ystadegau ar gyfer cymru statistics for wales

Statistical Bulletin
Bwletin Ystadegol

SB 46/2015 6 August 2015

Pedestrian road casualties, 2014

This Statistical Bulletin presents data on pedestrian road traffic casualties in Wales. It looks at all pedestrian casualties in general and at child (aged 0-15) pedestrian casualties in particular. It shows trends in the number and severity of these casualties and to indicate the circumstances associated with the accidents that resulted in these casualties. The Bulletin provides information that is relevant to road safety policy in relation to pedestrian casualties.

The context for a separate bulletin about pedestrian casualties is that they are a significant component of all road casualties in Wales: in 2014 they represented almost of fifth (20 per cent) of all Killed and Seriously Injured (KSI) road traffic casualties and about 1 in 10 (10 per cent) of slight casualties in Wales.

Road safety targets for Wales

The context for road safety interventions by the Welsh Government and its partner organisations is the 'Road Safety Framework for Wales' published in July 2013. These targets are that by 2020, and compared with the 2004 to 2008 average, there will be a:

- 40 per cent reduction in the total number of people killed and seriously injured (KSI);
- 40 per cent reduction in the number of young people (aged 16 to 24) KSI; and
- 25 per cent reduction in the number of motorcyclist KSIs.

Key points

All pedestrian casualties

- In 2014, the number of pedestrians killed or seriously injured (KSI) totalled 249 (*table 1*) and casualties classed as slightly injured numbered 673 *(table 2)*.
- Since 1979, the number of pedestrians killed or seriously injured has dropped by 87 per cent and the number of slightly injured has fallen by 69 per cent *(table 2)*.

Child (aged 0-15) pedestrian casualties

- There have been no child pedestrian fatalities since 2011 *(table 17)*.
- The number of child KSI pedestrian casualties totalled just 73 in 2014. This is 15 per cent higher than the previous year but 80 per cent lower than in 1979 *(table 14)*.
- They account for around a third of all pedestrian casualties *(chart 10)* and,
- They are associated with journeys to and from school with numbers of casualties peaking at around 8am and 3pm during the week *(chart 11)*.

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- Pedestrians: Road users on foot. Includes persons riding toy cycles on the footway, persons pushing bicycles, pushing or pulling other vehicles or operation pedestrian-controlled vehicles, those leading or herding animals, occupants of prams and wheelchairs and people who alight safely from vehicles and are subsequently injured.
- Casualties: 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.
- Children: Persons under 16 years of age.

Table 1 shows the relationship between pedestrian casualties and other road user casualties.

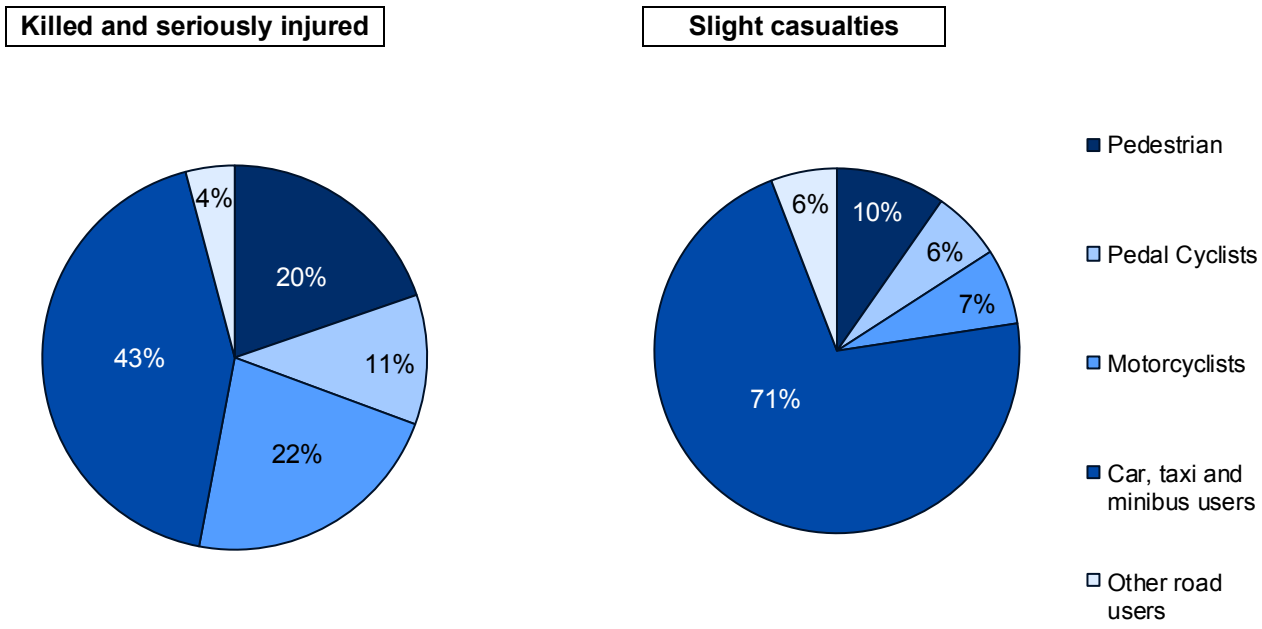
Table 1: Casualties by type of road user by severity, 2004-2008 average, 2009-2014

Number and percentage

	Pedestrian	Pedal Cyclists	Motorcyclists (a)	Car, taxi and minibus users	Other road users (b)	Total
Total casualties by type of road user						
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
KSI casualties by type of road user						
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

(a) Includes mopeds, motor scooters, motor cycles and combinations.
(b) Includes buses, coaches, goods vehicles, invalid vehicles, motor caravans, other and unknown vehicles.

Chart 1: Casualties by type of road user, 2014



Summary of all pedestrian casualties

Chart 2 and table 2 summarise pedestrian casualties since 1979.

The number of KSI pedestrian road casualties has declined since 1979...

- The number of KSI pedestrian casualties has broadly fallen from 1979; comparing 1979 to 2014 shows an overall 74 per cent decrease in the number of KSI pedestrian casualties *(table 2, chart 2 and chart 3)*.

...though the decline has slowed over time and levelled off recently.

- In 2014, there were 13 pedestrian fatalities, 236 serious pedestrian casualties and 673 slight pedestrian casualties. Taking fatalities and seriously injured casualties together gave a total of 249 killed and seriously injured (KSI).
- KSI pedestrian casualties in 2014 were 4 per cent lower than 2013 *(table 2)*.

