

Reported Road Casualties West Yorkshire: Annual Report 2021



*Reported Road Casualties in West Yorkshire: Annual Report
2021*

Statistical Release: August 2021

Foreword

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

Figures for road deaths reflect the legal definition of a person who sustained injuries that caused their death at the time or within 30 days of the collision.

Summary statistics are published quarterly. This document contains a more comprehensive narrative analysis of the current year (2021) and focuses only on the trends related to major road-user categories. For detailed statistical breakdown and statistical tables in specific formats please get in touch with us (see end for contact details).

This report is in five sections:

- 1. **Headline comments***
- 2. **West Yorkshire summary results in 2021***
- 3. **Transport Strategy Performance Management***
- 4. **Road safety initiatives and campaigns undertaken during the year***
- 5. **Conclusion.***

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

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Definitions

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

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

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

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

Fatal accident: An accident 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 (before 1954, about two months) after the accident. Confirmed suicides are excluded.

Motorcycles or powered two-wheelers (PTW): Two-wheel motor vehicles, including mopeds, motor scooters and motorcycle combinations.

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

Serious injury: An injury for which a person is detained in hospital as an "in-patient", or any of the following injuries whether they are detained in hospital: fractures, concussion, internal injuries, crushings, burns (excluding friction burns), severe cuts, severe general shock requiring medical treatment and injuries causing death 30 or more days after the accident.

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

Speed limits: Permanent speed limits applicable to the roadway.

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

A complete list of definitions can be found on the DFT website as noted below:

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

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West Yorkshire Police CRASH System

In April 2021, West Yorkshire Police (WYP) changed the system being used to record 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 has 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 seems to be being replicated across West Yorkshire. We will continue to review the data with colleagues at WYP and the West Yorkshire councils.

The new 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 Department for Transport has published datasets in which the casualty 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. At present, the adjusted data is only available for years up to 2020 and for this report, the data for West Yorkshire has been adjusted up to 2015, with the remaining years back to 2008 being updated later this year. Moreover, January-March of 2021 still used the old system, whilst March-December 2021 utilised the CRASH system. Due to the majority of 2021 April-December having used the new CRASH system the 2021 report will be using the adjusted data as CRASH data will be used in all data and annual reports moving forward.

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Section 1: Road Traffic Collisions in West Yorkshire 2021

1.0 Headline Comments

In 2021, the number of road users killed or seriously injured (KSI) rose by 38% from 832 in 2020 to 1179 in 2021. The total number of casualties also increased by 45% from 3559 in 2020 to 5165 in 2021.

The number of all child casualties and those KSI rose by 45% from 402 to 586 and 41% from 104 to 147 respectively. There were two child fatalities in West Yorkshire in 2021; there were two in 2020 and none in 2019.

Amongst pedestrians, KSI rose by 35% from 219 in 2020 to 297 in 2021, whilst the total number of all pedestrian casualties also rose by 59% from 587 to 935. The number of pedestrian deaths (21) increased by 40% compared to 2020.

Cyclist casualties of all severities fell again in 2021, continuing the trend of decreasing casualties since 2016 from 150 in 2020 to 120 in 2021. Fatalities also decreased by 80% from five to one in 2021. Serious?

Six motorbike riders were killed in 2021, a 50% increase compared to 2020 when four were killed. This is a reduction compared to 2019 (12).

The vulnerable road user (VRU) group of casualties comprises pedestrians (18%), cyclists (7%) and motorbike riders (3%). Together, these totalled nearly half of all KSI's (48% in 2021). The number of vulnerable road users who were killed or seriously injured increased by 45% from 388 in 2020 to 565 in 2021.

Overall, an increase in casualties was recorded on West Yorkshire's roads in 2021 compared to 2020, and the total recorded is the highest in the last three years. It should be noted that due to the lockdowns that occurred during the majority of 2020 it was anticipated that 2021 data would be significantly higher due to increased traffic levels across West Yorkshire. Moreover, January-March 2021 was also affected by the third government-imposed lockdown and this period has lower levels of traffic compared to the remainder of 2021.

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Section 2: Reported Road Casualties in 2021

2. All Road Collisions in West Yorkshire

The number of road collisions that resulted in a road user injury being reported to the police rose by 45% from 3559 in 2020 to 5165 in 2021. Collisions resulting in the death of at least one road user rose by 4% from 45 in 2020 to 47 in 2021, despite fatalities having decreased in 2021. This is a decrease in comparison to 2018 (70) and 2019 (52).

Table 1 shows collisions on West Yorkshire roads broken down into severity by district, road class and speed limit. As seen in Table 1, those travelling on A roads have the most KSI (381) alongside 'other' (544). Collisions in West Yorkshire occurred most often on 30mph roads (2677) which represented 68% of the combined speed limit total. Leeds had the highest collision total in West Yorkshire with 1797 collisions and 19 fatalities.

District	Fatal	Serious	Slight	Total
Bradford	12	298	1148	1458
Calderdale	4	92	328	424
Kirklees	7	187	647	841
Leeds	19	388	1390	1797
Wakefield	5	165	475	645

Road Class	Fatal	Serious	Slight	Total
M	1	40	178	219
A (M)	1	10	32	43
A	16	365	988	1369
B	6	79	230	315
Other	22	522	1452	1996

Speed Limit	Fatal	Serious	Slight	Total
20	2	91	224	317
30	23	677	1977	2677
40	9	113	333	455
50	2	25	64	91
60	8	53	94	155
70	2	52	193	247

Table 1: West Yorkshire Collision Breakdown 2021

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2.2 The Number of People Killed

The number of road deaths rose by 4% between 2020 (45) to 2021 (47). The 2021 fatality total remains above the annual totals recorded in 2016 and 2017, but below 2018 and 2019. Amongst those killed, were 21 pedestrians, one pedal cyclist, six motorcycle riders and 16 car occupants.

In 2021, 47 road users were killed in West Yorkshire. Amongst those killed were 19 30-59 olds, an increase of 137% from 2020 (8). Young drivers (aged 17-24 years) were involved in collisions that resulted in the deaths of nine road users, the same as those recorded in 2020 (8) but 27% less than in 2019 (11). The number of fatal casualties involving young drivers has fluctuated considerably in the last six years, but on average since 2013, 9 people are killed every year in collisions involving young drivers (17-24 years).

