

## Road safety 2014

This Statistical Bulletin provides a general overview of road traffic casualties in Wales. It shows trends in the number and severity of casualties; and shows the circumstances associated with the accidents that resulted in these casualties. This is the fifth in a series of bulletins published showing road accident and casualty data for 2014. Previous bulletins covered casualties amongst pedestrians, motorcyclists, pedal cyclists and young adults; and details about these are listed below.

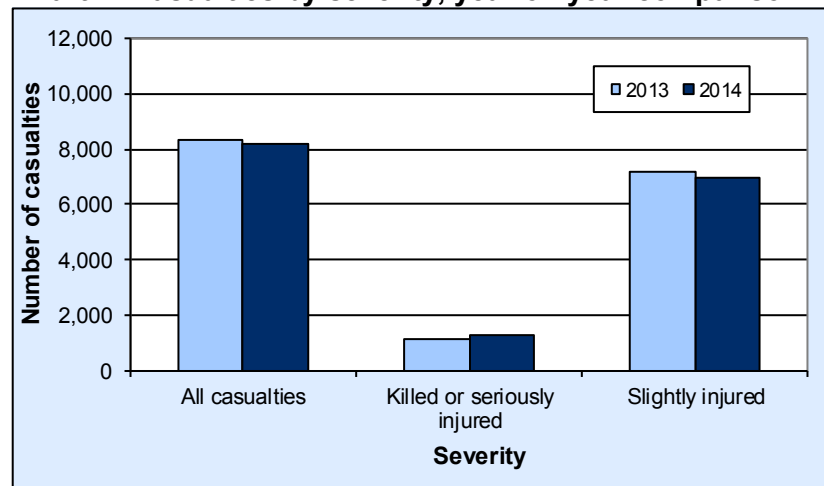
### Key Points

In 2014 there were a total of 8,208 reported road traffic casualties of all severities, 1.5 per cent lower than 2013. Within this total:

- 103 people were killed on Welsh roads in 2014, 8 fewer than in 2013;
- 1,160 people were seriously injured in 2014, 127 more than in 2013;
- 6,945 people were slightly injured, 246 fewer compared with 2013.

Chart 1 shows that the number of killed or seriously injured (KSI) casualties rose between 2013 and 2014 while the number of slight casualties fell.

**Chart 1: Casualties by severity, year on year comparison**



The current road safety targets for 2020 are based on the average for 2004-08;

- a 40% reduction in the total number of people killed and seriously injured on Welsh roads
- a 25% reduction in the number of motorcyclists killed and seriously injured on Welsh roads
- a 40% reduction in the number of young people (aged 16-24) killed and seriously injured on Welsh roads

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**Next update:** August 2016 (provisional)

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## Summary of Road Safety in Wales

The road accident and casualty figures for Wales for 2014 show that there were 5,876 road accidents involving personal injury recorded by the police in Wales, 19 fewer than in 2013. These accidents resulted in 8,208 casualties, 127 fewer than in 2013. Within this total:

- 103 people were killed, 8 fewer than in 2013,
- 1,160 people were seriously injured, 12 per cent more than 2013,
- 6,945 people were slightly injured, 3 per cent less than 2013.

Table 1 summarises recent figures for casualties, and child casualties, by severity. Table 2 summarises recent figures for all casualties, and killed or seriously injured (KSI) casualties, by type of road user.

**Table 1: Casualties and child casualties by severity, 2004-08 average and 2009 to 2014**

	<b>All casualties</b>				<b>Child casualties (aged 0-15)</b>			
	Killed	Seriously injured	Slightly injured	All casualties	Killed	Seriously injured	Slightly injured	All casualties
2004-08 average	169	1,237	11,107	12,513	7	135	1,167	1,309
2009	125	1,096	9,133	10,354	5	131	873	1,009
2010	89	998	8,868	9,955	4	104	918	1,026
2011	121	1,126	8,159	9,406	6	126	877	1,009
2012	93	941	7,531	8,565	4	88	726	818
2013	111	1,033	7,191	8,335	1	96	680	777
2014	103	1,160	6,945	8,208	0	122	679	801
Percentage change 2014 on 2004-08 average	-39	-6	-37	-34	-100	-10	-42	-39

**Table 2: Casualties by type of road user and severity, 2004-08 average and 2009 to 2014**

	<i>Number &amp; Per cent</i>					
	Pedestrians	Pedal cyclists	Motorcyclists	Car, taxi and minibus users	Other road users	Total
<b>All casualties</b>						
2004-08 average	1,368	463	756	9,200	726	12,513
2009	1,114	403	651	7,607	579	10,354
2010	1,108	447	645	7,131	624	9,955
2011	1,154	521	612	6,553	566	9,406
2012	1,007	474	627	5,986	471	8,565
2013	1,052	496	685	5,633	469	8,335
2014	922	567	749	5,511	459	8,208
Percentage change 2014 on 2004-08 average	-33	22	-1	-40	-37	-34
<b>KSI casualties</b>						
2004-08 average	271	70	257	749	59	1,406
2009	257	84	241	595	44	1,221
2010	213	68	247	499	60	1,087
2011	261	118	242	573	53	1,247
2012	203	84	213	494	40	1,034
2013	260	100	246	494	44	1,144
2014	249	138	282	542	52	1,263
Percentage change 2014 on 2004-08 average	-8	98	10	-28	-12	-10

## Trends in reported road accidents and casualties in Wales

### Accidents

Chart 2 shows the number of personal injury road traffic accidents in Wales from 1968 to 2014. It shows that the number of accidents fell between 1970 and 1985; they increased up to 1989 and 1990; the number of accidents then fell up to 2004; and between 2004 and 2012 this fall was a more rapid and consistent.

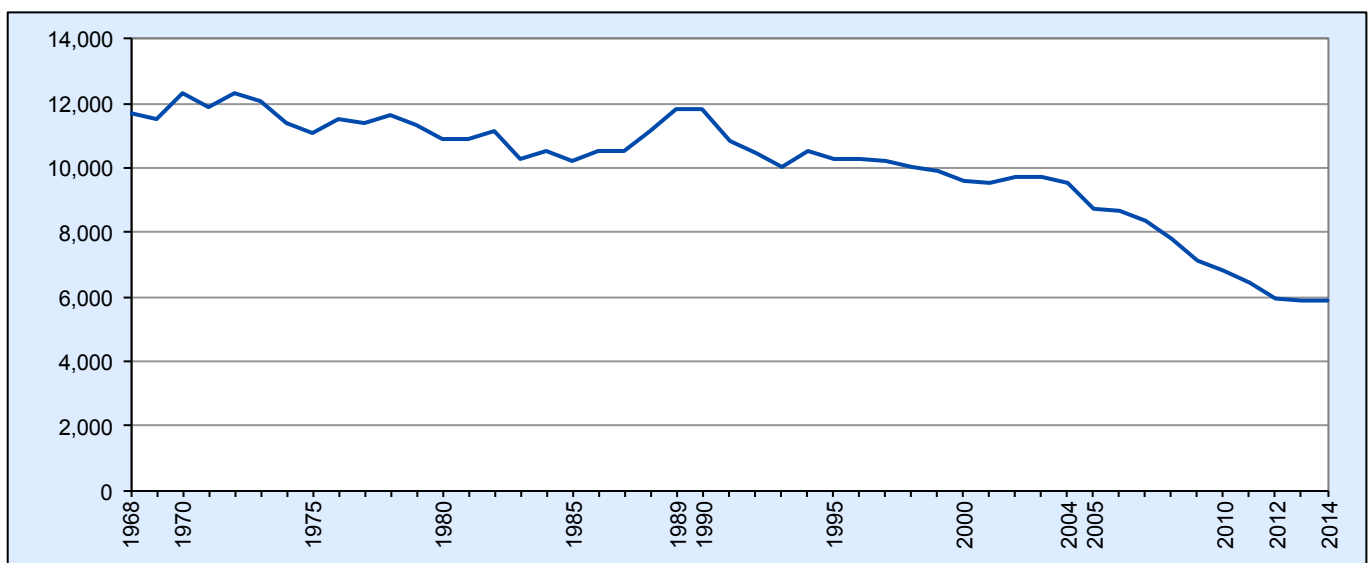
In more detail:

From 1990 to 2004 the number of accidents fell by nearly 2,300 from 11,822 down to 9,535; this means on average the number of accidents fell by 1 per cent per year during this period.

Between 2004 and 2012 the number of accidents fell by nearly 2,800 from 9,535 to 5,971. On average the number of accidents fell by 6 per cent per year during this period.

Finally between 2012 and 2014 the accident numbers fell to 5,876. On average the number of accidents fell by 0.5 per cent per year in the last three years.

**Chart 2: Road traffic accidents in Wales, 1968-2014**



The Welsh population has grown since 1968, and that, together with the fall in the number of accidents, has meant that the accident rate per 100,000 population has fallen. Between 1968 and 1999 this rate fell from 433 per 100,000 population to 341, and then fell again to 190 in 2014. A similar occurrence can be noted when looking at the rate of accidents per 1,000 vehicles and, to a lesser degree, the rate of accidents per 100km of road.

Table 3 on pages 8 and 9 shows trends between 1968 and 2014 in police reported personal injury road traffic accidents and the associated road traffic casualties.

## Casualties

Chart 3 shows how these trends in accidents have carried through to casualties. It shows the number of people slightly injured and the number killed and seriously injured (KSI) on roads in Wales.

The trends for slight and KSI casualties are quite different. The pattern for slight casualties is somewhat similar to that for accidents, as shown in Chart 2. Slight casualties fluctuated between 10 and 12 thousand casualties a year from 1968 to 1987 before rising to over 13 thousand casualties in 1990. They then fluctuated between 12 thousand and 13 thousand casualties a year from 1991 to 2004. From 2004 onwards slight casualties fell sharply so that in the 10 years from 2005 to 2014, the number of slight casualties fell by 5,000 from 12,738 in 2004 down to 6,945 in 2014; a fall of 45 per cent (very similar to that for accidents over the same period).

In contrast, KSI casualties have declined, fairly steadily, from a peak in 1970. This decline is emphasised by the two trend lines, each representing a fall of around 4 per cent per annum in KSI casualties (slightly less, at 3.8 per cent for 1999 and onwards), for the two periods, the first for 1979 to 1991 and the second from 1991 onwards. As stated above, KSI casualties have tended to fall during the whole period from 1970 to 2014. There was, however, an increase in KSI casualties in 2013 and again in 2014.