Chart 2: Pedestrian casualties by severity, 1979-2014

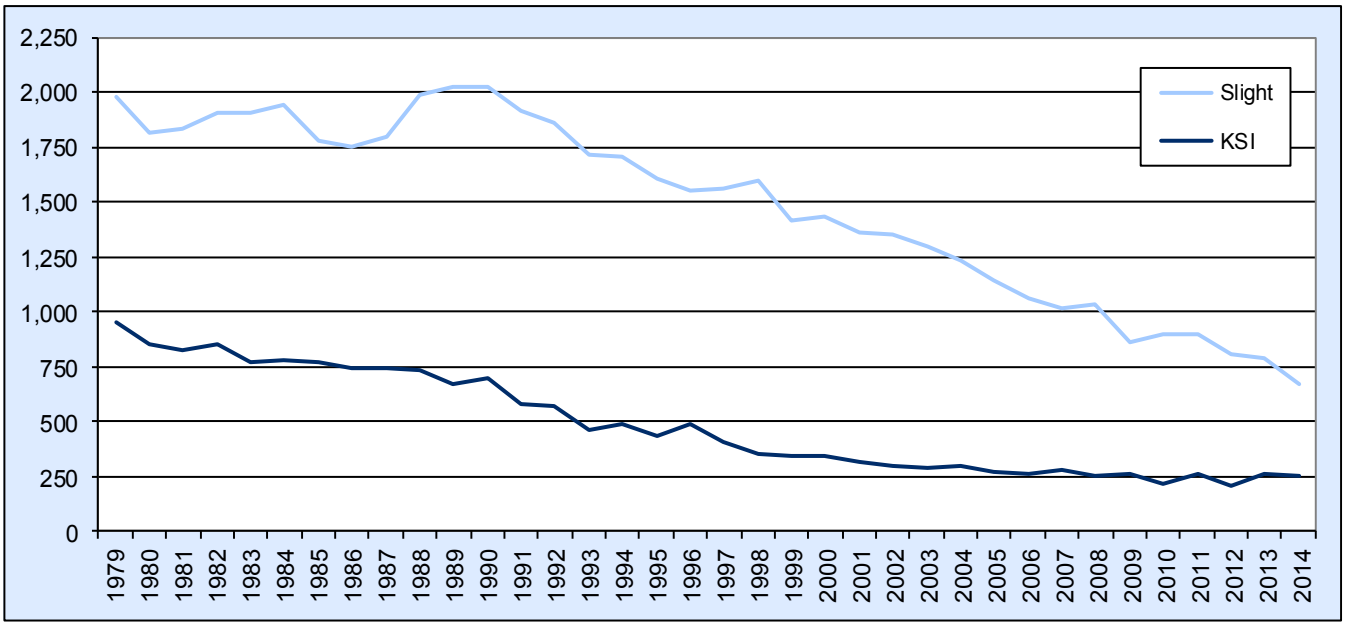
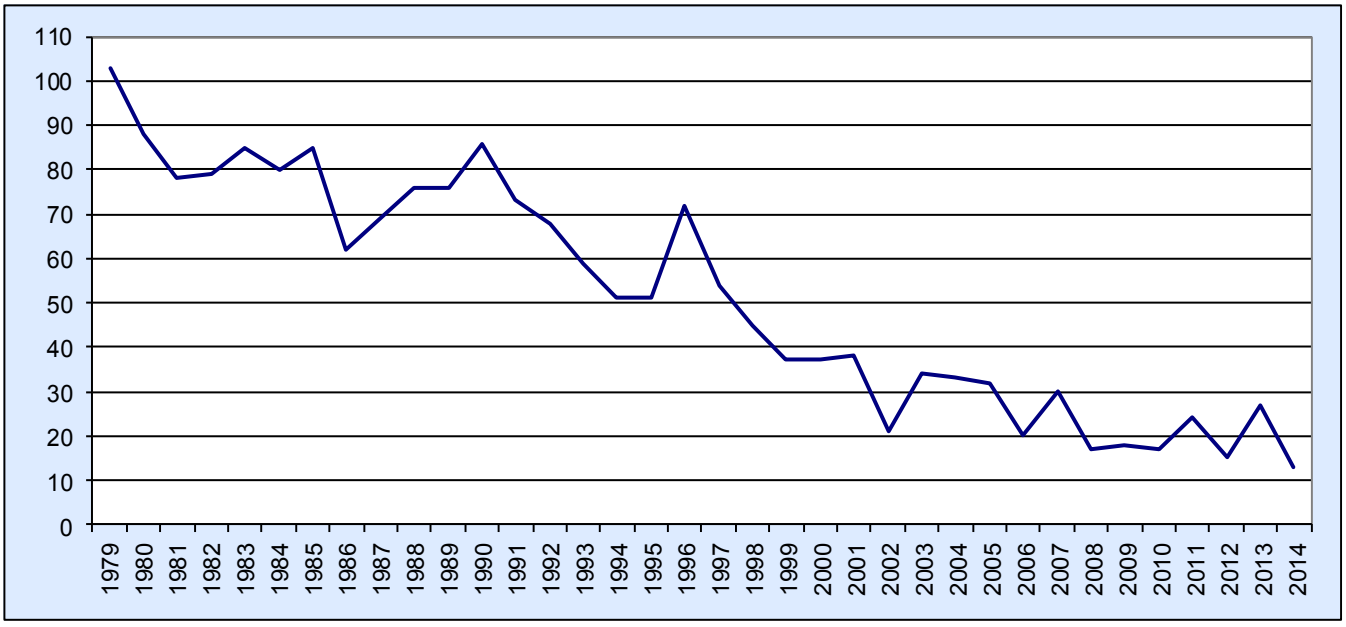


Chart 3: Pedestrians killed, 1979-2014



Slight pedestrian casualties started declining in 1991.

- The downward trend in slightly injured casualties only started in 1991; KSI casualties were 33 per cent of total casualties in 1979 and 27 per cent in 2014 *(table 2).*
- In 2014, the number of slightly injured casualties was 15 per cent lower than in 2013 and is the lowest figure since 1979. In 2014, total casualties numbered 922, the lowest figure since 1979 *(table 2 and chart 2).*

Table 2: Summary of pedestrian casualties, 1979-2014

Number and rate

		All pedestrian casualties					Casualty rate per 100,000 population
	Population (thousands)	Killed	Serious	KSI	Slight	Total	
1979	2,810	103	853	956	1,976	2,932	104.3
1980	2,816	88	762	850	1,815	2,665	94.6
1981	2,813	78	744	822	1,836	2,658	94.5
1982	2,804	79	773	852	1,908	2,760	98.4
1983	2,803	85	687	772	1,912	2,684	95.7
1984	2,801	80	699	779	1,940	2,719	97.1
1985	2,803	85	682	767	1,780	2,547	90.9
1986	2,811	62	677	739	1,756	2,495	88.8
1987	2,823	69	673	742	1,794	2,536	89.8
1988	2,841	76	658	734	1,991	2,725	95.9
1989	2,855	76	591	667	2,029	2,696	94.4
1990	2,862	86	607	693	2,028	2,721	95.1
1991	2,873	73	510	583	1,918	2,501	87.1
1992	2,878	68	503	571	1,865	2,436	84.7
1993	2,884	59	406	465	1,717	2,182	75.7
1994	2,887	51	441	492	1,708	2,200	76.2
1995	2,889	51	383	434	1,608	2,042	70.7
1996	2,891	72	418	490	1,557	2,047	70.8
1997	2,895	54	349	403	1,562	1,965	67.9
1998	2,900	45	306	351	1,596	1,947	67.1
1999	2,901	37	308	345	1,416	1,761	60.7
2000	2,907	37	304	341	1,431	1,772	61.0
2001	2,910	38	275	313	1,366	1,679	57.7
2002	2,923	21	277	298	1,351	1,649	56.4
2003	2,938	34	257	291	1,297	1,588	54.1
2004	2,957	33	267	300	1,231	1,531	51.8
2005	2,969	32	237	269	1,141	1,410	47.5
2006	2,986	20	242	262	1,062	1,324	44.3
2007	3,006	30	247	277	1,013	1,290	42.9
2008	3,026	17	232	249	1,034	1,283	42.4
2009	3,039	18	239	257	857	1,114	36.7
2010	3,050	17	196	213	895	1,108	36.3
2011	3,064	24	237	261	893	1,154	37.7
2012	3,074	15	188	203	804	1,007	32.8
2013	3,082	27	233	260	792	1,052	34.1
2014	3,092	13	236	249	673	922	29.8

What age and gender are pedestrian casualties?

The age and gender of pedestrians is one of the main factors associated with both the level of pedestrian road casualties and the change in casualties in recent years.

The decline in pedestrian casualties has been greatest for the younger and oldest age groups

- By broad age bands, and for KSI casualties: 0-15 year olds, 16-29 year olds and those aged over 60 have seen large decreases in casualties since 1979 *(chart 4)*.
- The 0-15 year old age band showed the greatest fall, with an 80 per cent decrease in KSI casualties since 1979; within this age band the greatest fall came from those aged 4-7 (88 per cent) *(table 3)*.
- 2014 is only the fifth year where those aged under 30 represented less than half of KSI pedestrian casualties since 1979, with 47 per cent of pedestrian casualties *(table 3)*.
- On average since 1979, those aged over sixty have represented around a quarter of KSI pedestrian casualties *(table 3)*.

