Reported Road Casualties in West Yorkshire

Annual Report, 2024 data

Foreword

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

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

This document presents data from the most recent full calendar year (2024) and compares this with data from previous years. For detailed statistical breakdowns and statistical tables in specific formats please get in touch with us at collisionstudies@leeds.gov.uk.

This report is in eight sections:

1. Headline comments

2. Road casualties by road user group and severity

3. Casualties by district

4. Casualties by age and sex

5. Collisions by road type and speed limit

6. Who is causing harm?

7. The Fatal Five

8. Conclusion

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

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[1] DfT. 2024. STATS19 forms and guidance. Available here: https://www.gov.uk/government/publications/stats19-forms-and-guidance

Note on the Data

Data from completed STATS19 forms is also available from the Department for Transport (DfT)[2]. The data provided by the DfT can differ from data held by LCC, as presented in this report. Whereas the DfT treats data from previous years as finalised (once the relevant annual process of validation has been undertaken), LCC operates a live database system, and records may be added or amended when errors are identified or when new information comes to light.

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, automatically assigns a severity classification to each casualty according to the injuries recorded by the reporting Police Officer, whereas the previous system allowed the reporting officer to specify the severity directly. Where CRASH and similar "injury-based" systems have been previously rolled out elsewhere in the country, there has generally been a significant increase in the proportion of reported casualties which are classified as serious. This has been replicated across West Yorkshire. We will continue to review the data with colleagues at WYP and the West Yorkshire councils.

The CRASH system ensures a more consistent classification of severity but raises issues with presenting long terms 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, which means that the proportion of serious injuries and serious casualties now being reported for this period is higher than has previously been reported. Because of the uncertainties around how the trends shown in the adjusted data correspond to genuine trends in the numbers of people being seriously injured either side of the adoption of CRASH in April 2021, it has been agreed within the West Yorkshire Vision Zero Partnership that presentation of numbers of casualties killed or seriously injured will largely focus on the post-CRASH period. This issue is discussed in more detail in section 2.2. Since the total number of casualties recorded is unaffected by the move to CRASH, trends in all severity casualties will continue to be presented from 2017 to the current year, as in previous reports.

It is important to note that STATS19 records are limited to collisions occurring within the public highway, involving at least one vehicle, resulting in injury to at least one person, which have been reported to the police. The STATS19 dataset is known to substantially underestimate the total number of injuries within the highway, predominantly because not all personal-injury collisions are reported to the police. The Department for Transport publishes an annual comparison of the number of injuries recorded in STATS19 with an estimate of the total number of injuries, based on an extrapolation of data from the National Travel Survey[3]. The most recent publication estimated that STATS19 data underestimates the total number of injuries by a factor of around 4.3, for both serious and slight injuries, with the data suggesting that injuries to cyclists are under-reported to a particularly high degree. Relatedly, another recent study by the Department for Transport[4], which sought to link STATS19 records with records of road casualties made by

[2] DfT, 2024. Road Safety Statistics: Collision Analysis Tool. Available here: https://department-for-transport.shinyapps.io/collision_analysis_tool/
[3] DfT, 2025. RAS4201. Available here: https://www.gov.uk/government/statistical-data-sets/reported-road-accidents-vehicles-and-casualties-tables-for-great-britain#other-road-safety-data-ras40
[4] DfT, 2025. Linking police and health data on road collisions: an initial feasibility study. https://www.gov.uk/government/statistics/linking-police-and-health-data-on-road-collisions-feasibility-study/linking-police-and-health-data-on-road-collisions-an-initial-feasibility-study

ambulance services, indicatively concluded that even road casualties attended by an ambulance may be under-reported in STATS19 records by around a half.

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Definitions

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

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

Children: Persons under 16 years of age.

Collision: Involves personal injury occurring on the public highway, including footways, in which at least one road vehicle 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 in this report.

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

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

Most at-risk groups: Road user groups with the highest rates of death and serious injury per mile travelled[5], specifically, pedestrians, pedal cyclists and motorcycle riders/pillion passengers.

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

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

Pedal cycle: Includes standard unassisted pedal cycles, as well as electrically assisted pedal cycles defined in the Electrically Assisted Pedal Cycles Regulations 1983 No 1168.

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

Serious injury: An injury defined as serious in the DfT's guidance for completion of STATS19 forms[6].

Slight injury: An injury defined as serious in the DfT's guidance for completion of STATS19 forms[6].

Speed limits: Permanent speed limits applicable to the roadway.

[5] Department for Transport, 2025. RAS0201: Reported road casualty numbers and rates by severity and road user type, Great Britain, 10 years up to 2024. Available here: https://www.gov.uk/government/statistical-data-sets/reported-road-accidents-vehicles-and-casualties-tables-for-great-britain#road-user-type-ras02

[6] Department for Transport, 2021. *STATS19 Forms and Guidance*. Available here: https://www.gov.uk/government/publications/stats19-forms-and-guidance

Section 1: Road Traffic Collisions in West Yorkshire 2024

1.0 Headline Comments

In 2024, the number of road users killed or seriously injured (KSI) in West Yorkshire fell by 9%, from 1,453 in 2023 to 1,318, after rising slightly between 2022 and 2023. Total casualties also declined by 4%, dropping from 5,450 to 5,255. Across Great Britain, there was also a 4% reduction in casualties between 2023 and 2024, with KSI casualties showing a decrease of 1%[7].

The West Yorkshire Vizion Zero Strategy includes a target to reduce the number of people killed and seriously injured on West Yorkshire's roads by 50% by 2030 (compared with 2022), and to zero by 2040[8]. Since 2022, KSI casualties have fallen by 7% in West Yorkshire – as indicated by Figure 1, continuation of current trends would not be sufficient to meet the 2030 target.

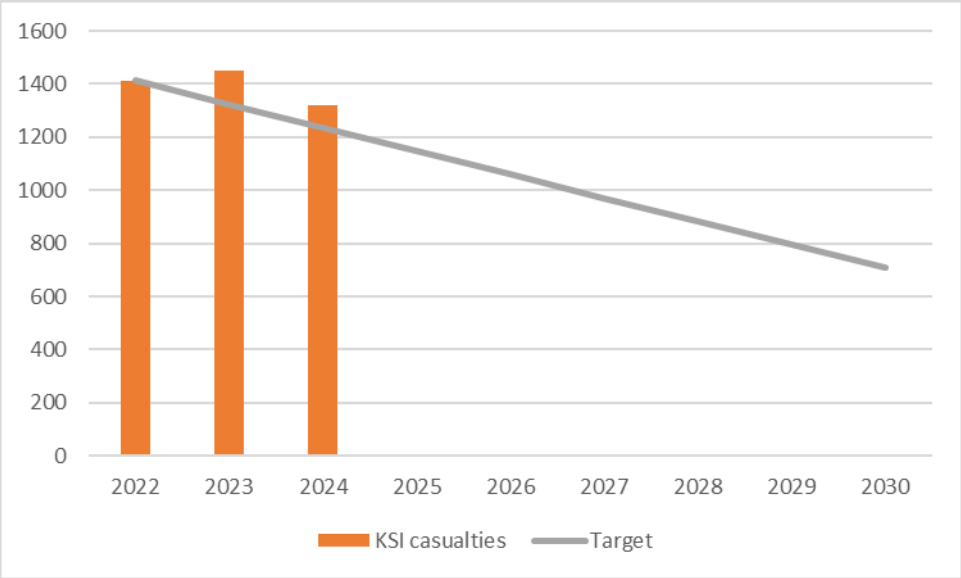


Figure 1. Trend in West Yorkshire casualties Killed and Seriously injured, versus West Yorkshire Vision Zero 2030 target.

In West Yorkshire, 40 people lost their lives in road traffic collisions in 2024, marking an 18% drop from the 49 fatalities recorded in 2023, and a 27% decrease compared to the 2017–2019 average. Nationally, fatalities fell by 1% in 2024, compared with 2023.

The number of children killed and seriously injured in West Yorkshire decreased by 5.5%, from 182 in 2023 to 172 in 2024, while total child casualties saw a slight decrease of 1%, from 696 to 689. Four children died in collisions in West Yorkshire in 2024.

The most at-risk road users, including pedestrians (18%), cyclists (9%), and motorcyclists (7%), accounted for 34% of all casualties in 2024. They also represented 47% of KSI casualties.

[7] DfT. 2025. Reported road casualties Great Britain, annual report: 2024. Available here: https://www.gov.uk/government/statistics/reported-road-casualties-great-britain-annual-report-2024/reported-road-casualties-great-britain-annual-report-2024

[8] West Yorkshire Combined Authority. 2025. Vision Zero. Available here: https://www.westyorks-ca.gov.uk/policing-and-crime/vision-zero/

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

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

Section 2: Reported road casualties by road user group and severity

2.1 Casualties of all severities

Figure 2 shows the annual number of casualties of all severities in West Yorkshire, between 2017 and 2024. The number of casualties decreased by 4%, from 5,450 in 2023 to 5,255 in 2024. The number of casualties in 2024 was 1.6% lower than the 2017-2019 average. The total number of casualties reported in West Yorkshire represented 4.1% of Great Britain's total casualty count in 2024.

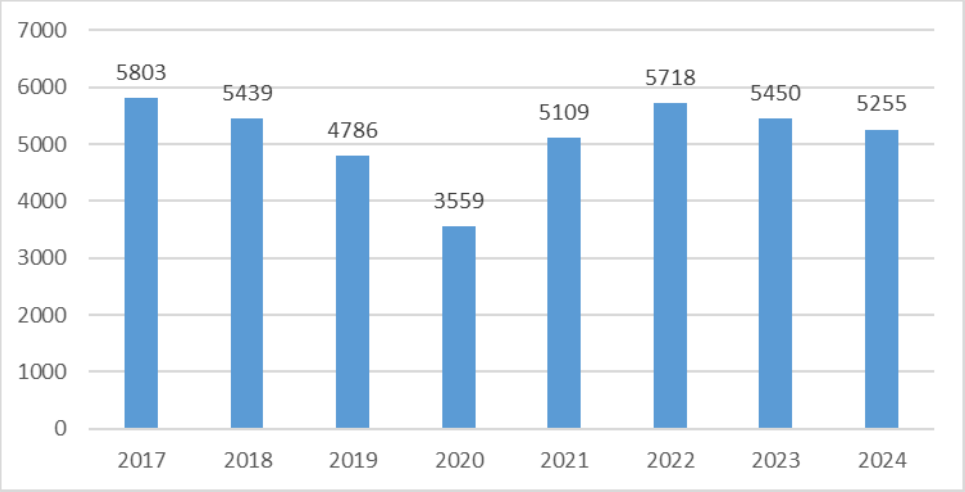


Figure 2: Reported road casualties (all severities) in West Yorkshire.

Figure 3 shows a breakdown of casualties by road user group, showing the trend from 2022 to 2024, alongside the 2017-2019 average. Of the 5,255 casualties in 2024, this comprised pedestrians (18%), pedal cycle riders/pillion passengers (9%), motorcycle riders/pillion passengers (7%), car occupants (61%) and other vehicle occupants (5%). When comparing 2024 to 2023 data there has been a decrease in casualties amongst all road user groups except for a marginal increase amongst "Other vehicle occupants". Car occupant casualties decreased by 3.6%, motorcycle by 2.7%, pedestrian by 1.0%, and pedal cycle by 11%, whilst other vehicle occupant casualties rose from 267 to 268. When compared to the 2017-2019 average, pedal cycle, motorcycle and other vehicles have seen large decreases (11%, 11% and 15% respectively). However, pedestrian and child casualties have both increased by 9% compared with the 2017-2019 average.

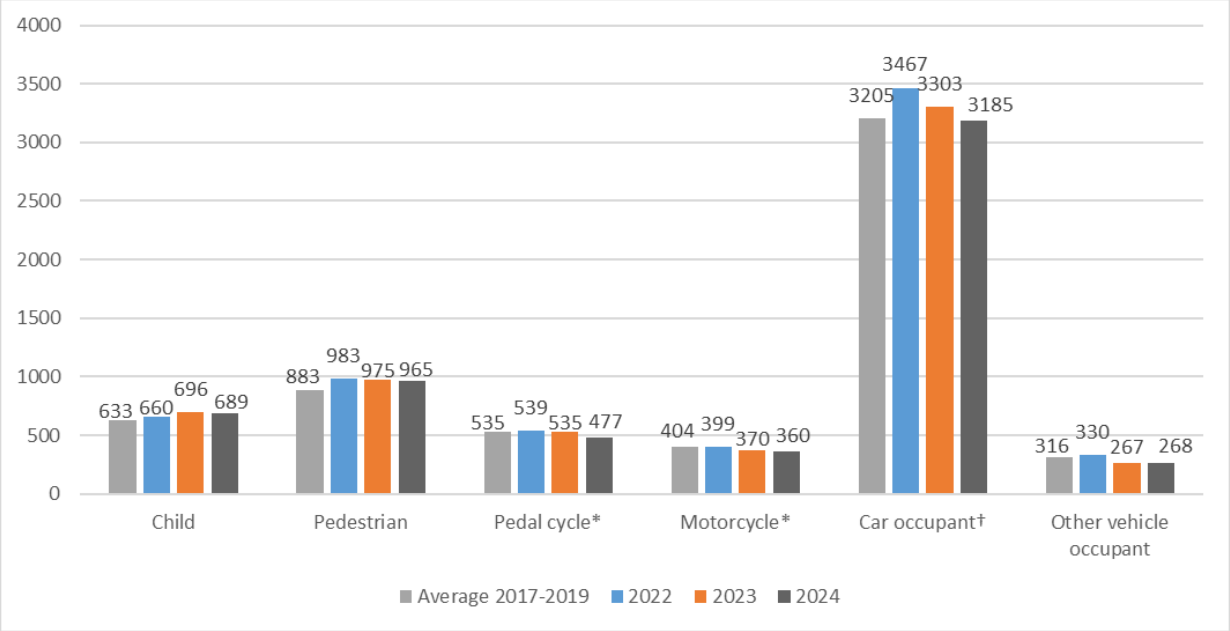


Figure 3: Reported Road Casualties by Road User Group, 2017 to 2024. *Includes rider and pillion passenger, † includes taxi, private hire and minibus.

Figure 4 shows the number of casualties in reported road collisions per billion motor vehicle miles, by road user group in West Yorkshire in 2022[9]. The graph shows that, even after controlling for motor vehicle traffic, casualties fell during 2020, when COVID19 travel restrictions were in force for much of the year, for all road user groups other than pedal cycles. Casualty rates then rose between 2020 and 2022 for all groups except cyclists – however, all groups have seen reductions between 2022 and 2024.

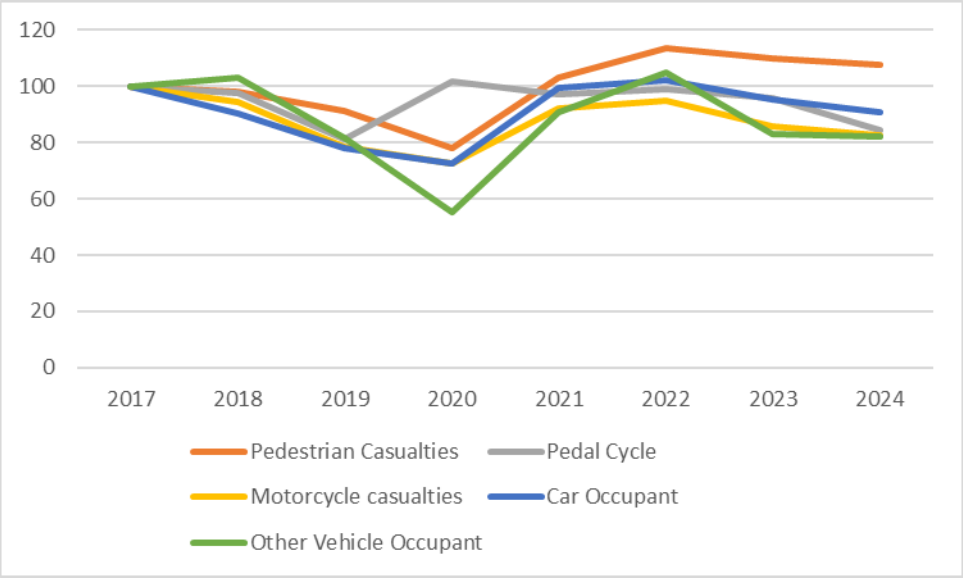


Figure 4. Change in casualties per billion motor vehicle miles by road user group, West Yorkshire, indexed to 2017.

[9] Motor vehicle miles data from DfT. 2025. TRA8902: Motor vehicle traffic (vehicle miles) by local authority and selected vehicle type in Great Britain. Available here: https://www.gov.uk/government/statistical-data-sets/road-traffic-statistics-tra#traffic-by-local-authority-tra89

2.2 People killed or seriously injured (KSI)

Figure 5 shows the number of people killed in road traffic collisions in West Yorkshire between 2017-2024. The number of road fatalities decreased by 18% between 2023 (49) and 2024 (40). The 2024 fatality figure is 27% below the average totals recorded between 2017-2019. Across Great Britain, the number of fatalities recorded in 2024 was 1% lower than in 2023[10], and 10% lower than the average for 2017-19[11]. In 2024, fatalities in West Yorkshire accounted for 2.5% of Great Britian's total fatalities.