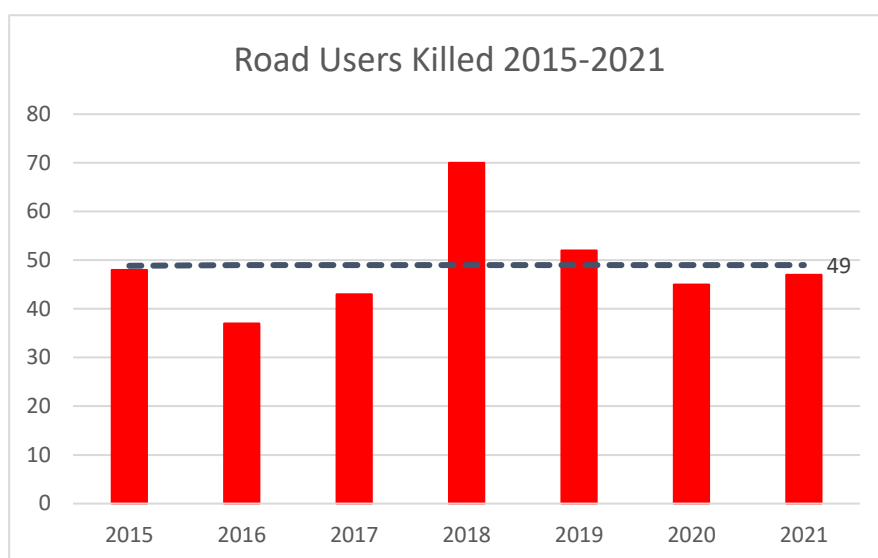


Figure 1: Road Users Killed in West Yorkshire

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

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2.3 The Number of People Killed or Seriously Injured

The number of road users in KSI rose by 42% from 832 in 2020 to 1179 in 2021., KSI across West Yorkshire comprised pedestrians (297), pedal cyclists (120), PTW riders (148) and car occupants (522). As seen below there is a large increase in the number of KSI recorded when CRASH is utilised. Moving forward, once the data has been adjusted to 2010 it is hoped that clearer trends will be set out across West Yorkshire.

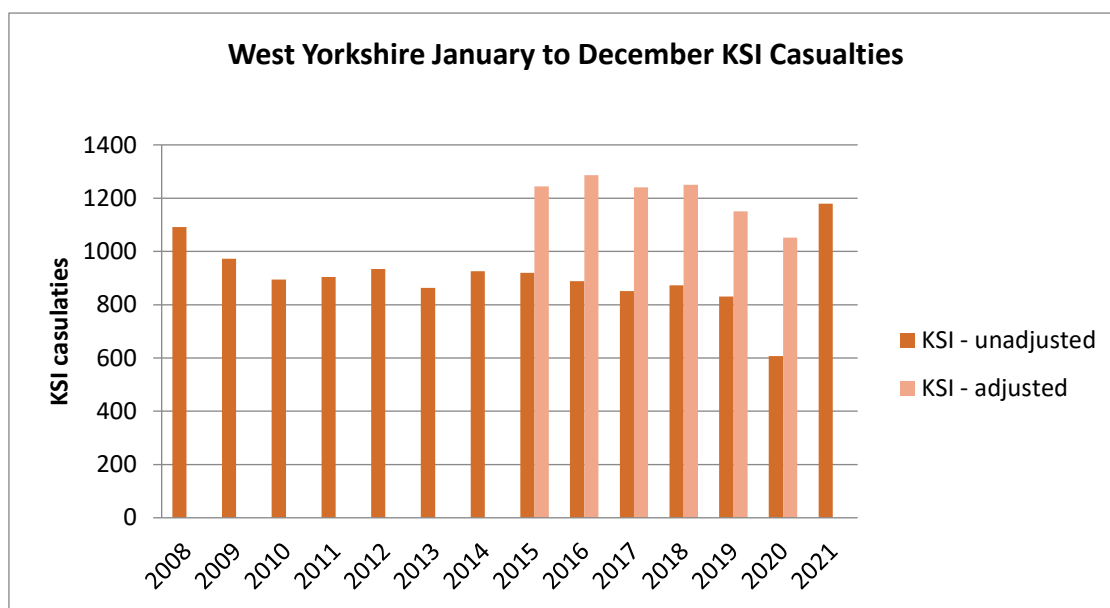


Figure 2: West Yorkshire Adjusted and Unadjusted Yearly KSI Casualties

Table 2 below shows the breakdown of KSI by vulnerable road user groups since 2016. The 2021 results are compared to the 5-year average (2016-2020). The 2021 KSI total has increased significantly since 2020, however, compared to 2016-2018 still follows a downward trend. Whilst there is a 2.7% increase in 2021 KSI compared to the average last 5 years, Pedestrian, Cyclist and PTW KSI have decreased compared to the 5-year average. Whilst the 2021 KSI has increased in Child, Pedestrian and PTW compared to 2020, this is somewhat expected due to the COVID-19 impact of 2020 when traffic was at an all-time low due to the 2020 lockdowns. Cyclist KSI for 2021 compared to 2020 has reduced significantly by 21.1%.

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West Yorkshire		Vulnerable Road User Casualties (January-December)										
Severities	Last 5yrs avg	2016	2017	2018	2019	2020	2021	Trend pattern 2016-2021	2021 vs last year	2021 vs avg last 5yrs		
All	KSI	1148	1307	1218	1231	1150	832	1179		41.7% ↑	2.7% ↑	
	All severities	5277	6,799	5,804	5,439	4,786	3559	5165		45.1% ↑	-2.1% ↓	
Child	KSI	146	184	164	159	119	104	147		41.3% ↑	0.6% ↑	
	All severities	613	792	694	636	570	402	586		45.8% ↑	-4.5% ↓	
Pedestrian	KSI	320	356	344	361	344	219	297		35.6% ↑	-7.2% ↓	
	All severities	875	1,058	910	904	853	587	935		59.3% ↑	6.9% ↑	
Cyclist	KSI	179	178	177	183	172	152	120		-21.1% ↓	-33.1% ↓	
	All severities	585	637	567	552	469	462	408		-11.7% ↓	-30.3% ↓	
PTW	KSI	185	223	218	209	193	120	148		23.3% ↑	-20.1% ↓	
	All severities	380	502	437	415	348	254	322		26.8% ↑	-15.2% ↓	

Table 2: Vulnerable Road User Casualties 2021

Table 3 below provides the breakdown of KSI and all severities by the district since 2016 and compares the position of each district and the county against the average of the last 5 years (2016-2020). Overall, there has been an increase in both KSI and all severities across all West Yorkshire districts. The number of road users KSI increased by the largest percentage in Kirklees (52.8%) and Calderdale (50%), whilst Wakefield saw the smallest increase (28.9%).