Chart 4: KSI pedestrian casualties by broad age groups, 1979-2014

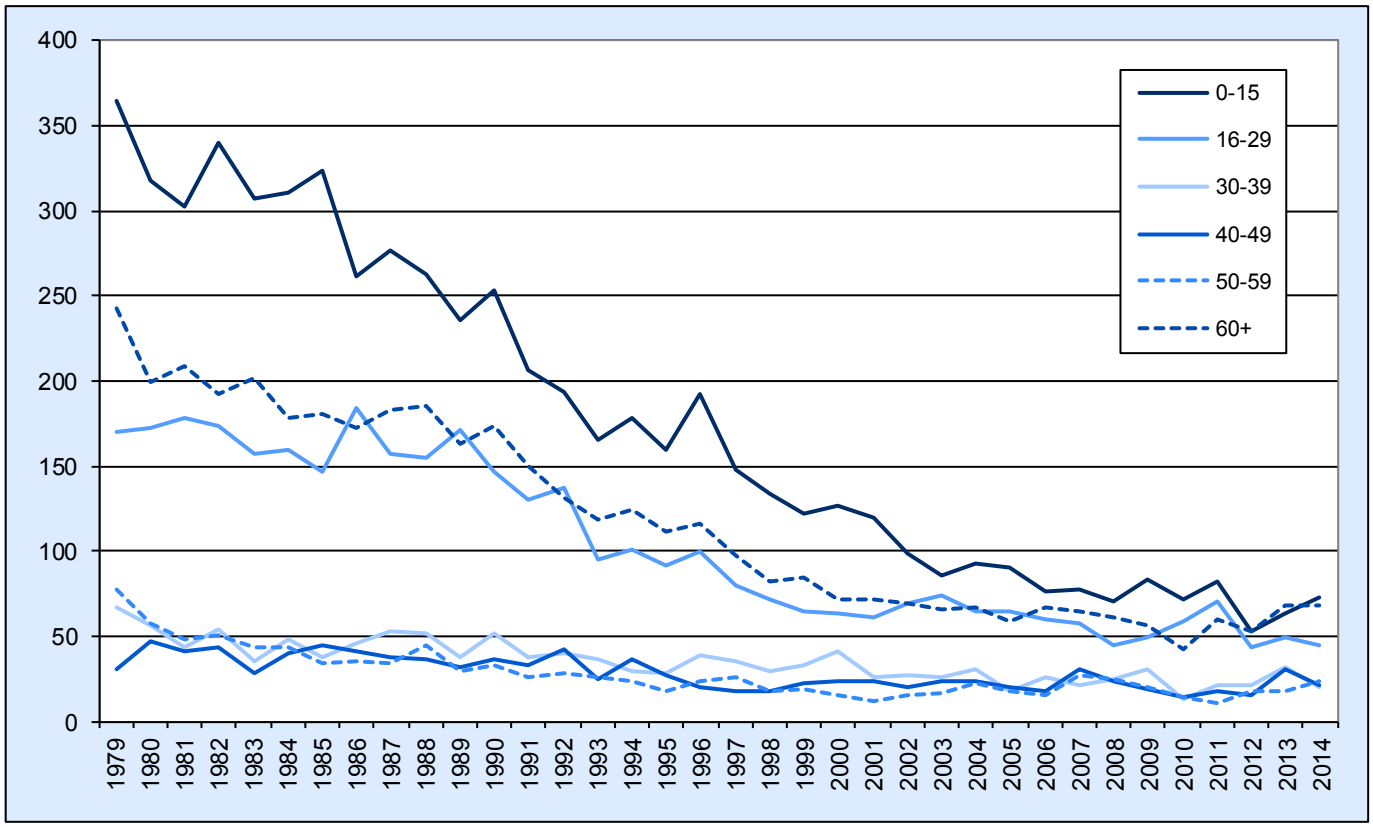


Table 3: KSI pedestrian casualties and age group, 1979-2014

Number

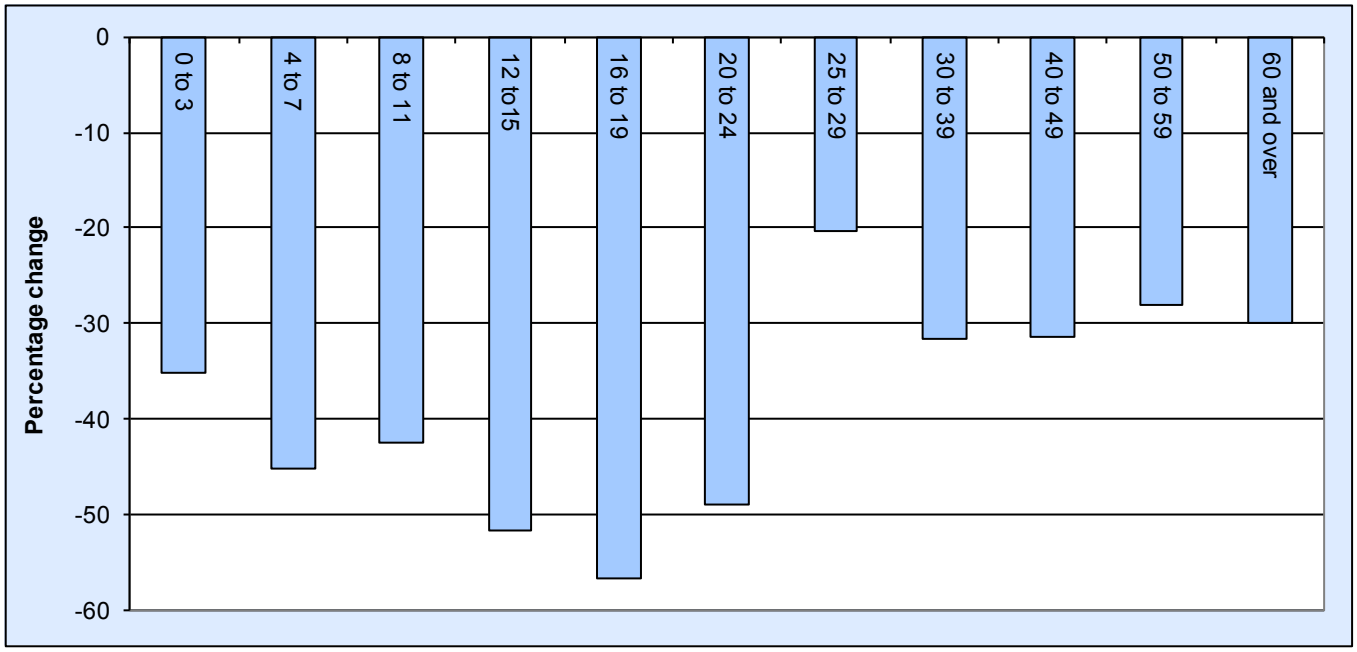
	0-3	4-7	8-11	12-15	16-19	20-24	25-29	30-39	40-49	50-59	60 or over	Total (a)
1979	24	111	123	107	83	56	31	67	31	77	243	956
1980	26	92	103	97	87	50	35	56	47	58	199	850
1981	16	84	94	108	86	65	27	43	41	48	209	822
1982	38	93	122	87	88	60	25	54	43	50	192	852
1983	32	95	90	90	65	55	37	35	28	43	202	772
1984	28	80	93	110	64	60	35	48	40	43	178	779
1985	39	97	87	100	57	63	27	38	44	34	181	767
1986	24	83	74	80	81	61	42	46	41	35	172	739
1987	32	82	77	86	80	52	25	53	38	34	183	742
1988	29	81	84	68	58	59	38	51	36	45	185	734
1989	28	61	72	74	63	67	41	37	32	29	163	667
1990	29	82	64	78	59	50	37	51	36	33	174	693
1991	20	72	58	56	48	42	40	38	33	26	150	583
1992	17	59	66	51	48	56	33	40	42	28	131	571
1993	14	45	55	51	33	42	20	36	25	26	118	465
1994	15	49	59	55	35	30	36	29	36	24	124	492
1995	14	41	55	49	34	34	23	28	27	18	111	434
1996	14	56	58	64	43	33	24	39	20	23	116	490
1997	14	28	49	57	31	27	22	35	17	26	97	403
1998	7	35	41	51	25	28	18	29	17	18	82	351
1999	14	31	41	36	27	20	18	33	22	19	84	345
2000	7	33	47	39	20	26	17	41	24	15	71	341
2001	5	27	40	48	30	17	14	26	23	12	71	313
2002	7	26	27	38	28	27	14	27	20	15	69	298
2003	8	18	30	29	35	23	16	26	24	16	66	291
2004	7	19	22	44	26	26	12	31	24	22	67	300
2005	7	22	26	35	30	16	18	18	20	18	59	269
2006	4	16	25	31	26	23	11	26	17	15	67	262
2007	6	18	23	30	25	19	13	21	31	27	64	277
2008	5	7	30	28	19	16	9	25	24	25	61	249
2009	8	12	23	40	21	18	10	30	19	20	56	257
2010	6	11	24	30	23	24	12	13	14	14	42	213
2011	6	18	30	28	20	27	23	21	17	11	60	261
2012	2	11	21	19	12	14	17	21	15	18	53	203
2013	3	11	27	22	11	20	18	32	30	18	68	260
2014	4	13	29	27	15	19	10	20	21	23	68	249

(a) Totals include casualties of an unknown age, so may be higher than the sum of the other columns.

Looking in more detail at the period since 2004, child pedestrian casualties have fallen most...

- When comparing 2004 to 2014 all age bands have seen a decrease in total casualties in this period; the greatest being the 16-19 age band with a 57 per cent drop *(chart 5).*
- The age band with the smallest decrease was those aged 25-29 with a 20 per cent drop *(chart 5).*

Chart 5: Pedestrian casualties (all severities) by age group; percentage change between 2004 and 2014



...and both male and female pedestrian casualties have fallen.

