

## Road User Casualties

<b>General details</b>	Data collected by West Yorkshire Police at the scene of crashes which result in injury
<b>Area output</b>	Grid co-ordinates of all injury crashes are recorded, possible to aggregate to any boundaries
<b>Time period</b>	Kirklees MC Corporate Development Unit holds data from 1996
<b>Source</b>	West Yorkshire Police
<b>Provider</b>	Kirklees Highways Service
<b>Comments</b>	Very reliable, but not necessarily complete, especially for minor injuries.

### 1 Introduction

1.1 Road user casualty information is collected by the police at the scene of a road traffic accident at which someone, driver, rider, passenger or pedestrian has received an injury.

1.2 Casualties are assessed for the severity of the injury and statistics are produced by fatal, serious and slight injuries.

1.3 Statistics for road accidents that do not result in injury are not systematically recorded and reported.

### 2 National and Regional Figures

**Table 1: Road user casualties, Kirklees, West Yorkshire and Ggreat Britain 1999 to 2003.**

		1999	2000	2001	2002	2003
Kirklees	Fatal	23	20	15	19	15
	Serious	221	229	220	198	179
	Slight	2061	2103	2147	2011	2039
GB	Total	2305	2352	2382	2228	2233
	Fatal	3,423	3,409	3,450	3,431	3,508
	Serious	42,545	41,564	40,560	39,407	37,215
	Slight	320,310	320,283	313,309	302,605	290,607
W Yorks	Total	366278	365256	357319	345443	331330
	Fatal	115	120	144	115	102
	Serious	1369	1179	1187	1204	1136
	Slight	11391	12426	11807	11648	11566
	Total	12875	13725	13138	12967	12804

2.1 Deaths of road users are nationally at a historically low level. Despite being a slight increase on figures for the previous five years, the total of 3500 deaths in 2003 is one of the lowest since 1926. There has been a steady decline in road accident deaths since a post-war high of 7985 in 1966, to 6010 in 1980 and to 5217 in 1990.

2.2 There has been a similarly steady decline in serious and slight injuries.

2.3 Injuries to pedestrians have also declined. The number of pedestrians killed in 2003 (774) was less than half the figure of deaths in 1990 and a dramatic reduction from the post-war high of 3153 in 1966.

2.4 The following figures show data from Table1 which has been standardised to the 1999 figure

2.5 For fatal and serious injuries, the reduction in Kirklees matches or exceeds the national and regional performance.

2.6 For slight injuries, both Kirklees and West Yorkshire figures are failing to decline at the rate of the national figure.