West Yorkshire : January To December 2021

Local Authorities		All Casualties (January-December)										
Severities	Last 5yrs avg	2016	2017	2018	2019	2020	2021	Trend pattern 2016-2021	2021 vs last year	2021 vs avg last 5yrs		
Bradford	KSI	252	266	276	262	244	211	310		46.9% ↑	23.1% ↑	
	All severities	1265	1,611	1,366	1,292	1,117	937	1458		55.6% ↑	15.3% ↑	
Calderdale	KSI	93	115	93	92	100	64	96		50.0% ↑	3.4% ↑	
	All severities	410	555	450	411	366	267	424		58.8% ↑	3.5% ↑	
Kirklees	KSI	187	222	210	198	179	127	194		52.8% ↑	3.6% ↑	
	All severities	874	1,127	971	909	755	607	841		38.6% ↑	-3.8% ↓	
Leeds	KSI	439	492	463	468	479	295	405		37.3% ↑	-7.8% ↓	
	All severities	1980	2,551	2,203	1,994	1,907	1243	1,797		44.6% ↑	-9.2% ↓	
Wakefield	KSI	176	212	176	211	148	135	174		28.9% ↑	-1.4% ↓	
	All severities	750	955	814	833	641	505	645		27.7% ↑	-14.0% ↓	
West Yorkshire	KSI	1148	1307	1218	1231	1150	832	1179		41.7% ↑	2.7% ↑	
	All severities	5237	6,762	5,761	5,369	4,734	3,559	5,165		45.1% ↑	-1.4% ↓	

Table 3: Reported Road traffic casualties by severity in West Yorkshire and Districts

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2.4 All Road Traffic Collision Casualties (All Severities).

There were 5165 road casualties reported in 2021, an increase of 45% compared to 2020 (3559). The 2021 total places the county 1.4% below the average of the last five years (5237). In 2021, road casualties comprised car occupants (61%), cyclists (8%), pedestrians (18%) and PTW riders (6%).

The total number of casualties in West Yorkshire is the highest total since 2018. However, this can be partially attributed to the Covid-19 impact on 2020's total casualties. Overall, there is still a decreasing pattern, especially when compared to the last 10-year average of 6814.

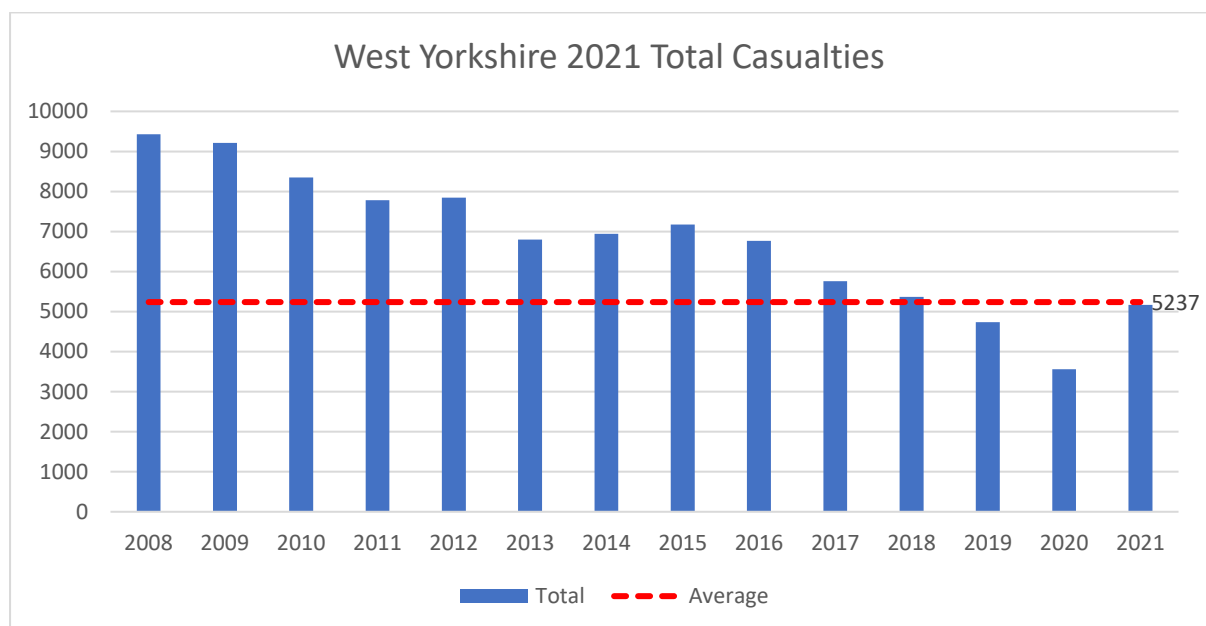


Figure 3: West Yorkshire 2021 total casualties

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2.5 Child Casualties (All Severities)

In 2021, 586 children were injured in road collisions in the county, an increase of 45% compared to 2020 (402). Figures for child KSI also increased as seen in Figure 5 by 41% from 104 (2020) to 147 (2021), this is the first year in five years that child KSI has increased. Two children were killed this year, a 0% change compared to 2020, there were four in 2018, a reduction of 50%. Moreover, 2019 saw 0 child deaths in the county. When the age of casualties is considered, those aged 8-11 and 12-15 are the most at risk of being hurt in road collisions.

