six years remains fairly flat, around an average of 124. KSI among adults (108) represent 86% of all cyclists KSI (126) and reduced slightly from last year's total of 114. By comparison, the number of child cyclists who were seriously injured rose from 13 in 2018 to 18 in 2019.

As shown in the graph below, 44% of cyclist casualties were recorded on T or staggered junctions, while 12% were on roundabouts and 29% were not at any junction.

Year	Fatal	Serious	Slight	Total
2019	4	121	342	467
Month	Fatal	Serious	Slight	Total
January	1	8	15	24
February	0	9	26	35
March	0	5	29	34
April	0	12	25	37
May	1	10	37	48
June	0	11	25	36
July	0	14	44	58
August	1	12	25	38
September	0	16	37	53
October	0	13	23	36
November	0	5	41	46
December	1	6	15	22
Day	Fatal	Serious	Slight	Total
Sunday	1	16	21	38
Monday	0	14	50	64
Tuesday	1	25	49	75
Wednesday	1	18	67	86
Thursday	0	23	58	81
Friday	0	15	62	77
Saturday	1	10	35	46

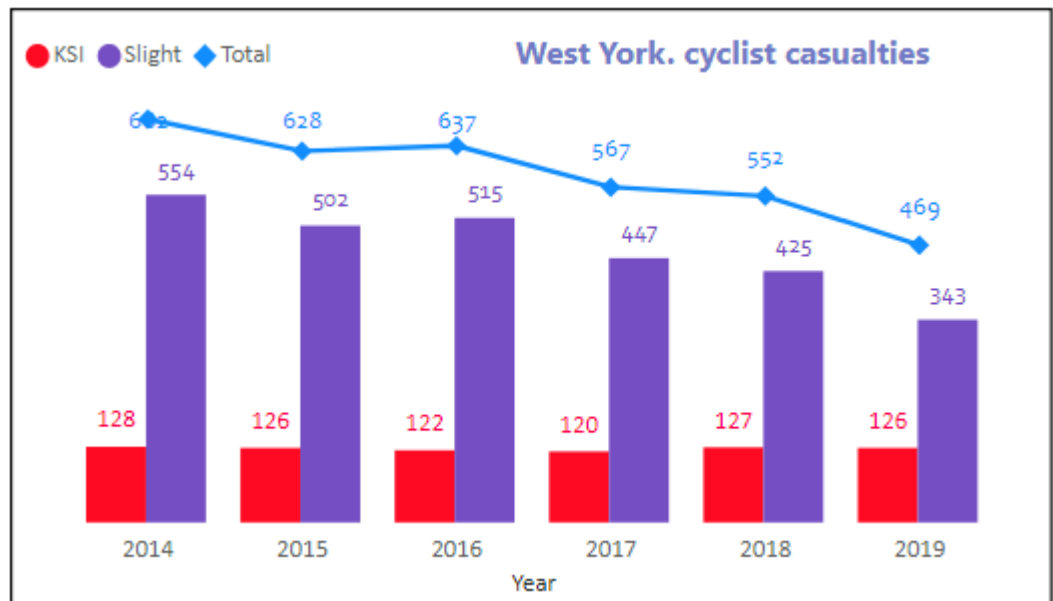


Figure 9: All cyclist casualties in West Yorkshire

## Reported Road Casualties West Yorkshire: Annual Report 2019

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 slight increase in the overall KSI in the county as a whole is reflected in three of five districts.













Local Authorities	Severities	All Pedal Cycle Casualties (January-December)									
		Last 5yrs avg	2014	2015	2016	2017	2018	2019	Trend pattern 2014-2019	2019 vs last year	2019 vs avg last 5yrs
Bradford	KSI	22	20	24	18	25	23	21		-8.7% ↓	-4.5% ↓
	All severities	111.8	130	121	97	109	102	80		-21.6% ↓	-28.4% ↓
Calderdale	KSI	10.2	13	11	8	8	11	11		0.0% ↔	7.8% ↑
	All severities	39.6	46	44	40	38	30	29		-3.3% ↓	-26.8% ↓
Kirklees	KSI	16	21	14	16	16	13	17		30.8% ↑	6.3% ↑
	All severities	76.8	93	77	78	72	64	62		-3.1% ↓	-19.3% ↓
Leeds	KSI	59.2	56	59	64	55	62	63		1.6% ↑	6.4% ↑
	All severities	315	340	321	347	281	286	236		-17.5% ↓	-25.1% ↓
Wakefield	KSI	17.2	18	18	16	16	18	14		-22.2% ↓	-18.6% ↓
	All severities	70	73	65	75	67	70	62		-11.4% ↓	-11.4% ↓
West Yorkshire	KSI	124.6	128	126	122	120	127	126		-0.8% ↓	1.1% ↑
	All severities	613.2	682	628	637	567	552	469		-15.0% ↓	-23.5% ↓

Table 8: Pedal cyclist KSI casualties in West Yorkshire in the recent five years

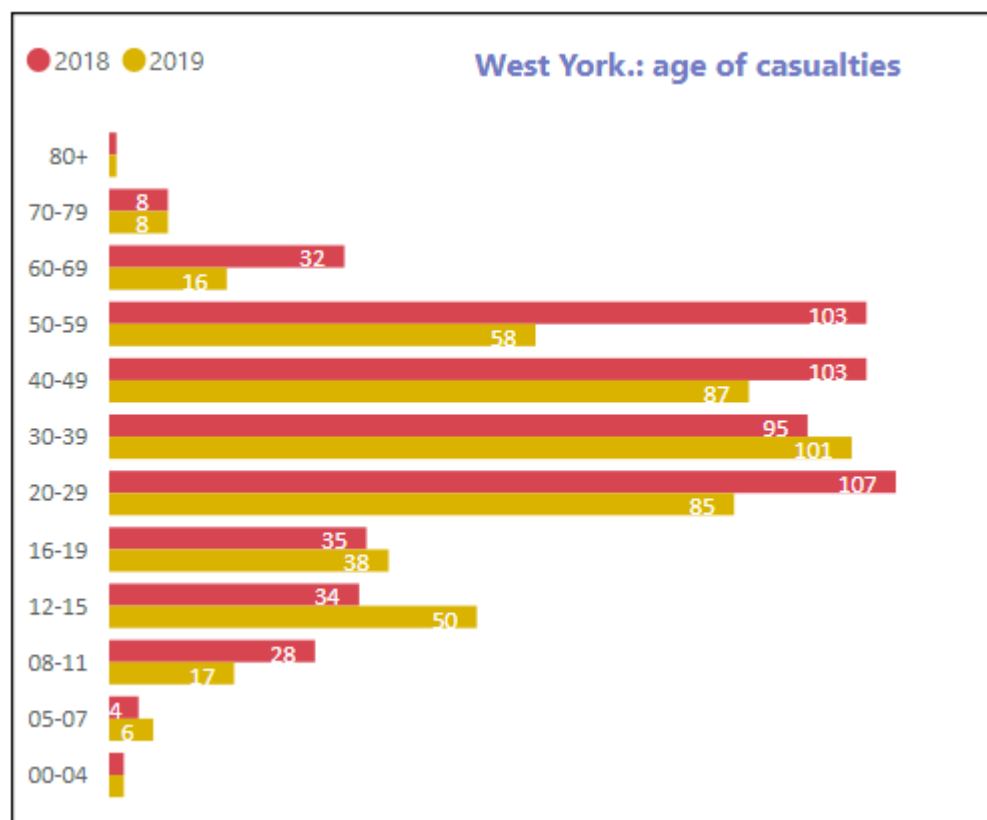


Figure 10: Cyclist casualties by age groups

## VIII. MOTORBIKE RIDER CASUALTIES (ALL SEVERITIES)

After a slight increase in 2015, the number of motorbike riders injured continues to decrease in the county. The total recorded in 2019 (348), down by 16% from last year (415), is the lowest ever total which is now 29% below the average of the last five years (492.8).