- Between 2004 and 2014, total male pedestrian casualties fell by 39 per cent while female casualties decreased by 41 per cent. Looking at KSI casualties only, both male and female pedestrian casualties fell, by 16 per cent and 18 per cent respectively *(table 4*).
- Slight casualties also experienced a fall between 2004 and 2014 with male pedestrian casualties falling by 45 per cent and female casualties falling by 46 per cent *(table 4).*

Table 4: Pedestrian casualties by gender, 2004-2014

Number

	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
KSI:											
Male	178	163	156	181	150	160	139	162	137	171	149
Female	122	106	106	96	99	97	74	99	66	89	100
Total KSI	300	269	262	277	249	257	213	261	203	260	249
Slight:											
Male	716	669	619	573	563	461	512	520	453	426	394
Female	515	472	442	439	471	396	380	371	351	366	279
Total Slight (a)	1,231	1,141	1,062	1,013	1,034	857	895	893	804	792	673
All severities:											
Male	894	832	775	754	713	621	651	682	590	597	543
Female	637	578	548	535	570	493	454	470	417	455	379
Total (a)	1,531	1,410	1,324	1,290	1,283	1,114	1,108	1,154	1,007	1,052	922

(a) Totals include casualties of an unknow n gender.

What is the relative risk of becoming a pedestrian casualty, by gender and age?

Relative risk can be expressed as the rate of casualties across the equivalent population, in this case the rate of casualties (expected number of casualties) per 100,000 population. This does not reflect the fact that only a small minority of people in any age group will either pedal cycle or motorcycle, so the 'risk' shown here does not reflect the risk per trip, or per kilometre travelled.

Chart 6 below shows the relative risk of being a pedestrian KSI casualty as compared with the risk of becoming another type of road user KSI casualty. These relative risks vary by age (and gender).

The relative risk of becoming a pedestrian casualty is higher for children and older people.

- 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) *(chart 6).*
- The risk of becoming a pedestrian casualty is higher than that of becoming a KSI car user casualty for all age groups under the 16-19 age group in 2014 *(chart 6).*

Chart 6: Rate per head of KSI casualties by age band and type of road user, 2014

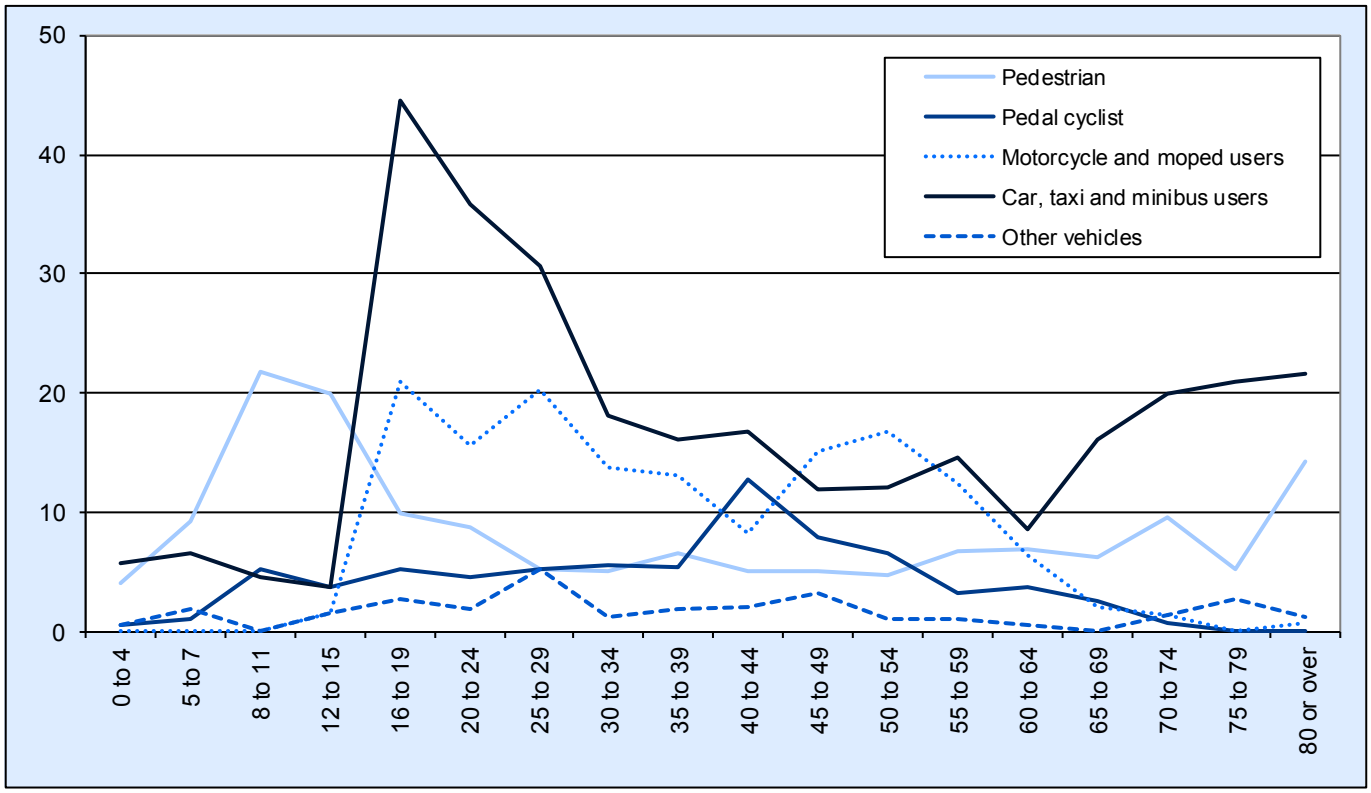


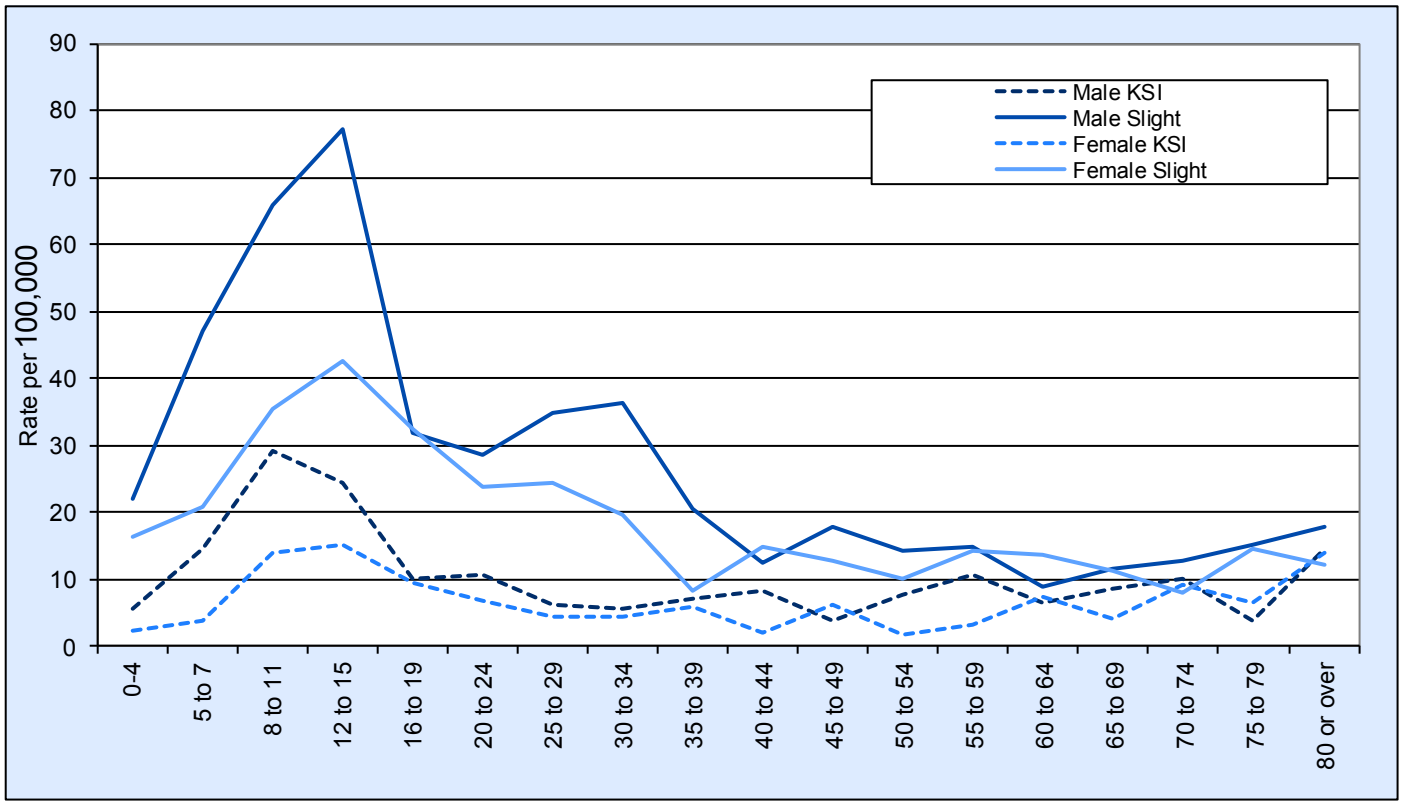
Chart 7 below explores the issues raised by chart 6 in more detail for pedestrian casualties. It shows the impact of age and gender on the risk of becoming a pedestrian KSI casualty. It also compares the risk of becoming a slight casualty with that of becoming a KSI pedestrian casualty.