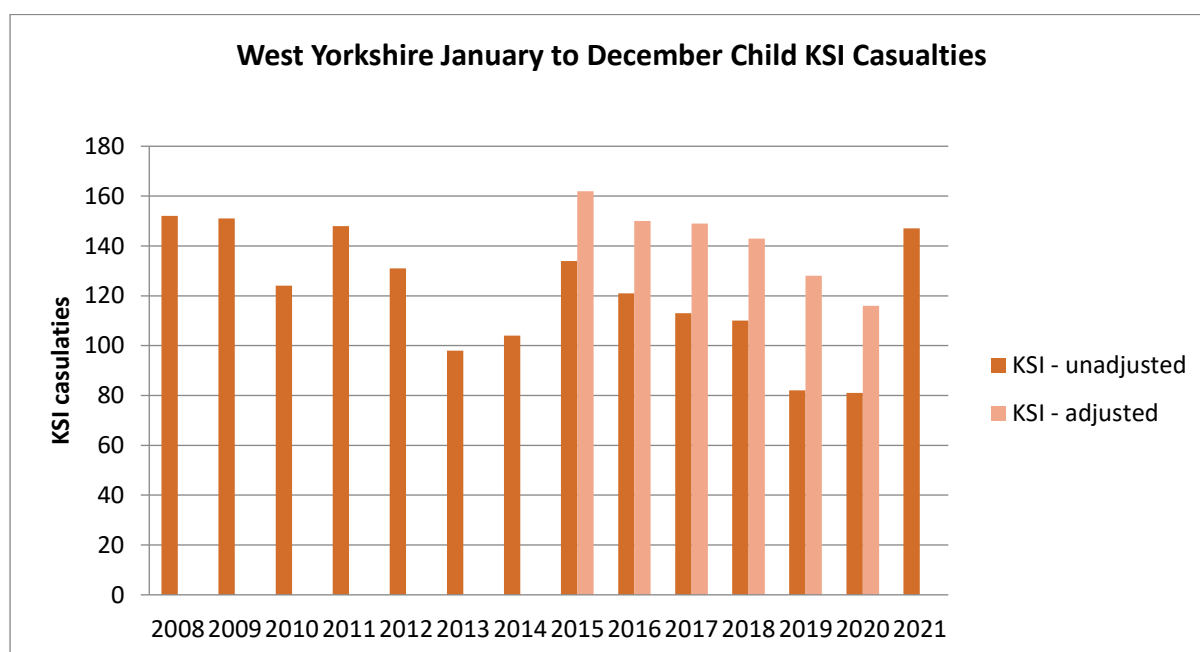


Figure 4: West Yorkshire 2021 child KSI casualties

Pedestrians represented the largest proportion of child KSI casualties, with both child deaths in 2021 being pedestrians and 87 serious casualties. Moreover, 18 children were seriously injured by pedal cycles and 23 children were seriously injured as a car passenger.

More boys are injured than girls, and the reduction in the number of boys injured is not that great; in comparison, significantly fewer girls were injured in recent years. Children aged 5-15 years account for the majority of those injured but overall, there were fewer casualties amongst all the child age groups when comparing the current year to the baseline.

Table 4 below provides the breakdown of KSI and all severities by district since 2016 and compares the position of each district and the county against the average of the last 5 years (2016-2020). The highest percentage increase occurred in Leeds with an 82.2% increase and in Kirklees with a 60% increase. In Calderdale, there was no change compared to 2020 and Wakefield saw a decrease of 9.5%. Despite increases in 2021 Child KSI across Bradford,

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Kirklees and Leeds, 2021 figures are still lower than that of 2016-2018. Compared to the 5-year average Wakefield and Kirklees have decreased by 7.3% and 0.7% respectively.

Child Casualties

Local Authorities	Severities	All Child Casualties (January-December)											
		Last 5yrs avg	2016	2017	2018	2019	2020	2021	Trend pattern 2016-2021	2021 vs last year	2021 vs avg last 5yrs		
Bradford	KS/	41	46	49	42	37	28	41		46.4%	↑	1.2%	↑
	All severities	174	199	202	156	154	128	207		61.7%	↑	18.7%	↑
Calderdale	KS/	12	12	12	12	11	12	12		0.0%	↔	1.4%	↑
	All severities	50	66	60	56	43	38	39		2.6%	↑	-22.5%	↓
Kirklees	KS/	24	35	27	24	20	15	24		60.0%	↑	-0.7%	↓
	All severities	100	127	104	104	100	74	89		20.3%	↑	-10.7%	↓
Leeds	KS/	49	64	55	56	41	28	51		82.1%	↑	3.7%	↑
	All severities	209	300	239	217	198	114	184		61.4%	↑	-11.8%	↓
Wakefield	KS/	21	27	21	25	10	21	19		-9.5%	↓	-7.3%	↓
	All severities	83	100	89	103	75	66	67		1.5%	↑	-19.6%	↓
West Yorkshire	KS/	146	184	164	159	119	104	147		41.3%	↑	0.6%	↑
	All severities	613	792	694	636	570	402	586		45.8%	↑	-4.5%	↓

Table 4: Reported child road traffic casualties by severity in West Yorkshire and Districts.

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2.6 Pedestrian Casualties (All Severities)

After a gradual decrease in total pedestrian casualties between 2016-2020, 2021 saw a 59.3% increase compared to 2020 in total casualties. The total for this year (935) is the highest total since 2016. Additionally, KSI also increased by 35.6% compared to 2020. However, 2021 figures are still lower than that of KSI totals between 2016-2019. There were significantly more deaths in 2021 (21) compared to 2020 (15); this is the second highest in the last 6 years with only 2018 having a higher fatality total (25). A total of 21 adult pedestrians were killed in 2021, of which seven were aged over 60, whilst two were children.

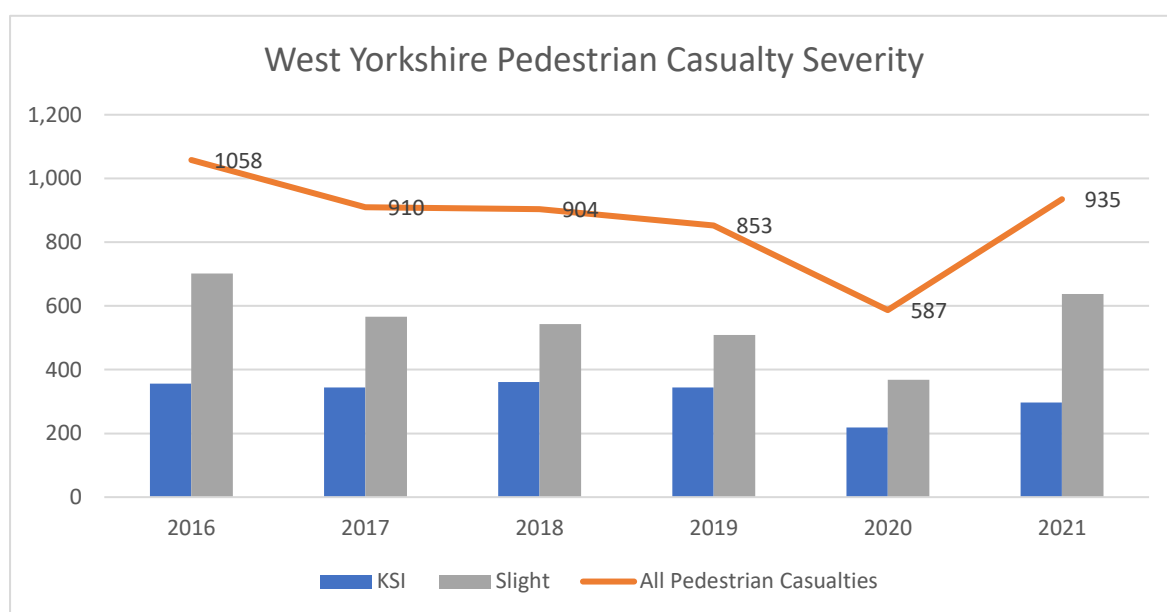


Figure 5: Pedestrian Casualty Severity in West Yorkshire

Table 5 below provides the breakdown of pedestrian KSI and all severities by district since 2016 and compares the position of each district and the county against the average of the last 5 years (2016-2020). The table shows that on a whole pedestrian casualty total increased in all West Yorkshire districts. The largest increase in total pedestrian casualties was in Leeds at 72.2% and Kirklees at 71.9%. Total KSI also increased in all districts with the largest increase seen in Leeds at 58%.