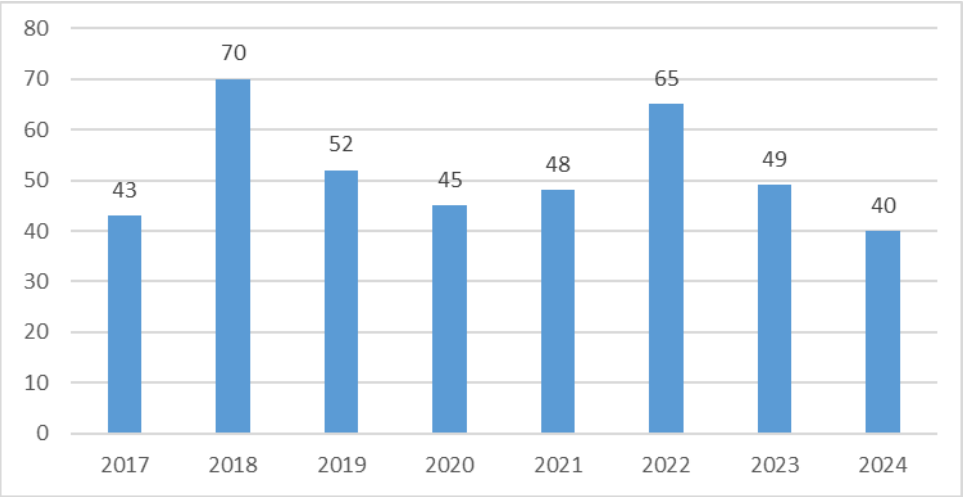


Figure 5: Reported Road Users Killed in West Yorkshire.

[10] DfT. 2025. Reported road casualties Great Britain, annual report: 2024. Available here: https://www.gov.uk/government/statistics/reported-road-casualties-great-britain-annual-report-2024/reported-road-casualties-great-britain-annual-report-2024

[11] DfT. 2025. RAS0102: Casualties and casualty rates, by road user type and age group, since 1979. Available here: https://www.gov.uk/government/statistical-data-sets/reported-road-accidents-vehicles-and-casualties-tables-for-great-britain

Table 1 presents a breakdown of fatalities in West Yorkshire by road user group, for the years 2017-2024. Of the 40 fatalities in 2024, 8 were pedestrians, 17 were car occupants, 4 were cyclists, 10 were motorcyclists, and 1 was classified in the 'other vehicles' category (specifically, this was a rider of an electric standing scooter). Both pedestrian and 'other vehicle' fatalities were at their lowest levels for several years, with pedestrian fatalities being 60% lower than the 2017-2019 average. Conversely, motorcycle fatalities reached their highest level since 2019.

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

Road user group	Average 2017-2019	2020	2021	2022	2023	2024
Child	3	2	2	4	6	4
Pedestrian	20	15	22	24	16	8
Pedal cycle*	2	5	1	9	4	4
Motorcycle*	10	4	6	8	6	10
Car occupant†	22	18	16	21	19	17
Other vehicle occupant	1	3	3	3	4	1

Figure 6 shows the number of road users killed or seriously injured in West Yorkshire, from 2017 to 2024. The number of road users killed or seriously injured decreased by 9% from 1,453 in 2023 to 1,318 in 2024. When compared to the 2017-2019 average there has been a 15% increase, contrasting with the 1.6% reduction for all severity casualties reported in section 2.1.

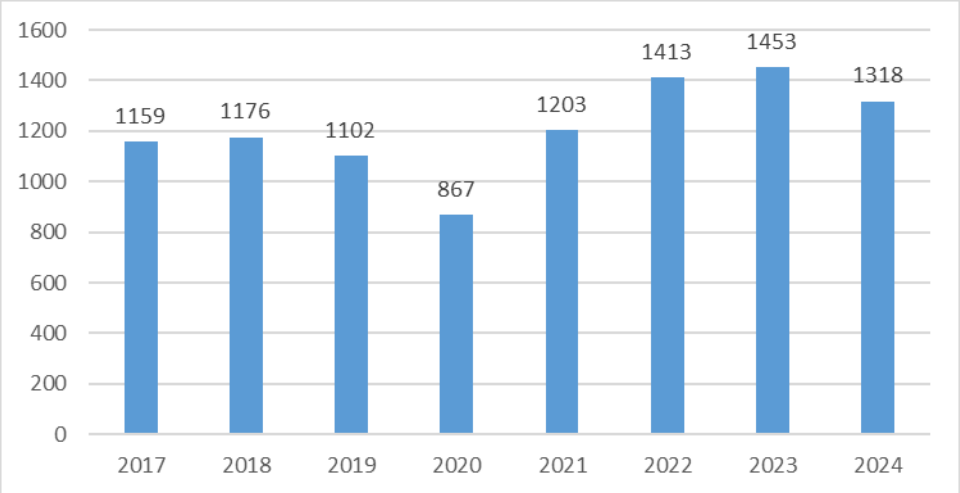
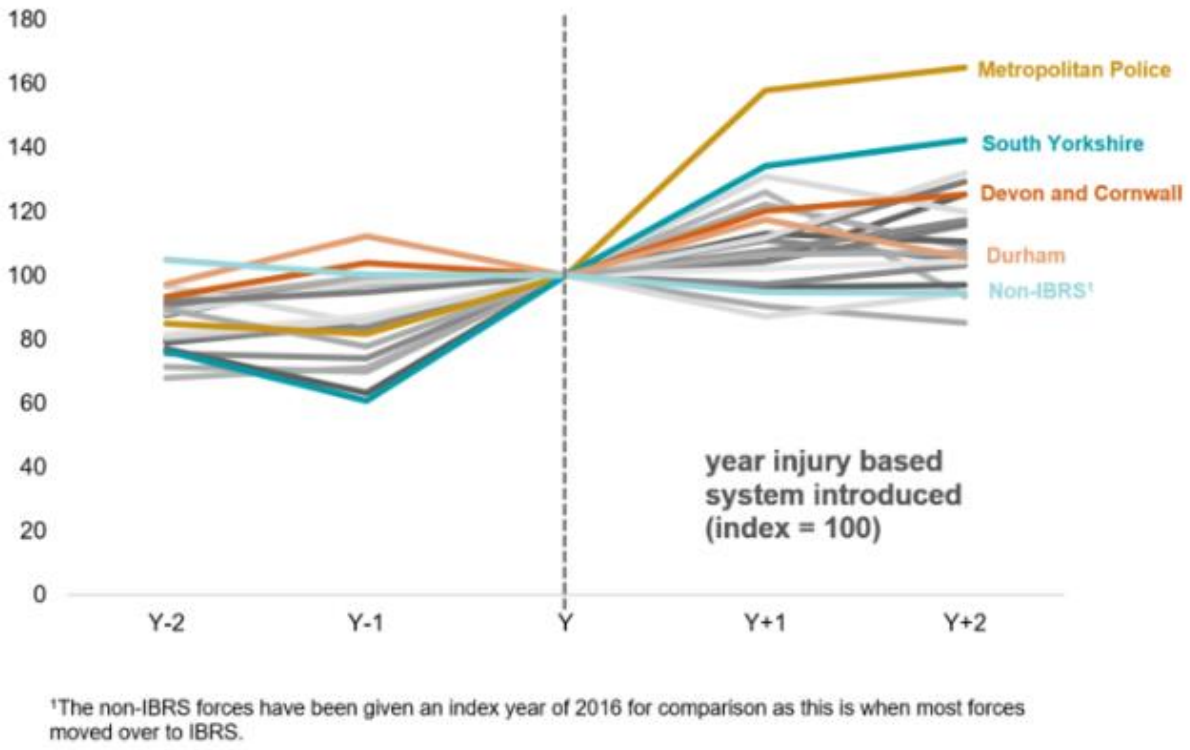


Figure 6: Road Users Killed or Seriously Injured in West Yorkshire (2017-2024).

As highlighted in the 'Note on the Data' section, the data presented in this report has been adjusted to account for the change in collision reporting system used by West Yorkshire Police in April 2021. This adjustment process is intended to ensure that data from before and after the change in reporting system is comparable. However, it is important to note that the impact of moving to CRASH and similar systems has varied significantly when undertaken by different police forces, whereas the adjustment process is applied at a national level, based on national data. Figure 7 shows the proportional change in reported numbers of serious casualties at

different police forces, from two years prior to two years after introducing systems similar to CRASH (injury-based reporting systems). The great variability shown in Figure 7 demonstrates that some caution must be applied when interpreting the data presented in Figure 6. It should also be noted that the move to CRASH will not have affected the total number of casualties recorded, or the number of fatal casualties recorded; the change only impacts the likelihood of a non-fatal casualty being recorded as either a slight or serious injury.



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

Figure 7. Reported serious road casualties by police force, two years before to two years after injury-based reporting systems were introduced (DfT, 2023)[12].

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

Figure 8 presents the number of casualties killed or seriously injured in West Yorkshire, by road user group, for 2022-2024. The data reveals a varied picture across different user groups. All groups except for 'Other vehicle occupant' saw reductions in KSI between 2023 and 2024, with the largest reductions being for pedal cycles (18%) and motorcycles (14%). Despite rising by 21% between 2023 and 2024, Other vehicle occupant KSI was 12% lower in 2024 than in 2022. Whilst motorcycle KSI was unchanged between 2022 and 2024, all other groups saw reductions.

In 2023, the most at-risk groups accounted for 47% of all KSI casualties in West Yorkshire. This group is comprised of pedestrians (24%), pedal cyclists (10%) and motorcyclists (13%). The number of casualties amongst the most at-risk groups who were killed or seriously injured decreased by 12% between 2023 (704) and 2024 (621).

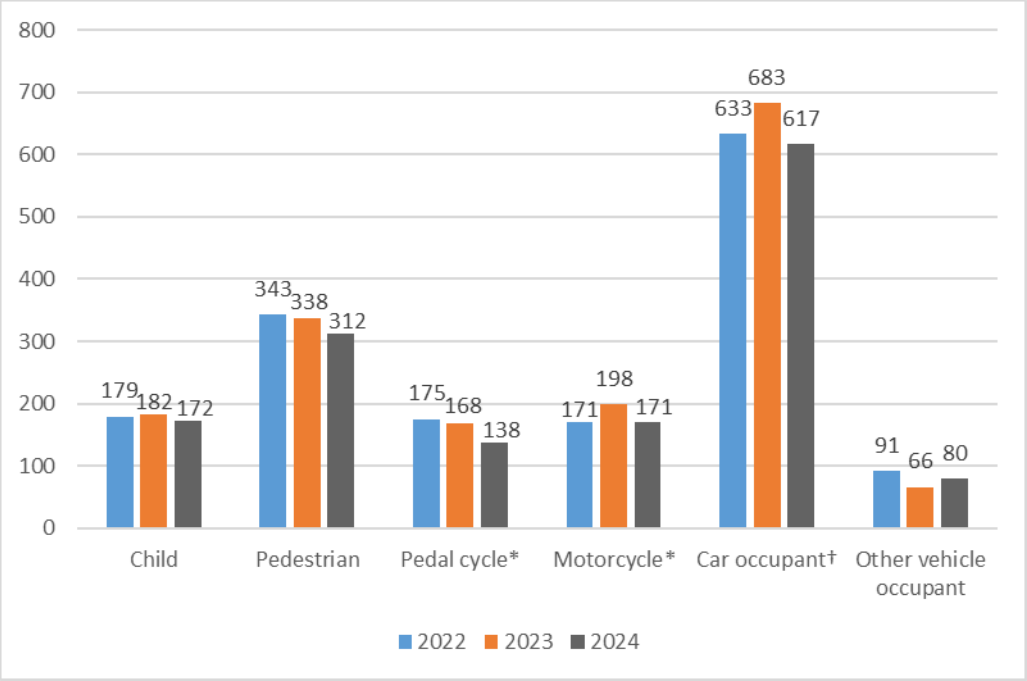


Figure 8: KSI by road user group in West Yorkshire, 2022-2024. *includes rider and pillion passenger, † includes taxi, private hire and minibus.

2.3 Child Casualties

Figure 9 shows the number of child casualties per year in West Yorkshire. In 2024, 689 children were injured in road collisions in the county, a decrease of 1% compared to 2023 (696) and a 9% increase on the 2017-2019 average (this is in spite of the wider reduction in casualty numbers over this time period, as reported in section 2.1). KSI fell by 5% from 182 in 2023 to 172 in 2024. In terms of fatalities, 4 children were killed in 2024 of which all were car passengers. Note that, for the reasons set out in the 'Notes on the Data' section, KSI data is only presented for 2022 onwards.

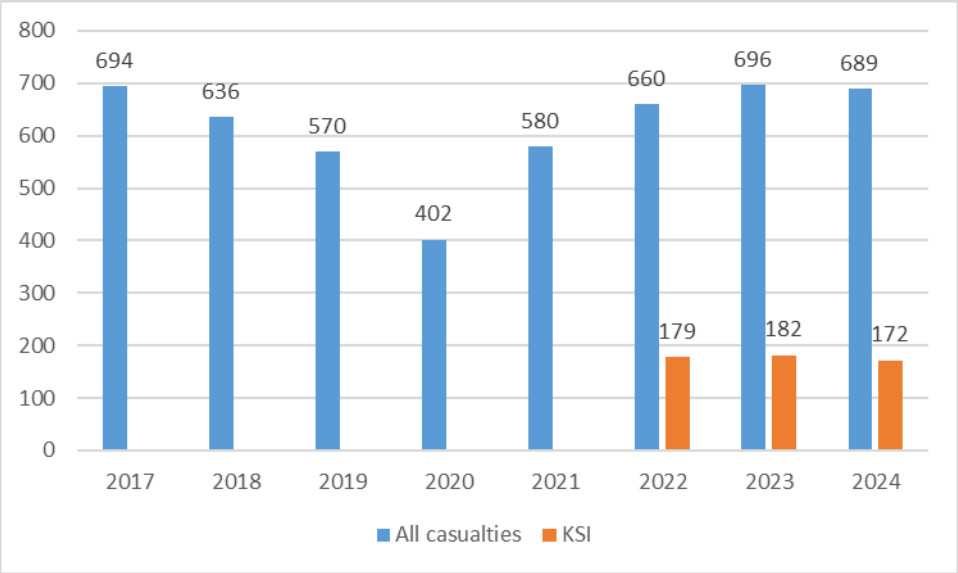


Figure 9: Reported Child Casualties in West Yorkshire (2017-2024).

Figure 10 shows that child casualties in West Yorkshire vary significantly by age, with larger numbers of casualties amongst those aged 11-15, than for younger children. The number of casualties rises sharply between ages 10 and 11. This pattern shows that children aged 11–15 are more likely to be injured in collisions, possibly due to increased independence and travel without adult supervision. It is notable that the rise in casualties between ages 10 and 11 broadly coincides with the move from primary to secondary school.

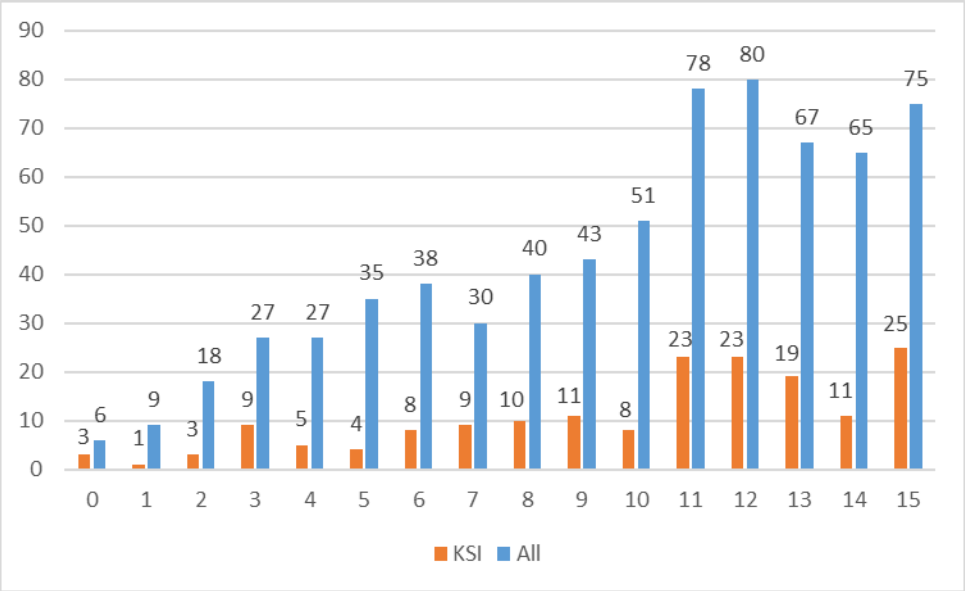


Figure 10: Child casualties by year of age and severity, West Yorkshire, 2024.

Figure 11 and Figure 12 illustrate the annual breakdown of child casualties by road user group, for all severities and those KSI, respectively. In 2024, pedestrian and car occupant casualties continued to represent the largest share of child casualties, accounting for 81% of all child casualties and 77% of child KSIs. Pedestrian and pedal cycle child casualties fell between 2023 and 2024, whilst casualties amongst other groups rose. KSI casualties amongst child pedal cyclists and "other vehicle occupants" rose, whilst KSI casualties amongst other groups fell. Child pedestrian casualties have been persistently higher between 2022 and 2024 than they were between 2017 and 2019.