**Chart 3: Road traffic casualties in Wales by severity, 1968-2014**

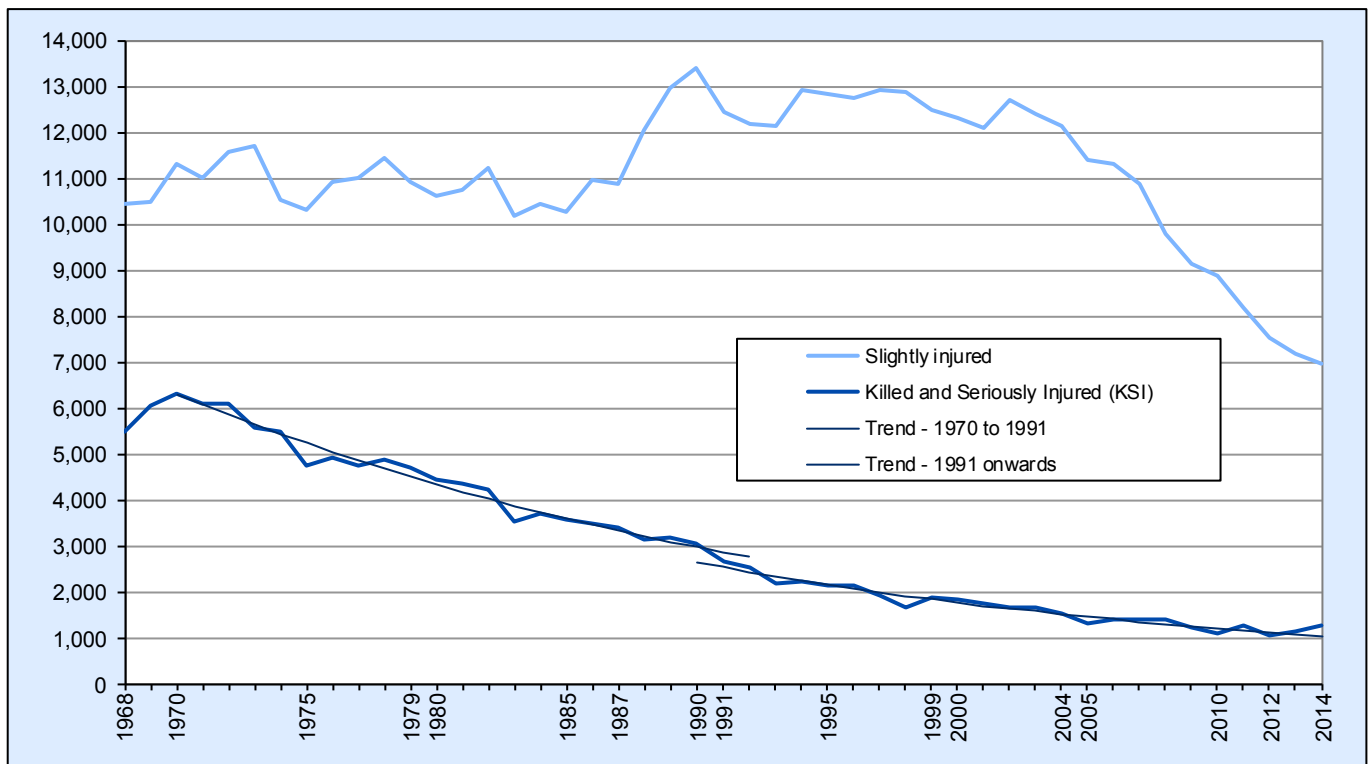


Chart 4 below suggests some of the factors involved in the long term decline in KSI casualties. It shows changes in KSI casualties over the period from 1979 to 2014 for children (aged 0-15), for motorcyclists, for adult vulnerable road users (pedestrians and pedal cyclists) and for adult non vulnerable road users (cars, taxi, bus and all Goods Vehicles), each taken together. This shows the long term decline in KSI casualties is the result of components with different patterns of KSI casualties over this 35 year period.

Taking each in turn:

Children: there is a steady fall in the number of child KSI casualties and part of this is probably associated with changes in children’s behaviour over the period from 1979 to 2014, with a smaller proportion walking to school and playing in the street.

Motorcyclists: There is a steady decline in casualties up to 1993, with casualties broadly level from 1994 onwards. This is associated with the decline in motorcycle and moped riding amongst young people over the period between 1979 and 1993 (with the motorcycle test becoming harder in 1990); and the rise of motorcycling as a leisure pursuit as well as being a mode of transport.

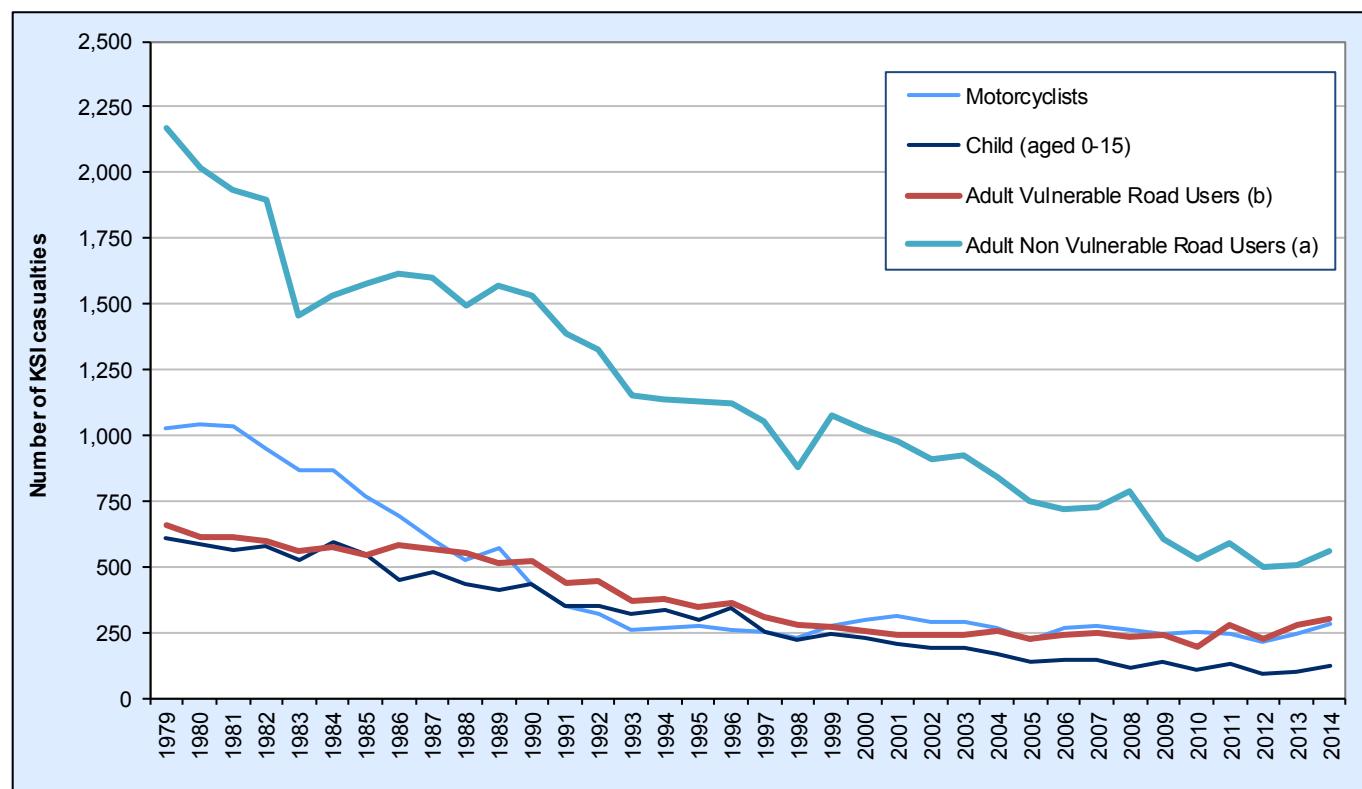
Non-vulnerable road users: The decline in KSI casualties for this group is mostly determined by trends in KSI casualties amongst car users. So the long term decline in KSI casualties largely reflects the improvements in car design leading to great car occupant safety. The major deviations from this trend reflect the impact of the major road safety policy change of compulsory seat belt wearing. The introduction of compulsory front seat belt wearing which took place in 1983 seems to have led to the casualty rate falling and the introduction of compulsory rear seat belt wearing in 1991 appears to have resulted in a downward shift in the long-term trend since 1991.

The impact of changes in traffic that coincides with economic recessions is less evident, it may have had an impact at the beginning of the 1990s; but the stabilisation in the volume of traffic in Wales between 2007 and 2013 does not seem to have accelerated the decline in KSI casualties. It can be seen that the sharp fall in KSI casualties in 2010 was associated with the periods of very poor weather at the beginning and at the end of that year.

For Adult Non Vulnerable Road Users the downward trend in the annual number of KSI's continued through most of the period but with suggestion that the numbers appearing to level out in 2012 or 2013.

Adult Vulnerable Road Users: These KSI casualties declined through the beginning of the 35 year period but, since 2002-03, the annual number of KSI's appears to have levelled out. There seems to be a reversal to an increasing trend in these KSI casualties form around 2010 or 2011 onwards.