When compared to the last 5 years, decreases in pedestrian KSI occurred across the whole of West Yorkshire. The largest decrease was seen in Kirklees at 15.7%.

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Pedestrian Casualties

Local Authorities	Severities	All Casualties (January-December)											
		Last 5yrs avg	2016	2017	2018	2019	2020	2021	Trend pattern 2016-2021	2021 vs last year	2021 vs avg last 5yrs		
Bradford	KS1	90	90	99	97	96	73	85		16.4%	↑	-5.6%	↓
	All severities	250	270	259	242	244	192	291		51.6%	↑	16.6%	↑
Calderdale	KS1	24	32	23	28	22	18	23		27.8%	↑	-5.5%	↓
	All severities	72	104	79	72	54	47	78		66.0%	↑	7.8%	↑
Kirklees	KS1	50	60	51	59	59	28	42		50.0%	↑	-15.7%	↓
	All severities	141	171	137	155	143	89	153		71.9%	↑	8.3%	↑
Leeds	KS1	117	135	129	125	137	69	109		58.0%	↑	-7.1%	↓
	All severities	310	389	321	315	327	187	322		72.2%	↑	3.8%	↑
Wakefield	KS1	39	39	42	52	30	31	38		22.6%	↑	-1.7%	↓
	All severities	101	125	114	119	85	72	91		26.4%	↑	-9.9%	↓
West Yorkshire	KS1	320	356	344	361	344	219	297		35.6%	↑	-7.2%	↓
	All severities	875	1058	910	904	853	587	935		59.3%	↑	6.9%	↑

Table 5: Reported pedestrian road traffic casualties by severity in West Yorkshire and Districts

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2.7 Cyclist casualties

Cyclist injuries of all severities have been decreasing consistently in the county; the trend over the last five years is downward despite the slight increase recorded in 2016 (637). This year's total (408) is the lowest in the last 6 years, comparing favourably against the average of the last five years (585).

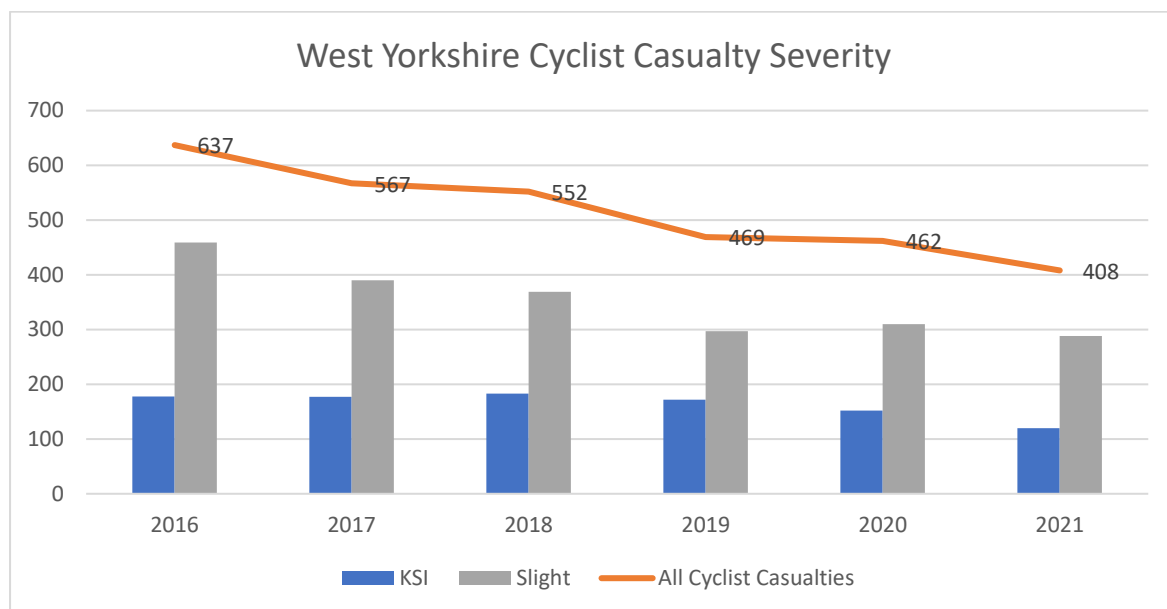


Figure 6: West Yorkshire Cyclist Casualty Severity

One cyclist was killed in 2021; five were killed in 2020 and four in 2019. KSI reduced by 21.1% from 152 in 2020 to 120 in 2021. The trend for cyclist KSI between 2016-2019 remained somewhat flat, and decreased significantly between 2020-2021, the 2021 KSI total has decreased by 33.1% compared to the average last 5 years. KSI amongst adult cyclists represents 84% of all cyclists' KSI (120).

The table below provides the figures for the most recent five years and the comparison between the current year and the baseline for the five districts. In relation to district cyclist casualties, amongst all severities, there was a decline across West Yorkshire. The largest decrease in cyclist KSI was in Leeds with 28.4% and Kirklees with a 25% decrease. The smallest reduction occurred in Bradford with a 9.7% decrease.