**Figure 1: Fatal road user casualties 1999 to 2003**

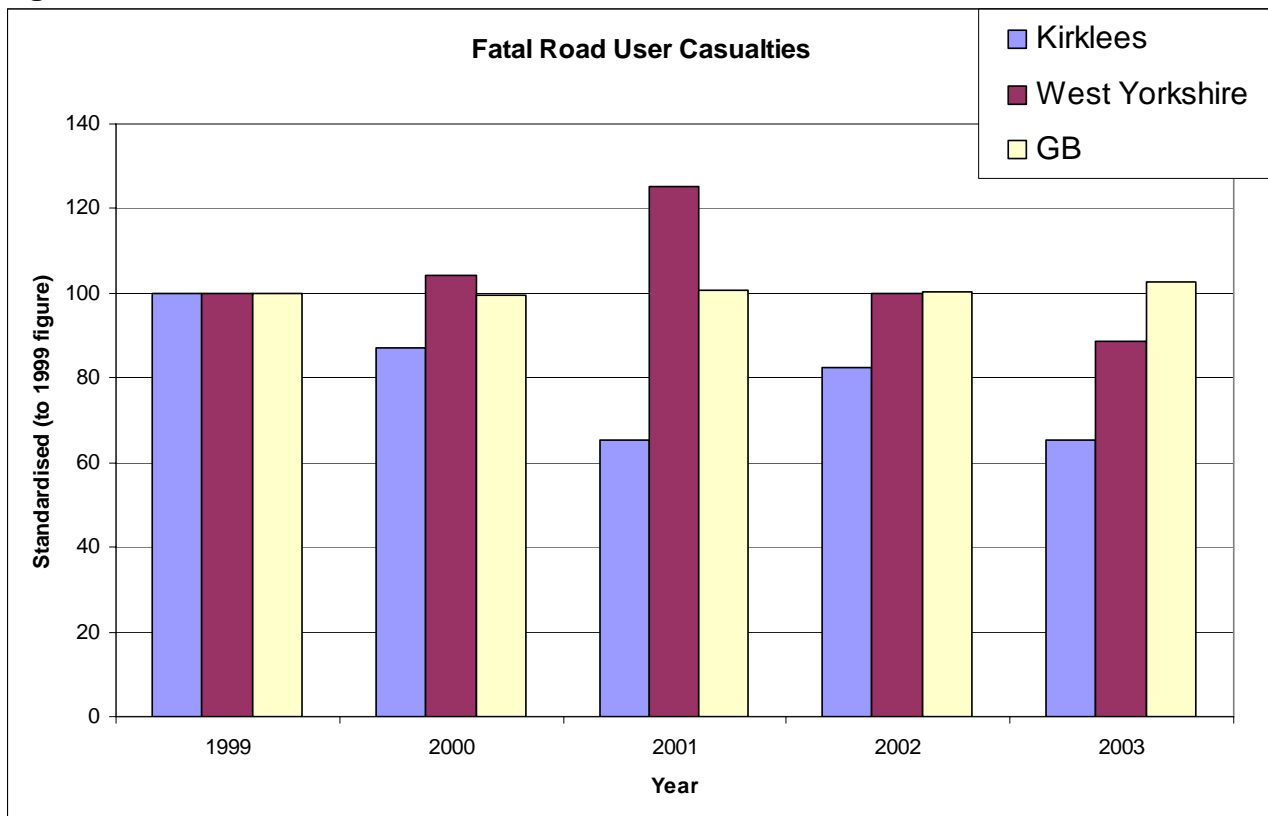


Figure 2: Serious