**Chart 4: KSI casualties in Wales, 1979-2014**



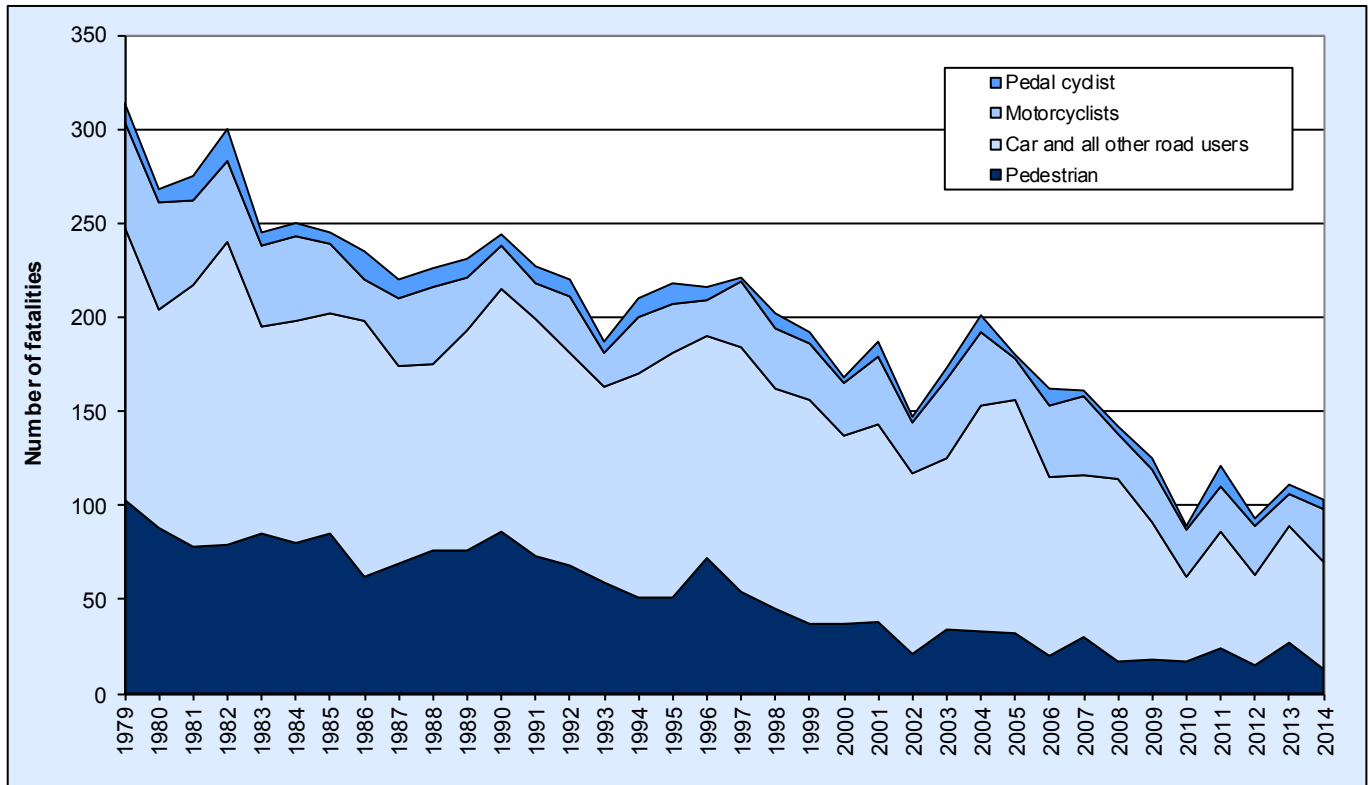
(a) Car, taxi, Bus & All Goods Vehicles  
 (b) Pedestrian & Pedal Cyclists

In a pattern that mirrors the accident rates, the number of casualties per 100,000 population has decreased dramatically between 1968 to 1999, falling from 589.2 to 494.7, and then falling to 265.5 in 2014. There is a similar story when looking at the rate of casualties per 1,000 vehicles licensed and the rate of casualties per 100km of road (see table 3).

## Fatalities

The number killed on the roads in Wales peaked in 1973 at 424 people. This had fallen to 103 people by 2014; a fall of 76 per cent. Chart 5 below shows that since 1979, the smallest percentage fall in fatalities has been for pedal cyclists and motorcyclists, with half the number of fatalities in 2014 compared to 1979; a 50 per cent fall. Car (and other 4-wheeled motor vehicle) user fatalities are 61 per cent less than in 1979. Pedestrians have seen fatalities fall by 90 casualties since 1979; a drop of 87 per cent.

**Chart 5: Road traffic fatalities by type of road user, 1979-2014**



## Progress towards 2020 Road Safety Targets

In 2012 new road safety targets for 2020 were introduced. They are based on the average for 2004-08;

- a 40% reduction in the total number of people killed and seriously injured on Welsh roads
- a 25% reduction in the number of motorcyclists killed and seriously injured on Welsh roads
- a 40% reduction in the number of young people (aged 16-24) killed and seriously injured on Welsh roads

By 2014:

- The number of people killed or seriously injured was 10 per cent lower than the average for 2004-08 (Target 1);
- The number of motorcyclists killed or seriously injured was 10 per cent higher than the average for 2004-08 (Target 2);
- The number of young people killed or seriously injured was 31 per cent lower than the average for 2004-08 (Target 3).

**Table 3: Accident and casualty summary, 1968 to 2014**

Year	Population (thousands)	Road vehicles licensed (thousands)	Road vehicles per 1,000 population	Road length (km)	Accidents			
					Number	Rate per 100,000 population	Rate per 1,000 vehicles licensed	Rate per 100 km
1968	2,706	695.1	256.9	29,732	11,704	432.5	16.8	39.4
1969	2,711	699.4	257.9	29,858	11,538	425.5	16.5	38.6
1970	2,717	728.6	268.2	30,038	12,308	453.0	16.9	41.0
1971	2,740	753.9	275.1	30,176	11,864	432.9	15.7	39.3
1972	2,755	792.1	287.5	30,320	12,314	446.9	15.5	40.6
1973	2,773	835.7	301.4	30,535	12,079	435.6	14.5	39.6
1974	2,785	867.7	311.5	30,758	11,393	409.1	13.1	37.0
1975	2,795	859.6	307.5	30,777	11,075	396.2	12.9	36.0
1976	2,799	877.9	313.6	30,825	11,498	410.7	13.1	37.3
1977	2,801	..	..	30,955	11,388	406.6	..	36.8
1978	2,804	861.3	307.1	31,163	11,639	415.0	13.5	37.3
1979	2,810	900.2	320.3	31,221	11,346	403.8	12.6	36.3
1980	2,816	934.7	331.9	31,339	10,898	387.0	11.7	34.8
1981	2,813	934.6	332.2	31,869	10,908	387.7	11.7	34.2
1982	2,804	958.7	341.9	32,039	11,130	396.9	11.6	34.7
1983	2,803	982.0	350.3	32,339	10,287	367.0	10.5	31.8
1984	2,801	1,003.5	358.3	32,407	10,534	376.1	10.5	32.5
1985	2,803	1,038.9	370.6	32,531	10,227	364.8	9.8	31.4
1986	2,811	1,064.3	378.6	32,677	10,524	374.4	9.9	32.2
1987	2,823	1,094.2	387.7	32,751	10,518	372.6	9.6	32.1
1988	2,841	1,150.8	405.0	32,842	11,158	392.7	9.7	34.0
1989 (d)	2,855	1,188.6	416.3	33,216	11,802	413.4	9.9	35.5
1990	2,862	1,222.0	427.0	33,296	11,822	413.1	9.7	35.5
1991	2,873	1,208.6	420.7	33,360	10,824	376.7	9.0	32.4
1992	2,878	1,229.2	427.2	33,531	10,464	363.6	8.5	31.2
1993	2,884	1,174.0	407.1	33,616	10,046	348.4	8.6	29.9
1994	2,887	1,176.8	407.6	33,709	10,536	364.9	9.0	31.3
1995	2,889	1,174.8	406.7	33,818	10,276	355.8	8.7	30.4
1996	2,891	1,264.2	437.2	34,043	10,288	355.8	8.1	30.2
1997	2,895	1,300.5	449.2	34,247	10,251	354.1	7.9	29.9
1998	2,900	1,334.6	460.3	34,366	10,024	345.7	7.5	29.2
1999	2,901	1,375.6	474.2	33,616	9,896	341.2	7.2	29.4
2000	2,907	1,380.3	474.8	33,712	9,588	329.8	6.9	28.4
2001	2,910	1,433.3	492.5	33,765	9,512	326.8	6.6	28.2
2002	2,923	1,496.7	512.9	33,825	9,700	332.4	6.5	28.7
2003	2,938	1,547.3	528.3	33,876	9,744	332.7	6.3	28.8
2004	2,957	1,616.9	549.4	33,987	9,535	323.9	5.9	28.1
2005	2,969	1,663.8	564.0	34,038	8,710	295.2	5.2	25.6
2006	2,986	1,697.8	573.2	34,070	8,701	293.8	5.1	25.5
2007	3,006	1,728.8	580.9	34,111	8,339	280.2	4.8	24.4
2008	3,026	1,742.4	582.7	34,174	7,784	260.3	4.5	22.8
2009	3,039	1,745.1	581.9	34,164	7,126	237.6	4.1	20.9
2010	3,050	1,733.0	568.2	34,283	6,850	224.6	4.0	20.0
2011	3,064	1,742.4	568.7	34,347	6,434	210.0	3.7	18.7
2012	3,074	1,757.0	571.6	34,428	5,971	194.2	3.4	17.3
2013	3,082	1,774.5	575.7	34,457	5,895	191.3	3.3	17.1
2014	3,092	1,807.3	584.5	34,459	5,876	190.0	3.3	17.1

(a) Registrar General's mid-year estimates of resident population.

(b) Up to 1977, these are licences current at any time during the quarter ending September; for 1978 onwards, these are licences current at the end of December. The methodology used to calculate the number of vehicles licensed has been updated for 1993 onwards. Hence, the licence figures and the rates calculated from them are not strictly comparable to those prior to 1993.

(c) Total road length at 1 April each year, excluding green lanes and footpaths. Figures for years prior to 1974 are not wholly comparable with those thereafter.

(d) Includes one casualty where severity class was unknown.