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Pedal Cyclist Casualties

Local Authorities	Severities	All Pedal Cycle Casualties (January-December)											
		Last 5yrs avg	2016	2017	2018	2019	2020	2021	Trend pattern 2016-2021	2021 vs last year	2021 vs avg last 5yrs		
Bradford	KS/	32	28	36	33	30	31	28		-9.7%	↓	-11.8%	↓
	All severities	102	97	108	102	80	89	85		-4.5%	↓	-16.9%	↓
Calderdale	KS/	13	12	12	14	13	11	9		-18.2%	↓	-28.9%	↓
	All severities	36	40	38	30	29	36	28		-22.2%	↓	-22.2%	↓
Kirklees	KS/	23	24	24	20	23	16	12		-25.0%	↓	-47.1%	↓
	All severities	72	78	73	64	62	57	44		-22.8%	↓	-38.6%	↓
Leeds	KS/	91	99	83	91	86	67	48		-28.4%	↓	-47.3%	↓
	All severities	305	347	281	286	236	221	193		-12.7%	↓	-36.7%	↓
Wakefield	KS/	21	15	22	25	20	27	23		-14.8%	↓	11.3%	↑
	All severities	71	75	67	70	62	59	58		-1.7%	↓	-17.9%	↓
West Yorkshire	KS/	179	178	177	183	172	152	120		-21.1%	↓	-33.1%	↓
	All severities	585	637	567	552	469	462	408		-11.7%	↓	-30.3%	↓

Table 6: Reported pedestrian road traffic casualties by severity in West Yorkshire and Districts

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2.8 Powered Two-Wheeler Casualties (All Severities)

After a decrease in 2020, the total number of PTW riders injured has increased by 25.8% from 254 in 2020 to 322 in 2021. However, when compared to the 2016-2019 totals the 2021 casualty figure is 15% lower than the five-year average (380). Six riders were killed in 2021 (4 in 2020 and 12 in 2019). Total KSI increased by 23.3% in 2021, however, there was a decrease in the 5-year average by 20.1%. Across West Yorkshire districts KSI totals increased in Leeds, Bradford, Calderdale, and Kirklees, the highest having occurred in Calderdale by 133.3%. The only decrease in PTW KSI occurred in Wakefield with a 33.3% decrease which continues the trend of continued decreasing KSI in Wakefield.

Local Authorities		All PTW Casualties (January-December)											
Local Authorities	Severities	Last 5yrs avg	2016	2017	2018	2019	2020	2021	Trend pattern 2016-2021	2020 vs last year	2021 vs avg last 5yrs		
Bradford	KSI	32	50	30	32	21	26	31		19.2%	↑	-2.1%	↓
	All severities	70	99	66	83	45	62	63		1.6%	↑	-9.6%	↓
Calderdale	KSI	15	16	19	17	20	6	14		133.3%	↑	-8.7%	↓
	All severities	30	39	33	31	33	16	27		68.8%	↑	-9.5%	↓
Kirklees	KSI	35	39	45	30	42	22	34		54.5%	↑	-3.8%	↓
	All severities	74	87	89	81	71	43	75		74.4%	↑	0.9%	↑
Leeds	KSI	72	89	86	83	76	42	53		26.2%	↑	-25.9%	↓
	All severities	139	181	170	143	137	88	115		30.7%	↑	-17.3%	↓
Wakefield	KSI	31	29	38	47	34	24	16		-33.3%	↓	-48.9%	↓
	All severities	67	96	79	77	62	45	42		-6.7%	↓	-37.2%	↓
West Yorkshire	KSI	185	223	218	209	193	120	148		23.3%	↑	-20.1%	↓
	All severities	380	502	437	415	348	254	322		26.8%	↑	-15.2%	↓

Table 7: Reported PTW road traffic casualties by severity across West Yorkshire and Districts

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2.9 Car Occupant (All Severities)

Car occupant casualties represented 62% of all casualties in West Yorkshire in 2021, and casualties have risen from 2835 in 2020 to 3186 in 2021, a 12.4% increase.

In 2015, fatal injuries among car occupants fell significantly from 32 the previous year to 14 (56%). That total remained unchanged in 2016 (14) and 2017 (15) before increasing significantly in 2018 (33). In 2019, there was a 46% reduction compared to 2018 with a total of 18 fatalities. In 2020 a total of 18 people were killed, and in 2021 this decreased by 11% with 16 people fatally injured. A total of five fatalities occurred in those aged 25-29 and four occurred amongst those aged 60+.

As seen from the table below, across all of West Yorkshire, car occupant KSI has increased by 67.3%, from 312 in 2020 to 522 in 2021. The largest increase in KSI was seen in Bradford with a 101.4% increase and Wakefield with a 62% increase. When comparing 2021 to the average of the last 5 years, West Yorkshire KSI has increased by 24.9% whilst total casualties have decreased by 12.3%.

Car Occupant Casualties

Local Authorities	Severities	All Car Occupant Casualties (January-December)							Trend pattern 2016-2021	2021 vs last year	2021 vs avg last 5yrs		
		Last 5yrs avg	2016	2017	2018	2019	2020	2021					
Bradford	KSI	89.2	95	105	88	84	74	149		101.4%	⬆️	67.0%	⬆️
	All severities	903	1046	1077	884	815	693	943		36.1%	⬆️	4.4%	⬆️
Calderdale	KSI	36.2	49	36	31	38	27	40		48.1%	⬆️	10.5%	⬆️
	All severities	289	335	338	287	256	229	270		17.9%	⬆️	-6.6%	⬇️
Kirklees	KSI	70.4	90	81	77	50	54	96		77.8%	⬆️	36.4%	⬆️
	All severities	632.4	822	717	614	567	442	526		19.0%	⬆️	-16.8%	⬇️
Leeds	KSI	141.2	149	143	147	160	107	156		45.8%	⬆️	10.5%	⬆️
	All severities	1278	1,522	1,455	1,253	1,072	1,088	1,030		-5.3%	↔️	-19.4%	⬇️
Wakefield	KSI	80.8	156	64	75	59	50	81		62.0%	⬆️	0.2%	⬆️
	All severities	529	622	608	516	516	383	417		8.9%	⬆️	-21.2%	⬇️
West Yorkshire	KSI	417.8	539	429	418	391	312	522		67.3%	⬆️	24.9%	⬆️
	All severities	3631.4	4,347	4,195	3,554	3,226	2,835	3,186		12.4%	⬆️	-12.3%	⬇️

Table 8: Reported Car Occupant Road traffic casualties by severity across West Yorkshire and Districts

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2.9.1 Public Service Vehicles (Bus or Coach) casualties

The casualties from collisions involving PSVs have increased in 2021 by 54% compared to 2020. In 2021, there were no deaths involving PSVs and there have not been any deaths in the last 6 years.