In 2019, the number of fatal casualties among motorbike riders increased for the third consecutive year to its highest level since 2013. Twelve riders were killed in 2019 (8 in 2018 and 9 in 2017). The slight reduction recorded in the number of those seriously injured, which fell from 155 in 2018 to 143 in 2019, contributed to the lowest KSI total (154) recorded since 2010.

### TWO WHEEL MOTOR VEHICLE USERS - CASUALTIES

Year	Fatal	Serious	Slight	Total
2019	11	133	185	329
Month	Fatal	Serious	Slight	Total
January	1	11	17	29
February	2	11	10	23
March	4	13	20	37
April	0	10	15	25
May	2	12	26	40
June	0	9	14	23
July	0	15	21	36
August	1	18	13	32
September	0	13	9	22
October	1	8	19	28
November	0	5	15	20
December	0	8	6	14
Day	Fatal	Serious	Slight	Total
Sunday	1	19	16	36
Monday	1	16	27	44
Tuesday	1	12	21	34
Wednesday	1	22	24	47
Thursday	0	19	30	49
Friday	3	29	37	69
Saturday	4	16	30	50

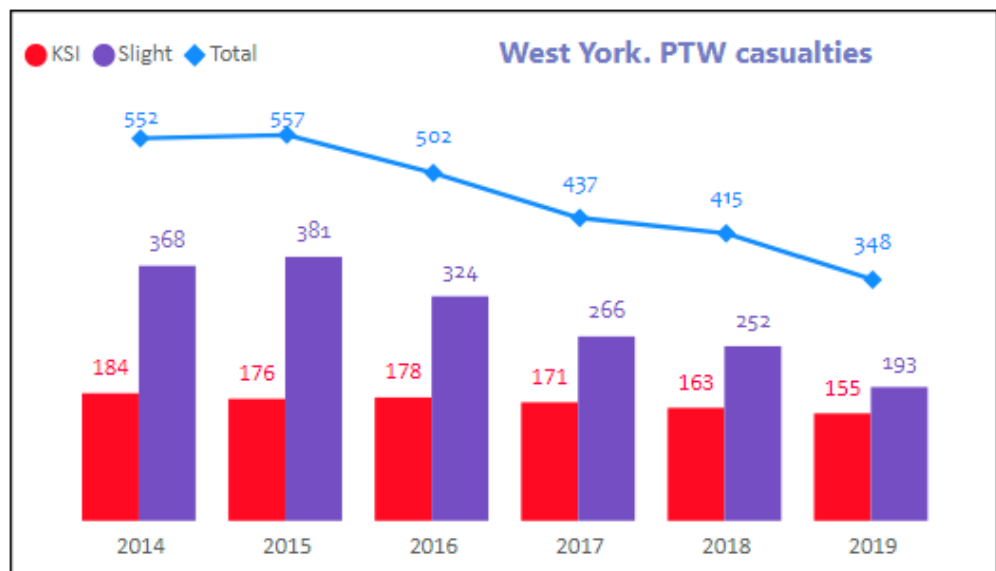


Figure 11: Motorbike rider casualties in West Yorkshire

## Reported Road Casualties West Yorkshire: Annual Report 2019

The table below shows the figures for the most recent five years and compares the current year against the baseline. In 2019, the increase in the number KSI is noted in Calderdale and Kirklees. Casualties of all severities have fallen everywhere except in Calderdale.

Local Authorities	Severities	All PTW Casualties (January-December)									
		Last 5yrs avg	2014	2015	2016	2017	2018	2019	Trend pattern 2014-2019	2019 vs last year	2019 vs avg last 5yrs
Bradford	KSI	30.4	35	35	40	22	20	15		-25.0% ↓	-50.7% ↓
	All severities	94	113	109	99	66	83	45		-45.8% ↓	-52.1% ↓
Calderdale	KSI	13.8	16	13	11	15	14	16		14.3% ↑	15.9% ↑
	All severities	41	51	51	39	33	31	33		6.5% ↑	-19.5% ↓
Kirklees	KSI	30	34	32	29	36	19	35		84.2% ↑	16.7% ↑
	All severities	94.6	99	117	87	89	81	71		-12.3% ↓	-24.9% ↓
Leeds	KSI	67.6	65	66	70	68	69	62		-10.1% ↓	-8.3% ↓
	All severities	175.6	192	192	181	170	143	137		-4.2% ↓	-22.0% ↓
Wakefield	KSI	32.8	34	31	28	30	41	27		-34.1% ↓	-17.7% ↓
	All severities	87.6	97	89	96	79	77	62		-19.5% ↓	-29.2% ↓
West Yorkshire	KSI	174.6	184	177	178	171	163	155		-4.9% ↓	-11.2% ↓
	All severities	492.8	552	558	502	437	415	348		-16.1% ↓	-29.4% ↓

Figure 12: Proportion of PTW casualties by junction type

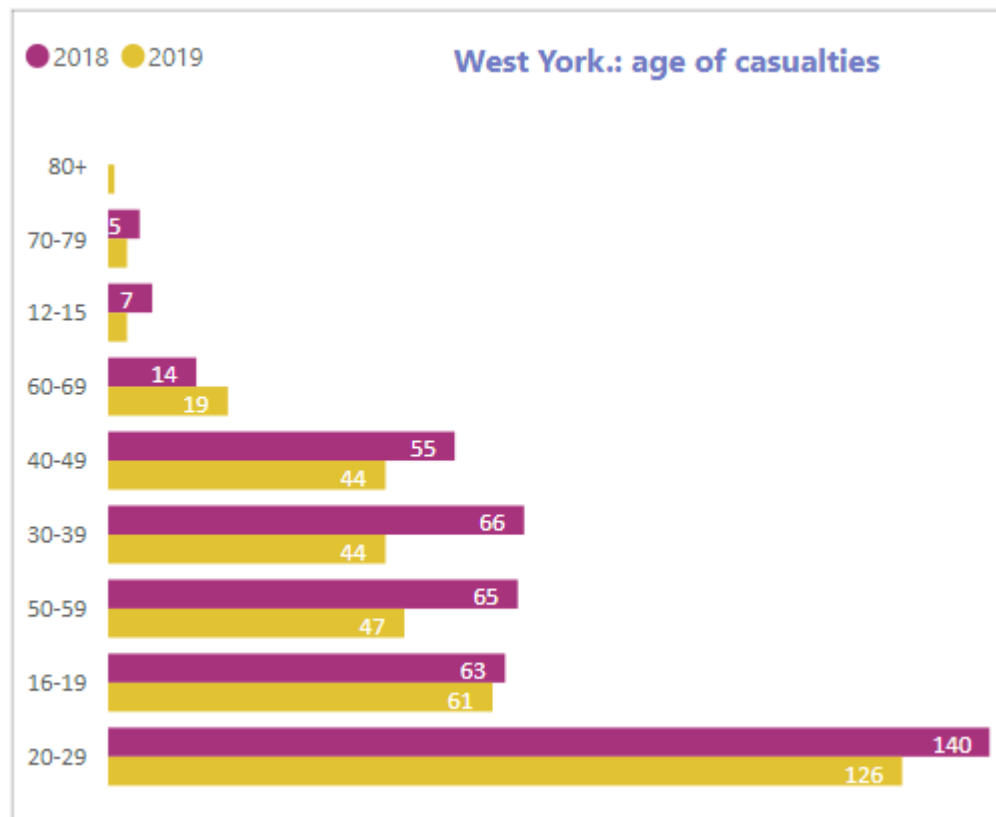


Figure 13: PTW casualties by age groups

## IX. CAR OCCUPANT CASUALTIES (ALL SEVERITIES)

Car occupant casualties, which represent 59% of all casualties in the county, fell 12% from 3,226 to 2,835 in 2019; consolidating the long-term downward trend.