Casualties in younger people were much more likely to be slight than serious. However the different between slight and serious casualties was much narrower in older age groups.

- This reflects the greater fragility of older people; which means that if they are involved in a pedestrian road accident then they are more likely to be badly hurt than younger people would be, and hence become a serious road casualty.
- This also reflects the higher prevalence of slight casualties for males under the age of 16.

- The relative risk of becoming a pedestrian casualty is highest for both the male and the female in the 12 to 15 year old age band.
- The risk of becoming a casualty is much higher for young males than for young females.

Chart 7: Rate of pedestrian casualties per 100,000 by age band, gender and severity of casualty, 2014



When are pedestrian casualties most likely to occur?

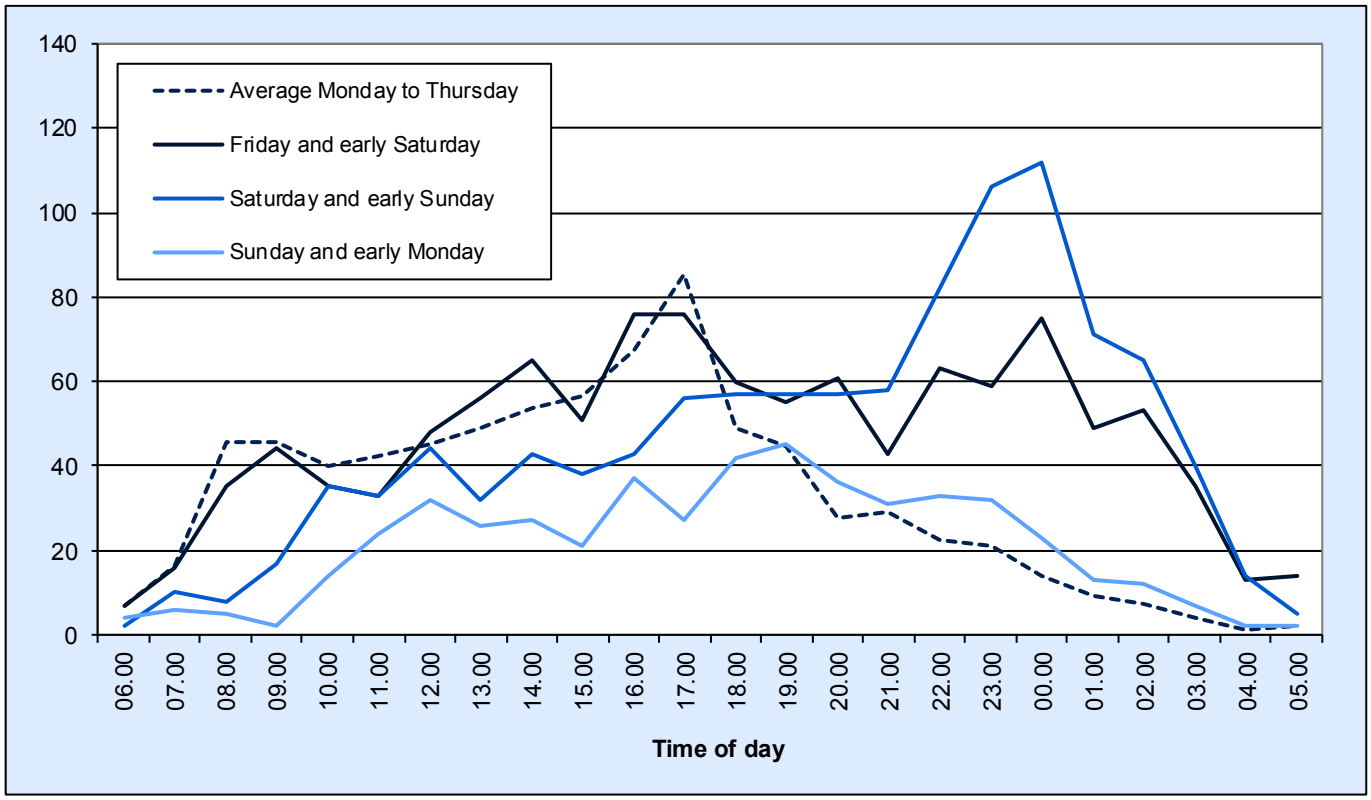
Charts 8 and 9 show the total numbers of casualties (both KSI and slight casualties) by age band for the whole period 2005 to 2014.

Pedestrian casualties for 'working age' adults are associated with times when individuals leave work, or leave public houses and night clubs.

For 2005 to 2014 inclusive, for pedestrian casualties of all severities, and for adults aged 16 to 59:

- During the period from Monday to Thursday, casualties rise at 08:00 coinciding with the morning travel to work; then dips again until 10:00 and then rise slowly through the rest of the day to a peak at around 17:00 each day; before declining over the rest of the evening and night *(chart 8)*.
- During the period from Friday to early Saturday morning, there is an initial peak around 16:00 on Friday; this is followed by another peak in casualties around 22:00 with a final decline in casualties after 23:00 on Friday night *(chart 8)*.
- During the period from Saturday into Sunday morning, the morning rise in casualties is later on a Saturday, starting around noon, rather than around 08:00 as takes place on weekdays. The pattern of casualties then shows a rise in the early evening, reaching a peak between 23:00 and midnight then declining *(chart 8)*.
- Casualties are generally lower during the day on Sundays than the rest of the week. Although after 19:00 they are higher than the Monday to Thursday average *(chart 8)*.

Chart 8: Number of pedestrian casualties by time of day and day of week, for working age adults (aged 16-59), total during period 2005-2014

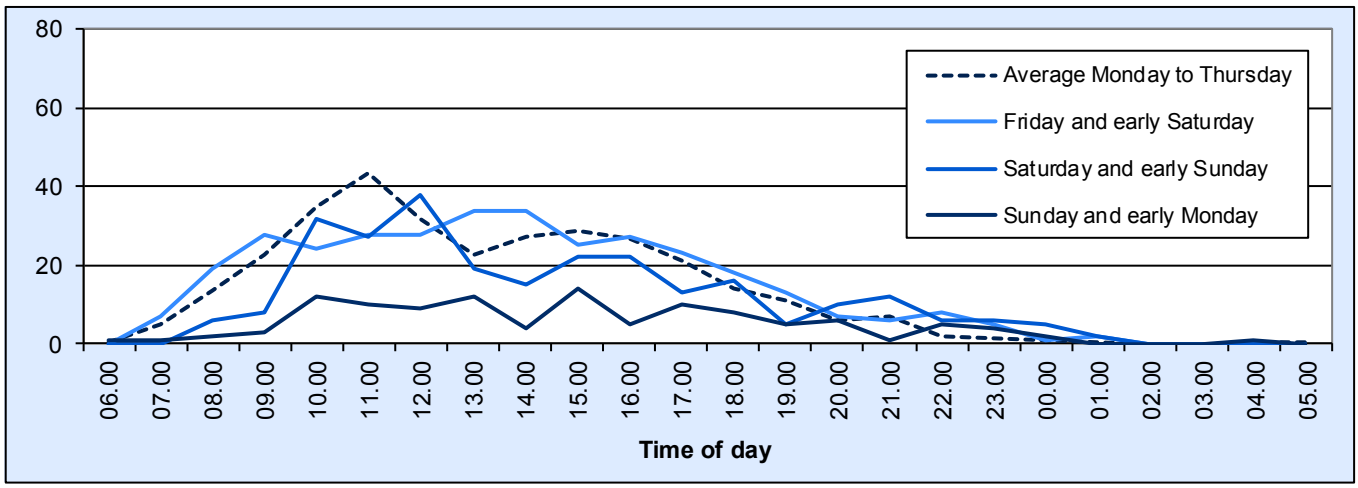


Pedestrian casualties for older adults tend to take place in the morning and early afternoon

For 2005 to 2014 inclusive, for pedestrian casualties of all severities, and for adults aged 60 and over:

- Based on figures for 2004 to 2014 inclusive, pedestrian casualties of all severities for adults aged 60 and over peak during the day and fall away in the evening *(chart 9)*.

Chart 9: Number of pedestrian casualties by time of day and day of week, for older adults (aged 60 and over): total during period 2005-2014



Since 2004, around 34 per cent of pedestrian KSI casualties occurred on a Friday or Saturday

- During the period 2004 to 2014, around 32 per cent of slightly injured pedestrian casualties and 34 per cent KSI casualties occurred on a Friday or Saturday. In contrast, only 10 per cent of all pedestrian casualties since 2004 occurred on a Sunday *(table 5)*.