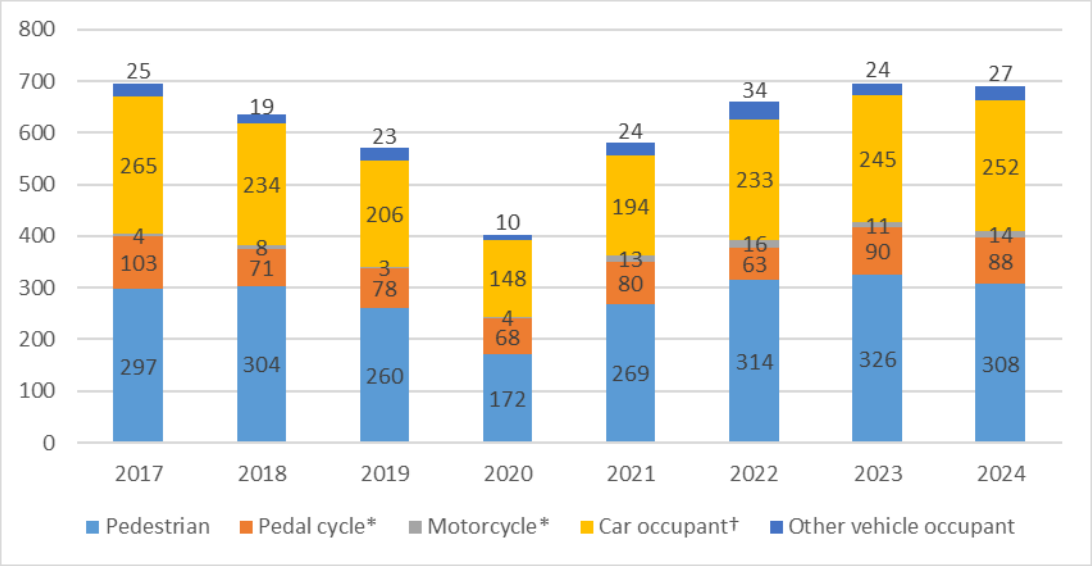


Figure 11: Child casualties (all severities) by road user group. *Includes rider and pillion passenger, † includes taxi, private hire and minibus.

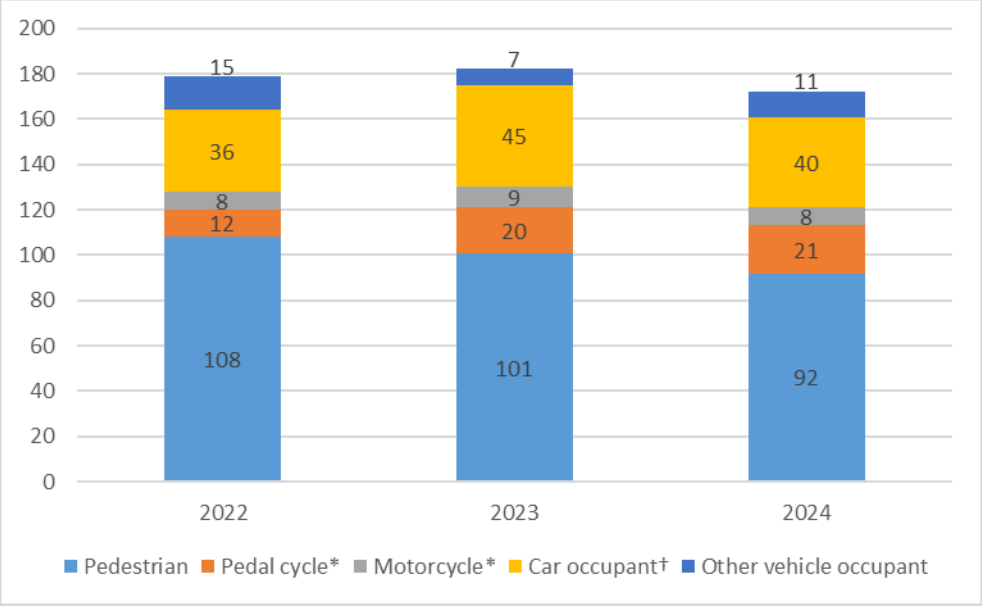


Figure 12: Child KSI casualties by road user group. *Includes rider and pillion passenger, † includes taxi, private hire and minibus.

2.4 Pedestrian Casualties

Figure 13 shows the number of pedestrian casualties in West Yorkshire, 2017-2024, both for all severities and KSI. Pedestrian casualties have remained at a similar level between 2022-2024, with the total for 2024 (965) being 1% lower than 2023 (975). Pedestrian KSI casualties have also decreased compared to 2023 with a reduction of 8% from 338 in 2023 to 312 in 2024. Pedestrian casualties of all severities were 9.2% higher in 2024 than the average for 2017-2019. Children represented 29% of pedestrian KSI casualties in 2024, and 32% of all pedestrian casualties (this age group represents 20% of the West Yorkshire population[13]). Note that, for the reasons set out in the 'Notes on the Data' section, KSI data is only presented for 2022 onwards.

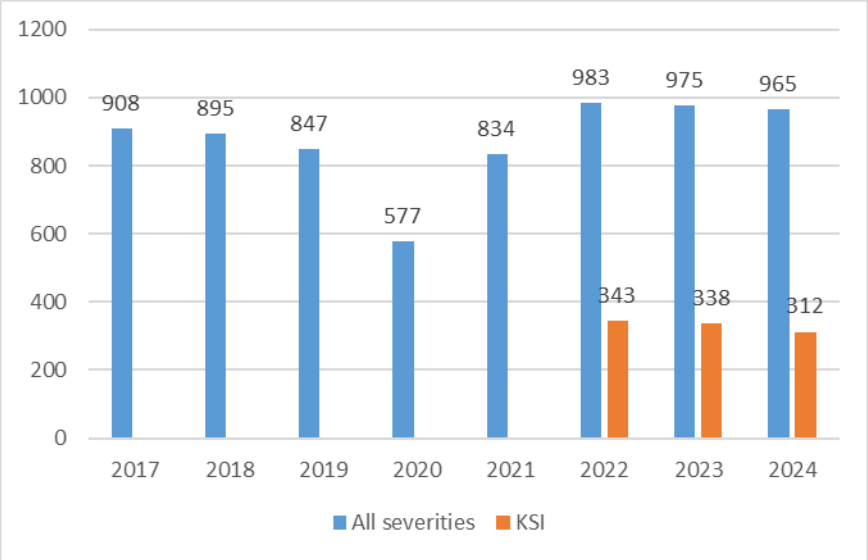


Figure 13: Pedestrian Casualties in West Yorkshire (2017-2024).

Table 2 shows the trends in pedestrian casualties by age group. The data shows that the increase in pedestrian casualties in 2024 compared with the 2017-2019 average is driven by increases in casualties amongst 11-15 year olds, and those aged 20-59. Pedestrian casualties amongst children aged 0-10 have been consistently slightly lower between 2022 and 2024, compared with the average for 2017-2019.

Table 2: Age distribution of pedestrian casualties, West Yorkshire, 2017-2024.

Age	Average 2017-2019	2022	2023	2024	Increase from average 2017-2019 to 2024	Increase from 2022 to 2024
0-10	143	136	135	131	-12 (-8.2%)	-5 (-3.7%)
11-15	144	178	191	177	+33 (+22.6%)	-1 (-0.6%)
16-19	73	84	69	71	-2 (-2.3%)	-13 (-15.5%)
20-59	379	433	432	435	+56 (+14.7%)	+2 (+0.5%)
60+	144	150	147	150	+6 (+3.9%)	0 (0%)
All ages	883	983	975	965	+82 (+9.2%)	-18 (-1.8%)

[13] Office for National Statistics. 2025. *Population estimates for England and Wales: mid-2024*. Available here: https://www.ons.gov.uk/peoplepopulationandcommunity/populationandmigration/populationestimates/bulletins/populationestimatesforenglandandwales/mid2024

STATS19 reports include up to six Contributory Factors (CFs) recorded for each collision, which represent the "key actions and failures that led directly to the actual impact"[14]. The CFs relevant to each collision are selected from a standard list by the reporting officer. Guidance given to reporting officers regarding the circumstances under which each CF should be recorded is available from the DfT[14]. The guidance highlights that CFs are "largely subjective", and the analysis presented in the remainder of this section should be considered within that context.

Table 3 shows the number of pedestrian KSI collisions for which CFs are recorded in relation to driver behaviour, pedestrian behaviour, both driver and pedestrian behaviour, and for which no CFs are recorded. The recorded CFs indicate that driver and pedestrian behaviour are each implicated in the majority of these collisions, between 2022 and 2024, at similar rates. In 2024, the most commonly recorded driver CFs in pedestrian KSI collisions were '405 Failed to look properly' (79 collisions) and '602 Careless/Reckless' (56 collisions).

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

Period	Driver Contributory Factor recorded	Pedestrian Contributory Factor recorded	Both Driver and Pedestrian Contributory Factors recorded	No contributory Factors recorded	All pedestrian KSI collisions
2022-2024	540 (55%)	565 (58%)	195 (20%)	34 (3%)	981
2024	168 (54%)	170 (55%)	60 (19%)	20 (6%)	310

Table 4 and Table 5 show the pedestrian CFs recorded for collisions resulting in death or serious injury to pedestrians in West Yorkshire 2022-2024, per 100,000 residents within each age bracket, for male and female pedestrian casualties, respectively. The tables show that younger pedestrians are recorded as being at fault at higher rates than older pedestrians, and males at higher rates than females. School age children show the highest rates, particularly those aged 11 to 16. The most commonly recorded pedestrian CFs are 'Failed To Look Properly' and 'Careless/Reckless'. 'Crossed road masked by stationary or parked vehicle' is also recorded at fairly high rates for boys aged 4-16.

[14] DfT. 2011. Instructions for the Completion of Road Accident Reports from non-CRASH Sources. Available here: https://assets.publishing.service.gov.uk/media/60d0cc968fa8f57cf3f0b3ad/stats20-2011.pdf

Table 4: Male pedestrian KSI casualties by pedestrian Contributory Factor recorded, per 100,000 residents within age/gender bracket, 2022-2024[15].

Age	Crossed road masked by stationary or parked vehicle	Failed to look properly	Failed to judge vehicle's path/speed	Wrong use of pedestrian crossing	Dangerous action in carriageway	Impaired by alcohol	Impaired by drugs	Careless/ Reckless	Pedestrian wearing dark clothing at night	Disability or illness
	801	802	803	804	805	806	807	808	809	810
0-3	2	2	0	2	4	0	0	5	0	0
4-10	13	29	2	3	3	0	0	26	0	1
11-16	17	38	10	3	5	0	1	43	2	0
17-19	6	15	2	2	2	2	2	2	2	0
20-24	2	13	2	0	4	8	0	6	2	0
25-29	0	9	4	1	2	6	1	9	0	0
30-39	2	7	4	1	0	2	1	7	1	1
40-49	1	11	1	1	1	5	2	5	3	0
50-59	3	5	2	0	1	3	0	3	3	0
60-69	2	3	4	0	0	2	0	2	2	2
70-79	1	11	2	4	0	6	0	7	3	0
80-89	3	8	5	0	0	0	0	3	3	0
90+	0	0	0	0	0	0	0	0	0	0
All age groups	4	12	3	1	2	3	1	10	2	0

[15] Population data taken from Office for National Statistics. 2025. *Population estimates for England and Wales: mid-2024*. Available here: https://www.ons.gov.uk/peoplepopulationandcommunity/populationandmigration/populationestimates/bulletins/populationestimatesforenglandandwales/mid2024

Table 5: Female pedestrian KSI casualties by pedestrian Contributory Factor recorded, per 100,000 residents within age/gender bracket, 2022-2024[16].

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

[16] Population data taken from Office for National Statistics. 2025. *Population estimates for England and Wales: mid-2024*. Available here: https://www.ons.gov.uk/peoplepopulationandcommunity/populationandmigration/populationestimates/bulletins/populationestimatesforenglandandwales/mid2024

2.5 Pedal Cycle Casualties

Figure 14 shows the number of pedal cycle casualties in West Yorkshire, 2017-2024. Whilst pedal cycle casualties of all severities increased between 2020-2022, the total for 2024 has reduced in comparison. Pedal cycle casualties reduced by 11% in 2024 (477) compared to 2023 (535), whilst KSI reduced by 18% in 2024 (138) compared to 2023 (168). Note that, for the reasons set out in the 'Notes on the Data' section, KSI data is only presented for 2022 onwards.

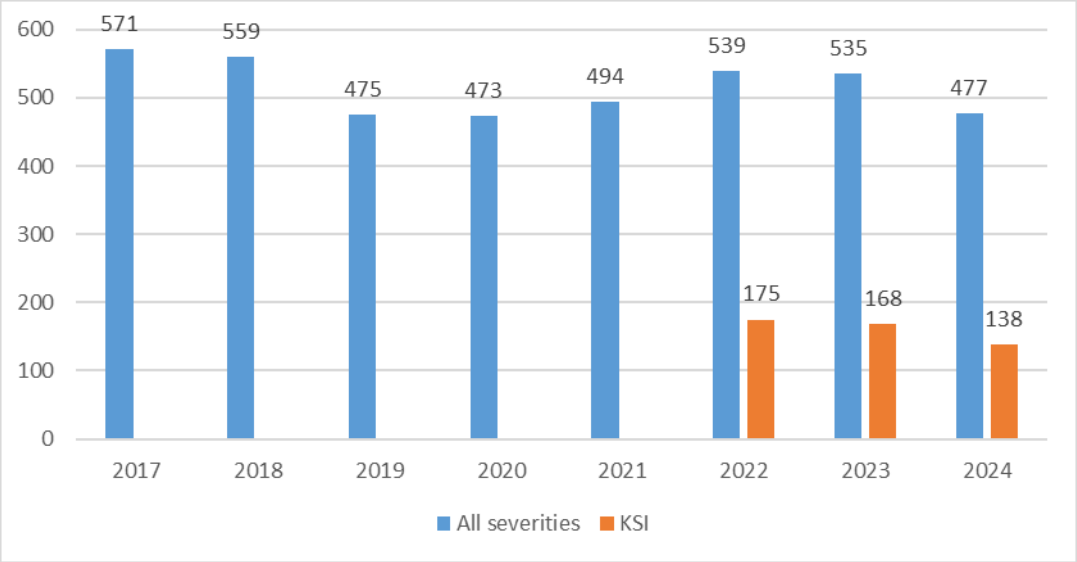


Figure 14: Reported Pedal Cycle Casualties in West Yorkshire, 2017-2024.

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

Analysis of the 137 pedal cycle KSI collisions occurring in 2024 suggests that drivers or riders of other vehicles are more likely to be at fault than the cyclists themselves. In these collisions, 76 other vehicle drivers/riders had CFs attributed to them, compared to 58 cyclists. This differential is further supported by the most common CFs recorded for the three-year period 2022–2024. For other vehicle drivers/riders, the dominant factors were '405 Failed to look properly' (156 collisions), '602 Careless/Reckless' (86 collisions) and '406 Failed to judge other person's path/speed'. The CFs most frequently attributed to cyclists, though lower in volume overall, included '405 Failed to look properly' (49 collisions), '602 Careless/Reckless' (47 collisions), '406 Failed to judge other person's path/speed' (26 collisions), and '310 Cyclist entering road from pavement' (22 collisions).

2.6 Motorcycle Casualties

Figure 15 shows the number of motorcycle casualties in West Yorkshire, 2017-2024. In 2024, motorcycle casualties decreased by 3% compared to 2023, with the 2024 level being 11% below the average for 2017-2019. Motorcycle KSI decreased in 2024 by 14% compared to 2023, but was unchanged from 2022. Note that, for the reasons set out in the 'Notes on the Data' section, KSI data is only presented for 2022 onwards.

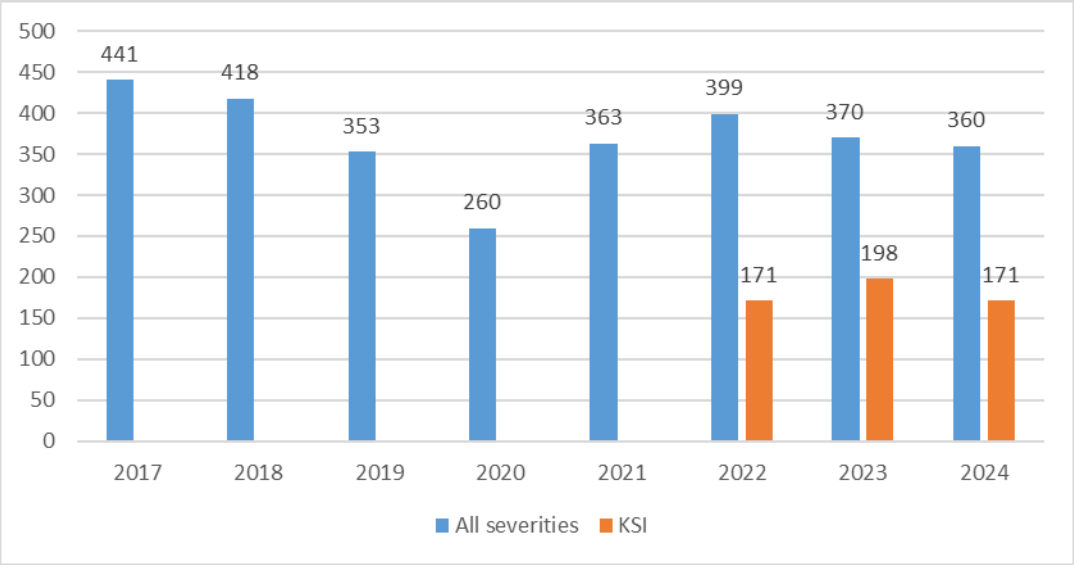


Figure 15: Motorcycle casualties by severity in West Yorkshire, 2017-2024.