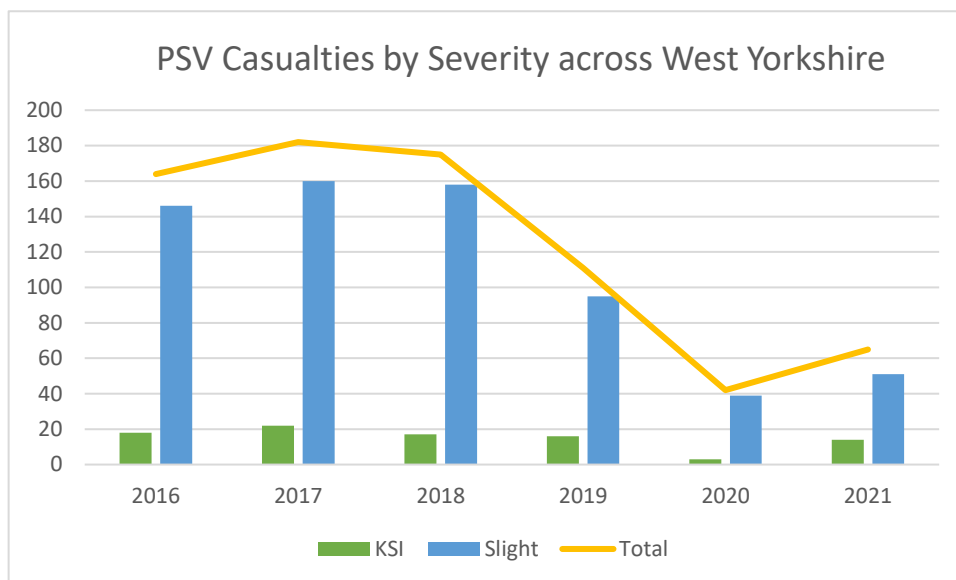


Figure 7: PSV casualties by severity across West Yorkshire

Between 2017-2020 the number of all severities gradually decreased, with a decrease of 62% from 2019 to 2020. KSI rates have steadily been decreasing from 22 in 2017 to 16 in 2019, with 14 KSI in 2021.

The number of bus casualties tends to fluctuate, often widely, due to the potential number of casualties resulting from a single incident. Hence, we are liable to see more year-on-year variation. Moreover, from March-June 2020 bus use heavily decreased due to the COVID-19 pandemic and UK lockdown which saw only essential workers using public transportation.

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Section 3.0: Transport Strategy Performance Management Framework: KSI Target, Current Position.

Our key indicator is reported road casualties. Ensuring the safety of all users of our streets and highway network and reducing the risk of being killed or seriously injured on our roads is essential to the creation of safe, healthy places for communities and businesses, where people feel safe enough to walk or cycle more. We want to significantly and continuously reduce the number of people killed or seriously injured (KSI) by 42% by 2027 compared with the recorded KSI in 2016 (unadjusted).

In 2021, a total of 1179 road users were killed or seriously injured, an increase of 41.7% from when? and a 10% reduction when compared to the 2016 KSI total. The number of those KSI on West Yorkshire roads has fluctuated greatly in the last 6 years, especially due to the COVID-19 traffic impact. However, 2021 KSI totals are still lower than that of 2016-2018 with a very small increase compared to 2019 of 2%.

The number of road deaths which surged by 63% between 2017 (43) and 2018 (70) fell in 2019 to 52 casualties and this trend continued into 2020 with 45 fatalities. However, this increased by 4% to 47 in 2021. Amongst the road deaths were 21 pedestrians, one cyclist and 16 car occupants. Two child deaths were recorded this year, one in the 5-9 age bracket and the other in the 10-14 age bracket. Overall, in 2021 there has been an increase in collisions across West Yorkshire. This year the county was above the target point (947), however, due to the CRASH adjusted data consideration of the WY Transport target trajectory may need to be revised.

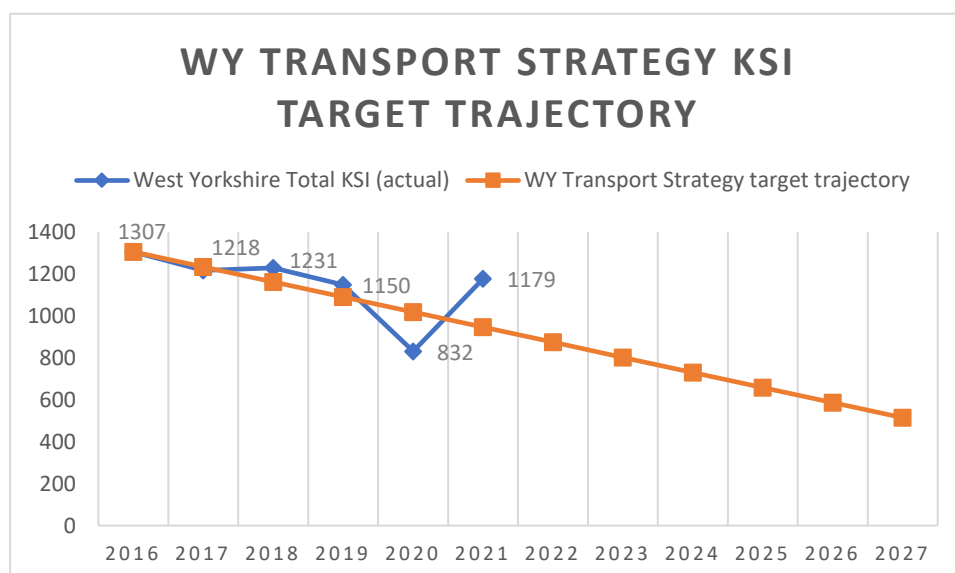


Figure 8: West Yorkshire transport strategy target.

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4.0 West Yorkshire Safe Roads Delivery Group

The West Yorkshire Safe Roads Delivery Group (WYSRDG) comprises representatives from the five district road safety teams and includes Bradford Design and Marketing team, WY Police and WY Fire and Rescue Services. Funding allows the group to deliver projects based on regional priorities.

4.1 Education

Theatre in Education Tour for Y7 & Key Stage 5 pupils

Casualty data consistently shows that young people in the early years of secondary school are particularly vulnerable to injury on the roads, particularly as pedestrians. To address this, the group commissioned a company to deliver a Theatre in Education performance to Y7 students across the region. Due to the impact of covid-19, the tour ran virtually between April – October 2021. Because the costs of delivering a virtual tour were lower than the costs of a live tour, the company also delivered a virtual Key Stage 5 tour focusing on driver and passenger safety and a series of short films, PowerPoint presentations and notes for teachers to use to deliver road safety education to pupils themselves.