**Table 3 (continued): Accident and casualty summary, 1968 to 2014**

Casualties						
Killed	Seriously injured	Slightly injured	All casualties	Rate per 100,000 population	Rate per 1,000 vehicles licensed	Rate per 100 km of road
366	5,127	10,452	15,945	589.2	22.9	53.6
337	5,712	10,485	16,534	609.8	23.6	55.4
373	5,939	11,313	17,625	648.7	24.2	58.7
387	5,687	10,993	17,067	622.8	22.6	56.6
415	5,664	11,553	17,632	640.0	22.3	58.2
424	5,147	11,704	17,275	623.0	20.7	56.6
368	5,096	10,504	15,968	573.3	18.4	51.9
318	4,433	10,308	15,059	538.7	17.5	48.9
322	4,584	10,899	15,805	564.6	18.0	51.3
320	4,415	10,991	15,726	561.5	..	50.8
338	4,551	11,427	16,316	581.8	18.9	52.4
314	4,364	10,913	15,591	554.8	17.3	49.9
268	4,182	10,629	15,079	535.5	16.1	48.1
275	4,066	10,725	15,066	535.5	16.1	47.3
300	3,902	11,235	15,437	550.5	16.1	48.2
245	3,296	10,175	13,716	489.3	14.0	42.4
250	3,453	10,443	14,146	505.1	14.1	43.7
245	3,310	10,282	13,837	493.6	13.3	42.5
235	3,243	10,967	14,445	513.9	13.6	44.2
220	3,173	10,890	14,283	506.0	13.1	43.6
226	2,901	12,034	15,161	533.6	13.2	46.2
231	2,960	12,970	16,162	566.1	13.6	48.7
244	2,787	13,397	16,428	574.1	13.4	49.3
227	2,408	12,430	15,065	524.4	12.5	45.2
220	2,314	12,195	14,729	511.8	12.0	43.9
187	2,003	12,138	14,328	496.9	12.2	42.6
210	1,998	12,897	15,105	523.1	12.8	44.8
218	1,915	12,818	14,951	517.6	12.7	44.2
216	1,914	12,723	14,853	513.7	11.7	43.6
221	1,689	12,925	14,835	512.5	11.4	43.3
202	1,457	12,879	14,538	501.4	10.9	42.3
192	1,679	12,479	14,350	494.7	10.4	42.7
168	1,655	12,317	14,140	486.4	10.2	41.9
187	1,538	12,070	13,795	474.0	9.6	40.9
147	1,485	12,704	14,336	491.3	9.6	42.4
173	1,482	12,381	14,036	479.2	9.1	41.4
201	1,336	12,150	13,687	465.0	8.5	40.3
180	1,146	11,407	12,733	431.6	7.7	37.4
162	1,210	11,320	12,692	428.5	7.5	37.3
161	1,238	10,870	12,269	412.2	7.5	37.3
142	1,254	9,790	11,186	374.1	6.4	32.7
125	1,096	9,133	10,354	345.2	5.9	30.3
89	998	8,868	9,955	326.4	5.7	29.0
121	1,126	8,159	9,406	307.0	5.4	27.4
93	941	7,531	8,565	278.6	4.9	24.9
111	1,033	7,191	8,335	270.4	4.7	24.2
103	1,160	6,945	8,208	265.5	4.5	23.8

## Killed or Seriously Injured casualties

The remaining part this Bulletin primarily concentrates on ‘killed and seriously injured’ (KSI) casualties. The reason for not analysing road traffic fatalities in more detail is that the relatively small number of people killed on the roads in Wales means that the number of fatalities can vary quite sharply between one year and the next. For example over the five year period (2010-2014) the average number of road deaths was 103, with the highest number recently recorded occurred in 2011 (121) and the lowest in 2010 (89). This variability means that the outcomes in any year partly depend on a set of ‘quasi-random’ factors that affected deaths in that year.

The Bulletin does not concentrate on slight injuries because the major social impact of road traffic accidents arises from fatal and serious casualties and accidents. This is set out in Table 4 below, compiled by the Department for Transport, which summarises the total costs to society of each type of casualty.

**Table 4: Average value of prevention per reported casualty and per reported road accident: Great Britain 2013**

Accident/Casualty type	£ June 2013	
	Cost per casualty	Cost per accident
Fatal	1,742,988	1,953,783
Serious	195,863	223,870
Slight	15,099	23,544
Average for all severities	52,529	74,280
Damage only	-	2,096

1 The costs were based on 2013 prices and values

There were a total of 1,263 killed or seriously injured casualties (KSI) on Welsh roads in 2014. This represents an average of around 3.5 KSI casualties per day. The 2014 KSI total was 119 higher than the previous years figure.

*For comparison: There were a total of 6,945 slightly injured casualties on Welsh roads in 2014. This represents an average of around 19 slight casualties per day and the lowest number of slight casualties on record. The 2014 slight total was 246 fewer than the previous years figure.*

Chart 6 below shows the difference between the proportions of KSI casualties and slight casualties accounted for by the type of road user. Pedestrians, pedal cyclists and motorcyclists are much more vulnerable road users than car, bus and lorry users, so they form a much higher proportion of KSI casualties than of slight casualties.

**Chart 6: Casualties by type of road user, 2014**

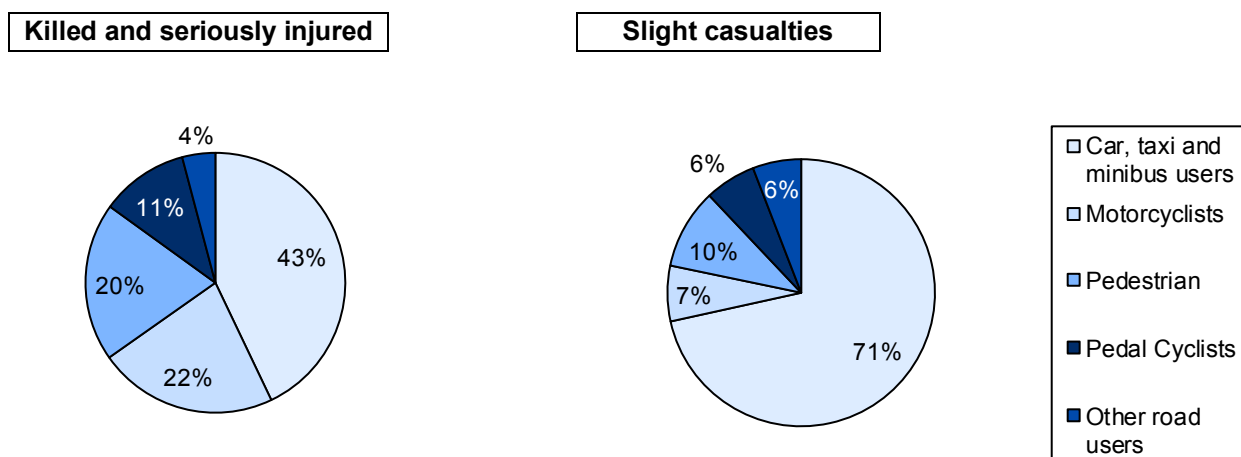


Table 5 below is a reference table that compares casualties in Wales with those across the countries of the rest of the United Kingdom.

**Table 5: United Kingdom casualties by severity, type of road user and country, 2014 (a)**

	<i>Number</i>				
	Wales	England	Scotland	Northern Ireland	United Kingdom
<b>Pedestrians:</b>					
Killed	13	377	56	18	464
Seriously injured	236	4,404	423	140	5,203
Slightly injured	673	17,306	1,260	611	19,850
All severities	922	22,087	1,739	769	25,517
<b>Pedal cyclists:</b>					
Killed	5	100	8	3	116
Seriously injured	133	3,112	155	59	3,459
Slightly injured	429	16,621	722	272	18,044
All severities	567	19,833	885	334	21,619
<b>Motorcyclists:</b>					
Killed	28	280	31	14	353
Seriously injured	254	4,716	319	88	5,377
Slightly injured	467	13,801	469	199	14,936
All severities	749	18,797	819	301	20,666
<b>Car, taxi and minibus users:</b>					
Killed	56	646	95	42	839
Seriously injured	486	6,854	696	387	8,423
Slightly injured	4,969	95,561	6,167	6,987	113,684
All severities	5,511	103,061	6,958	7,416	122,946
<b>Other road users:</b>					
Killed	1	69	10	2	82
Seriously injured	51	867	101	36	1,055
Slightly injured	407	10,315	728	530	11,980
All severities	459	11,251	839	568	13,117
<b>All road users:</b>					
Killed	103	1,472	200	79	1,854
Seriously injured	1,160	19,953	1,694	710	23,517
Slightly injured	6,945	153,604	9,346	8,599	178,494
All severities	8,208	175,029	11,240	9,388	203,865

(a) Data obtained from individual countries. These may differ from those previously published in other publications (eg 'Road Casualties Great Britain') due to later revisions.

## KSI casualties by type of road user

This section presents some information about KSI casualties by type of road user. Table 6 shows that car occupants, motorcycle users and pedestrians account for most KSI casualties. In 2014 they accounted for 43 per cent, 22 per cent and 20 per cent of KSI casualties respectively. In terms of progress towards road safety targets, car occupant casualties were 28 per cent below the 2004-2008 average and pedestrian were 8 per cent lower, whilst pedal cyclists (98 per cent) and motorcyclists (10 per cent) were higher than the 2004-2008 average.

**Table 6: KSI casualties by road user type, 2014**

	<i>Number and per cent</i>						
	<i>Number</i>					<i>percentage change</i>	
	<i>2004-08 average</i>	<i>2011</i>	<i>2012</i>	<i>2013</i>	<i>2014</i>	<i>2004-08 to 2014</i>	<i>2013 to 2014</i>
Pedestrians	271	261	203	260	249	-8	-4
Pedal cyclists	70	118	84	100	138	98	38
Motorcyclists	257	242	213	246	282	10	15
Car, taxi, and minibus users	749	573	494	494	542	-28	10
Other road users	59	53	40	44	52	-12	18
All road users	1,406	1,247	1,034	1,144	1,263	-10	10
Of which children	142	132	92	97	122	-14	26
<b><i>As a proportion of all road casualties</i></b>							
Pedestrians	19%	21%	20%	23%	20%		
Pedal cyclists	5%	9%	8%	9%	11%		
Motorcyclists	18%	19%	21%	22%	22%		
Car, taxi, and minibus users	53%	46%	48%	43%	43%		
Other road users	4%	4%	4%	4%	4%		
All road users	100%	100%	100%	100%	100%		
Of which children	10%	11%	9%	8%	10%		

Between 2013 and 2014, all road users with the exception of pedestrian saw a rise in KSI casualties.

Pedal cyclists accounted for 11 per cent of KSI casualties in 2014; this has doubled when compared to 2004-2008 average of around 5 per cent. The 2014 pedal cycle casualties figure was 98 per cent higher than the 2004-2008 average, and it was 38 per cent higher than the 2013 figure.

## Car, taxi and minibus users

- In 2014 car occupant casualties represented 43 per cent of KSI road traffic casualties and 71 per cent of slight casualties in Wales.
- There were 56 car occupant fatalities, 486 serious car occupant casualties and 4,969 slight car occupant casualties, as a total this is the lowest level since 1979.
- The largest single fall since the 2004-08 average was with the car occupants aged 16-19, who more than halved their numbers.
- The 16-19 age group saw a fall of 19 per cent compared with their counterpart 2013 figure.

Table 7 provides more detailed information about casualties by type of road user over 11 years.