Table 5: Pedestrian casualties by day of week, 2004-2014

Number

	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
KSI:											
Monday	39	29	35	35	28	25	36	21	32	41	31
Tuesday	33	34	34	31	43	34	31	34	30	43	38
Wednesday	37	47	43	44	27	41	37	44	29	29	25
Thursday	39	29	30	37	35	42	21	33	23	44	42
Friday	56	44	47	49	52	46	21	59	36	35	52
Saturday	46	48	39	47	39	45	35	35	28	44	40
Sunday	50	38	34	34	25	24	32	35	25	24	21
Slight:											
Monday	168	160	136	160	161	115	146	114	108	96	90
Tuesday	176	158	152	142	160	146	117	150	106	138	105
Wednesday	155	153	147	143	140	133	121	139	141	123	102
Thursday	168	175	146	153	165	122	138	167	131	122	113
Friday	243	211	183	176	171	145	162	125	115	117	121
Saturday	182	172	185	160	137	118	133	122	117	120	76
Sunday	139	112	113	79	100	78	78	76	86	76	66
All Severities:											
Monday	207	189	171	195	189	140	182	135	140	137	121
Tuesday	209	192	186	173	203	180	148	184	136	181	143
Wednesday	192	200	190	187	167	174	158	183	170	152	127
Thursday	207	204	176	190	200	164	159	200	154	166	155
Friday	299	255	230	225	223	191	183	184	151	152	173
Saturday	228	220	224	207	176	163	168	157	145	164	116
Sunday	189	150	147	113	125	102	110	111	111	100	87

Where on the road are pedestrian casualties most likely to occur?

- In 2014, 10 per cent of all pedestrian casualties occurred when pedestrians used a pedestrian crossing facility. A further 5 per cent of casualties occurred within 50 metres of a pedestrian crossing facility *(table 6)*.
- A further 53 per cent were crossing elsewhere, in a location without any crossing facilities *(table 6)*.
- But some casualties were in locations that should be safe, with 10 per cent of pedestrian casualties either on the footway, or on the central refuge, reservation or central island *(table 6)*.
- In contrast, 17 per cent of casualties were struck whilst in the carriageway itself (and the location of the remaining 5 per cent was unknown) *(table 6*).

Table 6: Pedestrian casualties by location of pedestrian, 2004-2014

Number

	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
KSI											
Using Pedestrian Crossing facility (a)	11	11	16	16	16	20	14	17	17	25	24
Crossing elsewhere within 50 metres of a pedestrian crossing	19	10	13	13	19	15	5	9	8	19	20
Crossing elsewhere	160	141	136	133	116	125	100	130	93	95	127
On footway, verge or central reservation (b)	29	25	29	16	13	24	10	18	21	39	25
In centre of carriageway, not on refuge, central island or central	20	14	9	12	18	15	14	18	15	22	14
In carriageway, not crossing	35	33	25	44	38	33	31	34	25	30	23
Unknown or other	26	35	34	43	29	25	39	35	24	30	16
Total (KSI)	300	269	262	277	249	257	213	261	203	260	249
Slight											
Using Pedestrian Crossing facility (a)	87	92	79	73	82	74	65	77	90	91	66
Crossing elsewhere within 50 metres of a pedestrian crossing	58	58	51	53	56	40	39	46	32	38	30
Crossing elsewhere	607	546	468	462	450	374	395	392	361	382	361
On footway, verge or central reservation (b)	163	111	122	104	97	109	94	95	87	82	66
In centre of carriageway, not on refuge, central island or central reservation	39	38	43	41	34	27	33	36	58	34	29
In carriageway, not crossing	173	139	141	144	157	117	113	94	95	99	88
Unknown or other	104	157	158	136	158	116	156	153	81	66	33
Total (Slight)	1,231	1,141	1,062	1,013	1,034	857	895	893	804	792	673

(a) includes crossing within zig-zag lines at crossing exit/approach
(b) includes on refuge or central island

Most pedestrian casualties occur in 30mph zones, and most pedestrian fatalities on 'A' roads.

- In 2014, 46 per cent of pedestrian fatalities occurred on A roads. This is only third year since 2004 that over half of pedestrian fatalities did not occur on A roads *(not shown in tables)*.
- However the majority of serious and slight casualties occur on Other Roads *(table 7)*.
- In 2014, 86 per cent of KSI casualties and 91 per cent of slight pedestrian casualties occur in 30mph zones *(table 8)*.

Table 7: Pedestrian casualties by road type, 2004-2014

Number

	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
KSI:											
Motorway	1	2	2	3	0	0	0	1	2	0	1
A Road	110	107	86	84	89	88	64	98	70	87	79
B Road	45	31	45	48	33	27	34	36	34	57	45
Other Roads	144	129	129	142	127	142	115	126	97	116	124
Total	300	269	262	277	249	257	213	261	203	260	249
Slight:											
Motorway	1	1	1	2	0	1	1	0	0	0	1
A Road	310	279	303	231	205	201	212	224	203	226	171
B Road	185	153	139	131	140	91	104	106	114	128	117
Other Roads	735	708	619	649	689	564	578	563	487	438	384
Total	1,231	1,141	1,062	1,013	1,034	857	895	893	804	792	673
All severities:											
Motorway	2	3	3	5	0	1	1	1	2	0	2
A Road	420	386	389	315	294	289	276	322	273	313	250
B Road	230	184	184	179	173	118	138	142	148	185	162
Other Roads	879	837	748	791	816	706	693	689	584	554	508
Total	1,531	1,410	1,324	1,290	1,283	1,114	1,108	1,154	1,007	1,052	922

Table 8: Pedestrian casualties by speed limit (mph), 2004-2014

Number

	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
KSI:											
up to 20	0	0	0	5	2	4	2	1	1	4	5
30	249	223	222	223	213	215	184	214	168	214	215
40	17	12	14	7	9	9	7	14	5	13	3
50	1	1	4	5	4	1	2	5	3	4	4
60	26	26	19	25	15	26	16	24	20	22	19
70	7	7	3	12	6	2	2	3	6	3	3
Total	300	269	262	277	249	257	213	261	203	260	249
Slight:											
up to 20	1	4	8	6	7	5	5	8	10	10	15
30	1,143	1,072	975	943	959	796	831	838	754	725	610
40	22	11	25	18	19	15	14	9	18	18	15
50	3	3	3	6	3	4	7	2	2	5	4
60	56	50	45	36	44	34	35	34	19	29	25
70	6	1	6	4	2	3	3	2	1	5	4
Total	1,231	1,141	1,062	1,013	1,034	857	895	893	804	792	673
All severities:											
up to 20	1	4	8	11	9	9	7	9	11	14	20
30	1,392	1,295	1,197	1,166	1,172	1,011	1,015	1,052	922	939	825
40	39	23	39	25	28	24	21	23	23	31	18
50	4	4	7	11	7	5	9	7	5	9	8
60	82	76	64	61	59	60	51	58	39	51	44
70	13	8	9	16	8	5	5	5	7	8	7
Total	1,531	1,410	1,324	1,290	1,283	1,114	1,108	1,154	1,007	1,052	922

What sort of vehicles hit pedestrians; and how many are hit by 'hit and run' drivers?

Pedestrians are more likely to be struck by a car than any other vehicle.

- In 2014, 70 per cent of pedestrian fatalities were hit by a car, taxi or minibus; they also accounted for 87 per cent of all casualties by this type of vehicle *(table 10 and table 9).*
- Since 2004, goods vehicles are the second most likely vehicle involved in injuring pedestrians, and they account for 12 per cent pedestrian fatalities over the period *(table 9 and table 10).*
- Since 2004 fewer than 2 per cent of pedestrian casualties were hit by motorcycles but almost 5 per cent of fatalities were caused by collisions with motorcycles *(table 9 and table 10).* This shows that collisions between motorcycles and pedestrians are rare but can be more serious for the pedestrian.