In 2015, fatal injuries among car occupants fell significantly from 32 the previous year to 14 (-56%). That total remained almost unchanged in 2016 (14) and 2017 (15) before increasing significantly in 2018 (33). In 2019, it is pleasing to report a reduction by 46% from last year, as a total of 18 car users were killed in the county.

Over the last five years, the number of KSI varied quite considerably. The reduction by 5% to 263 reported this year, follows the increase recorded in 2018 (276). The trend of the last 10 years, though, remains fairly flat.

District	Fatal	Serious	Slight	Total
Bradford	2	35	423	460
Calderdale	0	22	127	149
Kirklees	5	23	275	303
Leeds	5	84	629	718
Wakefield	3	30	223	256

Road Class	Fatal	Serious	Slight	Total
M	2	12	164	178
A(M)	1	7	42	50
A	7	70	599	676
B	1	15	122	138
Other	4	90	750	844

Speed Limit	Fatal	Serious	Slight	Total
20	0	8	49	57
30	6	107	1,105	1,218
40	4	29	219	252
50	1	9	47	57
60	2	21	63	86
70	2	20	194	216

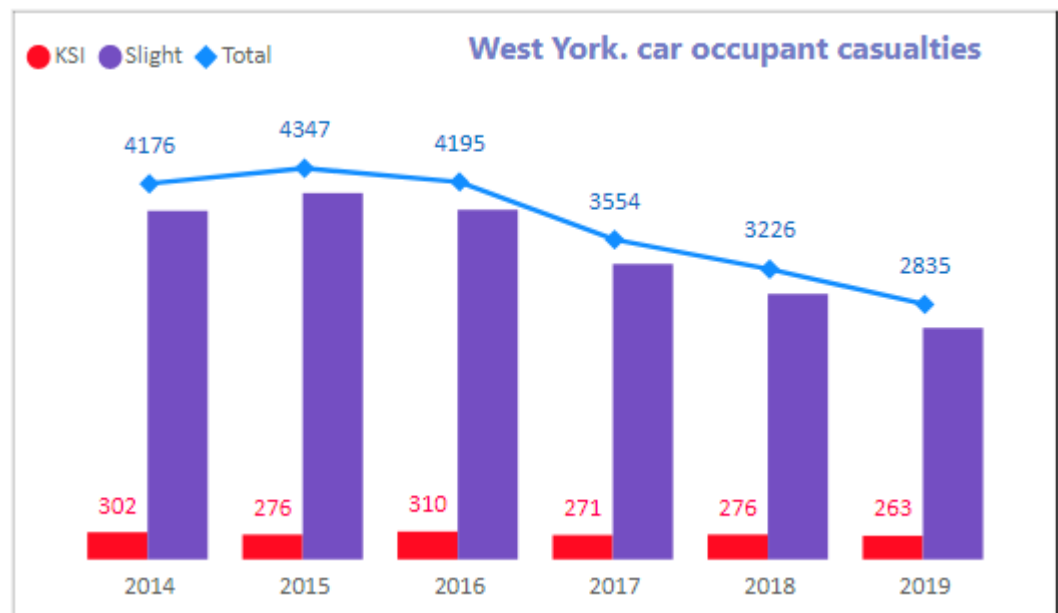


Figure 14: Car occupant casualties in West Yorkshire

## X. OTHER ROAD USER CASUALTIES IN WEST YORKSHIRE

### *Goods Vehicles Casualties*

The number of road users injured as occupants in all classes of goods vehicles barely changed between 2017 (145) and 2019 (144). Among the 144 injured this year were 116 drivers and 28 occupants including three children.

Occupants of light goods vehicles (LGV- under 3.5 tonnes) account for the large majority of all casualties in this class of road users, and the number of these casualties is slightly up in 2019 (from 110 in 2018 to 124).

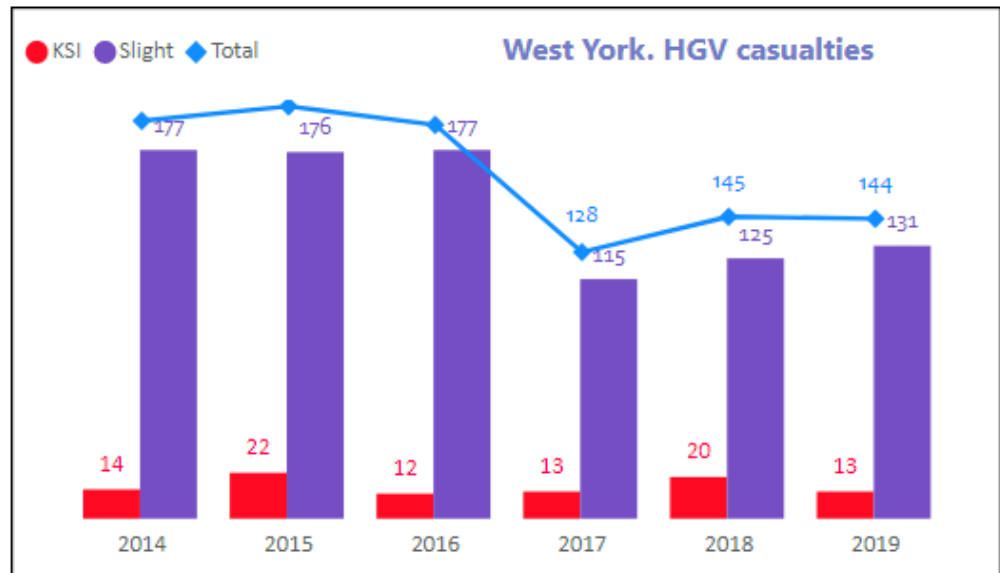


Figure 15: Goods Vehicle casualties in West Yorkshire

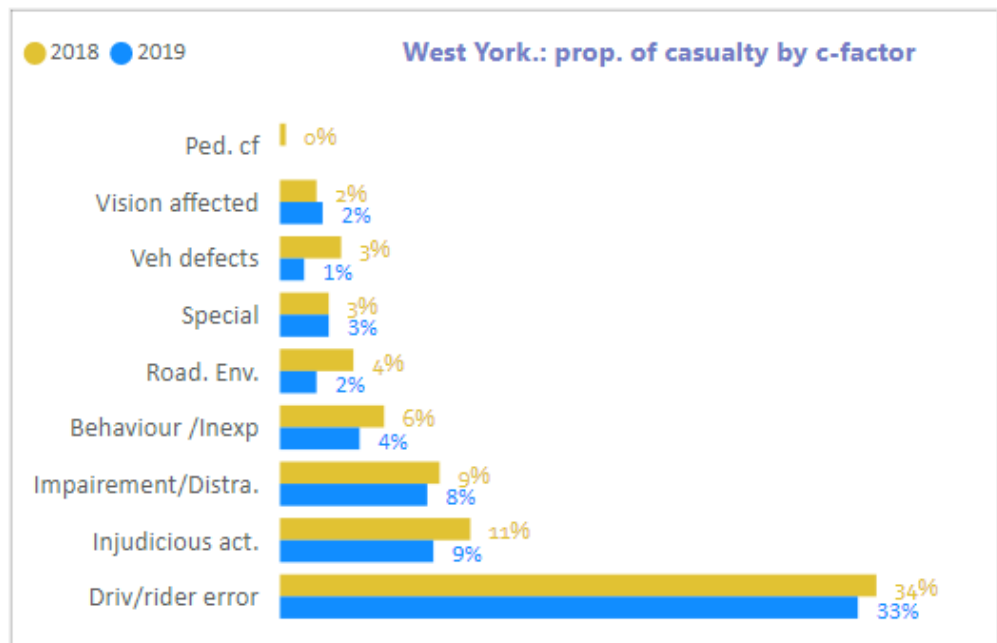


Figure 16: Good vehicle casualties by causation factor



## *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, 2018 and subsequently in 2019 overshadowed the sharp increase of 2015.