**Table 7 Casualties by Type of Road user and severity**

	<i>Number and percentage</i>							
	2004-08 average	2009	2010	2011	2012	2013	2014	% change 2014 over 2004-08 average
<b>Pedestrians:</b>								
Killed	26	18	17	24	15	27	13	-51
Seriously injured	245	239	196	237	188	233	236	-4
KSI	271	257	213	261	203	260	249	-8
Slightly injured	1,096	857	895	893	804	792	673	-39
All severities	1,368	1,114	1,108	1,154	1,007	1,052	922	-33
<b>Pedal cyclists:</b>								
Killed	5	6	2	11	4	5	5	-7
Seriously injured	64	78	66	107	80	95	133	107
KSI	70	84	68	118	84	100	138	98
Slightly injured	393	319	379	403	390	396	429	9
All severities	463	403	447	521	474	496	567	22
<b>Motorcyclists:</b>								
Killed	33	28	25	24	26	17	28	-15
Seriously injured	224	213	222	218	187	229	254	13
KSI	257	241	247	242	213	246	282	10
Slightly injured	499	410	398	370	414	439	467	-6
All severities	756	651	645	612	627	685	749	-1
<b>Car, taxi and minibus users:</b>								
Killed	98	67	38	57	43	56	56	-43
Seriously injured	651	528	461	516	451	438	486	-25
KSI	749	595	499	573	494	494	542	-28
Slightly injured	8,451	7,012	6,632	5,980	5,492	5,139	4,969	-41
All severities	9,200	7,607	7,131	6,553	5,986	5,633	5,511	-40
<b>Other road users:</b>								
Killed	6	6	7	5	5	6	1	-84
Seriously injured	53	38	53	48	35	38	51	-3
KSI	59	44	60	53	40	44	52	-12
Slightly injured	667	535	564	513	431	425	407	-39
All severities	726	579	624	566	471	469	459	-37
<b>All road users:</b>								
Killed	169	125	89	121	93	111	103	-39
Seriously injured	1,237	1,096	998	1,126	941	1,033	1,160	-6
KSI	1,406	1,221	1,087	1,247	1,034	1,144	1,263	-10
Slightly injured	11,107	9,133	8,868	8,159	7,531	7,191	6,945	-37
All severities	12,513	10,354	9,955	9,406	8,565	8,335	8,208	-34

Table 8 provides more detailed information about car occupant casualties by age.

**Table 8: All car occupant casualties by age group, 2014**

	<i>Number and percentage change</i>						
	Number					2014 percentage change over	
	2004-08 average	2011	2012	2013	2014	2004-08 average	2013
0-15	595	449	417	393	373	-37	-5
16-19	1,477	952	727	588	609	-59	-19
20-24	1,479	1,047	937	926	856	-42	-1
25-29	932	688	619	586	615	-34	-5
30-39	1,564	997	947	861	808	-48	-9
40-49	1,271	954	902	872	815	-36	-3
50-59	890	617	601	597	626	-30	-1
60 or Over	987	846	830	784	789	-20	-6
<b>Total</b>	<b>9,196</b>	<b>6,550</b>	<b>5,980</b>	<b>5,607</b>	<b>5,491</b>		

Table does not include casualties of unknown age

Other points about car occupant casualties:

- In 2014, 21 per cent of car occupant casualties occur in accidents involving only one vehicle, compared to 18 per cent during the 2004-08 average.
- In 2014, 67 per cent of all car occupant casualties were drivers and 33 per cent were passengers. This percentage split is almost identical to the KSI level data, with 68 per cent being drivers and 32 per cent being passengers.
- Of the 8,255 car drivers involved in road accidents in 2014, around 2 out of 10 were aged 24 or under.
- Around one in 7 drivers involved in road accidents in Wales are aged 60 or older and around 1 in 16 road accident casualties occurs in accidents where at least one driver is aged 70 or older.

### **Pedestrians**

- In 2014 pedestrian casualties represented 20 per cent of KSI road traffic casualties and 10 per cent of slight casualties in Wales.
- There were 13 pedestrian fatalities, 236 serious pedestrian casualties and 673 slight pedestrian casualties.
- The risk of becoming a KSI pedestrian casualty is highest for older children (aged 8 to 11), young teenagers (aged 12 to 15) and for older adults (over 79).
- Pedestrian casualties for 'working age' adults are associated with times when individuals leave work, or leave public houses and night clubs.
- In 2004, hit and run incidents accounted for 282 pedestrian casualties in total; this had almost halved to 150 in 2012, it rose to 183 in 2013 but fell to 161 in 2014..
- For more details see:  
<http://gov.wales/statistics-and-research/pedestrian-road-casualties/?lang=en>

## Motorcyclists

- Motorcyclists represent 0.2 per cent of traffic in Wales whilst motorcycle riders comprised 40 per cent of fatal and serious casualties of all motor vehicle drivers.
- In 2014, the chance of a motorcycle rider being killed or seriously injured, per kilometre travelled, is around 77 times greater than for a car driver.
- Since 2004 approximately 90 per cent of motorcyclist casualties are male.
- Since 1998, casualties aged 30 and over have exceeded those aged under 30.
- Casualties aged 30 and over tend to ride machines of over 500cc engine capacity, and account for 61 per cent of the casualties within this group.
- The highest numbers of motorcyclist casualties were in Swansea and Powys (18 per cent of the total) followed by Cardiff (8 per cent).
- For more details see:  
<http://gov.wales/statistics-and-research/motor-cycle-user-casualties/?lang=en>

## Pedal cyclists

- In 2014 pedal cyclist casualties represented 11 per cent of Killed and Seriously Injured (KSI) road traffic casualties and 6 per cent of slight casualties in Wales.
- In 2014, there were 5 pedal cyclist fatalities, 133 serious casualties and 429 slightly injured pedal cyclist casualties.
- The large increase in KSI casualties between 2010 and 2014 was mostly due to the rise in the 30 to 49 age group.
- Over the past ten years, the decline in total pedal cyclist casualties has been greatest amongst children.
- On weekdays, pedal cyclist casualties are highest at the end of the school-day and the working-day; there is a lower peak in mornings during the period people are cycling to work or school.
- Since 2004, around one in five pedal cyclist casualties have occurred in the Cardiff local authority.
- For more details see:  
<http://gov.wales/statistics-and-research/pedal-cyclist-casualties/?lang=en>

## Other Road Users

This section only looks at one aspect of this topic, which is at the involvement of goods vehicles in accidents. This is shown because these vehicles can be particularly dangerous for other road users in an accident. Table 9 shows the number of accidents where one of the vehicles involved is a Light Goods Vehicle (LGV) or a Heavy Goods Vehicle (HGV). The table shows the increase in the volume of LGV vehicle traffic in Wales between 2012 and 2014, coinciding with the economic recovery. After a period of broad stability in LGV involvement in accidents between 2009 and 2013, there was a jump in their involvement in 2014. The table also shows that the volume of HGV traffic stabilised after 2011, having fallen with the 2008 and 2010 economic recession. There appears to be broad stability in HGV involvement in accidents in Wales.

**Table 9: Accidents where one of the vehicles involved is a goods vehicle**

	Accidents (c)				LGV/HGV Traffic volume billion vehicle kms	Number and rate	
	Fatal	Serious	Slight	All accidents		All accident rate per vehicle billion vehicle kms	100 km of road
Light goods vehicles (a)							
2004-08 Average	12	61	493	566	3.67	154.3	1.66
2009	7	61	374	442	3.80	116.2	1.29
2010	5	50	399	454	3.86	117.6	1.32
2011	10	53	390	453	3.87	116.9	1.32
2012	11	51	385	447	3.84	116.3	1.30
2013	10	56	357	423	4.00	105.8	1.23
2014	6	78	432	516	4.20	122.9	1.50
Heavy goods vehicles (b)							
2004-08 Average	18	58	374	450	1.28	351.4	1.32
2009	11	42	261	314	1.16	269.8	0.92
2010	6	47	215	268	1.14	234.3	0.78
2011	8	37	220	265	1.10	241.8	0.77
2012	11	42	199	252	1.07	235.4	0.73
2013	15	47	192	254	1.10	230.9	0.74
2014	9	47	228	284	1.10	258.2	0.82

(a) Light goods vehicles have a 3.5 tonnes maximum gross weight (MGW) and under.

(b) Heavy goods vehicles have over 3.5 tonnes maximum gross weight (MGW).

(c) Does not include goods vehicles of an unknown weight.



## KSI casualties by age group

Table 10 below looks at KSI casualties for the main road user types by age group and further details are given in Tables 11 and 12.

**Table 10: KSI casualties by age group and main road user types, 2009 to 2014**

	2004-08 Average	2009	2010	2011	2012	2013	2014	% change 2014 over 2004-08 average
<b>Pedestrian:</b>								
0-15	81	83	71	82	53	63	73	-10
16-19	25	21	23	20	12	11	15	-40
20-24	20	18	24	27	14	20	19	-5
25-29	13	10	12	23	17	18	10	-21
30-39	24	30	13	21	21	32	20	-17
40-49	23	19	14	17	15	30	21	-9
50-59	21	20	14	11	18	18	23	7
60 or over	64	56	42	60	53	68	68	7
All severities	271	257	213	261	203	260	249	-8
<b>Pedal cyclist:</b>								
0-15	22	21	18	21	12	16	14	-36
16-19	5	9	5	5	8	5	8	48
20-24	5	7	5	6	8	4	10	92
25-29	4	6	5	9	8	9	10	150
30-39	9	11	7	18	8	19	19	102
40-49	10	11	11	37	18	31	42	329
50-59	7	11	10	15	16	11	20	170
60 and over	7	8	7	7	6	4	13	91
All severities	70	84	68	118	84	100	138	98
<b>Motorcycle users:</b>								
0-15	4	4	1	2	1	1	2	-47
16-19	30	23	35	34	26	22	32	7
20-24	31	23	32	23	27	42	34	8
25-29	25	20	22	22	13	17	39	57
30-39	60	51	52	35	31	39	47	-21
40-49	64	65	53	64	48	69	49	-23
50-59	31	39	34	40	43	40	60	94
60 and over	12	16	18	22	24	16	19	53
All severities	257	241	247	242	213	246	282	10
<b>Car, taxi and minibus users:</b>								
0-15	33	27	16	24	26	15	28	-15
16-19	139	101	89	74	67	50	68	-51
20-24	131	112	101	113	81	95	78	-41
25-29	68	48	50	60	39	61	59	-14
30-39	107	66	61	61	70	60	60	-44
40-49	89	72	53	71	53	61	59	-34
50-59	64	53	37	52	37	38	54	-15
60 and over	118	116	92	118	121	113	135	15
All severities	749	595	499	573	494	494	542	-28
<b>Other road users:</b>								
0-15	3	1	2	3	0	2	5	67
16-19	4	2	2	3	1	0	4	11
20-24	5	5	5	3	3	4	4	-17
25-29	6	2	5	5	4	3	10	79
30-39	12	9	5	6	4	8	5	-58
40-49	10	6	15	12	9	13	11	8
50-59	9	6	9	4	6	5	4	-53
60 and over	11	13	17	17	13	9	8	-29
All severities	59	44	60	53	40	44	52	-12

(a) total may include unknown age

Between 2013 and 2014, pedestrians KSI casualties between the 0-19 and 50-59 age group increased; decreases were witnessed in all other age groups apart from the over 60 age group.