road user casualties 1999 to 2003

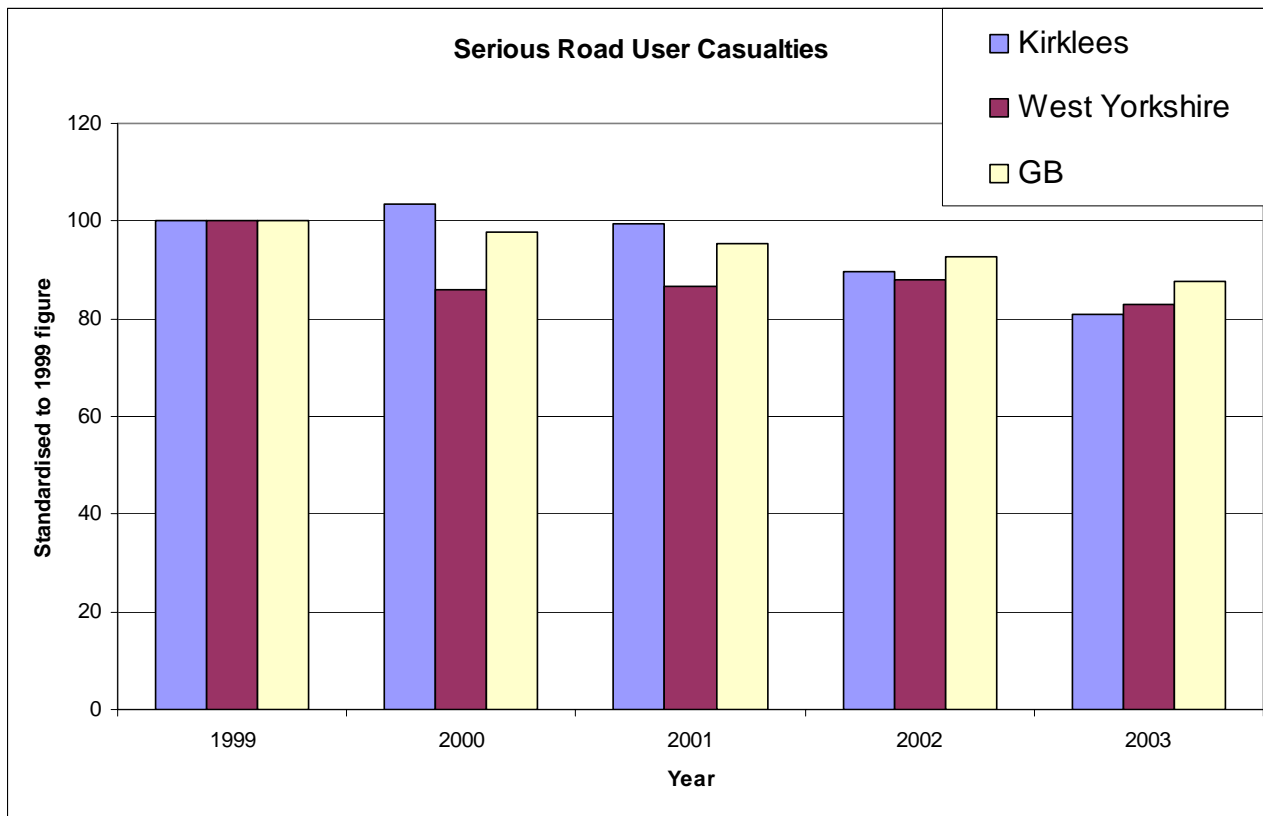
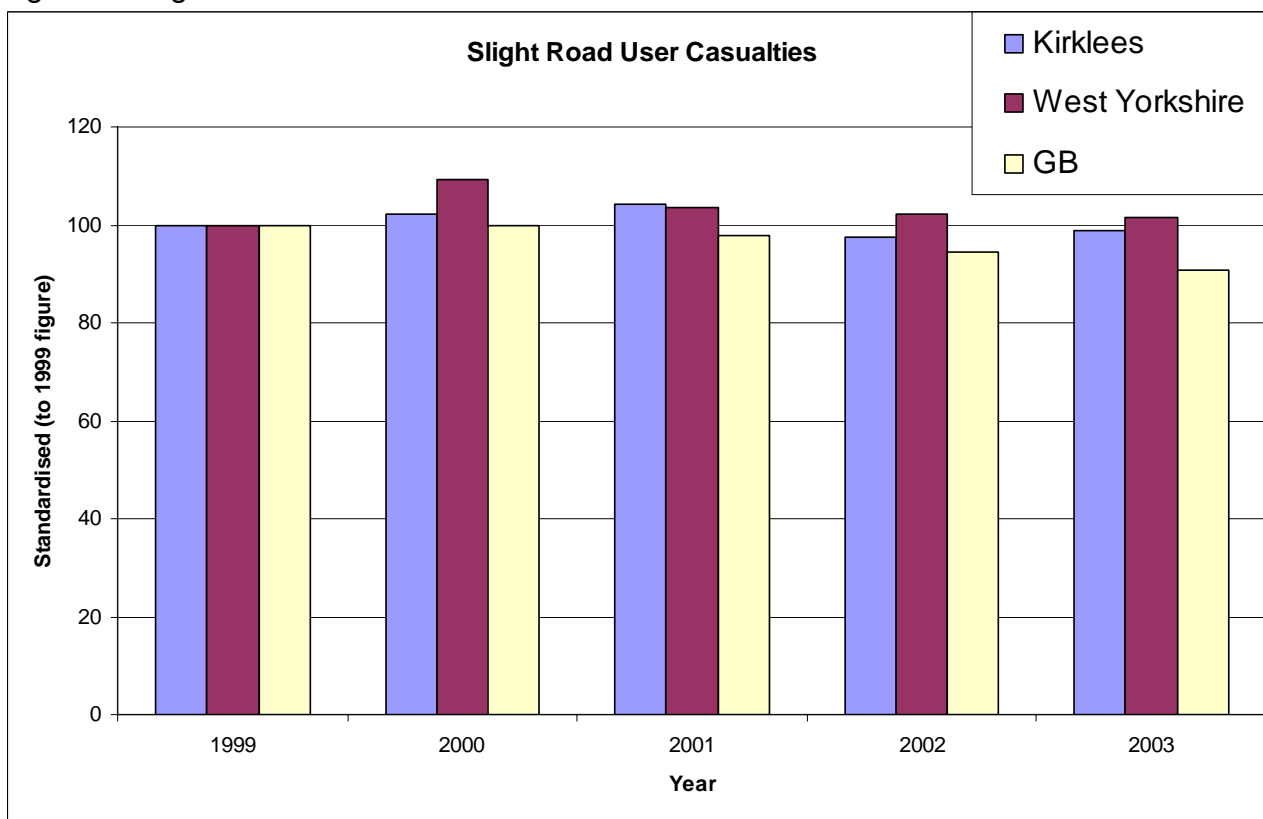