The casualties from collisions involving public service vehicles (PSV) fell by 4% to 175 in 2018, and account for 3% of all road collisions in West Yorkshire.

Between 2012 (15) and 2013 (33), the number of KSI among PSV users doubled. The significant decrease in 2014 (-23) 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 that was overturned by the reduction in 2016 (-7 to 11). Time will tell if the reduction in 2019, for the second year in row, is the start of a new downward trend.

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.

District	Fatal	Serious	Slight	Total
Bradford	0	1	7	8
Calderdale	0	2	1	3
Kirklees	0	1	8	9
Leeds	0	3	31	34
Wakefield	0	1	7	8
Road Class	Fatal	Serious	Slight	Total
M	0	1	0	1
A(M)	0	0	0	0
A	0	2	21	23
B	0	1	2	3
Other	0	4	31	35
Speed Limit	Fatal	Serious	Slight	Total
20	0	0	1	1
30	0	7	44	51
40	0	0	9	9
50	0	0	0	0
60	0	0	0	0
70	0	1	0	1

### *Facts about PSV casualties*

- Casualties from collisions involving public service vehicles (PSV) fell by 37% from 175 in 2018 to 111, and account for 2% of all road collisions in West Yorkshire.
- No fatal casualties reported, but 10 passengers sustained serious injuries from collisions involving PSV.
- Among the casualties (111) were four drivers and 107 passengers.
- 19 children were injured (all slight) on board a bus in 2019, there were 19 were slightly injured in 2018.

## B-TRANSPORT STRATEGY PERFORMANCE MANAGEMENT FRAMEWORK: KSI TARGET, CURRENT POSITION

Our key indicator is reported road casualties. Ensuring the safety of all users of our streets and highway network and reducing the risk of being killed or seriously injured on our roads is essential to the creation of safe, healthy places for communities and businesses, in particular where people feel safe enough to walk or cycle more. We want significantly and continuously to reduce the number and severity of casualties on our roads. Our interim target is to reduce the number of people killed or seriously injured (KSI) by 42% by 2027.

In 2019, a total of 830 road users were killed or seriously injured, a 5% reduction from the 873 reported in 2018 and a 6.4% reduction since 2016. The number of those KSI on West Yorkshire roads has fluctuated in recent years, but the overall long-term trend remains downward.

The KSI reduction in 2019 (-5%) is essentially attributed to the reduced number of fatalities (18 fewer deaths in 2019), but also to the slight reduction of serious injuries among all the major road user categories.

The number of road deaths which surged by 63% between 2017 (43) and 2018 (70) fell slightly in 2019. A total of 52 road fatalities were reported in 2019, a 26% improvement over 2018. However, this figure remains above the totals recorded yearly between 2015 and 2017.

Among the road deaths were 18 car occupants (12 passengers), 16 pedestrians, 12 motorbike riders, four pedal cyclists and one goods-vehicle driver. It is pleasing to report that there were no child fatalities in the county in 2019.

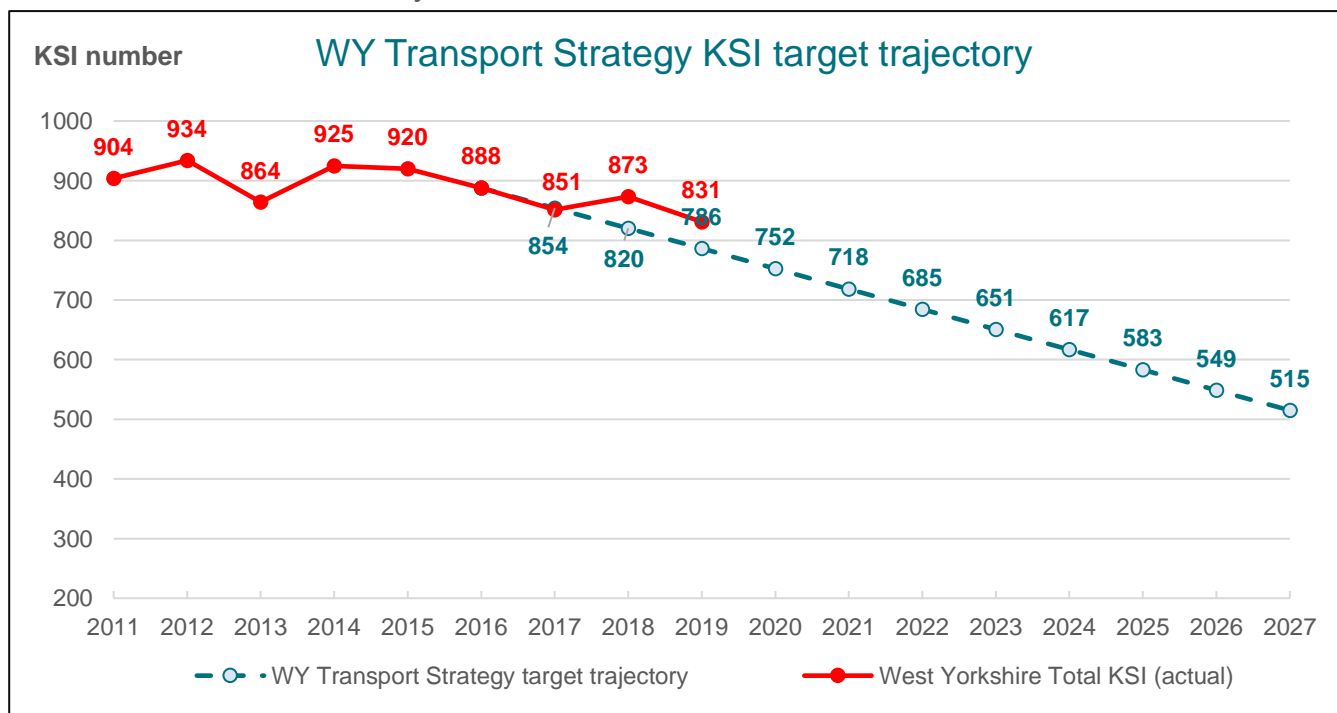


Figure 17: West Yorkshire transport strategy target

## C-COLLISIONS ON WEST YORKSHIRE ROADS: URBAN VS RURAL ROADS.

### I. COLLISIONS AND CASUALTIES IN URBAN AREAS

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. The DfT, in its *Reported Road Casualty Report 2017*, also defines urban roads as those within an area of population of 10,000 or more.

In West Yorkshire, most collisions and casualties are recorded on built-up roads: four out of five collisions in the most recent five years. In 2019, 87% of all casualties were on urban roads. The casualty numbers reflect this closely, with a large majority (85%) reported from road collisions on built-up roads in the last three years.

The collisions on built-up roads fell 13% from 3,618 in 2018 to 3,150 this year; a total of 2,571 (77%) occurred on roads limited to 30 mph, and only 394 (11%) were on 40 mph roads. The number of collisions on roads limited to 20 mph rose by 21% from 153 in 2018 to 185 in 2019.