Pedal cyclist KSI casualties saw an increase in all age groups with the exception of the 30-39 age group, the greatest being an increase of 35 per cent in the 40-49 age group.

Motorcyclist KSI casualties saw rises in 16-19 age group, between 25-39 age group and all groups over the age of 50. There was a considerable decline in KSI casualties aged 20-24 and 40-49.

For car occupant KSI casualties, both age groups under 20 increased whilst all age groups above 50 saw large increases; in contrast both age groups between 20 and 29 and 40-49 saw a decrease.

**Table 11: Casualties by broad age bands and severity (a)**

	<i>Number and percentage change</i>							
	2004-08 average	2009	2010	2011	2012	2013	2014	Change 2014 over 2004-08 average
<b>Children (aged 0-15):</b>								
Killed	7	5	4	6	4	1	0	-100
Seriously injured	135	131	104	126	88	96	122	-10
KSI	142	136	108	132	92	97	122	-14
Slightly injured	1,167	873	918	877	726	680	679	-42
Total	1,309	1,145	1,026	1,009	818	777	923	-29
<b>Adults (aged 16-59):</b>								
Killed	123	87	70	87	72	76	74	-40
Seriously injured	929	789	733	804	653	759	820	-12
KSI	1,052	876	803	891	725	835	894	-15
Slightly injured	8,767	7,187	6,875	6,256	5,844	5,548	5,357	-39
Total	9,819	8,939	7,678	7,147	6,569	6,383	7,145	-27
<b>Older adults (aged 60 and over):</b>								
Killed	39	33	15	28	17	34	29	-26
Seriously injured	172	176	161	196	200	176	214	24
KSI	212	209	176	224	217	210	243	15
Slightly injured	1,164	1,067	1,033	1,013	948	922	876	-25
Total	1,376	1,485	1,209	1,237	1,165	1,132	1,362	-1

(a) Excludes casualties of unknown age.

**Table 12: All casualties by age***Number and percentage change*

Age	2004-08 average	2009	2010	2011	2012	2013	2014	Change 2014 over 2004-08 average
0-4	165	140	139	143	126	135	138	-16
5-7	209	166	166	164	139	140	161	-23
8-11	396	302	300	298	238	224	265	-33
12-15	538	401	421	404	315	278	237	-56
16-19	1,841	1,531	1,325	1,225	1,005	853	856	-53
20-24	1,793	1,434	1,432	1,352	1,212	1,219	1,130	-37
25-29	1,189	964	978	895	829	826	883	-26
30-34	1,048	811	764	712	730	636	664	-37
35-39	1,025	779	728	651	558	578	509	-50
40-44	965	836	788	720	685	722	619	-36
45-49	769	715	684	692	640	635	600	-22
50-54	643	557	534	472	525	536	551	-14
55-59	547	436	445	428	385	378	439	-20
60-64	413	391	365	357	302	289	320	-22
65-69	286	253	265	268	290	249	258	-10
70-74	240	225	209	211	185	195	184	-23
75-79	200	179	178	191	138	179	153	-23
80 and over	237	228	192	210	250	220	204	-14
Not know n	10	6	42	13	13	43	37	270
All ages	12,513	10,354	9,955	9,406	8,565	8,335	8,208	-34

### Child (aged 0-15) KSI casualties

The number of children killed or seriously injured in road accidents has fallen by 14 per cent from the 2004-08 average while all KSI fell by 10 per cent. Between 2013 and 2014 child KSI casualties increased by 26 per cent.

Table 13 shows the number of KSI child casualties by road user type, gender and age. All road user types saw a considerable decline compared to the 2004-08 average apart from the other category which increased by 67%. When comparing 2014 to 2013, only pedal cyclist users saw a decline in the number of casualties. Overall there were 25 more child casualties in 2014 than in 2013.

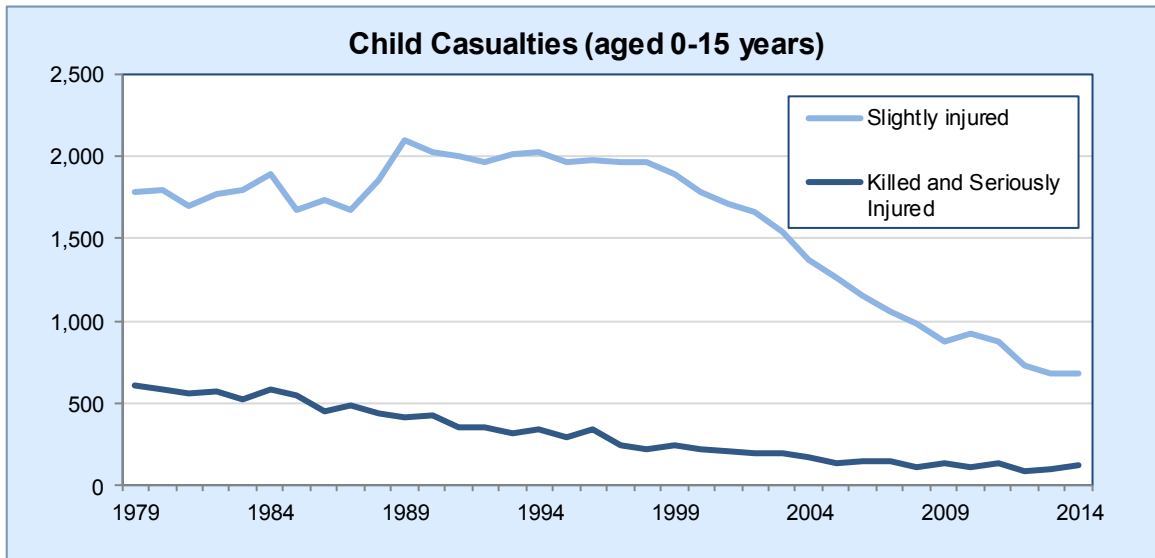
Male KSI child casualties far out-weigh the number of female KSI casualties. Only the 12-15 age group saw a fall in KSI casualties when compared the 2004-08 average. Between 2013 and 2014, the 0-4 and 5-7 age groups saw significant rises (90 per cent and 82 per cent); the other two age groups had smaller increases.

**Table 13: Child KSI casualties by road user type, gender and age group**

	Number					Number and percentage change	
	2004-08 average	2011	2012	2013	2014	Percentage change 2014 over	
						2004-08 average	2013
Pedestrians	81	82	53	63	73	-10	16
Pedal cyclists	22	21	12	16	14	-36	-13
Motorcyclists	4	2	1	1	2	-47	100
Car, taxi and minibus users	33	24	26	15	28	-15	87
Other road users	3	3	0	2	5	67	150
Male	91	88	65	64	78	-14	22
Female	52	44	27	33	44	-15	33
0-4	16	16	9	10	19	19	90
5-7	19	21	14	11	20	8	82
8-11	39	41	29	37	42	7	14
12-15	69	54	40	39	41	-40	5
Total	142	132	92	97	122	-14	26

Chart 7 and Table 14 provide an overview of child casualties since 1979. The Chart shows the prolonged fall in the number of KSI casualties. For slight casualties, these peaked around 1989, they levelled off in the 1990s but since around 1999 the long term trend has declined.

**Chart 7: Child Casualty (aged 0-15 years), 1979 to 2014**



**Table 14: Child casualty (aged 0-15 years) summary**

	<i>Number</i>					
	Killed or seriously injured (KSI)			Slightly injured	All casualties	
	Killed	Seriously injured	Total KSI			
1979	36	574	610	1,788	2,398	
1980	28	557	585	1,801	2,386	
1981	20	544	564	1,695	2,259	
1982	30	546	576	1,773	2,349	
1983	28	494	522	1,794	2,316	
1984	25	565	590	1,891	2,481	
1985	28	516	544	1,680	2,224	
1986	18	433	451	1,730	2,181	
1987	21	461	482	1,676	2,158	
1988	21	415	436	1,851	2,287	
1989	22	389	411	2,096	2,507	
1990	19	412	431	2,029	2,460	
1991	19	329	348	1,996	2,344	
1992	20	333	353	1,969	2,322	
1993	16	303	319	2,015	2,334	
1994	20	316	336	2,023	2,359	
1995	13	285	298	1,959	2,257	
1996	13	327	340	1,979	2,319	
1997	12	238	250	1,959	2,209	
1998	11	210	221	1,965	2,186	
1999	17	227	244	1,894	2,138	
2000	8	217	225	1,785	2,010	
2001	13	192	205	1,707	1,912	
2002	9	182	191	1,660	1,851	
2003	13	179	192	1,537	1,729	
2004	9	161	170	1,375	1,545	
2005	7	128	135	1,260	1,395	
2006	10	134	144	1,153	1,297	
2007	5	143	148	1,056	1,204	
2008	4	111	115	989	1,104	
2009	5	131	136	873	1,009	
2010	4	104	108	918	1,026	
2011	6	126	132	877	1,009	
2012	4	88	92	726	818	
2013	1	96	97	680	777	
2014	0	122	122	679	801	

## **Young adult (aged 16-24) KSI casualties**

Table 15 on the following page shows the number of KSI young adult casualties by road user type and severity.

Between the average for 2004 to 2008 and 2014, the total number of KSI casualties has fallen by 124 casualties, a drop of 31 per cent. The largest contribution towards this fall has come from the drop in the numbers of KSI casualties amongst car and taxi occupants. The numbers for this group has fallen by 123 casualties, a drop of 46 per cent. Pedestrian KSI casualties for this age group have also fallen, down by 11 casualties from an average of 45 over the period 2004 to 2008 to 34 for 2014, a drop of 25 per cent.