Table 9: Pedestrian casualties (all severities) by type of vehicle involved, 2004-2014

Number

	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
Pedal Cycles	2	5	1	1	3	0	2	7	5	7	8
Motorcycle	29	28	29	16	14	18	13	14	19	17	21
Car, taxi, minibus	1,350	1,218	1,153	1,124	1,109	974	958	992	867	925	801
Goods vehicle	73	93	79	83	68	60	53	66	57	67	59
Bus or coach	45	42	38	41	50	42	51	45	34	18	23
Others	25	24	23	25	32	14	18	26	21	18	2
Unknown	7	0	1	0	7	6	13	4	4	0	8
Total	1,531	1,410	1,324	1,290	1,283	1,114	1,108	1,154	1,007	1,052	922

Table 10: Pedestrians killed by type of vehicle involved, 2004-2014

Number

	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
Pedal Cycles	1	0	0	0	0	0	0	0	0	0	1
Motorcycle	5	0	1	3	1	0	0	0	0	1	0
Car, taxi, minibus	25	25	14	25	11	14	14	20	12	18	9
Goods vehicle	2	5	3	2	3	2	2	1	2	5	2
Bus or coach	0	1	2	0	0	2	1	2	1	3	1
Others	0	1	0	0	2	0	0	1	0	0	0
Total	33	32	20	30	17	18	17	24	15	27	13

A significant minority of pedestrian casualties arise from hit and run accidents

- Since 2004, hit and run incidents have accounted for 17 pedestrian fatalities; 7 per cent of pedestrian fatalities over this period *(table 11).*
- In 2004, hit and run incidents accounted for 282 pedestrian casualties in total; the figure for 2014 is 161, as reduction of 43 per cent *(table 11)*.
- The percentage of pedestrian casualties resulting from hit and run incidents has fluctuated since 2004, from a peak in 2007 of 21 per cent contrasting to the 2014 the figure of 17 per cent *(table 11).*
- Since 2004, an average of 14 per cent of 'hit and run' pedestrian casualties were Killed or Seriously Injured. This is slightly lower than pedestrian casualties arising from other accidents (including non-stop vehicle, not hit), where there was a corresponding average of 19 per cent of 'non-hit and run' casualties that were classed as Killed or Seriously Injured *(table 11).*

Table 11: Pedestrian casualties by hit and run, 2004-2014

Number

	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
Killed:											
Hit and Run	7	1	0	3	0	1	0	1	1	2	1
Other	26	31	20	27	17	17	17	23	14	25	12
Total	33	32	20	30	17	18	17	24	15	27	13
Serious:											
Hit and Run	34	42	30	40	29	26	25	26	23	23	20
Non stop vehicle, not hit (a)	0	1	0	0	0	0	1	0	1	0	1
Other	233	194	212	207	203	213	170	211	164	210	215
Total	267	237	242	247	232	239	196	237	188	233	236
Slight:											
Hit and Run	241	240	215	223	212	156	173	193	126	158	140
Non stop vehicle, not hit (a)	8	8	17	7	9	6	6	3	7	4	6
Other	982	893	830	783	813	695	716	697	671	630	527
Total	1,231	1,141	1,062	1,013	1,034	857	895	893	804	792	673
All severities:											
Hit and Run	282	283	245	266	241	183	198	220	150	183	161
Non stop vehicle, not hit (a)	8	9	17	7	9	6	7	3	8	4	7
Other	1,241	1,118	1,062	1,017	1,033	925	903	931	849	865	754
Total	1,531	1,410	1,324	1,290	1,283	1,114	1,108	1,154	1,007	1,052	922

(a) 'Non-stop vehicle, not hit' includes cases where a vehicle was involved in, or contributory to, an accident, but did not or was not hit (either by other vehicles, or striking a pedestrian) and then left the scene of the accident.

What were the weather and light conditions?

- Since 2004, four out of five pedestrian casualties occurred in fine weather *(table 12)*.
- In 2014, pedestrian casualties in darkness were more likely to result in a KSI injury than pedestrian casualties in daylight.
- Since 2004, around 36 per cent of all KSI pedestrian casualties and 27 per cent of all slightly injured pedestrian casualties occurred during darkness *(table 13)*.

Table 12: Pedestrian casualties by weather conditions, 2004-2014

Number

	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
Fine without high winds	1,219	1,128	1,008	1,022	974	857	916	924	807	842	739
Raining without high winds	166	126	130	128	166	130	85	113	126	124	126
Snowing without high winds	12	3	4	3	2	9	14	2	2	6	1
Fine with high winds	14	18	21	18	16	10	10	19	9	10	14
Raining with high winds	34	29	27	17	29	21	6	21	17	24	18
Snowing with high winds	0	0	3	0	0	1	0	0	0	2	0
Fog or mist - if hazard	4	2	10	1	1	1	3	5	1	1	0
Other	29	34	27	19	11	17	31	7	12	17	10
Unknown	53	70	94	82	84	68	43	63	33	26	14
Total	1,531	1,410	1,324	1,290	1,283	1,114	1,108	1,154	1,007	1,052	922

Table 13: Pedestrian casualties by light conditions, 2004-2014

Number

	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
KSI:											
Daylight	178	168	171	166	163	180	141	164	122	164	163
Darkness	122	101	91	111	86	77	72	97	81	96	86
Slight:											
Daylight	858	821	773	724	771	669	676	646	585	585	505
Darkness	373	320	289	289	263	188	219	247	219	207	168
All Severities:											
Daylight	1,036	989	944	890	934	849	817	810	707	749	668
Darkness	495	421	380	400	349	265	291	344	300	303	254

Summary of child (aged 0-15) pedestrian casualties

Child pedestrian casualties have declined since 1979….

- 2014 witnessed the fifth lowest number of child KSI pedestrian casualties (73). There were 221 slight casualties, bringing the total of child pedestrian casualties of all severities to 294.
- 2014 also had the second lowest number of slight and total child pedestrian casualties since 1979 *(table 14)*.

Table 14: Child pedestrian casualties summary, 1979-2014

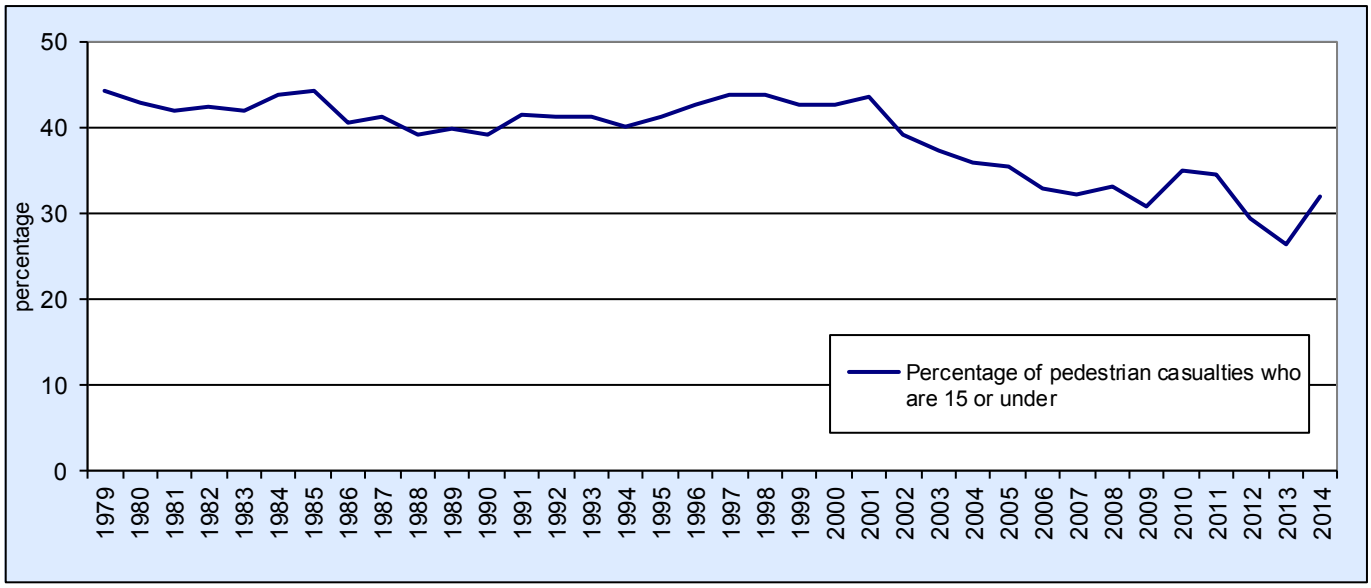
Number and rate

	Number of children (thousands)	Child pedestrian casualties			Rate per 100,000 (aged 0-15) population
		KSI	Slight	Total	
1979	648	365	931	1,296	200.0
1980	638	318	827	1,145	179.6
1981	626	302	811	1,113	177.9
1982	613	340	830	1,170	190.9
1983	602	307	817	1,124	186.9
1984	590	311	882	1,193	202.2
1985	583	323	804	1,127	193.3
1986	579	261	751	1,012	174.8
1987	576	277	770	1,047	181.8
1988	578	262	805	1,067	184.7
1989	580	235	842	1,077	185.6
1990	583	253	815	1,068	183.0
1991	589	206	829	1,035	175.7
1992	593	193	813	1,006	169.6
1993	598	165	734	899	150.3
1994	603	178	706	884	146.7
1995	601	159	682	841	139.9
1996	598	192	680	872	145.7
1997	597	148	711	859	143.8
1998	596	134	720	854	143.3
1999	594	122	630	752	126.6
2000	591	126	631	757	128.0
2001	587	120	611	731	124.6
2002	582	98	548	646	111.1
2003	577	85	508	593	102.8
2004	573	92	457	549	96.0
2005	568	90	411	501	88.6
2006	565	76	358	434	77.4
2007	561	77	337	414	74.4
2008	559	70	356	426	77.0
2009	557	83	261	344	62.5
2010	555	71	312	383	69.0
2011	556	82	314	396	71.2
2012	557	53	242	295	53.0
2013	555	63	214	277	49.9
2014	555	73	221	294	53.0

...and have declined as a proportion of all pedestrian casualties since 2002.