The number of road users fatally injured in collisions recorded in built-up roads fell by 16 (30%) from 54 in 2018 to 38 in 2019, with 30 road users killed on 30 mph roads, 15 on 40 mph roads and three on 20mph roads. The number of people KSI (743) on built-up roads, which barely changed from 2017 (741), fell slightly in 2019 by 6% to 701. It is pleasing to report a reduction of those KSI on 30 mph (-8%) and 40 mph (-7%) roads. In comparison, roads limited to 20 mph recorded more KSI casualties in 2019 (table 8) than in 2018. All road traffic casualties increased in 2019 on 20 mph roads, by 38% from 171 (2018) to 220, and reduced elsewhere.

The relatively high number of casualties in built-up roads highlights the complexity of road safety in urban areas and town centres in general. In these areas, various categories of roads users (car occupants, cyclists, motor bike riders, pedestrians and, in some cases, goods vehicles) share the same space, creating significant problems for those who are the most vulnerable. The aim of such urban shared spaces is for the harmonious and safe movement of people and goods; this is quite complex. Measures to encourage positive driving behaviour and improve facilities for vulnerable road users are essential to improve road safety in town centres and support the uptake and acceptance of active travel.



## II. COLLISIONS AND CASUALTIES ON RURAL AREAS

There were fewer collisions on rural roads (over 50 mph) than on urban roads. This year, 468 collisions were recorded on rural roads, that's 12% of all road collisions in the county, with over half (271) recorded on motorways (70 mph).

Fourteen road users were killed on rural roads in 2019, against 14 in 2018. A further 114 people sustained serious injuries. On rural roads, the number of those KSI (128) barely changed from 2018 (130). The number of those KSI on roads limited to 50 mph fell by 14% from 35 last year to 30 in 2019; while those KSI (55) on roads limited to 60 mph and on motorway network (43) barely changed from 2018 (table 8).



Urban vs Rural Roads	Speed Limit	2018			2019			2019 vs 2018		
		KSI	All	% of KSI	KSI	All	% of KSI	KSI	All Cas.	All Coll.
Built-up Roads (Urban)	20	40	171	4.6%	55	220	6.6%	37.5% ↑	28.7% ↑	20.9%
	30	590	3861	67.6%	543	3305	65.3%	-8.0% ↓	-14.4% ↓	-15.2%
	40	113	604	12.9%	105	533	12.6%	-7.1% ↓	-11.8% ↓	-9.2%
	Urban rds.	743	4636	85.1%	703	4058	84.6%	-5.4% ↓	-12.5% ↓	
Non Built-up Roads (rural)	50	35	147	4.0%	30	133	3.6%	-14.3% ↓	-9.5% ↓	-7.6%
	60	53	209	6.1%	55	191	6.6%	3.8% ↑	-8.6% ↓	-13.4%
	70	42	447	4.8%	43	404	5.2%	2.4% ↑	-9.6% ↓	-6.3%
	Rural rds.	130	803	14.9%	128	728	15.4%	-1.5% ↓	-9.3% ↓	
Total		873	5439		831	4786		-4.8% ↓	-12.0% ↓	

Table 9: - All casualties per speed limit in West Yorkshire

## D-COLLISIONS AND ROADS CLASSIFICATION (MOTORWAYS VS OTHERS)

Table 4 below shows the distribution of the number of casualties by road classification. As in previous years, the large majority of casualties were on unclassified roads. One in two casualties in 2019 were recorded on unclassified roads. In comparison, 19% of all casualties were on A-roads, while 10% were on the motorway network.

Eight road users were killed on the West Yorkshire motorway network this year, a slight increase from last year (5). It should be noted that the number of fatalities fluctuates considerably in the county. A total of 34 road users were seriously injured following collisions recorded on the network (41 in 2018). Overall, only 9% (427) of all casualties in West Yorkshire were recorded on motorways, and 10% (42) of those were of high severity.

In 2019, a total of 1,627 (34%) casualties was recorded on the A-Roads of West Yorkshire, including 21 deaths, and 282 serious injuries. These results should be viewed in the context of the total length and the travel level on the A-roads.

Table 9 below summarises the number of casualties per road class and the respective severity ratio. The large proportion of casualties on unclassified roads is noted.

Road Class	Severity of Casualty			Total	% of total	Severity ratio
	Fatal	Serious	Slight			
Motorway	8	34	385	427	8.9%	9.8%
A	21	282	1,324	1,627	34.0%	18.6%
B	4	49	271	324	6.8%	16.4%
Unclassified	19	414	1,975	2,408	50.3%	18.0%
<b>Total</b>	<b>52</b>	<b>779</b>	<b>3955</b>	<b>4786</b>		<b>17.4%</b>

Table 10:-All casualties per road class in West Yorkshire

## E- REPORTED ROAD COLLISIONS INVOLVING SPEED

Speed is an important factor in transport. The effects of speed, both positive and negative, make speed a primary target for policy action. Speeds directly affect the mobility of people and goods travelling from one location to another. Driving speeds also have a direct impact on the risk of the driver and other people being severely injured in a collision as well as on noise and pollutant emissions.

Excessive speed is a major problem in all motorised countries. An estimate for Norway shows that if all drivers drove within speed limits, the number of fatalities would fall by about 20%. Speed enforcement is therefore a main challenge for all governments (Elvik, 2011).

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 run throughout the whole county.

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

Collisions involving speed (260) barely changed from last year (261) and represents in 2019, 7% of all collisions (3,618) and generated 9% (417) of all casualties (4,786) in West Yorkshire. When the districts are considered, the highest proportion of speed-related casualties were reported in Calderdale (11%), followed by Bradford (9%), Leeds (9%), Wakefield (8%) and Kirklees (6%).

Speed related collisions increased in Leeds and in Calderdale in 2019.

Local Authorities	Speed related Collisions			Casualties from speed related collisions			All Road Traffic casualties	
	2018	2019	Change OPY	KSI	Slight	Total	All Cas	% of all cas
Bradford	70	67	↓	28	76	104	1,117	9.3%
Calderdale	21	22	↑	17	24	41	366	11.2%
Kirklees	41	34	↓	13	31	44	755	5.8%
Leeds	94	112	↑	57	121	178	1,907	9.3%
Wakefield	35	25	↓	13	37	50	641	7.8%
<b>West York.</b>	<b>261</b>	<b>260</b>	↓	<b>128</b>	<b>289</b>	<b>417</b>	<b>4786</b>	<b>8.7%</b>

Table 11- Road collisions and casualties involving speed in West Yorkshire



## F- REPORTED ROAD COLLISIONS INVOLVING ALCOHOL

According to the DfT and for the purposes of the drink-drive statistics, a drink-drive collision is defined as being a reported incident on a public road in which someone is killed or injured, and where at least one of the motor vehicle drivers or riders involved met one of the criteria below:

- refused to give a breath test specimen when requested by the police (other than when incapable of doing so for medical reasons);
- failed a roadside breath test by registering over 35 micrograms of alcohol per 100 millilitres of breath;
- died and was subsequently found to have more than 80 milligrams of alcohol per 100 millilitres of blood.

Drink-drive related records are gathered mostly from two sources. Information about the level of alcohol in the blood of road accident fatalities aged 16 or over who die within 12 hours of a road accident is provided by coroner's office in West Yorkshire. The personal injury road accident reporting system (STATS19) completed by police provides data on injury accidents in which the driver or rider survived and was also breath-tested at the roadside.

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 run throughout the whole county.

Drink-drive collisions increased between 2013 and 2015 before falling in the following three years; this is reflected in the number of related casualties. In 2019, the number of casualties (186) from drink-drive collisions didn't change significantly from 2018 (184), but the trend of recent five years remains downward.