Tables 1.1 & 1.2 summarise the sessions delivered. **Because sessions were delivered virtually, some settings had multiple sessions.*

Table 9: Deadly Distraction Y7 Virtual Tour

Region	Number of Settings :	Number of Sessions:
WEST YORKS - Leeds	10	13
WEST YORKS - Kirklees	10	15
WEST YORKS - Calderdale	9	10
WEST YORKS - Bradford	14	14
WEST YORKS - Wakefield	11	11
TOTAL	54	63

Table 10: Wanna Lift KS5 Virtual Tour

Region	Number of Settings:	Number of Sessions:
WEST YORKS - Leeds	7	9
WEST YORKS - Kirklees	2	19
WEST YORKS - Calderdale	2	2
WEST YORKS - Bradford	10	14
WEST YORKS - Wakefield	4	5
TOTAL	25	49

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Pupil & Parent Leaflets:

In addition to the Y7 TIE tour, transition resources were also provided to pupils and parents of children moving from Year 6 to Year 7 (from Primary to Secondary school). Teams distributed these to Y6 pupils during the summer term, often to tie in with transition days when Y6 students were visiting their new high school. To supplement the leaflets, most authorities also provided lesson plans, online resources or face-to-face education for pupils.

4.2 Radio Advertising

WOW, Package:

As part of the WOW package, a programme of 1800 radio adverts ran across the year on Heart Radio. As part of the package, additional adverts were played whenever airtime was available. Over the year this amounted to more than 750 free adverts. Advert content was aligned to a wider West Yorkshire communications calendar and also linked to the National Police Chief's Calendar and other local and national campaigns. The advert schedule is shown in table 1.3 below.

Table 11: WOW advert schedule 21/22

April -21	Cyclists (2 ads: one for drivers, one for cyclists)
May -21	Mobile phones (texting) / Sharing the road
June -21	Drink Drive/ Mobile phones (texting)
July -21	Drink Drive / Seat belts / Op Snap
Aug -21	Child Safety / Cyclists (aimed at drivers)
Sept -21	Sharing the road / Back to school / Role Model
Oct -21	Be Bright Be Seen / Older pedestrians / Seat belts
Nov -21	Mobile phones/ Slow down
Dec -21	Drink Drive/ Drug Drive / Flash
Jan -22	Op Snap / Slow down
Feb -22	Mobile phones / Be Bright Be Seen / Flash
March - 22	Motorcyclists / Slow down

4.3 School Parking Radio Campaign

In addition to the WOW packages, radio advertising to address school gate parking issues ran on Heart Radio for two weeks after every school holiday. A 'thermal' advert also aired on days when temperatures dipped below zero with road conditions likely to be affected. The advert aimed to reach drivers before they left the house and remind them of the importance of being prepared for winter driving.

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4.4 E-scooter campaign:

The use of privately owned e-scooters has risen in recent years. Although casualties currently remain low, in response to issues raised by WY Police, a leaflet was developed for officers to distribute when they stopped people from riding these vehicles. The leaflet explains why e-scooters cannot be legally used on the roads in West Yorkshire. Districts were also supplied with a small stock of the leaflets for distributing to community hubs etc. In addition, a radio advert was developed and aired in December 2021 on Heart, Pulse, & Greatest Hits radio in an attempt to dissuade people from purchasing e-scooters as Christmas gifts. A total of 269 slots were delivered with 1.016 million opportunities to hear. A series of social media tiles were developed for districts to use across their social media platforms.



4.5 Digital outdoor advertising (I-van):

A digital advertising vehicle was used to deliver road safety messages into the heart of key communities during 2021. The vehicle is driven to pre-determined locations and is then parked up displaying road safety messages. Districts used local data and intelligence to determine suitable locations for messages to be displayed. Over the course of the vehicle was used:

- 13th June - 11th July (Drink Drive) tied in with when the England men's team were playing their Euro 2020 games.
- 25 to 31 October (Be Bright Be Seen, seat belts, tyre safety)
- 22 to 28 November (Be Bright Be Seen, seat belts, tyre safety)
- 13-19 December (Drink Drive)

4.6 Social media:

During 2021/22 the group re-developed their communications plan and reviewed how existing and new DfT/ Think resources could be used most effectively and at which point during the year. A sum per authority was then allocated to allow for boosted advertising targeted directly at key demographic groups / cohorts.

National problems with social media advertising and ongoing issues associated with covid-19 meant delays were incurred with this work, but advertising commenced in Dec 2021 in time

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to allow the use of the Think 'Pint Block' resources aimed at reminding young male drivers not to drink and drive over the festive season.

4.7 Film project with Local TV:

In 2021, the group worked with Local TV (Leeds TV) on a project to develop 12 short road safety films. Once produced films would be aired on Leeds TV and shared across social media channels and then be available for the group to use as part of their ongoing comms and publicity campaigns. By the end of the year all 12 scripts were finalised and one film - focusing on not drinking and driving during the festive season - had aired, with production about to commence on two others.

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Section 5: Conclusion

This report summarises the statistics on road traffic collisions and casualties in West Yorkshire as well as key findings for each of the five districts of the county. Overall, 45% more casualties were recorded on West Yorkshire's roads in 2021 compared to the previous year, namely due to the low traffic levels recorded in 2020 due to the COVID-19 pandemic.

The number of those KSI in West Yorkshire has increased by 42%, however, compared to the 2016-2018 data which is pre-covid the 2021 data still follows a downward trend. Whilst the 2021 KSI has increased in child, pedestrian and PTW groups compared to 2020, this is somewhat expected due to the COVID-19 impact of 2020 whereby traffic was at an all-time low due to the 2020 lockdowns. Moreover, although there is a 2.7% increase in 2021 West Yorkshire KSI compared to the average of the last 5 years, pedestrian, cyclist and PTW KSI has decreased compared to the 5-year average. Additionally, Cyclist KSI for 2021 compared to 2020 has reduced significantly by 21.1%.

The vulnerable road user (VRU) group of casualties is comprised of pedestrians (18%), cyclists (7%) and PTW riders (3%). Together, these totalled nearly half of all KSI's (48% in 2021). The number of vulnerable road users who were killed or seriously injured increased by 68% from 388 in 2020 to 565 in 2021. Overall, in the last decade, casualties amongst the most vulnerable road users have shown a slow but persistent rate of reduction. There is a need to continue strategies that focus on reducing the number of injuries to vulnerable road users. Given that the goal for all road users is to achieve a safe journey, VRUs start from a position of considerable disadvantage and inequality. Road safety actions need to focus on protecting this group, to significantly reduce those KSI and increase the chance of meeting the 2027 target, and the Vision Zero 2040 aim.