Focusing on the attribution of fault in Motorcycle Killed or Seriously Injured (KSI) collisions, an analysis of the 159 such incidents that occurred in 2024 reveals that motorcyclists are more frequently assigned a Contributory Factor (CF) than the drivers of other involved vehicles. Specifically, 105 motorcyclists had CFs attributed to them, compared to 59 other vehicle drivers/riders. This attribution is further supported by the most common CFs recorded during the three-year period 2022–2024. For motorcyclists, the most commonly record CFs were '602 Careless/Reckless' (112 collisions), '306 Exceeding Speed Limit' (53 collisions), '406 Failed to judge other person's path/speed' (50 collisions) and 'Aggressive driving' (49 collisions). 19 motorcycles involved in these collisions were also identified in the CFs as being stolen vehicles. Conversely, for the other vehicle drivers/riders, the dominant factors were concentrated on '405 Failed to look properly' (103 collisions), '602 Careless/Reckless' (66 collisions) and '406 Failed to judge other person's path/speed' (40 collisions).

Motorcycles are recorded under several different vehicle types in STATS19 forms, as shown in Table 6, which shows the breakdown of motorcycle casualties by type of motorcycle[17]. Whilst casualties amongst most motorcycle vehicle types were consistently lower between 2022 and 2024 than the average for 2017-2019, casualties for motorcycles with unknown cc[18] were an order of magnitude higher, and electric motorcycle[19] casualties grew from zero between 2017 and 2019, to 28 in 2024. The combined total of casualties amongst motorcycles up to 125 cc, motorcycles with unknown cc, and electric motorcycles, has been fairly stable during the period studied, in spite of large changes for the individual vehicle types within this grouping (shown in the last row in the table). It is also notable that 141 of 360 motorcycle casualties in 2024 were riding motorcycles with up to 125 cc – such motorcycles can be ridden legally on a provisional driver's licence, after completing the 1-day Compulsory Basic Training course – there has been a recent campaign led by Transport for London[20] and other organisations calling on the government to make changes to this system to improve safety.

Table 6: Motorcycle all severity casualties by vehicle type, West Yorkshire, 2017-2024.

Motorcycle type	Average 2017-2019	2022	2023	2024	Change from average 2017-2019 to 2024	Change 2022 to 2024
Up to 50cc	42	19	22	22	-20 (-48%)	+3 (+16%)
Over 50cc, up to 125 cc	177	160	142	119	-58 (-33%)	-41 (-26%)
Over 125 cc, up to 500 cc	63	57	41	33	-30 (-47%)	-24 (-42%)
Over 500 cc	119	93	96	103	-16 (-13%)	+10 (+11%)
Unknown cc	4	48	51	55	+51 (+1275%)	+7 (+15%)
Electric motorcycle	0	22	18	28	N/A	+6 (+27%)
Up to 125 cc, unknown cc or electric motorcycle	223	249	233	224	+1 (0%)	-25 (-10%)

[17] The analysis in this section is based purely on the vehicle type recorded in STATS19 forms. The numbers for electric motorcycles here differ slightly from those presented in section 2.8, which has included an element of manual review of verbal descriptions of collisions.
[18] Based on a review of a sample of verbal collision descriptions from 2024 where at least one vehicle was recorded as a motorcycle with unknown cc, 21 of these vehicles were not described, 11 were described as being "off-road" or "non-road legal" motorbikes, 1 was described as a moped, and another as a scooter.
[19] Based on a review of descriptions of collisions involving electric motorcycles in 2024, 7 of the 35 vehicles were highlighted as being unregistered, or having no or unknown vehicle registration mark. Whilst 11 of the 35 riders of these vehicles were recorded as having either a full or provisional licence, it is possible that many of these vehicles are not legal for use on the roads.
[20] Transport for London, 2023. TfL and other organisations call on the Government to strengthen basic motorcyclist training. Available here: https://tfl.gov.uk/info-for/media/press-releases/2023/july/tfl-and-other-organisations-call-on-the-government-to-strengthen-basic-motorcyclist-training

2.7 Car Occupant Casualties

Figure 16 shows the trends in car occupant casualties in West Yorkshire from 2017 to 2024. In 2024, car occupant casualties accounted for 61% of all road casualties, and 47% of all KSI casualties, highlighting their continued dominance among casualty types. Between 2023 and 2024, there was a 3.6% reduction in car occupant casualties. However, when compared to the 2017–2019 average, the total number of car occupant casualties in 2024 has only decreased by 0.6%, indicating that recent improvements may be relatively small in the context of longer-term trends. Note that Contributory Factors attributed to car and goods vehicle drivers are analysed in section 6.3. Note that, for the reasons set out in the 'Notes on the Data' section, KSI data is only presented for 2022 onwards.

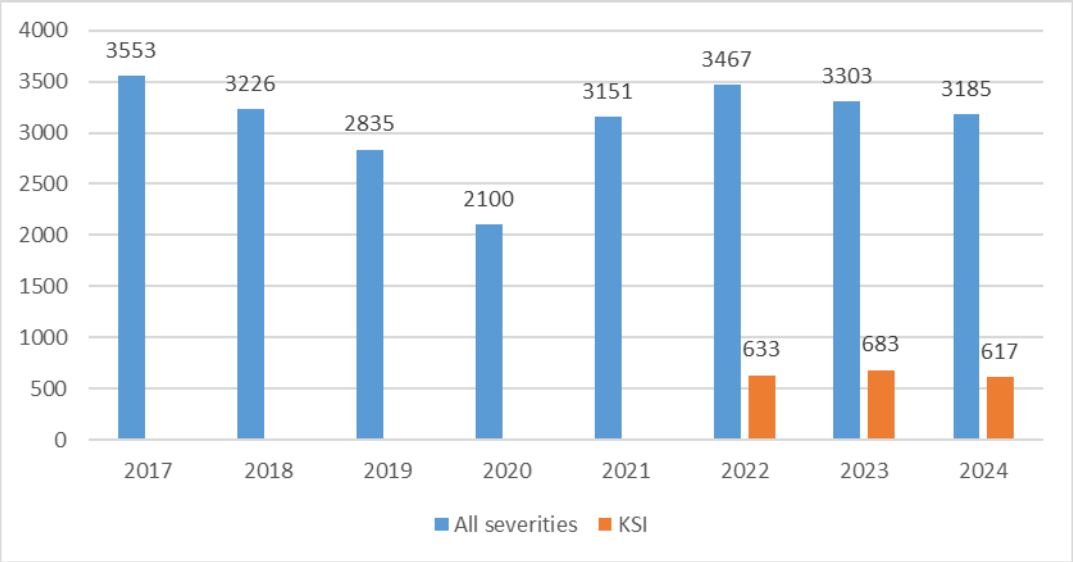


Figure 16: Car occupant casualties by severity in West Yorkshire, 2017-2024.

2.8 Electric bicycles, electric motorcycles and standing scooters

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

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

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

cycle", a manual review of the "Accident description" field has been undertaken, and a judgement made regarding which vehicle is an electric bicycle, if any. For standing scooters, reporting officers are advised to record the Vehicle Type as 'Other'[21]. Therefore, all collisions with a Vehicle Type recorded as Other, and for which the word "scooter" is mentioned in the "Accident description" field, have been assumed to be standing scooters. For electric motorcycles, the data presented represents drivers of all vehicles recorded as electric motorcycles in STATS19 forms, except where they have been identified through the process described above as an electric bicycle or scooter[22].

Figure 17 shows the number of electric bicycle, standing scooter and electric motorcycle casualties in West Yorkshire, 2017-2024. The graph shows sharp increases in the number of these casualties from a total of 7 in 2020, to 139 in 2024. Casualties amongst riders/passengers of these vehicles have increased by 40% between 2023 and 2024, with the largest increase observed amongst electric bicycle casualties (53% increase compared to 2023). However, whilst the number of casualties amongst riders/passengers of these vehicles appears to be increasing rapidly, riders/passengers of these vehicles still represent only 2.2% of all casualties reported in 2024.

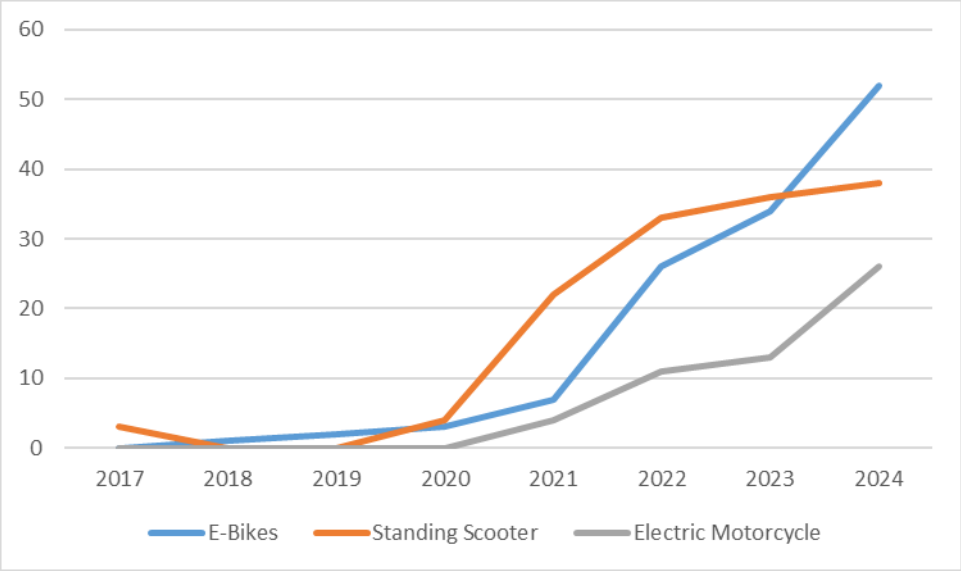


Figure 17: Electric bicycle, standing scooter and electric motorcycle casualties in West Yorkshire (2017-2024).

[21] Note that the DfT's STATS19 guidance states that riders of "toy scooters" should be recorded as pedestrians, whilst riders of "micro scooters with petrol engines or electric motors" should be recorded as vehicle riders. For the purpose of this exercise, all scooters recorded as vehicles rather than pedestrians in STATS19 forms have been included in the data presented in this section.

[22] Note that the numbers recorded for electric motorcycles in section 2.8 therefore differ from those presented in section 2.6, which are based purely on coding of the Vehicle Type field in STATS19 forms.

Figure 18 presents the age and gender distribution of electric bicycle, standing scooter, and electric motorcycle rider/passenger casualties in West Yorkshire in 2022-2024. Males account for 88% of these casualties, and 81% of these casualties are aged under 40. Notably high rates of casualties are present amongst under 20s.

The data also indicates a higher prevalence of standing scooter use among individuals under 16, with 35% of identified standing scooter casualties being aged under 16 (between 2022 and 2024).

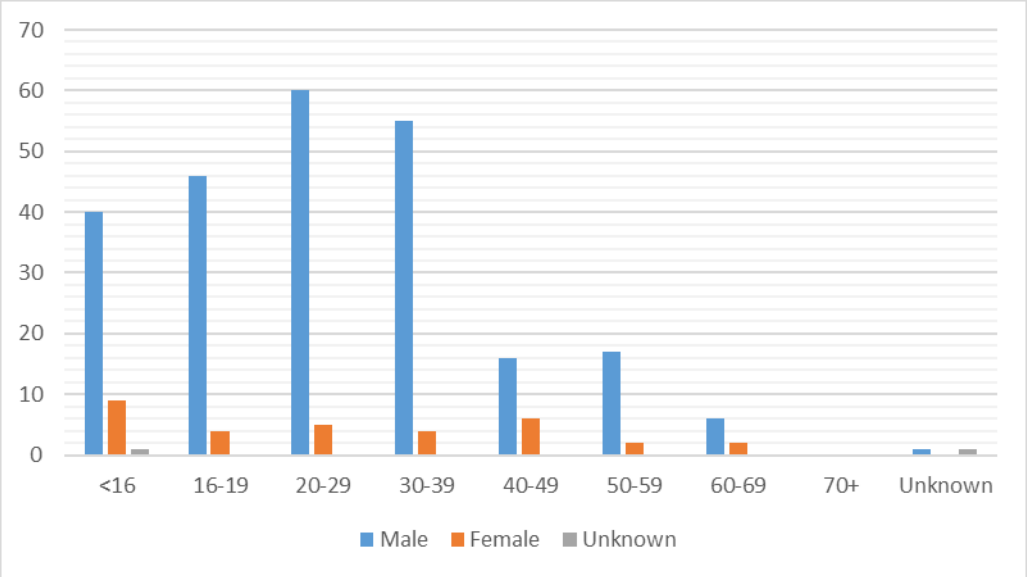


Figure 18: Age and gender of electric bicycle, standing scooter and electric motorcycle casualties in West Yorkshire, 2022-2024.

2.8.1 Standing scooter casualties

Figure 19 shows the number of standing scooter rider/passenger casualties by year and severity, revealing a clear upward trend in both total casualties and people KSI between 2017 and 2024. There were only 7 casualties between 2017 and 2020, compared with 38 in 2024, of whom 18 were seriously injured, and one killed. It is notable that 47% of recorded standing scooter casualties between 2022 and 2024 were killed or seriously injured.

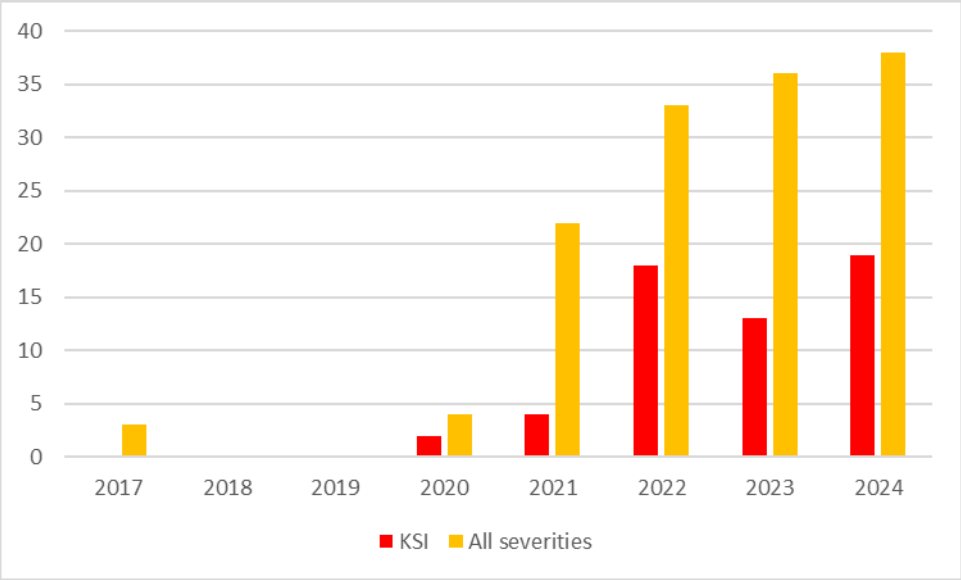


Figure 19: Standing scooter rider/passenger casualties by year and severity.

Figure 20 shows the numbers of other road users injured in collisions involving scooters, between 2022 and 2024. Whilst collisions involving standing scooters usually result in injury to the rider/passenger(s) of the scooter itself, 23 other road users were also recorded as being injured in these collisions between 2022 and 2024. The majority of these other road user casualties were pedestrians, highlighting the risk that standing scooters can present to this group.

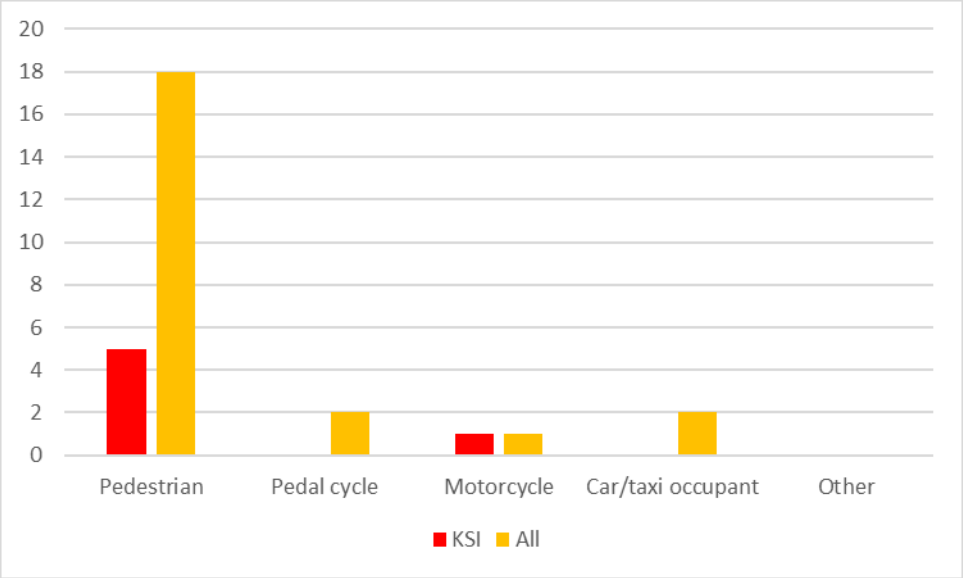


Figure 20: Other road users injured in collision with standing scooter, 2022-2024.

2.8.2 Electric bicycle casualties

Electric bicycle (e-bike) riders/passengers in 2024 accounted for the largest number of casualties of the vehicle types studied in section 2.8 of this report.

The data presented in Figure 21 demonstrates that e-bike rider/passenger casualties have transitioned from a total of 3 casualties between 2017 and 2019, to 112 between 2022 and 2024, of whom 42 were seriously injured, and 3 killed.