Changes in casualties amongst the other groups of road users (pedal cyclists, motorcyclists and so on) have only made a marginal contribution to the fall in the total number of casualties.

The number of Killed and Seriously Injured (KSI) Young People, aged 16-24 years, was 272 in 2014, an increase of 8 per cent since 2013. Whilst the number of KSI casualties in this age group has increased in recent years there has still been a reduction of 31 per cent against the 2004 - 08 average.

There is a higher risk of road traffic casualties for young people. They were 12 per cent of the population and 22 per cent of all KSIs in 2014. (Over the last five years, the average was 24.3 per cent of KSI casualties)

For passenger casualties the relative risk of becoming a casualty for young people is much higher as a passenger than as a pedestrian or driver. Young people aged 16 to 19 were 4.9 per cent of the population in 2014, but they accounted for 18 per cent of all passenger fatalities over the five year period 2010 to 2014 inclusive. Just under half (46 per cent) of passenger casualties aged 16 to 19 were in vehicles driven by drivers aged between 17 and 19, and a further 20 per cent were vehicles driven by drivers aged 20-24. Young people aged 17 to 19 were 4 per cent of the population (mid-2014 figures), but 7 per cent of all drivers (3,837) in accidents were in that age bracket.

For more details see:

<http://gov.wales/statistics-and-research/young-people-road-casualties>

**Table 15: Casualties aged 16-24 by type of road user and severity**

	<i>Number</i>						
	2004-08 average	2009	2010	2011	2012	2013	2014
<b>Pedestrians:</b>							
Killed	2	4	7	3	1	4	0
Seriously injured	43	35	40	44	25	27	34
Slightly injured	206	180	158	177	148	154	106
All severities	251	219	205	224	174	185	140
<b>Pedal cyclists:</b>							
Killed	0	1	1	0	0	1	0
Seriously injured	10	15	9	11	16	8	18
Slightly injured	64	58	71	74	76	62	61
All severities	75	74	81	85	92	71	79
<b>Motorcyclists: (a)</b>							
Killed	5	3	3	3	6	2	4
Seriously injured	57	43	64	54	47	62	62
Slightly injured	177	128	153	136	169	153	178
All severities	239	174	220	193	222	217	244
<b>Cars and taxis users:</b>							
Killed	38	20	17	15	15	18	18
Seriously injured	230	193	173	170	132	127	128
Slightly injured	2,677	2,191	1,958	1,809	1,508	1,362	1,317
All severities	2,946	2,404	2,148	1,994	1,655	1,507	1,463
<b>Minibus users:</b>							
Killed	1	0	0	0	0	0	0
Seriously injured	1	0	0	2	1	0	0
Slightly injured	9	3	13	3	8	7	2
All severities	11	3	13	5	9	7	2
<b>Public service vehicle users:</b>							
Killed	0	0	0	0	0	0	0
Seriously injured	1	2	0	2	0	0	2
Slightly injured	37	41	40	17	14	29	11
All severities	38	43	40	19	14	29	13
<b>Goods vehicle users:</b>							
Killed	1	1	0	1	0	2	0
Seriously injured	4	1	4	1	2	1	5
Slightly injured	54	33	34	45	35	44	36
All severities	59	35	38	47	37	47	41
<b>Other road users:</b>							
Killed	0	0	2	1	0	1	0
Seriously injured	2	3	1	1	2	0	1
Slightly injured	13	10	9	8	12	8	3
All severities	15	13	12	10	14	9	4
<b>All road users:</b>							
Killed	48	29	30	23	22	28	22
Seriously injured	348	292	291	285	225	225	250
Slightly injured	3,237	2,644	2,436	2,269	1,970	1,819	1,714
All severities	3,633	2,965	2,757	2,577	2,217	2,072	1,986

(a) Riders and passengers of motorcycles, combinations, scooters and mopeds.

## Slight casualties

There were a total of 6,945 slightly injured casualties on Welsh roads in 2014. This represents an average of around 19 slight casualties per day and the lowest number of slight casualties on record. The 2014 slight total was 246 lower than the previous years figure.

*For comparison: There were a total of 1,263 killed or seriously injured casualties (KSI) on Welsh roads in 2014. This represents an average of around 3 KSI casualties per day. The 2014 KSI total was an increase of 119 on the previous years figure.*

**Table 16: Slight casualties by road user type**

	<i>Number and percentage change</i>						
	Number				percentage change		
	2004-08 average	2011	2012	2013	2014	2004-08 average	2013
Pedestrians	1,096	893	804	792	673	-39	-15
Pedal cyclists	393	403	390	396	429	9	8
Motorcyclists	499	370	414	439	467	-6	6
Car, taxi, and minibus users	8,451	5,980	5,492	5,139	4,969	-41	-3
Other road users	667	513	431	425	407	-39	-4
All road users	11,107	8,159	7,531	7,191	6,945	-37	-3
Of which children	1,167	877	726	680	679	-42	0

Some points about these figures:

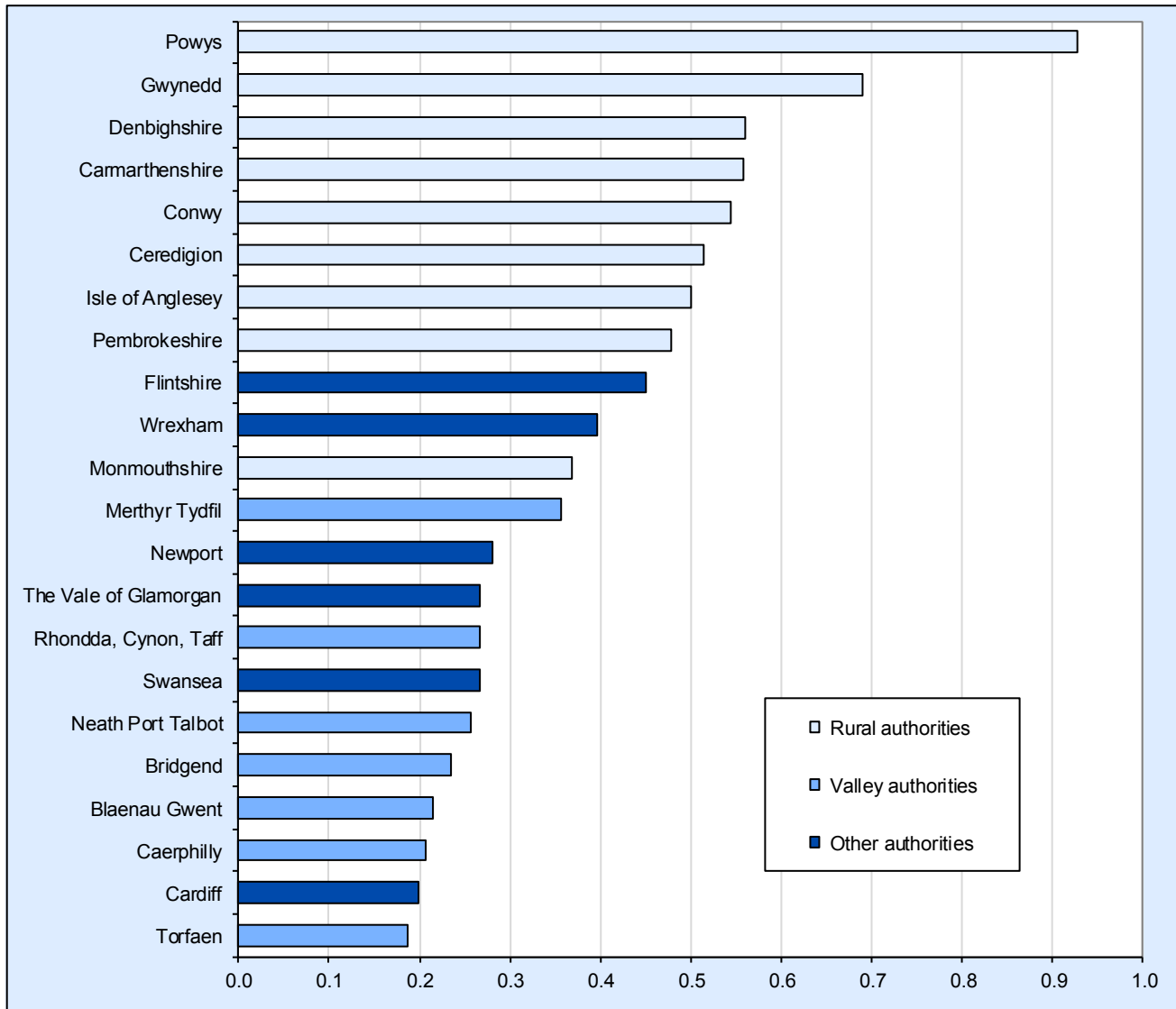
- Car occupant casualties accounted for the vast majority of slight casualties in 2014 (72 per cent). Car occupant casualties were 41 per cent below the 2004-2008 average and 3 per cent lower than the 2013 figure.
- In 2014 pedestrians were 39 per cent below the 2004-08 average and 15 per cent lower than the 2013 figure.
- Pedal cyclists were 9 per cent higher than the 2004-08 average and 8 per cent higher than the 2013 figure.
- Motorcycle user slight casualties were 6 per cent below the 2004-08 average but 6 per cent higher than the 2013 figure.
- The number of children slightly injured in road accidents has fallen (42 per cent) more than the overall slight figure (37 per cent) from the 2004-08 average. The 2014 overall slight figure was 3 per cent lower than 2013. The child casualty number for 2014 increased by 1.



## KSI casualties by local authority area

Within Wales there are wide variations between the KSI casualty rates per head of population in different local authority areas. Chart 7 shows that KSI casualty rates are highest in rural areas and lower in more urban local authority areas.

**Chart 8: Rate of KSI casualties (annual rate per 1,000 population) by types of area, Wales, average 2012 to 2014**



Tables 17 and 18 below summarise recent trends in KSI and slightly injured casualties between 2004 and 2014 by local authority and police force area. Only the Gwent Police force area saw a reduction in the number of KSI casualties from 2013 in 2014 and these were 33 per cent lower than the 2004-08 average. North Wales was 28 per cent higher than the 2004 - 08 average; however both Dyfed-Powys Police (18 per cent) and South Wales Police (18 per cent) were lower than the 2004-08 average.