As shown in table 14 below, a greater proportion of drink-drive related collisions and casualties were recorded in Leeds (40 & 63), Bradford (23 & 44) and Wakefield (23 & 43). These three authorities aggregate well over half of the total numbers of drink-related collisions and casualties in the county.

Districts	Collisions										Casualties													
	2015		2016		2017		2018		2019		2019 VS 2018		2015		2016		2017		2018		2019		2019 VS 2018	
	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	10	34	6	23	13	30	6	27	8	23	↑	↓	12	55	8	44	17	45	7	41	14	44	↑	↑
Calderdale	7	15	7	14	6	14	6	13	8	10	↑	↓	9	33	8	24	8	21	7	19	13	17	↑	↓
Kirklees	6	21	10	24	2	10	6	12	6	15	↔	↑	6	41	14	38	2	16	11	21	6	19	↓	↓
Leeds	14	58	15	49	10	47	17	47	12	40	↓	↓	14	88	15	77	11	67	21	62	18	63	↓	↑
Wakefield	6	27	15	37	10	29	9	27	11	23	↑	↓	6	41	23	59	12	38	11	41	11	43	↔	↑
West Yorkshire	43	155	53	147	41	130	44	126	45	111	↑	↓	47	258	68	242	50	187	57	184	62	186	↑	↑

Table 12- Reported drink-drive road traffic collisions and casualties

## J- REPORTED ROAD COLLISIONS INVOLVING CRIMINAL ACTIVITIES

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

Among the standard set of contributory factors introduced in 2005, are codes '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 26 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 West Yorkshire. The figures include casualties from the vehicle involved in crime and from vehicles hit by the criminal.

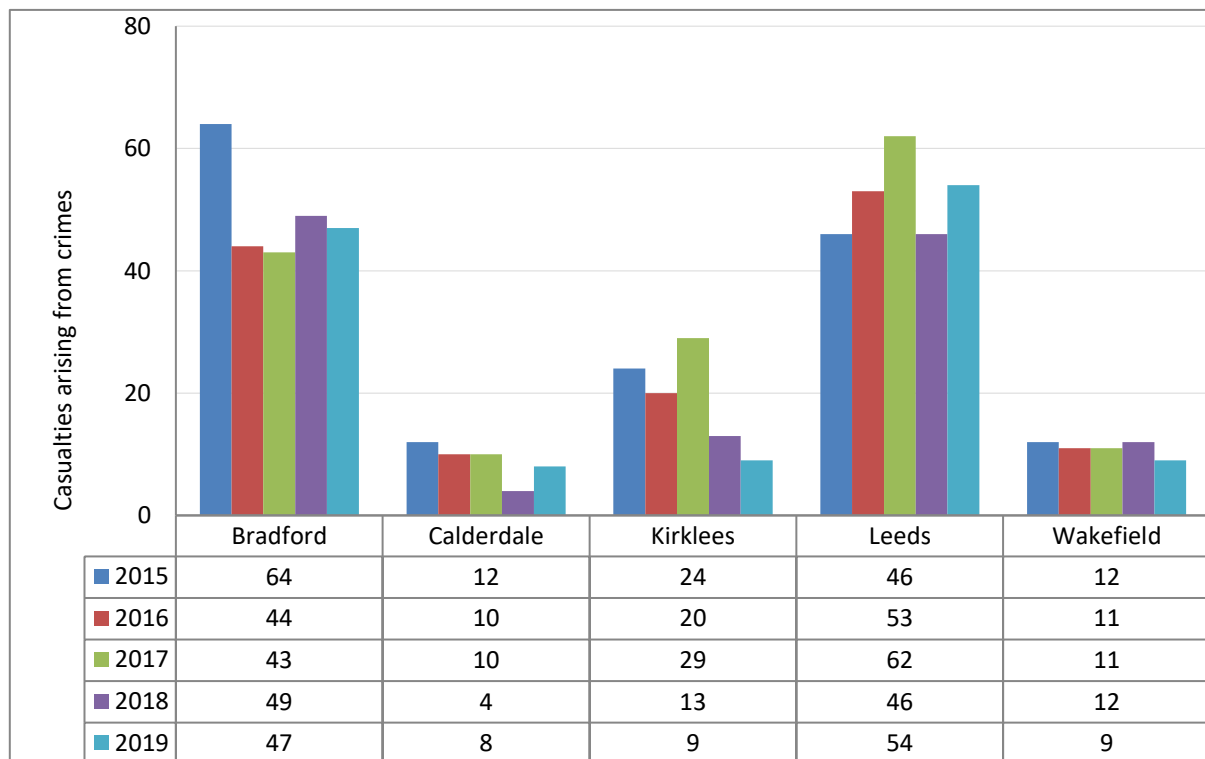


Figure 18- Road collisions involving criminal activities in West Yorkshire



The number of collisions arising from criminal activities in the county has increased consistently since 2013 to a total of 100 in 2016, and has been decreasing since. The number of crime-related collisions also reduced in the districts – except in Leeds and Calderdale, where slightly more collisions and casualties were recorded this year compared to 2018. As shown in the Table 16 below, the number of crime-related KSI collisions rose from 25 in 2018 to 33 in 2019.

The overall reduction in crime-related collisions is reflected in the reduced number of related casualties in 2018. A total of 124 road users were injured in road collisions linked to crime in the county in 2018; a reduction of 20% from 2017's total (155). This is despite a slight increase in Bradford (+6 to 49) and Wakefield. The number of casualties of high severity (KSI) also fell from 34 in 2017 to 25 this year.

Districts	2016		2017		2018		2019		2019 vs 18		2016		2017		2018		2019		2019 vs 18	
	KSI	All	KSI	All	KSI	All	KSI	All	KSI	All	KSI	All	KSI	All	KSI	All	KSI	All	KSI	All
Bradford	3	34	3	29	9	32	7	29	↓	↓	4	44	4	43	12	49	12	47	↔	↓
Calderdale	2	8	2	5	1	4	1	4	↔	↔	3	10	2	10	1	4	1	8	↔	↑
Kirklees	4	12	3	14	1	9	3	7	↑	↓	6	20	6	29	1	13	3	9	↑	↓
Leeds	9	38	13	37	8	31	11	37	↑	↑	9	53	19	62	10	46	13	54	↑	↑
Wakefield	5	8	2	6	1	8	4	7	↑	↓	6	11	3	11	1	12	4	9	↑	↓
West Yorkshire	23	100	23	91	20	84	26	84	↑	↔	28	138	34	155	25	124	33	127	↑	↑

Table 13- Crime-related collisions and casualties

## Section III- Road safety campaigns and initiatives



© Images provided by the Influencing Travel Behaviour Team of Leeds City Council



©Close pass operation (passing distance -West Midland Police)

### I- CAMPAIGNS AND INITIATIVES: WEST YORKSHIRE SAFER ROADS DELIVERY GROUP.

Throughout 2019 the West Yorkshire Delivery Group continued to undertake a number of campaigns and initiatives developed as a result of collision analysis and casualty trends.

Radio campaigns were again used as an effective way to promote key messages throughout the year on Radio Heart.

A **thermal campaign**, which is activated when temperatures drop below a certain level, highlighted the importance of being prepared for winter driving. Airing in the morning the campaign aimed to reach drivers before they leave the house.

The group renewed its agreement with Heart Radio for a 'WOW' package that ran throughout the year. Adverts followed the calendar themes each month, with 150 adverts playing over two weeks out of four, with a guaranteed minimum of 10% extra free adverts. The data led schedule again featured messages on key road safety themes including the fatal four offences; speeding, drug and drink driving, failure to wear seatbelts and the use of mobile phones while driving. Messaging on 'Looking out for each other' and 'taking care on the roads' also addressed the safety of vulnerable road users and included specific adverts for cyclists, motorcyclists, children and pedestrians. All messaging is drawn up in line with the National Roads Partnership Calendar and aired in line with national and local campaigns and events.