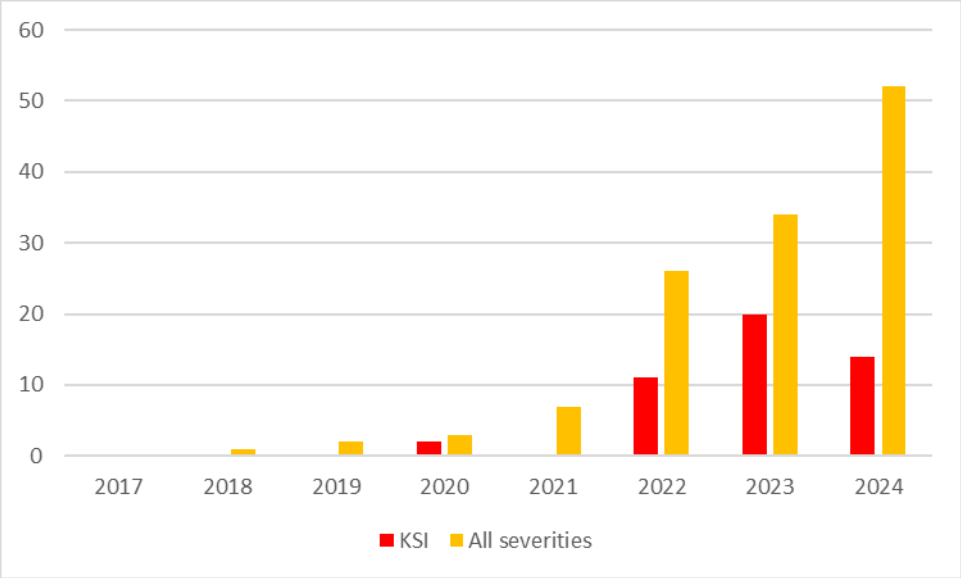


Figure 21: Electric bicycle rider/passenger casualties by year and severity.

Figure 22 shows the numbers of other road users injured in collisions with e-bikes, 2022-2024. There were 21 injuries in total, including 7 serious injuries, and 1 fatality (a pedal cyclists). The majority of these injuries were to pedestrians.

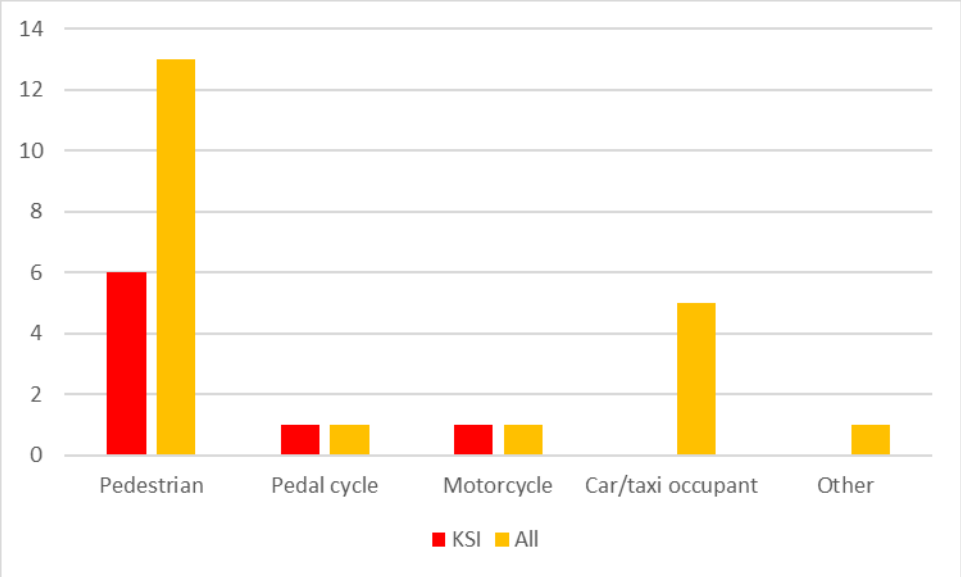


Figure 22: Other road users injured in collision with electric bicycles, 2022-2024.

2.8.3 Electric motorcycle casualties

Figure 23 shows the number of electric motorcycle rider/passenger casualties in West Yorkshire from 2017 to 2024. It is notable that there were no such casualties between 2017 and 2020, rising to 26 in 2024, of whom 18 were seriously injured (there were no fatalities recorded for electric motorcycle riders/passengers in the period studied). Total casualties doubled between 2023 and 2024, with KSI casualties rising by 80%, underlining the rapid increase of casualties for this vehicle type.

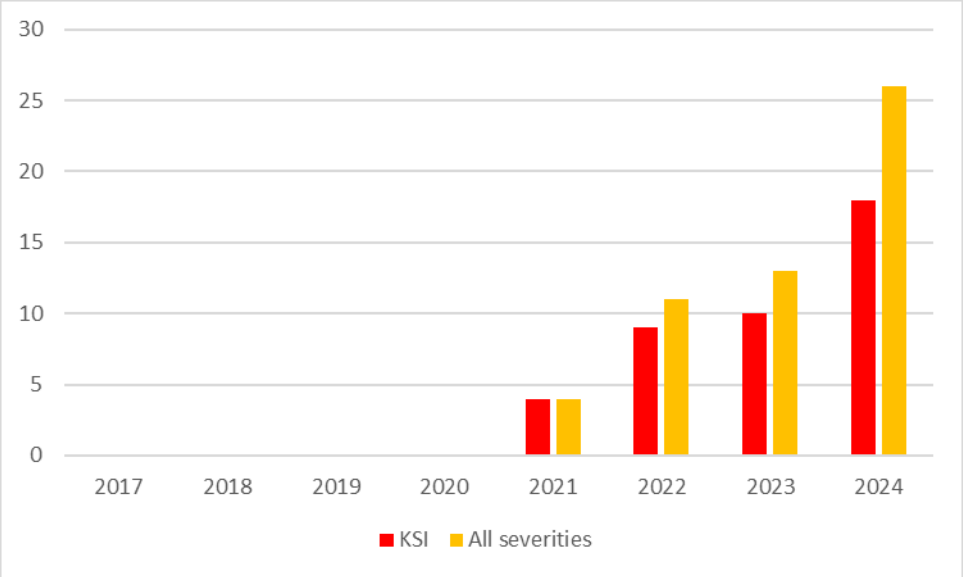


Figure 23: Electric motorcycle rider/passenger casualties by year and severity.

Figure 24 shows the numbers of other road users injured in collisions with electric motorcycles, 2022-2024. There were 30 other road users injured in these collisions during this period, half of whom were pedestrians. Eight of the fifteen pedestrian casualties were seriously injured. Overall, 12 of the 30 non-electric motorcycle rider/passenger casualties in these collisions were classified as seriously injured.

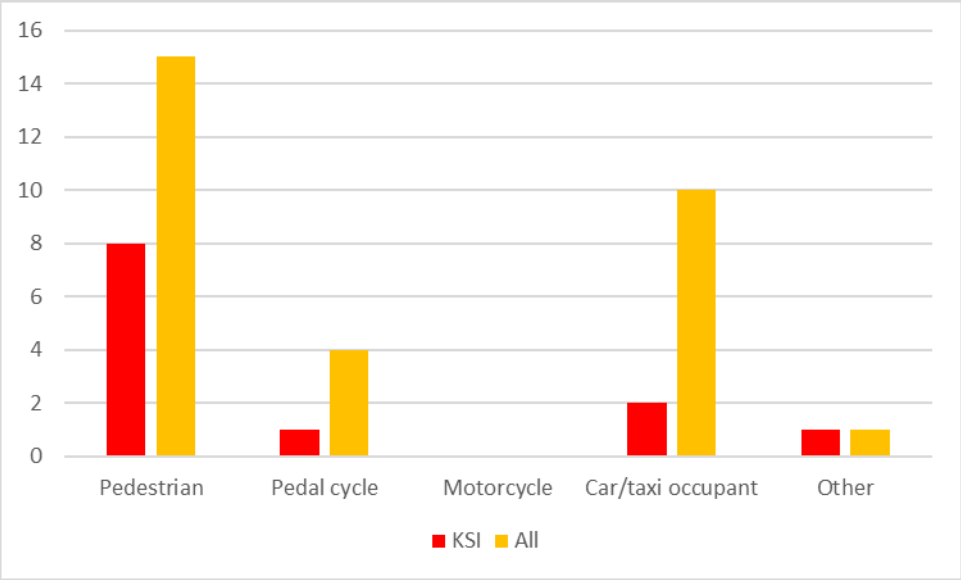


Figure 24: Other road users injured in collisions with electric motorcycles.

2.9 Mobility scooter casualties

Figure 25 shows the number of mobility scooter casualties per year, for both KSI and all severity casualties. 2023 and 2024 each saw at least twice as many casualties as any previous year, and 2024 saw the highest number of mobility scooter KSI casualties ever recorded in West Yorkshire.

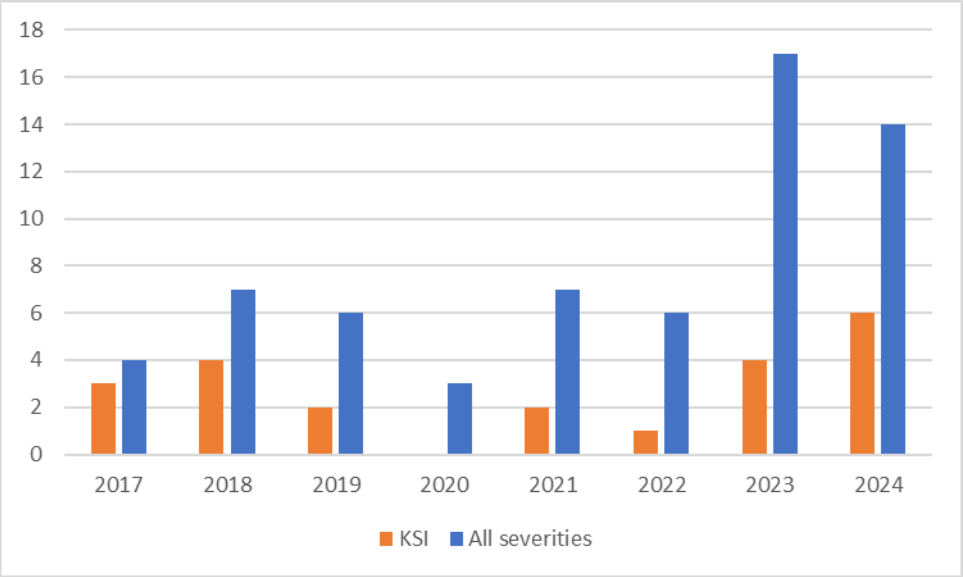


Figure 25: Mobility scooter casualties by year and severity.

2.10 Ridden horse casualties

Figure 26 shows the number of ridden horse casualties per year, for both KSI and all severity casualties. Whilst there have been no more than 5 casualties each year between 2017 and 2024, the number of casualties has been consistently higher between 2021 and 2024, compared with 2017 to 2020.

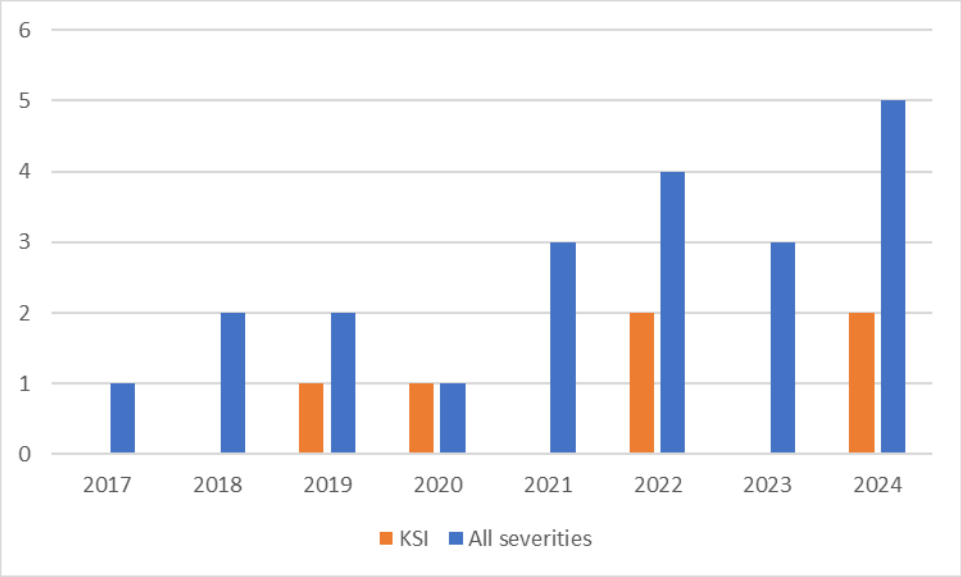


Figure 26: Ridden horse casualties by year and severity.

Section 3: Casualties by district

Figure 27 shows the total number of casualties of all severities across West Yorkshire districts from 2017 to 2024. In 2024, Bradford and Calderdale recorded increases of 6.9% and 16.4%, respectively, compared with the 2017–2019 average, while Kirklees (−10.9%), Leeds (−6.9%), and Wakefield (−0.6%) saw reductions. Between 2022 and 2024, all districts experienced decreases, with the largest in Kirklees (−17.5%). Comparing 2023 to 2024, Bradford (-2.4%), Kirklees (-12.8%) and Wakefield (-6.8%) all showed reductions, whilst Calderdale (0.4%) and Leeds (0.3%) showed marginal increases.

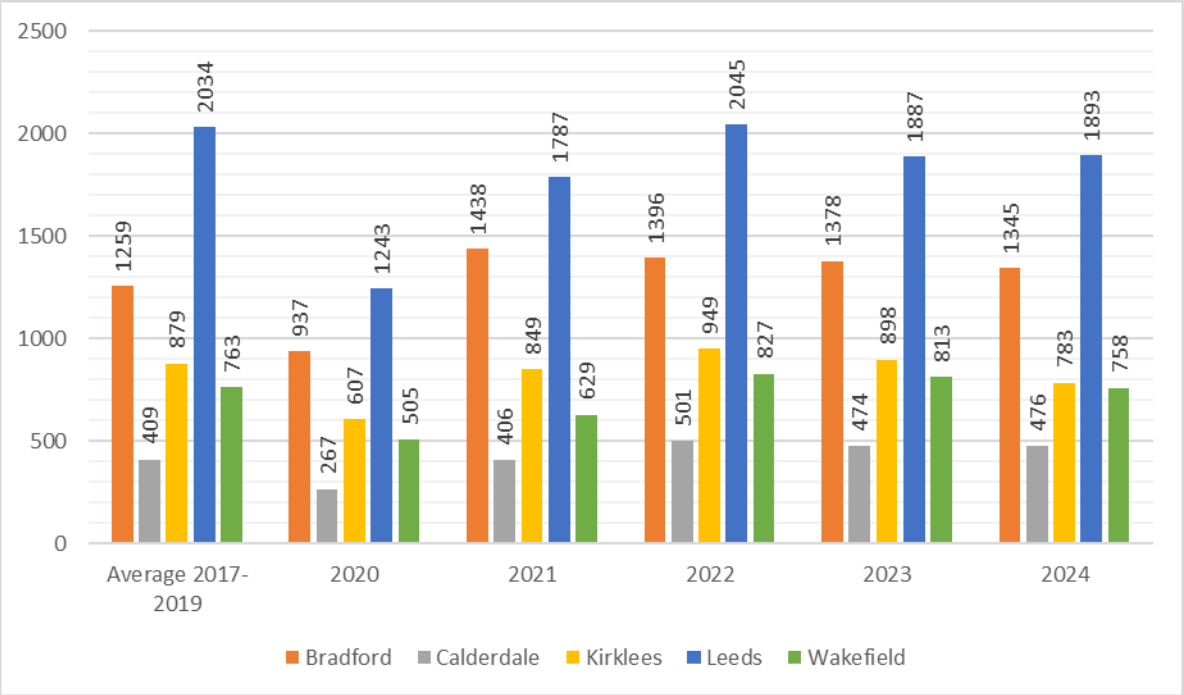


Figure 27: Casualties (all severities) by district, 2017-2024.

Figure 28 shows the number of KSI casualties recorded across each district between 2022 and 2024. In 2024, all districts experienced a reduction compared with 2023, with the largest percentage decreases observed in Kirklees (−16.1%) and Bradford (−13.1%). However, for Bradford (11.3%), Calderdale (4.7%) and Wakefield (3.0%), the number of KSI casualties in 2024 remained higher than in 2022.