Figure 3: Slight road user casualties 1999 to 2003



### 3 Kirklees Figures

3.1 Road accidents are largely random and infrequent occurrences. When looking at road user casualties by small areas such as wards, it is important to remember that low figures in one year are often balanced by higher figures in subsequent years, without necessarily establishing a trend.

3.2 Table 2 below shows a five year aggregation of casualties by 2004 wards. The wards with the highest figures, Newsome and Dewsbury East, contain the largest town centres and therefore some of the busiest roads and greatest concentration of pedestrians. Wards with low figures include Almondbury, Golcar and Holme Valley North.

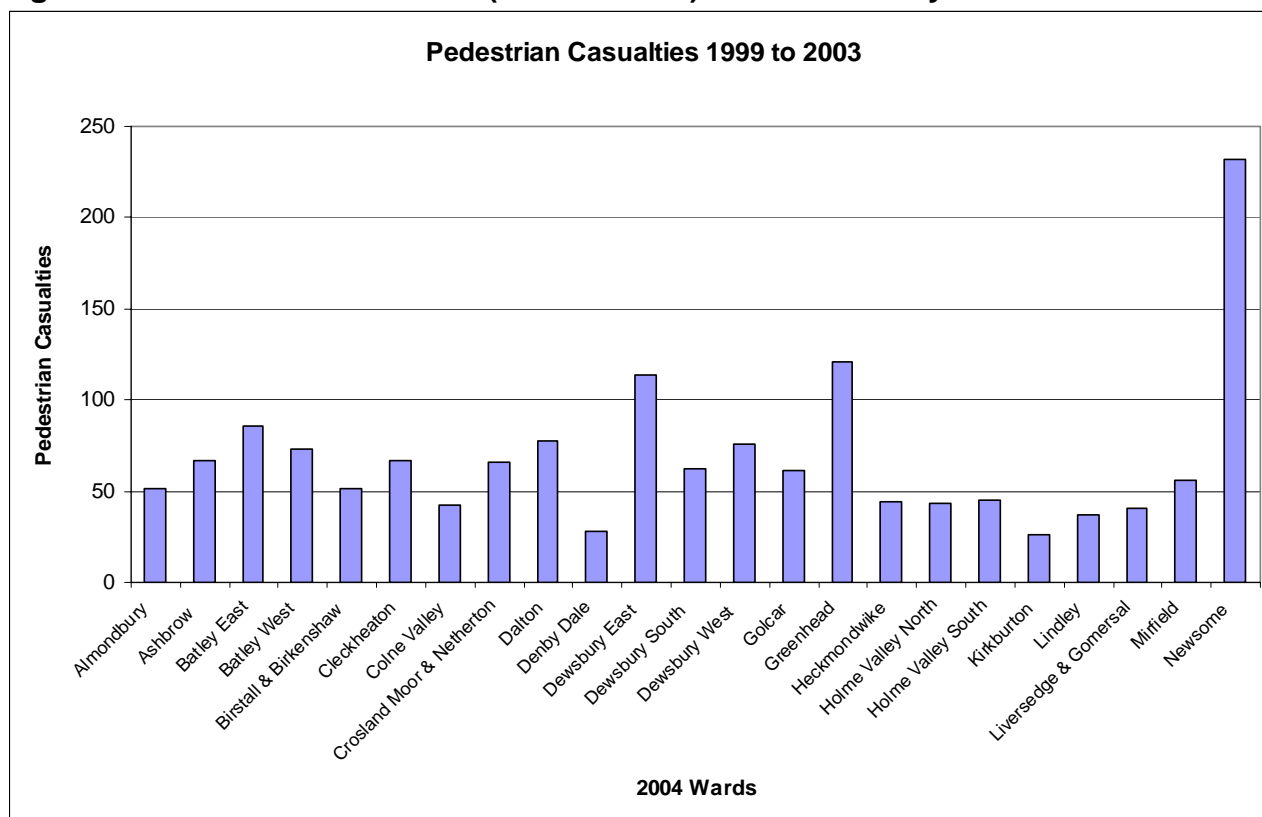
3.3 Colne Valley and Cleckheaton have high numbers of killed and serious injury casualties, some of which occur on the sections of the M62 which runs through these wards.