The group continued running the School Gate Parking radio campaign, introduced in October 2017, with air time focused on the days and weeks immediately after each school holiday. The campaign addresses and discourages dangerous and inappropriate parking directly outside schools at drop off and pick up times. A 'School Parking' leaflet for parents outlines the rules and regulations about parking outside school and is distributed by teams and their partners at district level to support local initiatives.

In December 2019 THINK launched a new drink drive campaign using the 'Pint Block' films, designed to encourage 17 – 24 year old men to intervene to stop a mate drinking if they are planning to drive. West Yorkshire ran a two week Facebook and Instagram ad campaign using the films which are part of the THINK! 'Mates Matter' strategy, which tries to reduce risky driving behaviour by getting young men to have each other's backs.

Once again, having reviewed the casualty data, the group commissioned a Theatre in Education (TIE) Programme for Y7 & 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 across the county. 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.

Digital Audio Exchange (DAX) advertising was also used to target young people as they streamed music. The campaign ran for two months alongside the TIE production with messages about crossing the road and looking out. At the same time the group also ran a digital display, Capital Radio and online competition package. This targeted young people as they used social media and listened to Capital Radio with the same messages.

A new transition leaflet 'Good to Go' was also produced providing advice for Y6 pupils and parents in preparation for new and independent travel to secondary school.

At a national level, Immersive and 360 films are increasingly being used as a tool to encourage road safety. Immersing viewers in a lifelike environment and presenting scenarios that would either be too costly, impractical or dangerous to create in a real world setting, 360 films can be used as an educational tool and to engage people in conversations about road safety. In 2018, the group purchased 15 headsets which are now regularly used to engage with road users in a range of settings. A variety of films are used to target different audiences, in particular the award winning Leicestershire young driver film and the Cycling UK Close Pass film.

Close pass deployments, aimed at educating motorists about safe driver behaviour around cyclists, continued in 2019. West Yorkshire Police lead on this initiative with support from local authority teams from each of the 5 districts. Casualty data and local road safety knowledge is used to identify areas where deployments can take place. Supporting resources, including the 'close pass mat', information leaflets and the immersive close pass film, continue to be used at additional community events to spread the message about safe and considerate driving around cyclists. The covert camera lights purchased in 2017 have continued to be used by off duty police for education and enforcement purposes.

## Section IV: -CONCLUSIONS AND RECOMMENDATIONS

### I- SUMMARY OF FINDINGS

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.

Overall, fewer casualties were recorded on West Yorkshire's roads in 2019 compared to the previous year, and the total recorded is the lowest ever for the county, consolidating the overall downward trend of the most recent five years. The reduced number of casualties covers all the road user categories and is shared across the five districts.

This year's reduction in the number of people KSI on the roads in West Yorkshire does little, however, to improve the overall trend of the past 10 years, which remains, as a bigger picture, discouragingly flat. After decreasing consistently since 2014, the number of KSI (873) increased slightly in 2018 before reducing by 5% in 2019 (831). The county therefore remains well above the target point (786) along the ideal trajectory towards the 2027 KSI target (515).

The vulnerable road user (VRU) group comprising pedestrians (30%), cyclists (15%) and motorbike riders (19%), together, these, aggregated the highest share of high severity casualties (64% in 2019). The number of vulnerable road users who were killed or seriously injured decreased by 4% from 554 in 2018 to 534 in 2019, thanks to fewer pedestrians and motorbike riders injured in 2019. Pedal cycle KSI have remained largely unchanged in the last four years.

### II- RECOMMENDATIONS

Collaborative work has been developed within the West Yorkshire Safer Roads Delivery Group, which undertook various campaigns and initiatives to mitigate the effects of funding cuts and to continue to provide education, training and publicity programmes to address the causes of collisions and casualties on our roads. There is a need to continue this and to include other services such as Public Health England, The NHS, the ambulance services and the fire services.

The aim of shared spaces – which are largely represented in urban areas – is for the harmonious and safe movement of people and goods; this is quite complex to implement and needs to be looked at closely and extended even further.

Measures to encourage positive driving behaviour and improve facilities for vulnerable road users are essential to improve road safety in town centres and support the uptake and acceptance of active travel

Young drivers are at a much higher risk of crashing than older drivers because of a higher incidence of behaviours such as excessive or inappropriate speeds, drink/drunken driving, mobile phone usage and not wearing seatbelt. There is a need for further analysis including behaviour analysis, young driver car ownership trends, distance travelled, and times of collisions to confirm and seek appropriate solutions.



Casualties among the most vulnerable road users (pedestrians, cyclists and motorbike riders) have barely improved in recent years, despite the encouraging reduction among motorbike riders and pedestrian. Overall, in the last decade, casualties among the most vulnerable road user have shown a slow but persistent rate of reduction. There is a need to continue strategies that focus on reducing the number of injuries to vulnerable road users. Given that the goal for all road users is 'to achieve a safe journey', VRUs start from a position of considerable disadvantage and inequality. Road safety actions need to focus on protecting this group, to significantly reduce those KSI and increase the chance of meeting the 2026 target.

Cyclists are among the most vulnerable road users as, like pedestrians, they don't enjoy the protection afforded to car occupants in the event of a collision. In West Yorkshire, despite the improvement in recent years, cyclist injuries remain well above the baseline for both KSI and all severities. Nationally, Government's statistics shows that cyclists are 46 times more likely to be killed or seriously injured per mile travelled, compared to car drivers in the UK. However, it has been demonstrated that cyclist exposure contributes to safety. The more drivers are exposed to cyclists, the safer those cyclists are; therefore it is important to continue policies and programmes that encourage cycling. Many new measures help keep cyclists safer, including the new cycling superhighways between Leeds and Bradford. The Lookout and Close Pass campaigns, radio adverts and a number of events to promote safer cycling are ongoing. More publicity around governmental cycling schemes such as Cycle to Work will help. There is therefore a scope for further analysis to highlight the level of cycling traffic and assess the effectiveness of the above measures.

The number of collisions and casualties in 2019 was far higher on roads with speed limits of 30 mph compared to those where the limit is 20 mph. This is to be expected, as most arterial roads in the county are 30 mph; the analysis of the casualty rate on those roads would be necessary for a proper comparison.

## Section V: - WEST YORKSHIRE TABULATIONS

Collisions, 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:

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## **END PAPERS**

### **WEST YORKSHIRE TABULATIONS**

## West Yorkshire

### Accidents

	2014	2015	2016	2017	2018	Average	2019
Fatal	53	43	35	39	63	47	49
Serious	793	782	758	742	738	763	692
Slight	4,197	4,461	4,176	3,590	3,330	3,951	2,877
Total	5,043	5,286	4,969	4,371	4,131	4,761	3,618

### Casualties

	2014	2015	2016	2017	2018	Average	2019
Fatal	58	48	37	43	70	51	52
Serious	867	872	849	808	803	840	779
Slight	6,013	6,304	5,911	4,952	4,567	5,549	3,955
Total	6,938	7,224	6,797	5,803	5,440	6,440	4,786

### Road User Groups

	2014	2015	2016	2017	2018	Average	2019
Pedestrian	1,074	1,175	1,058	910	904	1,024	853
Pedal Cyclist	682	628	636	567	552	613	469
PTW Rider + Pillion	552	560	506	437	415	494	348
Car Driver	2,545	2,785	2,624	2,288	2,136	2,476	1,857
Car Passenger	1,629	1,567	1,571	1,265	1,090	1,425	978
Goods occupant	191	201	189	128	166	175	144
Bus occupant	230	252	181	182	175	204	111
Other	35	56	32	26	2	30	26
Total	6,938	7,224	6,797	5,803	5,440	6,440	4,786