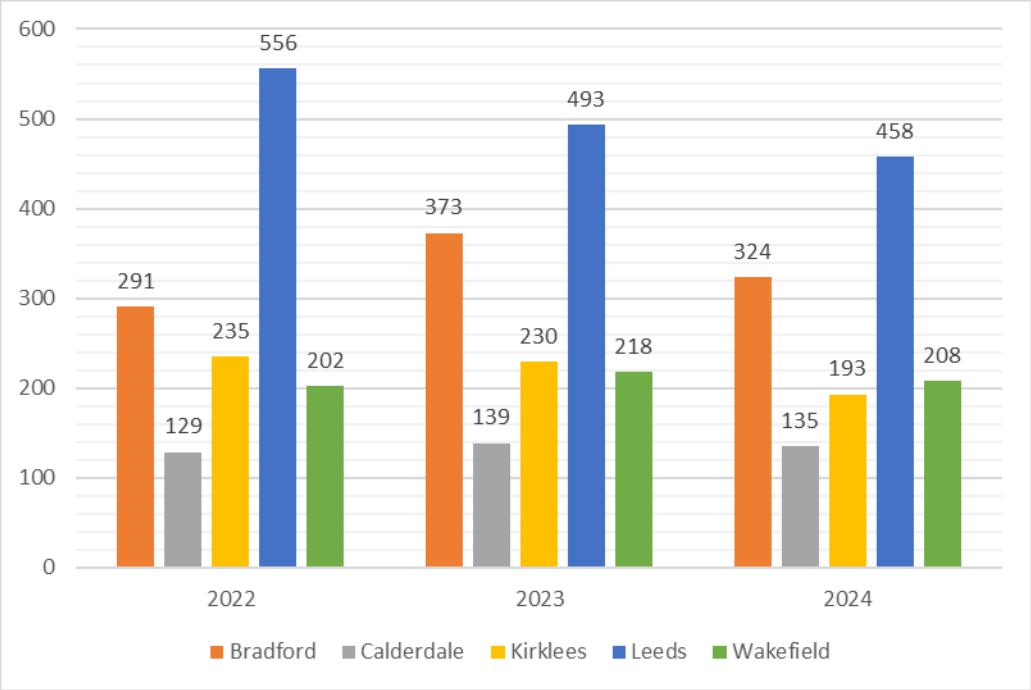


Figure 28: Killed and Seriously Injured (KSI) by district, 2022-2024.

Table 7 and Table 8 present casualty rates per billion motor vehicle miles for all severities and KSI casualties, respectively, across districts and years. In 2024, all severities casualty rates ranged from 402 in Wakefield to 903 in Bradford, while KSI rates ranged from 110 in Wakefield to 217 in Bradford. In 2024, KSI and all severity casualty rates in Bradford were 1.7 and 1.8 times the rates across West Yorkshire as a whole, respectively. All severity casualty rates overall across West Yorkshire were the same in 2024 as the average for 2017-2019, but have fallen by 11.5% since 2022. KSI casualty rates have also fallen, by 10.1%, between 2022 and 2024, with the largest reductions being in Kirklees and Leeds.

Table 7: Casualties (all severities) per billion motor vehicle miles, by year and district.

District	2017-2019 average	2022	2023	2024	Change from 2017-19 average to 2024	Change 2022 to 2024	Change 2023 to 2024
Bradford	811	977	944	903	+92 (+11.3%)	-74 (-7.6%)	-41 (-4.4%)
Calderdale	422	549	507	495	+73 (+17.3%)	-54 (-9.9%)	-12 (-2.5%)
Kirklees	507	569	530	456	-51 (-10%)	-113 (-19.8%)	-74 (-13.9%)
Leeds	481	508	458	457	-24 (-4.8%)	-51 (-10%)	-1 (-0.1%)
Wakefield	402	463	439	402	0 (0%)	-61 (-13.2%)	-37 (-8.5%)
West Yorkshire	515	582	542	515	0 (+0.2%)	-67 (-11.5%)	-27 (-4.8%)

Table 8: KSI casualties per billion motor vehicle miles, by year and district.

Local authority	2022	2023	2024	Change 2022 to 2024	Change 2023 to 2024
Bradford	204	256	217	+13 (+6.8%)	-39 (-14.9%)
Calderdale	141	149	140	-1 (-0.8%)	-9 (-5.7%)
Kirklees	141	136	112	-29 (-20.2%)	-24 (-17.2%)
Leeds	138	120	111	-27 (-19.9%)	-9 (-7.5%)
Wakefield	113	118	110	-3 (-2.5%)	-8 (-6.4%)
West Yorkshire	144	144	129	-15 (-10.1%)	-15 (-10.5%)

Section 4: Casualties by Age and Sex

Figure 29 and Figure 30 show the year-on-year changes in road casualties by age group, for KSI and all severities, respectively. KSI casualties fell between 2023 and 2024 for all age groups with the exception of the 40–49 cohort, which was unchanged, and 60-69, which grew by 10%. The largest reductions were noted among the 16–19 (-28%) and 20–29 (-14%) age groups. For the 16-19 age group though, the fall between 2024 and 2023 should be considered within the context of an almost equal rise between 2022 and 2023.

The 16–19 (-16%) and 20–29 (-9%) age groups also saw the largest reductions in all severity casualties between 2023 and 2024. Those aged 40-49 (2%), 60-69 (13%) and 70+ (3%) all saw increases in casualties between 2023 and 2024, with the increase for those aged 60-69 being particularly notable, reflecting increases amongst all the major road user groups for this age group (i.e. pedestrians, pedal cyclists, motorcyclists and car occupants). Furthermore, the longer-term trend compared to the 2017–2019 average showed mixed results: whilst casualties for those aged 16 to 49 fell, notable rises were observed in the older populations, specifically the 60–69 (17%) and 70 and over (13%) groups, with casualties amongst under 16s also rising (9%). It should also be noted that the number of residents aged 60+ within West Yorkshire has risen by 7.5% between 2019 and 2024[23], which will have contributed to trends in casualties for this age group.

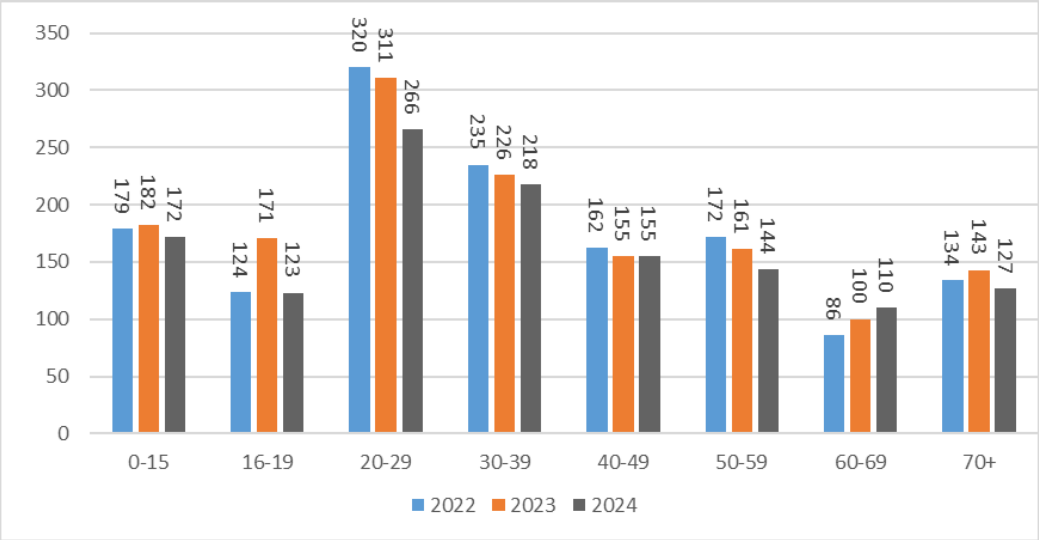


Figure 29: KSI casualties by age and year, West Yorkshire.

[23] Office for National Statistics, 2025. Population estimates – local authority based by single year of age. Available here: https://www.nomisweb.co.uk/datasets/pestsyoala

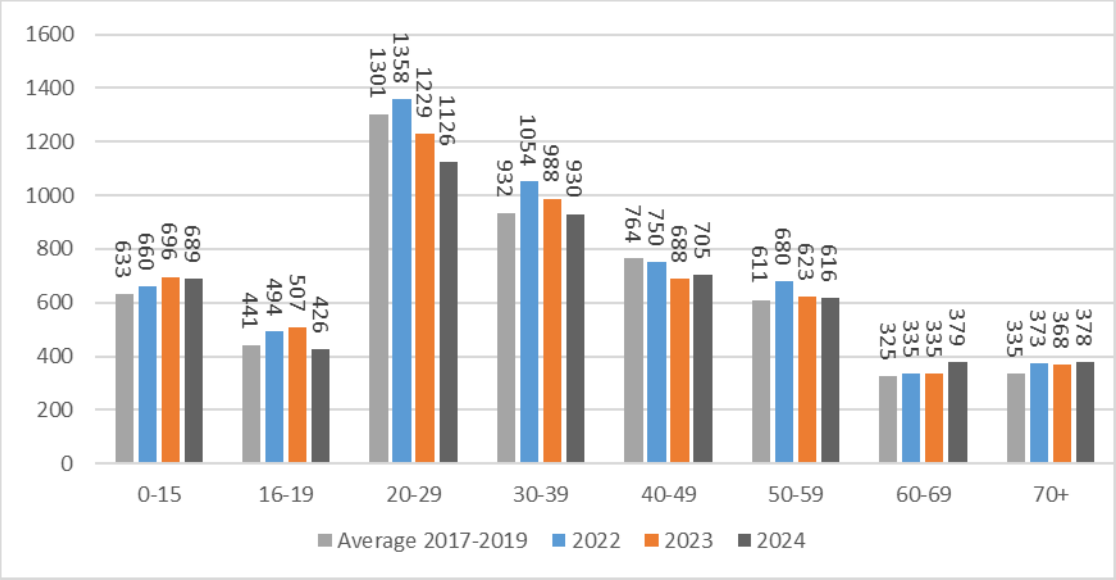


Figure 30: All severities casualties by age and year, West Yorkshire.

Figure 31 shows that in 2024, road fatalities in West Yorkshire displayed notable age-related variation. Whilst year-on-year variability within this dataset is typically large in proportion with the magnitude of the data points, it is encouraging that fatalities amongst 0-15 and 16-19 year olds fell in 2024, compared to their concerningly high levels in 2023. However, fatalities amongst both of these age groups remain higher than the average for 2017-2019. Amongst those killed in 2024 were eight people aged 70 and over (six of whom were male) and seven aged 30-39. However, both of these age groups have seen a decline in 2024 compared to the 2017-2019 average. Meanwhile, deaths amongst 50–59 and 60-69 year-olds have been lower in 2023 and 2024 than the 2017-2019 average, after experiencing peaks in 2022.

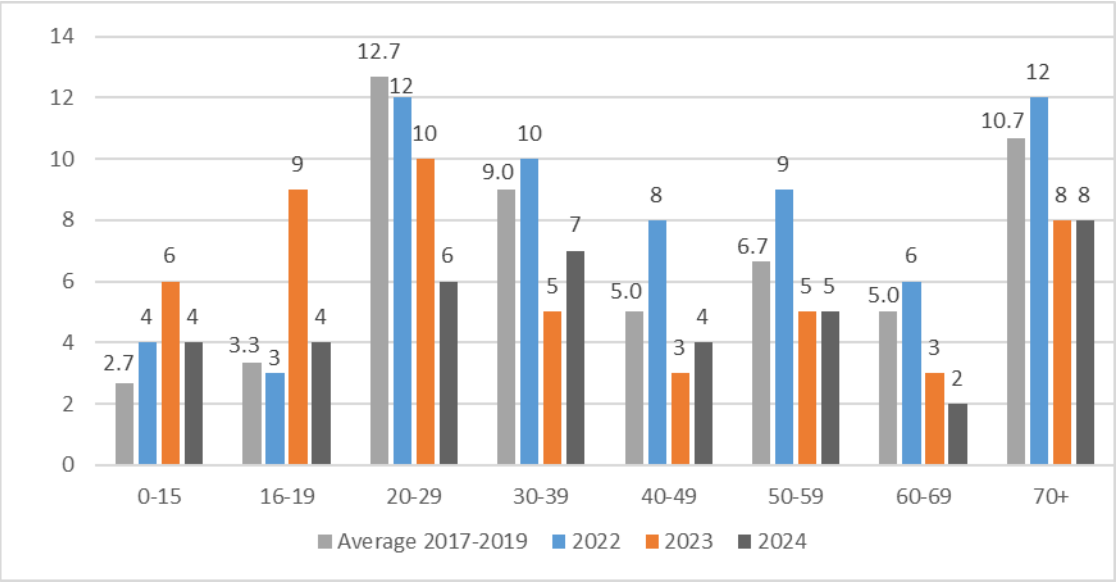


Figure 31: Fatalities by age and year, West Yorkshire.

Table 9 shows casualties per 100,000 population in West Yorkshire, 2024, for each gender and age grouping, and for each severity grouping. The table shows that males are injured at higher rates than females, for all severity and KSI collisions, across all age groups. The difference is slightly more marked for KSI collisions, and much more marked for fatalities.

Regardless of gender, people aged 16-39 have the highest rates of slight and serious injuries, with the highest rates for males being amongst 16-19 year olds, and the highest rates for females being amongst 20-29 year olds. The highest rates of fatalities are amongst men aged 16-19, and men aged 70+.

Table 9: Casualties per 100,000 residents within each gender and age group, by severity, West Yorkshire, 2024. Population data based on mid-2023 estimates[24].

Age group	All severities		KSI		Fatalities	
	Male	Female	Male	Female	Male	Female
0-15	176	110	46	26	0.8	0.9
16-19	464	208	145	49	4.7	1.6
20-29	411	274	108	54	3.7	0.0
30-39	345	202	91	38	3.0	1.1
40-49	292	175	69	34	2.0	0.6
50-59	247	159	64	31	3.3	0.0
60-69	202	102	56	32	1.6	0.0
70+	150	109	47	40	4.5	1.2
All ages	271	163	72	37	2.7	0.6

[24] Office for National Statistics. 2024. Estimates of the population for the UK, England, Wales, Scotland, and Northern Ireland. Available here: https://www.ons.gov.uk/peoplepopulationandcommunity/populationandmigration/populationestimates/datasets/populationestimatesforukenglandandwalesscotlandandnorthernireland

Section 5: Collisions by road type and speed limit

Table 10, Table 11 and Table 12 present the distribution of KSI collisions on West Yorkshire roads in 2024, segmented by combinations of road class, road characteristic, and speed limit. The data indicates that KSI collisions are most prevalent on 30 mph single carriageway roads, particularly on unclassified roads, and to a lesser extent, A roads. This pattern likely reflects the convergence of relatively high traffic volumes and a greater presence of the most at-risk groups, specifically pedestrians, cyclists and motorcyclists, on these road types, especially in urban settings.

Table 10: KSI collisions by road class and road characteristic, West Yorkshire, 2024.

Road characteristic	Road class				
	A	B	Unclassified	Motorway/A(M)	All road classes
Single carriageway	278	109	545	1	933
Dual carriageway	107	5	25	36	173
Roundabout	18	2	7	0	27
One-way street	2	0	13	0	15
Slip road	5	1	2	4	12
Other junction	6	4	25	4	39
Total	416	121	617	45	1199

Table 11: KSI collisions by road characteristic and speed limit, West Yorkshire, 2024.

Road characteristic	Speed limit						
	20	30	40	50	60	70	All speed limits
Single carriageway	109	667	77	23	57	0	933
Dual carriageway	3	65	54	4	5	42	173
Roundabout	0	18	6	1	1	1	27
One-way street	3	12	0	0	0	0	15
Slip road	0	5	3	1	0	3	12
Other junction	9	26	0	0	0	4	39
Total	124	793	140	29	63	50	1199

Table 12: KSI collisions by road class and speed limit, West Yorkshire, 2024.

Road class	Speed limit						
	20	30	40	50	60	70	All speed limits
A	9	249	99	20	28	11	416
B	6	94	11	1	9	0	121
Unclassified	109	447	27	8	26	0	617
Motorway/A(M)	0	3	3	0	0	39	45
All road classes	124	793	140	29	63	50	1199

Section 6: Who is causing harm?

6.1 Age and gender of drivers/riders

Table 13, Table 14 and Table 15 present the age and gender breakdown of drivers involved in all-severity, KSI, and fatal collisions, respectively, in West Yorkshire during 2024. Across all severities, male drivers were consistently more likely to be involved in collisions than female drivers. This disparity becomes more pronounced with increasing collision severity: males accounted for 84% of drivers/riders involved in fatal collisions, compared to 61% for collisions of all severities. The gender gap is evident across all age bands and severity levels.

Table 13: Drivers/riders involved in collisions of all severities, West Yorkshire 2024, by age and gender (excludes parked vehicles and vehicles not coming into contact with another vehicle/casualty). *The majority of those recorded as unknown age and gender are drivers who failed to stop and exchange details.

Age	Male	Female	*Unknown	Total
0-15	99	11	1	111
16-19	263	55	5	323
20-29	855	426	9	1290
30-39	850	406	17	1273
40-49	724	339	11	1074
50-59	594	230	3	827
60-69	348	108	2	458
70+	265	111	0	376
*Unknown	76	19	892	987
Total	4074	1705	940	6719

Table 14: Drivers/riders involved in KSI collisions, West Yorkshire 2024, by age and gender (excludes parked vehicles and vehicles not coming into contact with another vehicle/casualty). *The majority of those recorded as unknown age and gender are drivers who failed to stop and exchange details.

Age	Male	Female	*Unknown	Total
0-15	33	1	1	35
16-19	87	19	4	110
20-29	269	106	1	376
30-39	267	108	4	379
40-49	213	90	2	305
50-59	163	74	1	238
60-69	125	41	1	167
70+	90	39	0	129
*Unknown	19	1	141	161
Total	1266	479	155	1900

Table 15: Drivers/riders involved in fatal collisions, West Yorkshire 2024, by age and gender (excludes parked vehicles and vehicles not coming into contact with another vehicle/casualty). *The majority of those recorded as unknown age and gender are drivers who failed to stop and exchange details.