**Table 2: Road User Casualties by 2004 Wards 1999 to 2003**

2004 Wards	Severity				Total
	Fatal	Serious	KSI *	Slight	
Almondbury	1	37	38	274	312
Ashbrow	3	40	43	485	528
Batley East	2	43	45	463	508
Batley West	5	38	43	365	408
Birstall & Birkenshaw	4	51	55	536	591
Cleckheaton	7	64	71	690	761
Colne Valley	10	65	75	500	575
Crosland Moor & Netherton	1	30	31	315	346
Dalton	5	53	58	637	695
Denby Dale	1	34	35	250	285
Dewsbury East	3	70	73	667	740
Dewsbury South	4	33	37	291	328
Dewsbury West	6	42	48	470	518
Golcar	3	32	35	255	290
Greenhead	7	43	50	597	647
Heckmondwike	2	43	45	371	416
Holme Valley North	3	50	53	236	289
Holme Valley South	1	44	45	394	439
Kirkburton	7	50	57	419	476
Lindley	2	27	29	374	403
Liversedge & Gomersal	7	35	42	343	385
Mirfield	1	44	45	344	389
Newsome	7	79	86	1083	1169
<b>Total</b>	<b>92</b>	<b>1047</b>	<b>1139</b>	<b>10361</b>	<b>11500</b>

\* Killed and seriously injured

**Figure 4: Pedestrian Casualties (all severities) 1999 to 2003 by Kirklees 2004 wards**



3.4 Pedestrian casualties comprise about one quarter of all fatal and serious injuries among road users, but only about one seventh of slight injuries in Kirklees.

3.5 As with all casualties, the highest figures for pedestrians over the last 5 years occurred in Newsome, Greenhead and Dewsbury East. All 7 fatalities that occurred in Greenhead ward over the five years were pedestrians. Some of the rural wards such as Kirkburton and Denby Dale had particularly low figures.

**Table 3: Pedestrian Casualties by 2004 Wards 1999 to 2003**

2004 Wards	Fatal	Severe	Slight	Total
Almondbury	0	13	38	51
Ashbrow	0	17	50	67
Batley East	0	16	70	86
Batley West	3	14	56	73
Birstall & Birkenshaw	1	10	40	51
Cleckheaton	0	13	54	67
Colne Valley	2	8	32	42
Crosland Moor & Netherpton	0	13	53	66
Dalton	1	19	58	78
Denby Dale	0	6	22	28
Dewsbury East	1	20	93	114
Dewsbury South	2	12	48	62
Dewsbury West	2	13	61	76
Golcar	0	13	48	61
Greenhead	7	21	93	121
Heckmondwike	1	10	33	44
Holme Valley North	1	11	31	43
Holme Valley South	0	6	39	45
Kirkburton	2	7	17	26

Lindley	1	5	31	37
Liversedge & Gomersal	0	11	30	41
Mirfield	0	10	46	56
Newsome	4	35	193	232
Total	28	303	1236	1567

#### 4 Links and further information

West Yorkshire Local Transport Plan

<http://www.wyltp.com>

Department of Transport

[http://www.dft.gov.uk/stellent/groups/dft\\_control/documents/homepage/dft\\_home\\_page.hcsp](http://www.dft.gov.uk/stellent/groups/dft_control/documents/homepage/dft_home_page.hcsp)

#### 5 Indicator archive

Date of the original document	June 2005
Author	Steve Jones: KMC CDU
Details of consultation	
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