\*

\* 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-2019

## West Yorkshire

## All Casualties

		Age Groups						All ages
		0 - 4	5 - 15	16 - 19	20 - 29	30 - 59	60+	
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
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
2018	Fatal	0	4	4	16	26	20	70
	Serious	14	92	62	153	338	144	803
	Slight	81	446	344	1,076	2,087	533	4,567
	Total	95	542	410	1,245	2,451	697	5,440
Average	Fatal	1	2	4	13	19	13	51
	Serious	16	97	78	191	319	139	840
	Slight	105	523	460	1,442	2,407	613	5,549
	Total	122	622	542	1,646	2,745	765	6,440
2019	Fatal	0	0	5	11	16	20	52
	Serious	8	74	87	183	298	129	779
	Slight	89	399	298	981	1,719	469	3,955
	Total	97	473	390	1,175	2,033	618	4,786

WY End table 2

# REPORTED ROAD CASUALTIES IN WEST YORKSHIRE-2019

## West Yorkshire

## Pedestrian Casualties

		Age Groups						All ages
		0 - 4	5 - 15	16 - 19	20 - 29	30 - 59	60+	
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
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
2018	Fatal	0	3	0	2	10	10	25
	Serious	12	67	13	23	65	59	239
	Slight	25	201	46	94	183	91	640
	Total	37	271	59	119	258	160	904
Average	Fatal	1	1	0	2	7	7	18
	Serious	12	66	14	26	68	59	246
	Slight	32	222	64	123	216	103	760
	Total	45	289	78	151	291	169	1,024
2019	Fatal	0	0	1	0	5	10	16
	Serious	5	47	22	35	74	54	237
	Slight	37	174	63	72	178	76	600
	Total	42	221	86	107	257	140	853

WY End table 3

# REPORTED ROAD CASUALTIES IN WEST YORKSHIRE-2019

## West Yorkshire

## Pedal Cycle Casualties

		Age Groups						All ages
		0 - 4	5 - 15	16 - 19	20 - 29	30 - 59	60+	
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
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
2018	Fatal	0	1	0	0	1	0	2
	Serious	0	12	5	13	83	12	125
	Slight	3	52	30	94	217	29	425
	Total	3	65	35	107	301	41	552
Average	Fatal	0	0	0	0	2	0	2
	Serious	0	15	6	20	72	10	122
	Slight	2	66	33	117	249	21	489
	Total	2	81	39	137	323	31	613
2019	Fatal	0	0	0	1	3	0	4
	Serious	1	17	8	13	72	11	122
	Slight	1	56	30	71	171	14	343
	Total	2	73	38	85	246	25	469

WY End table 4

**West Yorkshire**

**PTW Rider + Pillion Casualties**

		Age Groups						All ages
		0 - 4	5 - 15	16 - 19	20 - 29	30 - 59	60+	
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
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
2018	Fatal	0	0	1	1	5	1	8
	Serious	0	4	19	52	76	4	155
	Slight	0	3	43	87	105	14	252
	Total	0	7	63	140	186	19	415
Average	Fatal	0	0	0	2	4	1	8
	Serious	0	3	28	60	70	7	168
	Slight	0	3	62	113	125	15	318
	Total	0	6	90	175	199	23	494
2019	Fatal	0	0	1	7	3	1	12
	Serious	0	3	25	48	60	7	143
	Slight	0	0	35	71	72	15	193
	Total	0	3	61	126	135	23	348

WY End table 5

# REPORTED ROAD CASUALTIES IN WEST YORKSHIRE-2019

## West Yorkshire

## Car Driver Casualties

		Age Groups						All ages
		0 - 4	5 - 15	16 - 19	20 - 29	30 - 59	60+	
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
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
2018	Fatal	0	0	0	7	10	1	18
	Serious	0	0	6	39	79	41	165
	Slight	0	2	94	525	1,095	237	1,953
	Total	0	2	100	571	1,184	279	2,136
Average	Fatal	0	0	1	5	5	3	13
	Serious	0	1	10	47	69	34	161
	Slight	0	1	109	674	1,253	266	2,302
	Total	0	2	120	726	1,327	303	2,476
2019	Fatal	0	0	1	1	1	3	6
	Serious	0	0	14	39	61	32	146
	Slight	0	0	67	490	925	223	1,705
	Total	0	0	82	530	987	258	1,857

WY End table 6

# REPORTED ROAD CASUALTIES IN WEST YORKSHIRE-2019

## West Yorkshire

## Car Passenger Casualties

		Age Groups						All ages
		0 - 4	5 - 15	16 - 19	20 - 29	30 - 59	60+	
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
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
2018	Fatal	0	0	3	6	0	6	15
	Serious	2	8	18	16	20	14	78
	Slight	45	177	124	236	314	101	997
	Total	47	185	145	258	334	121	1,090
Average	Fatal	0	1	2	3	1	1	9
	Serious	3	12	19	30	26	15	105
	Slight	60	216	179	347	384	125	1,311
	Total	63	229	200	380	411	141	1,425
2019	Fatal	0	0	2	2	2	6	12
	Serious	2	7	16	42	16	16	99
	Slight	45	152	97	227	253	93	867
	Total	47	159	115	271	271	115	978

WY End table 7



# REPORTED ROAD CASUALTIES IN WEST YORKSHIRE-2019

## West Yorkshire

## Goods Occupant Casualties

		Age Groups						All ages
		0 - 4	5 - 15	16 - 19	20 - 29	30 - 59	60+	
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
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
2018	Fatal	0	0	0	0	0	2	2
	Serious	0	1	1	9	14	6	31
	Slight	0	1	3	23	91	15	133
	Total	0	2	4	32	105	23	166
Average	Fatal	0	0	0	0	0	0	1
	Serious	0	0	1	5	9	3	18
	Slight	1	3	5	39	97	11	156
	Total	1	3	6	44	106	14	175
2019	Fatal	0	0	0	0	1	0	1
	Serious	0	0	0	0	11	1	12
	Slight	0	3	1	37	80	10	131
	Total	0	3	1	37	92	11	144

WY End table 8

# REPORTED ROAD CASUALTIES IN WEST YORKSHIRE-2019

## West Yorkshire

## Bus Occupant Casualties

		Age Groups						All ages
		0 - 4	5 - 15	16 - 19	20 - 29	30 - 59	60+	
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
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
2018	Fatal	0	0	0	0	0	0	0
	Serious	0	0	0	0	1	8	9
	Slight	8	10	4	17	81	46	166
	Total	8	10	4	17	82	54	175
Average	Fatal	0	0	0	0	0	0	0
	Serious	0	1	0	1	2	9	12
	Slight	10	11	7	22	75	67	192
	Total	10	12	7	23	77	76	204
2019	Fatal	0	0	0	0	0	0	0
	Serious	0	0	1	2	2	5	10
	Slight	6	13	5	6	37	34	101
	Total	6	13	6	8	39	39	111

WY End table 9

## REPORTED ROAD CASUALTIES IN WEST YORKSHIRE-2019

### 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
4475	2015-19	50	822	872	5138	6010	980	314	570	84	453	2338	1294	3632	166	180	28
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
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
4131	2018	70	803	873	4567	5440	904	308	552	68	415	2136	1090	3226	166	175	2
3618	2019	52	779	831	3955	4786	853	263	469	75	348	1857	978	2835	144	111	26

WY End table 10