Age	Male	Female	*Unknown	Total
0-15	0	0	0	0
16-19	4	0	0	4
20-29	12	0	0	12
30-39	7	2	0	9
40-49	9	1	0	10
50-59	8	2	0	10
60-69	8	2	0	10
70+	6	0	0	6
*Unknown	0	0	3	3
Total	54	7	3	64

Table 16, Table 17 and Table 18 present the number of drivers/riders involved in collisions per 100,000 residents, broken down by age and gender, for all-severity, KSI, and fatal collisions, respectively. These figures broadly align with the patterns observed in the preceding tables. However, these tables give a clearer picture of *rates* of involvement in collisions by age, showing that the highest rates are for those aged 20-49. It is also notable that men aged 16–19 have relatively high rates of involvement, particularly in serious and fatal collisions, despite likely driving/riding less frequently than older age groups. Additionally, among females, rate of involvement in collisions can be seen to fall off more steeply with age than is the case for males.

Table 16: Drivers/riders involved in collisions of all severities, West Yorkshire, 2024, by age and gender, per 100,000 residents (excludes parked vehicles and vehicles not coming into contact with another vehicle/casualty)[25].

Age	Male	Female	Total
0-15	40	5	23
16-19	410	89	257
20-29	524	256	392
30-39	514	227	370
40-49	487	219	354
50-59	394	150	272
60-69	283	84	182
70+	199	68	127
All ages	341	137	276

[25] Population data taken from Office for National Statistics. 2025. *Population estimates for England and Wales: mid-2024*. Available here: https://www.ons.gov.uk/peoplepopulationandcommunity/populationandmigration/populationestimates/bulletins/populationestimatesforenglandandwales/mid2024

Table 17: Drivers/riders involved in KSI collisions, West Yorkshire, 2024, by age and gender, per 100,000 residents (excludes parked vehicles and vehicles not coming into contact with another vehicle/casualty)[26].

Age	Male	Female	Total
0-15	13	0	7
16-19	135	31	87
20-29	165	64	114
30-39	161	61	110
40-49	143	58	100
50-59	108	48	78
60-69	102	32	66
70+	68	24	43
All ages	106	39	78

Table 18: Drivers/riders involved in fatal collisions, West Yorkshire, 2024, by age and gender, per 100,000 residents (excludes parked vehicles and vehicles not coming into contact with another vehicle/casualty)[26].

Age	Male	Female	Total
0-15	0.0	0.0	0.0
16-19	6.2	0.0	3.2
20-29	7.4	0.0	3.6
30-39	4.2	1.1	2.6
40-49	6.1	0.6	3.3
50-59	5.3	1.3	3.3
60-69	6.5	1.6	4.0
70+	4.5	0.0	2.0
All ages	4.5	0.6	2.6

[26] Population data taken from Office for National Statistics. 2025. *Population estimates for England and Wales: mid-2024*. Available here: https://www.ons.gov.uk/peoplepopulationandcommunity/populationandmigration/populationestimates/bulletins/populationestimatesforenglandandwales/mid2024

Table 19 and Table 20 show the rates of involvement in collisions amongst drivers/riders of different vehicle types, per 100,000 West Yorkshire residents within each age bracket, for all severity and KSI collisions, respectively. These tables show that involvement in collisions as vehicle drivers/riders for those aged 11-15 is predominantly as pedal cycle riders, whilst a relatively large proportion of 16-19 year-old drivers/riders involved in collisions are motorcyclists. Those aged 16-19 have much lower rates of involvement in collisions as car drivers than those aged 20-49 - this is to be expected given the lower rates of driving licences amongst 16-19 year olds.

Table 19: Number of drivers/riders involved in collisions in West Yorkshire, 2024, per 100,000 residents within each age bracket, by vehicle type (excluding parked vehicles and vehicles not coming into contact with another vehicle/casualty). *Includes taxi, private hire and minibus.

Age	Pedal cycle	Motorcycle	Car*	Van/goods vehicle	Other vehicle
0-10	7	1	0	0	2
11-15	40	4	0	0	7
16-19	27	60	155	4	10
20-29	27	25	313	17	10
30-39	25	18	296	24	8
40-49	23	8	288	27	8
50-59	21	17	198	21	14
60-69	14	13	131	16	8
70+	3	2	116	1	4
Total	21	15	213	18	10

Table 20: Number of drivers/riders involved in KSI collisions in West Yorkshire, 2024, per 100,000 residents within each age bracket, by vehicle type (excluding parked vehicles and vehicles not coming into contact with another vehicle/casualty). *Includes taxi, private hire and minibus.

Age	Pedal cycle	Motorcycle	Car*	Van/ goods vehicle	Other vehicle
0-10	1	0	0	0	1
11-15	11	4	0	0	3
16-19	3	28	53	0	3
20-29	8	11	85	4	6
30-39	8	9	83	7	4
40-49	7	3	78	9	3
50-59	8	8	51	6	5
60-69	6	8	44	6	3
70+	2	1	38	1	3
Total	6	7	56	5	4

6.2 Types of collision

Figure 32 and Figure 33 show the number of casualties within each road user group injured in collisions involving different vehicle types, for all severities and KSI collisions, respectively, for 2024. Figure 34 shows a similar distribution for fatal collisions occurring between 2022-2024. The relative prevalence of different collision types varies by collision severity. For all-severity collisions, car-on-car incidents result in the highest number of casualties, with large numbers of car occupant casualties also occurring in single-vehicle and 3+ vehicle collisions. In KSI collisions, while car-on-car collisions remain the most common, the combined total of injuries to pedestrians, cyclists, and motorcyclists in collisions involving cars, outnumber casualties of car-on-car collisions.

The data for fatal collisions shows that pedestrian deaths in collisions with cars (31) are the most common, followed by car occupant fatalities in two-car collisions (18), 3+ vehicle collisions (17) and single car collisions (15). There are also relatively large numbers of deaths to pedal cycle and motorcycle riders/passengers in collisions with cars, considering the relatively small number of pedal cycles and motorcycles on the roads.

Broadly, the figures highlight that smaller vehicles, such as pedal cycles and motorcycles, are rarely involved in collisions that injure occupants of other vehicles, but their own users are frequently injured in collisions with larger vehicles. Conversely, larger vehicles are often involved in collisions that result in injuries to pedestrians, pedal cyclists and motorcyclists.

Other road users involved	Road users injured, West Yorkshire, 2024								
	Pedestrian	Pedal cycle rider/ passenger	Motorcycle rider/ passenger	Taxi occupant	Car occupant	Bus/coach occpant	Van/LGV occupant	HGV occupant	Other
No other road users involved		18	68	2	421	12	11	4	14
Pedestrian		3	2		8				4
Pedal cycle	17	3	2		8				4
Motorcycle	24	1	4		15				
Taxi	16	8	4	2	8				
Car	715	380	215	17	1809	34	35	28	65
Bus/coach	30	6	2		28	2	1		
Van/LGV	30	20	16	2	82		7	1	4
HGV	36	17	9		126	1	3	6	1
Other	19	9	6		31		1		
3+ vehicles (or a pedestrian collision with 2+ vehicles)	78	15	34	4	630	3	21	5	5

Figure 32: Road users injured (column) by other vehicles involved (row), West Yorkshire, 2024 (all severities). Note that here, "Car" includes minibus, but excludes taxi and private hire, which are shown in a separate row.

Other road users involved	Road users killed or seriously injured, West Yorkshire, 2024								
	Pedestrian	Pedal cycle rider/ passenger	Motorcycle rider/ passenger	Taxi occupant	Car occupant	Bus/coach occpant	Van/LGV occupant	HGV occupant	Other
No other road users involved		11	41		130	3	2	2	12
Pedestrian		3	1		1				2
Pedal cycle	7	3	1		1				2
Motorcycle	11	1	2		3				
Taxi	4	1	2		3				
Car	229	107	93	3	313	8	9	4	29
Bus/coach	10	2	2		7	1			
Van/LGV	10	7	6		17		1		2
HGV	10	1	2		21		1	1	1
Other	6	2	2		1				
3+ vehicles (or a pedestrian collision with 2+ vehicles)	25	3	20		118	1		1	

Figure 33: Road users killed or seriously injured (column) by other vehicles involved (row), West Yorkshire, 2024. Note that here, "Car" includes minibus, but excludes taxi and private hire, which are shown in a separate row.

Other road users involved	Road users killed, West Yorkshire, 2022-2024								
	Pedestrian	Pedal cycle rider/ passenger	Motorcycle rider/ passenger	Taxi occupant	Car occupant	Bus/coach occpant	Van/LGV occupant	HGV occupant	Other
No other road users involved		3	4		15			1	1
Pedestrian		1							
Pedal cycle		1							
Motorcycle	2		1						
Taxi					1				
Car	31	9	11		18				
Bus/coach	1				1				
Van/LGV	3	3	2		1				
HGV	2				2		1		1
Other	1								
3+ vehicles (or a pedestrian collision with 2+ vehicles)	8	1	6	2	17		2	1	1

Figure 34: Road users killed (column) by other vehicles involved (row), West Yorkshire, 2022-2024. Note that here, "Car" includes minibus, but excludes taxi and private hire, which are shown in a separate row.

6.3 Driver Contributory Factors

This section presents the findings from an analysis of Contributory Factors (CFs) recorded in STATS19 forms. As outlined in Section 2.4, there are known limitations in the interpretation of CF data, and the results presented here should be considered within that context.

Table 21 and Table 22 display the rate of recording, per 1,000,000 residents, of the most frequently recorded CFs for car and goods vehicle drivers involved in KSI collisions in West Yorkshire, 2022-2024, broken down by age and gender. Note that, due to spatial constraints, it is not possible to display the full names of the CFs – the full CF names are available from the Department for Transport (DfT)[27].

Among male drivers aged 17–39, the group with the highest rate of involvement in KSI collisions (see Section 6.1), the most commonly recorded CFs are 602 (Careless/Reckless) and 405 (Failed to look properly), with the former being more commonly attributed to younger drivers. There is a notable relationship between CFs 405 and 602, as a failure to look properly may stem from careless or reckless behaviour. CF 306 (Exceeding speed limit) also features prominently for younger male drivers. It is also notable that CF 501 (Impaired by alcohol) is amongst the 5 most common CFs for men aged 25-49.

For female drivers, it should first be noted that rates of recording of each CF are generally lower than for men – this aligns with the data presented in section 6.1, which showed that male drivers are involved in collisions at higher rates than female drivers. As with male drivers, CFs 405 and 602 are the most frequently recorded CFs for female drivers, but with 405 having greater relative prominence than is the case for male drivers. CF 406 (Failed to judge other person's path or speed) is relatively more prominent among younger women compared to younger men, whilst CFs 306 (Exceeding speed limit) and 501 (Impaired by alcohol) are generally less prominent in the data for female drivers.

[27] DfT. 2011. STATS19 report form – 2011 format. Available here: https://www.gov.uk/government/publications/stats19-forms-and-guidance

Table 21: Rate of occurrence of most common Contributory Factors (CF) by age, per 1,000,000 residents, for car and goods vehicle drivers involved in KSI collisions, West Yorkshire, 2022-2024, male drivers only.

Age		Rank				
		1	2	3	4	5
<17	CF	405 Failed to look prope	502 Impaired by drugs	103 Slippery road due	302 Disobeyed give way	305 Illegal turn or dire
	Drivers per million residents	8	8	4	4	4
17-19	CF	602 Careless/Reckless	306 Exceeding speed li	601 Aggressive driving	406 Failed to judge othe	605 Inexperienced or le
	Drivers per million residents	1015	435	435	332	269
20-24	CF	602 Careless/Reckless	405 Failed to look prope	601 Aggressive driving	306 Exceeding speed li	406 Failed to judge othe
	Drivers per million residents	1003	520	496	375	326
25-29	CF	602 Careless/Reckless	405 Failed to look prope	306 Exceeding speed li	601 Aggressive driving	501 Impaired by alcohol
	Drivers per million residents	684	547	373	360	286
30-39	CF	602 Careless/Reckless	405 Failed to look prope	406 Failed to judge othe	501 Impaired by alcohol	306 Exceeding speed li
	Drivers per million residents	611	508	308	266	206
40-49	CF	405 Failed to look prope	602 Careless/Reckless	406 Failed to judge othe	501 Impaired by alcohol	306 Exceeding speed li
	Drivers per million residents	484	417	208	161	74
50-59	CF	405 Failed to look prope	602 Careless/Reckless	406 Failed to judge othe	999 Other	410 Loss of control/
	Drivers per million residents	352	245	139	99	86
60-69	CF	405 Failed to look prope	602 Careless/Reckless	406 Failed to judge othe	505 Illness or disabilit	501 Impaired by alcohol
	Drivers per million residents	375	212	179	73	57
70+	CF	405 Failed to look prope	406 Failed to judge othe	602 Careless/Reckless	999 Other	505 Illness or disabilit
	Drivers per million residents	315	255	240	158	135

Table 22: Rate of occurrence of most common Contributory Factors (CF) by age, per 1,000,000 residents, for car and goods vehicle drivers involved in KSI collisions, West Yorkshire, 2022-2024, female drivers only.

Age		Rank				
		1	2	3	4	5
<17	CF	306 Exceeding speed lim	501 Impaired by alcohol	101 Poor or defective ro	102 Deposit on road	103 Slippery road due t
	Drivers per million residents	4	4	0	0	0
17-19	CF	602 Careless/Reckless	406 Failed to judge othe	405 Failed to look prope	605 Inexperienced or le	306 Exceeding speed li
	Drivers per million residents	194	172	129	108	65
20-24	CF	405 Failed to look prope	602 Careless/Reckless	406 Failed to judge othe	306 Exceeding speed li	501 Impaired by alcohol
	Drivers per million residents	336	252	96	84	72
25-29	CF	405 Failed to look prope	602 Careless/Reckless	406 Failed to judge othe	306 Exceeding speed li	302 Disobeyed give way
	Drivers per million residents	241	229	133	72	48
30-39	CF	405 Failed to look prope	602 Careless/Reckless	406 Failed to judge othe	999 Other	501 Impaired by alcohol
	Drivers per million residents	241	190	106	50	39
40-49	CF	405 Failed to look prope	602 Careless/Reckless	406 Failed to judge othe	301 Disobeyed automat	306 Exceeding speed li
	Drivers per million residents	252	168	129	39	39
50-59	CF	405 Failed to look prope	406 Failed to judge othe	602 Careless/Reckless	999 Other	707 Rain, sleet, snow or
	Drivers per million residents	209	104	91	39	33
60-69	CF	602 Careless/Reckless	405 Failed to look prope	406 Failed to judge othe	999 Other	410 Loss of control
	Drivers per million residents	116	109	78	54	39
70+	CF	405 Failed to look prope	602 Careless/Reckless	406 Failed to judge othe	410 Loss of control	505 Illness or disabilit
	Drivers per million residents	116	79	61	43	43

6.4 Contributory Factors in fatal collisions

Table 23 to Table 27 present the mostly commonly recorded Contributory Factors (CFs) in fatal collisions between 2022 and 2024, as attributed to pedestrians, pedal cyclists, motorcyclists, car drivers and other vehicle drivers/riders, respectively. For pedestrians (Table 23), whilst the top CF (Failed to look properly) matches the top CF for pedestrians killed or seriously injured (as shown in Table 4 and Table 5), 'Impaired by alcohol' plays a much more prominent role in pedestrian fatalities than it does in pedestrian KSI collisions. For pedal cyclists, motorcyclists and car drivers, CFs recorded in fatal collisions follow similar trends to those recorded more broadly (see sections 2.5 for pedal cyclists, section 2.6 for motorcyclists, and section 6.3 for car and goods vehicle drivers). One notable discrepancy is the relatively high numbers of car drivers involved in fatal collisions recorded as being impaired by drugs. It is also notable that the most commonly recorded CF for motorcyclists involved in fatal collisions is 'Aggressive driving', whereas this factor is recorded less than half as frequently as 'Careless/Reckless' for motorcycle riders involved in KSI collisions.

Table 23. Contributory Factors attributed to pedestrians involved in fatal collisions, West Yorkshire, 2022-2024.

Contributory factor	Number of instances
Failed to look properly	11
Impaired by alcohol	5
Crossed road masked by stationary or parked vehicle	3
Dangerous action in carriageway	2
Failed to judge vehicle's path/speed	1
Wrong use of pedestrian crossing	1
Pedestrian wearing dark clothing at night	1
Disability or illness	1

Table 24. Contributory Factors attributed to pedal cyclists involved in fatal collisions, West Yorkshire, 2022-2024.

Contributory factor	Number of instances
Failed to look properly	5
Swerved	2
Careless/Reckless	2
Travelling too fast for conditions	1
Cyclist entering road from pavement	1
Failed to judge other person's path/speed	1
Impaired by alcohol	1
Not displaying lights at night or poor visibility	1
Road layout	1
Other	1

Table 25. Contributory Factors attributed to motorcyclists involved in fatal collisions, West Yorkshire, 2022-2024.

Contributory factor	Number of instances
Aggressive driving	8
Exceeding speed limit	7
Careless/Reckless	5
Loss of control	2
Travelling too fast for conditions	1
Failed to look properly	1
Failed to judge other person's path/speed	1
Impaired by alcohol	1
Other	1

Table 26. Contributory Factors attributed to car drivers involved in fatal collisions, West Yorkshire, 2022-2024.

Contributory factor	Number of instances
Careless/Reckless	29
Failed to look properly	21
Exceeding speed limit	17
Aggressive driving	17
Loss of control	10
Failed to judge other person's path/speed	9
Impaired by drugs	9
Other	7
Impaired by alcohol	5
Illness or disability, mental or physical	5

Table 27. Contributory Factors attributed to other vehicle riders/drivers involved in fatal collisions, West Yorkshire, 2022-2024.