For slight casualties (table 18), both Dyfed Powys and Gwent Police saw a slight increase in the number of casualties on 2014, nonetheless when measured against the 2004-08 average these figures are considerably lower. For the whole of Wales the numbers of slight casualties are 37 per cent lower than the 2004-08 average.

Table 19 presents more detailed information for 2014, showing additional information about road user type and severity by local authority and Police area.

**Table 17: Killed or seriously injured casualties by local authority and police force area**

	<i>Number and percentage</i>							
	2004-08 average	2009	2010	2011	2012	2013	2014	% change 2014 over 2004-08
Isle of Anglesey	28	55	29	37	33	32	40	42
Gwynedd	75	70	81	85	88	69	95	27
Conwy	56	54	43	58	58	66	66	19
Denbighshire	46	41	49	59	44	51	65	41
Flintshire	68	80	72	85	60	71	77	14
Wrexham	44	51	35	53	43	57	61	38
North Wales police force	317	351	309	377	326	346	404	28
Powys	146	129	118	150	121	110	138	-5
Ceredigion	60	52	50	60	33	34	50	-17
Pembrokeshire	96	80	65	62	64	54	60	-38
Carmarthenshire	116	95	85	87	115	100	94	-19
Dyfed Powys police force	418	356	318	359	333	298	342	-18
Swansea	87	84	74	77	51	67	74	-15
Neath Port Talbot	55	47	55	40	30	37	40	-28
Bridgend	56	45	28	56	30	32	36	-36
The Vale of Glamorgan	42	48	27	26	23	38	40	-6
Cardiff	98	69	79	86	56	64	89	-9
Rhondda Cynon Taf	92	50	48	61	56	70	63	-32
Merthyr Tydfil	16	16	22	14	20	18	26	59
South Wales police force	448	359	333	360	266	326	368	-18
Caerphilly	69	40	34	36	33	47	31	-55
Blaenau Gwent	28	19	19	17	12	18	16	-44
Torfaen	24	23	17	15	9	22	20	-17
Monmouthshire	55	27	28	46	26	40	35	-36
Newport	48	46	29	37	29	47	47	-1
Gwent police force	224	155	127	151	109	174	149	-33
Wales	1,406	1,221	1,087	1,247	1,034	1,144	1,263	-10

**Table 18: Slightly injured casualties by local authority and police force**

	<i>Number and percentage</i>							
	2004-08 average	2009	2010	2011	2012	2013	2014	% change 2014 over 2004-08
Isle of Anglesey	177	170	129	136	115	116	118	-33
Gwynedd	469	408	427	325	307	316	268	-43
Conwy	431	443	351	340	329	266	327	-24
Denbighshire	404	367	357	329	297	272	246	-39
Flintshire	628	461	500	444	417	452	315	-50
Wrexham	486	410	397	346	415	302	282	-42
North Wales police force	2,595	2,259	2,161	1,920	1,880	1,724	1,556	-40
Powys	616	538	485	445	469	394	444	-28
Ceredigion	332	254	290	260	248	219	199	-40
Pembrokeshire	492	468	411	358	402	286	332	-33
Carmarthenshire	761	663	602	600	598	519	463	-39
Dyfed Powys police force	2,201	1,923	1,788	1,663	1,717	1,418	1,438	-35
Swansea	1,029	752	887	822	609	579	544	-47
Neath Port Talbot	535	406	428	384	367	347	284	-47
Bridgend	463	399	340	291	318	298	322	-31
The Vale of Glamorgan	376	318	282	343	263	265	244	-35
Cardiff	1,326	1,046	1,038	1,039	746	803	770	-42
Rhondda Cynon Taf	862	692	634	668	572	574	529	-39
Merthyr Tydfil	209	135	163	165	127	127	139	-34
South Wales police force	4,801	3,748	3,772	3,712	3,002	2,993	2,832	-41
Caerphilly	424	324	263	224	231	268	261	-38
Blaenau Gwent	213	149	184	103	134	147	139	-35
Torfaen	160	140	160	106	114	121	182	14
Monmouthshire	246	178	165	147	153	196	138	-44
Newport	467	412	375	284	300	324	399	-15
Gwent police force	1,510	1,203	1,147	864	932	1,056	1,119	-26
Wales	11,107	9,133	8,868	8,159	7,531	7,191	6,945	-37

**Table 19: Casualties by type of road user and severity, local authority and police force area, 2014**

	<i>Number</i>											
	Pedestrians		Pedal cyclists		Motorcyclists		Car, taxi and minibus users		Other road users		All road users	
	KSI	Slight	KSI	Slight	KSI	Slight	KSI	Slight	KSI	Slight	KSI	Slight
Isle of Anglesey	6	7	6	8	7	6	20	94	1	3	40	118
Gwynedd	12	20	11	15	19	22	46	192	7	19	95	268
Conwy	12	39	6	24	21	32	27	213	0	19	66	327
Denbighshire	10	30	7	14	17	16	28	173	3	13	65	246
Flintshire	15	28	5	22	27	27	28	224	2	14	77	315
Wrexham	15	38	16	19	17	10	11	200	2	15	61	282
North Wales police force	70	162	51	102	108	113	160	1,096	15	83	404	1,556
Powys	8	19	4	15	40	27	82	347	4	36	138	444
Ceredigion	5	12	6	5	9	14	28	152	2	16	50	199
Pembrokeshire	11	30	3	12	11	18	33	257	2	15	60	332
Carmarthenshire	10	27	7	21	24	33	51	353	2	29	94	463
Dyfed Powys police force	34	88	20	53	84	92	194	1,109	10	96	342	1,438
Swansea	28	61	5	33	12	55	22	366	7	29	74	544
Neath Port Talbot	8	26	7	16	12	22	10	208	3	12	40	284
Bridgend	11	28	1	11	7	20	16	242	1	21	36	322
The Vale of Glamorgan	9	22	6	19	9	25	12	168	4	10	40	244
Cardiff	36	110	13	99	16	46	22	460	2	55	89	770
Rhondda Cynon Taf	15	49	6	26	7	32	31	406	4	16	63	529
Merthyr Tydfil	5	11	6	13	5	5	8	105	2	5	26	139
South Wales police force	112	307	44	217	68	205	121	1,955	23	148	368	2,832
Caerphilly	5	42	4	12	4	13	18	169	0	25	31	261
Blaenau Gwent	5	12	0	3	0	4	11	119	0	1	16	139
Torfaen	5	15	6	5	4	10	5	147	0	5	20	182
Monmouthshire	4	5	5	11	7	14	18	97	1	11	35	138
Newport	14	42	8	26	7	16	15	277	3	38	47	399
Gwent police force	33	116	23	57	22	57	67	809	4	80	149	1,119
Wales	249	673	138	429	282	467	542	4,969	52	407	1,263	6,945

## Key quality information

Source: Police reported road casualties in Wales

Status: National Statistics

Description: The statistics refer to casualties resulting from personal injury accidents on public roads reported to the police and forwarded to the Welsh Government. The police compile statistical data about road traffic accidents and casualties (called Stats19 data) for the Welsh Government and the Department for Transport (DfT). This follows police attendance at accidents that involve any personal injury, together with members of the public reporting personal injury accidents directly to the police. The figures are based on information available to the Government 14 weeks after the end of the latest quarter.

A casualty is defined as, a person killed or injured in an accident. One accident may give rise to several casualties. Casualties are subdivided into killed, seriously injured and slightly injured categories. Casualties reported as killed include only those cases where death occurs in less than 30 days as a result of the accident. They do not include those who died as a result of natural causes (e.g. heart attack) rather than as a result of the accident, nor do they include confirmed suicides.

Uses of data: There are a variety of organisations that use the Welsh road traffic accident and casualty data. The Welsh Government uses road traffic collision and casualty data to help set road safety policy. It is also used for performance indicators, both for the Welsh Government's Transport Strategy and for some Health Performance indicators. They are also component indicators in the Welsh Government's Child Poverty and Sustainable Development indicators.

Other users include Highway Authorities, covering the Welsh Government, which is responsible for the motorway and trunk road network, and local authorities, which are responsible for other roads in Wales. Other bodies involved in road safety include the Safety Camera Partnership, Trunk Road Agents, and Police & Community Safety Partnerships.

Quality: The figures shown may change in future if there are late amendments. Similarly, the figures for earlier years may differ from those previously published. The figures cover only road accidents reported to the police and involving personal injury.

There is some possibility of under-reporting and under-recording as well as for the misclassification of accidents though these are minimised by local authorities and the Welsh Government conducting a number of data validations. For example, Welsh Government data analysts may query the location of an accident with a police force when the grid reference of an accident is in a different local authority to the one specified in the data return. These issues are discussed in more detail in a Statistical Article 'Quality Report for Welsh Road Casualties'.

This data is obtained from administrative sources and thus may be affected by changes in procedures within those systems.

This article also summarises the sources and methods used to compile the road accident and casualty figures for Wales. It also reviews the quality of the resulting figures in terms of the six dimensions of statistical quality of the European Statistical System. The aim is to provide background information about road casualty statistics for Wales in a single document for all users of the published

statistics. It is available from the following link:

<http://gov.wales/statistics-and-research/police-recorded-road-casualties/quality-report>

Links to  
further  
information:

Statistics on Road Casualties for Wales in 2014 were first published on 4 June 2015 and has been followed by a number of Statistical Bulletins (Motorcycle Casualties, Pedestrians Casualties, Pedal Cyclists Casualties and Young People Casualties) that are intended to provide users with more information. These Bulletins focus on particular groups of road users that are either at higher risk of involvement in an accident or are more vulnerable in terms of becoming a casualty, if involved in an accident.

These publications are available from the following link:

<http://gov.wales/statistics-and-research/?topic=Transport>

In addition to these regular statistical publications a new website will shortly be available which disseminates statistics on road safety in a new format. The Local Road Safety interactive tool will show the location of casualties by road user type for local authority areas across Wales in a map format and will allow users to view bespoke road accident data on the map. The website will be available in both English and Welsh and a link to it will be available here:

<http://gov.wales/statistics-and-research/?topic=Transport>

Road Accident statistics for Wales will be added to the StatsWales website in the coming months:

<https://statswales.wales.gov.uk>

Results for Great Britain were published by the Department for Transport in June 2015 in 'Reported road casualties in Great Britain main results: 2014'; available from the link:

<https://www.gov.uk/government/organisations/department-for-transport/about/statistics>