Contributory factor	Number of instances
Careless/Reckless	6
Failed to look properly	4
Failed to judge other person's path/speed	4
Aggressive driving	4
Impaired by drugs	2
Other	2
Disobeyed automatic traffic signal	1
Illegal turn or direction of travel	1
Exceeding speed limit	1
Impaired by alcohol	1
Distraction in vehicle	1
Dazzling sun	1

Section 7: The Fatal Five

7.1 Introduction

The West Yorkshire Vision Zero Strategy[28] centres the importance of the Fatal Five in contributing to a large proportion of fatal and serious collisions. The Fatal Five is comprised of:

- Speeding
- Failing to use a seatbelt
- Drink and drug driving
- Driver distraction
- Careless driving

Section 2.4 has provided some information and context regarding Contributory Factors (CFs) recorded in STATS19 reports. The analysis presented within this section is predominantly based on recorded CFs, and should therefore be considered within the context presented in section 2.4. Whilst the CFs are not designed to map directly onto the Fatal Five, there are links, as set out in Table 28[29].

Table 28. Relationship between Fatal Five and Contributory Factors.

Fatal Five component	Relevant Contributory Factors
Speeding	306 – Exceeding speed limit 307 – Travelling too fast for conditions
Not wearing a seatbelt	Not included in Contributory Factors
Drink and drug driving	501 – Impaired by alcohol 502 – Impaired by drugs (illicit or medicinal)
Using a mobile phone	508 – Driver using mobile phone 509 – Distraction in vehicle 510 – Distraction outside vehicle
Careless driving	301 – Disobeyed automatic traffic signal 302 – Disobeyed Give Way or Stop sign or markings 304 – Disobeyed pedestrian crossing facility 305 – Illegal turn or direction of travel 308 – Following too close 403 – Poor turn or manoeuvre 404 – Failed to signal or misleading signal 405 – Failed to look properly 406 – Failed to judge other person's path or speed 503 – Fatigue 601 – Aggressive driving 602 – Careless, reckless or in a hurry

[28] West Yorkshire Combined Authority. 2024. West Yorkshire Vision Zero Strategy 2024-2027. Available here: https://www.westyorks-ca.gov.uk/media/vv1jl4qb/vision-zero-strategy.pdf

[29] Note that, by agreement with the West Yorkshire Vision Zero Partnership, the list of Contributory Factors deemed to indicate 'Careless driving' has been updated to include CF 406 (Failed to judge other person's path or speed), which was not included under any of the Fatal Five components in last year's report.

It is important to note that CFs are not recorded for every collision. In some instances, reporting officers are not able to obtain sufficient information to confidently identify appropriate CFs. The proportion of road traffic collisions in West Yorkshire for which no CF information is available has fallen in recent years, from 12-15% in 2018-2020, to less than 10% in 2024, however, this is an increase when compared to 2023[30] which saw a decrease to just under 3%.

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

7.2 Speeding

Table 29 shows the numbers of KSI casualties in collisions for which a speed-related CF was recorded. Between 2022 and 2024, Killed and Seriously Injured (KSI) casualties for which speed was a CF showed an overall decline, despite a sharp rise in 2023 – this could in part be due to the lower availability of CF data for 2024 collisions, as highlighted in section 7.1. Nevertheless, 9% of KSI casualties in collisions occurring in 2024 were injured in collisions in which a speed-related CF were recorded.

Table 29: Casualties killed or seriously injured in collisions for which speed is a Contributory Factor.

Contributory factor recorded	KSI casualties				Percentage increase 2022 to 2024	Percentage increase 2023 to 2024
	2022	2023	2024	2022-2024		
306 (Exceeding speed limit)	114	136	97	347	-17 (-15%)	-39 (-29%)
307 (Travelling too fast for conditions)	26	59	24	109	-2 (-8%)	-35 (-59%)
Either 306 or 307	136	178	120	434	-16 (-12%)	-58 (-33%)
At least one CF	1394	1422	1196	4012	-198 (-14%)	-226 (-16%)
Any or none	1413	1453	1318	4184	-95 (-7%)	-135 (-9%)
Collisions with CF 306 or 307 as a percentage of collisions with at least one CF	10%	13%	10%	11%	-	-
Collisions with CF 306 or 307 as a percentage of all collisions	10%	12%	9%	10%	-	-

[30] The reduction in availability of Contributory Factor data to LCC's Collision Studies team in 2024 is partly due to technical issues in the transfer of data from West Yorkshire Police to LCC – work is currently underway to resolve this issue.

7.3 Drink and drug driving

Table 30 shows the numbers of KSI casualties in collisions for which CFs indicate that a driver/rider was under the influence of alcohol or drugs. Each year from 2022 to 2024, these casualties represented between 7% and 9% of all casualties killed or seriously injured in West Yorkshire. 102 people were killed or seriously injured in 2024, in West Yorkshire, in collisions involving drivers/riders under the influence of drugs or alcohol – this was a 23% fall from 2023, but was unchanged from 2022.

Table 30: Casualties killed or seriously injured in collisions for which alcohol or drugs are a Contributory Factor.

Contributory factor recorded	KSI casualties				Change 2022 to 2024	Change 2023 to 2024
	2022	2023	2024	2022-2024		
501 Impaired by alcohol	70	81	74	225	+4 (+6%)	-7 (-9%)
502 Impaired by drugs (illicit or medicinal)	37	60	40	137	+3 (+8%)	-20 (-33%)
501 or 502	102	133	102	337	0 (0%)	-31 (-23%)
At least one CF	1394	1422	1196	4012	-198 (-14%)	-226 (-16%)
Any or none	1413	1453	1318	4184	-95 (-7%)	-135 (-9%)
Collisions with CF 501 or 502 as a percentage of collisions with at least one CF	7%	9%	9%	8%	-	-
Collisions with 501 or 502 as a percentage of all collisions	7%	9%	8%	8%	-	-

7.4 Reported Road collisions involving seatbelt offences

Table 31 shows the trends in car and goods vehicle occupant casualties killed and seriously injured whilst not wearing a seatbelt, in collisions between 2022 and 2024 (occupants of buses, motorcycles, pedal cycles and other vehicle types are excluded due to seatbelts typically being unavailable in these vehicles). Each year, these casualties represent between 7 and 10% of all casualties killed and seriously injured in West Yorkshire. The number of people killed or seriously injured while not wearing a seatbelt in 2024 was 41% lower than in 2023, and 23% lower than 2022. However, it remains the case that 7% of car and goods vehicle occupants killed or seriously injured in 2024 were recorded as not wearing a seatbelt, underscoring the ongoing importance of addressing seatbelt use in efforts to reduce injuries and deaths on the roads.

Table 31: Casualties killed or seriously injured recorded as not wearing a seatbelt.

Contributory factor recorded	KSI casualties				Change 2022 to 2024	Change 2023 to 2024
	2022	2023	2024	2022-2024		
Car and goods vehicle casualties failing to wear a seatbelt	56	73	43	172	-13 (-23%)	-30 (-41%)
All car and goods vehicle casualties	665	699	633	1997	-32 (-5%)	-66 (-9%)
Car and goods vehicle casualties failing to wear a seatbelt as a percentage of all car and goods vehicle casualties	8%	10%	7%	9%	-	-

Table 32 shows the proportion of vehicle occupants killed or seriously injured whilst not wearing a seatbelt, for different vehicle types (note that in this table, taxi and private hire occupants and minibus occupants are shown separately from car occupants). Car occupants make up the vast majority of these casualties (94%), however, only 8.5% of the car occupant KSI casualties were recorded as not wearing a seatbelt. Higher proportions of goods vehicle, minibus and taxi and private hire occupants killed and seriously injured were recorded as not wearing a seat belt – this may be partly due to exceptions to seatbelt laws in place for drivers of taxi and private hire vehicles and goods vehicles[31]. In summary, whilst the majority of KSI casualties recorded as not wearing a seatbelt are car occupants, the prevalence of failure to wear a seatbelt is likely to be higher with taxis/private higher vehicles and goods vehicles.

Table 32: KSI casualties recorded as not wearing a seatbelt, by vehicle type, 2022-24, West Yorkshire.

Casualty vehicle type	KSI casualties with no seatbelt	All KSI casualties	'No seatbelt' KSI casualties as a percentage
Car	163	1918	8.5%
Taxi	2	12	16.7%
Minibus	1	3	33.3%
Goods vehicle	8	75	10.7%
All relevant vehicle types	174	2008	8.7%

[31] DfT, 2023. *The Highway Code*. Available here: https://www.gov.uk/guidance/the-highway-code

7.5 Distraction

Table 33 shows the trends in casualties killed and seriously injured in collisions for which driver distraction is a CF, between 2022 and 2024. Each year, these casualties represent between 2 and 3% of people killed and seriously injured in road traffic collisions in West Yorkshire. In terms of trends over time, KSI casualties relating to these CFs remained the same between 2022 and 2023, but decreased by 36% in 2024. The most frequently occurring CF which is relevant to this element of the Fatal Five is 509 (distraction in vehicle), with the CFs relating specifically to mobile phones (508) and to distractions outside the vehicle (510) being relatively infrequently recorded. In summary, it is relatively rare for CFs to be recorded relating to driver/rider distraction. Nevertheless, 28 people were killed or seriously injured in 2024, in West Yorkshire, in collisions involving drivers/riders recorded as being distracted.

Table 33: Casualties killed or seriously injured in collisions for which distraction is a Contributory Factor.

Contributory factor recorded	KSI casualties				Change 2022 to 2024	Change 2023 to 2024
	2022	2023	2024	2022-2024		
508 Driver using mobile phone	5	4	4	13	-1 (-20%)	0 (0%)
509 Distraction in vehicle	37	29	17	83	-20 (-54%)	-12 (-41%)
510 Distraction outside vehicle	3	11	8	22	+5 (+167%)	-3 (-27%)
Either 508, 509 or 510	44	44	28	116	-16 (-36%)	-16 (-36%)
At least one CF	1394	1422	1196	4012	-198 (-14%)	-226 (-16%)
Any or none	1413	1453	1318	4184	-95 (-7%)	-135 (-9%)
Collisions with CF 508, 509 or 510 as a percentage of collisions with at least one CF	3%	3%	2%	3%	-	-
Collisions with CF 508, 509 or 510 as a percentage of all collisions	3%	3%	2%	3%	-	-

7.6 Careless driving

Table 34 shows the trends in casualties killed and seriously injured in collisions for which CFs indicating careless driving have been recorded, between 2022 and 2024. 61% of KSI casualties between 2022 and 2024 were injured in collisions in which careless driving was indicated. However, casualties in these collisions fell by 14% between 2023 and 2024, after rising slightly in the preceding 12 months. The most frequently occurring CFs included under careless driving are 602 (Careless/reckless), 405 (Failed to look properly) and 406 (Failed to judge other person's path or speed).

Table 34: Casualties killed or seriously injured in collisions for which careless driving is a Contributory Factor.

Contributory factor recorded	KSI casualties				Change 2022 to 2024	Change 2023 to 2024
	2022	2023	2024	2022-2024		
301 – Disobeyed automatic traffic signal	26	25	25	76	-1 (-4%)	0 (0%)
302 – Disobeyed Give Way or Stop sign or markings	36	30	29	95	-7 (-19%)	-1 (-3%)
304 – Disobeyed pedestrian crossing facility	3	3	4	10	1 (33%)	1 (33%)
305 – Illegal turn or direction of travel	16	6	11	33	-5 (-31%)	5 (83%)
308 – Following too close	23	14	18	55	-5 (-22%)	4 (29%)
403 – Poor turn or manoeuvre	17	16	25	58	8 (47%)	9 (56%)
404 – Failed to signal or misleading signal	13	12	5	30	-8 (-62%)	-7 (-58%)
405 – Failed to look properly	342	305	269	916	-73 (-21%)	-36 (-12%)
406 – Failed to judge other person's path or speed	162	174	139	475	-23 (-14%)	-35 (-20%)
503 – Fatigue	12	4	8	24	-4 (-33%)	4 (100%)
601 – Aggressive driving	138	127	90	355	-48 (-35%)	-37 (-29%)
602 – Careless, reckless or in a hurry	350	422	346	1118	-4 (-1%)	-76 (-18%)
Any of the above CFs	876	893	766	2535	-110 (-13%)	-127 (-14%)
At least one CF	1394	1422	1196	4012	-198 (-14%)	-226 (-16%)
Any or none	1413	1453	1318	4184	-95 (-7%)	-135 (-9%)
Collisions with any careless driving CF as a percentage of collisions with at least one CF	63%	63%	64%	63%	-	-
Collisions with any careless driving CF as a percentage of all collisions	62%	61%	58%	61%	-	-

7.7 Combinations of Fatal Five components

Table 35 to Table 39 show how many times each of the Fatal Five components has coincided with which other Fatal Five component. For KSI collisions, where any 1 of excess speed, drink & drugs, seatbelt non-compliance or distraction are recorded, careless driving is also recorded in 44 to 63% of cases – this is unsurprising given the high rates of careless driving generally. Excess speed and drink & drugs are also shown to coincide quite frequently, and collisions where seatbelt non-compliance is recorded often also have either excess speed or drink and drugs recorded.

Table 35. Number of collisions recorded with excess speed-related Contributory Factors, combined with other components of the Fatal Five, West Yorkshire, 2022-2024.

Fatal Five components recorded	All severity	KSI
Excess speed	818	350
Excess speed and drink/drugs	115 (14%)	57 (16%)
Excess speed and seatbelt non-compliance	65 (8%)	35 (10%)
Excess speed and distraction	29 (4%)	13 (4%)
Excess speed and careless driving	487 (60%)	219 (63%)

Table 36. Number of collisions recorded with drink- or drugs-related Contributory Factors, combined with other components of the Fatal Five, West Yorkshire, 2022-2024.

Fatal Five components recorded	All severity	KSI
Drink/drugs	694	284
Drink/drugs and excess speed	115 (17%)	57 (20%)
Drink/drugs and seatbelt non-compliance	82 (12%)	36 (13%)
Drink/drugs and distraction	11 (2%)	4 (1%)
Drink/drugs and careless driving	275 (40%)	124 (44%)

Table 37. Number of collisions where seatbelt non-compliance is recorded (car and goods vehicle only), combined with other components of the Fatal Five, West Yorkshire, 2022-2024.

Fatal Five components recorded	All severity	KSI
Seatbelt non-compliance	396	180
Seatbelt non-compliance and excess speed	65 (16%)	35 (19%)
Seatbelt non-compliance and drink/drugs	82 (21%)	36 (20%)
Seatbelt non-compliance and distraction	16 (4%)	7 (4%)
Seatbelt non-compliance and careless driving	249 (63%)	111 (62%)

Table 38. Number of collisions recorded with distraction-related Contributory Factors, combined with other components of the Fatal Five, West Yorkshire, 2022-2024.

Fatal Five components recorded	All severity	KSI
Distraction	359	105
Distraction and excess speed	29 (8%)	13 (12%)
Distraction and drink/drugs	11 (3%)	4 (4%)
Distraction and seatbelt non-compliance	16 (4%)	7 (7%)
Distraction and careless driving	182 (51%)	57 (54%)

Table 39. Number of collisions recorded with careless driving-related Contributory Factors, combined with other components of the Fatal Five, West Yorkshire, 2022-2024.

Fatal Five components recorded	All severity	KSI
Careless driving	8181	2242
Careless driving and excess speed	487 (6%)	219 (10%)
Careless driving and drink/drugs	275 (3%)	124 (6%)
Careless driving and seatbelt non-compliance	249 (3%)	111 (5%)
Careless driving and distraction	182 (2%)	57 (3%)

7.8 Fatal Five summary

The analysis presented in section 7 demonstrates that the Fatal Five play a part in the majority of fatal and serious injuries in road traffic collisions in West Yorkshire. Careless driving alone contributes to more than half of fatal and serious injuries, whilst speeding, drink & drug driving and distraction each contributed to 10.4%, 8.1% and 8.6% of KSI casualties between 2022 and 2024, respectively.

The least commonly recorded element of the Fatal Five is “distraction”. Nevertheless, Contributory Factors indicating driver/rider distraction were recorded in relation to 28 deaths and serious injuries in collisions in West Yorkshire in 2024.

Section 8: Conclusion

The data presented in this report has shown that road casualties in West Yorkshire fell in 2024, in comparison with 2023, in terms of all severity casualties, serious injuries and fatalities. Each of these severity groupings show downward trends between 2022 and 2024. However, the current rate of reduction in the annual number of people killed or seriously injured falls short of the rate required in order to achieve the interim target under the West Yorkshire Vision Zero Strategy of a 50% reduction by 2030.

The data highlights that the majority of personal injury collisions involve at least one car or other large motor vehicle, and vehicles involved in collisions are disproportionately driven by men. Nevertheless, those injured are often amongst the most at-risk groups: pedestrians, pedal cyclists and motorcyclists. Injuries amongst standing scooter riders, electric bicycle riders and electric motorcycle riders have risen rapidly in recent years, but still account for a small proportion of injuries overall. The data has also highlighted the high rates of involvement in personal-injury collisions amongst drivers in the 20-49 age bracket.

The report has highlighted the continued importance of the Fatal Five (speeding, failing to use a seatbelt, drink and drug driving, and driver distraction) in contributing to large numbers of KSI collisions. In particular, careless driving contributes to over half of all KSI collisions. This underscores that improving driver behaviour is an essential part of delivering on the ambition of the Vision Zero strategy.