- Child pedestrian casualties, as a percentage of all pedestrian casualties, fluctuated little between 1979 and 2001, averaging 42 per cent over this period. From 2002 to 2014, as a whole, this average drops to 33 per cent of all pedestrian casualties *(chart 10).*
- The corresponding figures for child KSI pedestrian casualties are lower; figures from table 3 show that child KSI casualties, as a percentage of all pedestrian KSI casualties, fluctuated little between 1979 and 2001, averaging 37 per cent over this period. From 2002 to 2014, as a whole, this average drops to 30 percent of all pedestrian KSI casualties *(table 3 and table 14).*
- The gradual reduction in child pedestrian casualties since 2001 coincides with a range of initiatives across Wales to reduce child pedestrian road traffic accidents; these included Kerbcraft child pedestrian training (5/7 years), greater introduction of 20-mph zones, and Safe routes to school.

Chart 10: Percentage of pedestrian casualties who are aged 15 or under, 1979-2014



When are child pedestrian casualties most likely to occur?

Child pedestrian casualties are associated with journeys to and from school

- Based on figures for 2005 to 2014 inclusive, child pedestrian casualties of all severities peak around the times of 08:00 in the morning and 15:00 in the afternoon during the period from Monday to Friday. They then fall away over the late afternoon and evening *(chart 11)*.
- On weekends, child pedestrian casualties rise through the morning until around noon. They remain at these higher levels through the afternoon before falling away in the evening *(chart 11)*.
- Child pedestrian casualties are higher on weekdays than at weekends *(table 15)*.

Chart 11: Number of pedestrian casualties by time of day and day of week, for children (aged 0-15): total during period 2005-2014

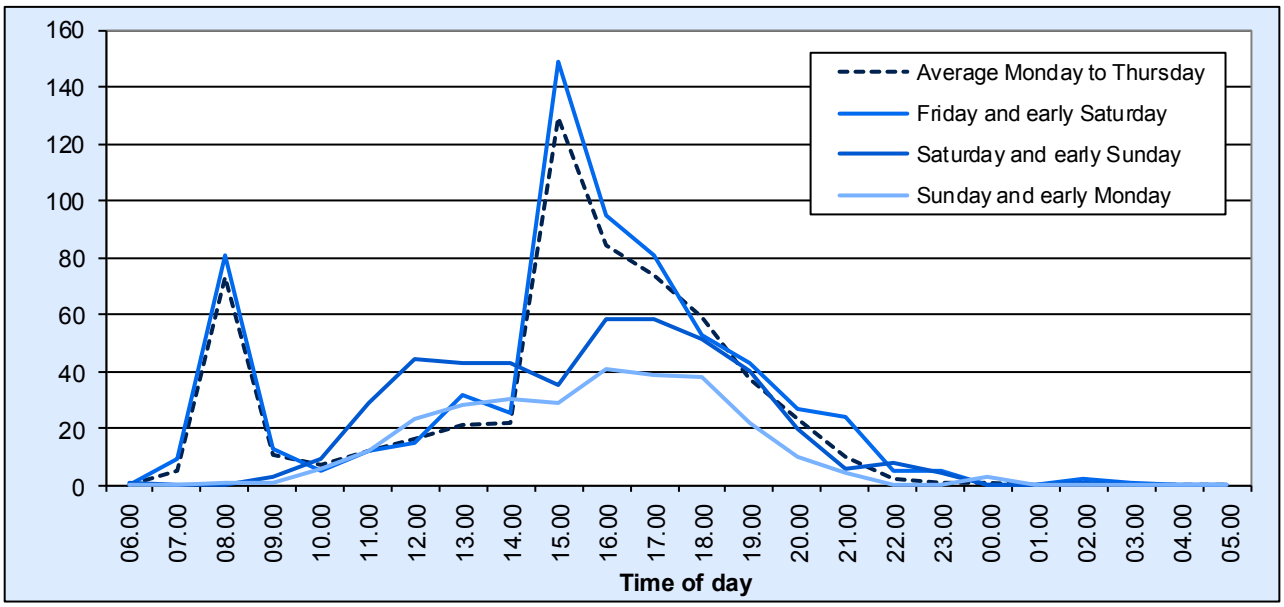


Table 15: Child pedestrian casualties by days of the week and severity, 2004-2014

Number

	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
KSI:											
Monday	12	10	9	13	8	10	11	11	6	4	9
Tuesday	13	7	16	9	18	7	10	10	7	11	15
Wednesday	9	25	16	13	8	16	15	12	13	8	6
Thursday	15	9	8	10	10	15	11	14	11	13	10
Friday	21	14	11	18	16	15	7	19	6	11	19
Saturday	13	12	6	7	8	15	9	10	5	9	11
Sunday	9	13	10	7	2	5	8	6	5	7	3
Slight:											
Monday	79	55	56	59	62	35	56	34	35	33	30
Tuesday	76	69	63	53	58	47	41	53	34	40	37
Wednesday	65	50	49	52	45	44	58	58	41	28	37
Thursday	70	66	54	49	68	35	47	57	50	33	34
Friday	79	83	71	63	58	48	47	51	36	41	41
Saturday	55	54	41	41	38	29	44	37	29	28	22
Sunday	33	34	24	20	27	23	19	24	17	11	20
Total:											
Monday	91	65	65	72	70	45	67	45	41	37	39
Tuesday	89	76	79	62	76	54	51	63	41	51	52
Wednesday	74	75	65	65	53	60	73	70	54	36	43
Thursday	85	75	62	59	78	50	58	71	61	46	44
Friday	100	97	82	81	74	63	54	70	42	52	60
Saturday	68	66	47	48	46	44	53	47	34	37	33
Sunday	42	47	34	27	29	28	27	30	22	18	23

Where on the road are child pedestrian casualties most likely to occur?

Most child pedestrian casualties occurred in 30 mph zones

- In 2014, 92 per cent of KSI and 91 per cent of slightly injured child pedestrian casualties occurred in 30 mph zones *(table 16)*.
- Since 2004, there have been 20 child pedestrian fatalities of which 60 per cent occurred in 30 mph zones *(table 17)*.
- **There have been no child pedestrian fatalities since 2011** *(table 17)***.**

Table 16: Child pedestrian casualties by speed limit (mph), 2004-2014

Number

	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
KSI:											
up to 20	0	0	0	2	1	2	1	0	1	1	2
30	81	83	68	72	66	68	66	69	46	61	67
40	2	1	3	2	1	4	2	8	3	0	0
50	0	1	2	0	2	1	0	2	0	1	0
60	9	5	3	1	0	8	2	3	2	0	4
70	0	0	0	0	0	0	0	0	1	0	0
Total	92	90	76	77	70	83	71	82	53	63	73
Slight:											
up to 20	1	1	6	3	4	3	4	3	5	3	9
30	433	394	335	315	334	250	295	299	226	196	202
40	14	3	9	9	7	2	1	2	5	7	6
50	0	1	0	2	2	1	2	0	0	1	2
60	9	12	8	6	9	5	10	10	5	7	2
70	0	0	0	2	0	0	0	0	1	0	0
Total	457	411	358	337	356	261	312	314	242	214	221
All Severities:											
up to 20	1	1	6	5	5	5	5	3	6	4	11
30	514	477	403	387	400	318	361	368	272	257	269
40	16	4	12	11	8	6	3	10	8	7	6
50	0	2	2	2	4	2	2	2	0	2	2
60	18	17	11	7	9	13	12	13	7	7	6
70	0	0	0	2	0	0	0	0	2	0	0
Total	549	501	434	414	426	344	383	396	295	277	294

Table 17: Child pedestrians killed by speed limit (mph), 2004-2014

Number

Speed Limit	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
30	3	2	0	3	1	2	1	0	0	0	0
40	0	0	1	0	0	0	1	0	0	0	0
50	0	0	0	0	1	0	0	0	0	0	0
60	1	1	1	0	0	1	0	1	0	0	0
Total	4	3	2	3	2	3	2	1	0	0	0

What sort of vehicles hit child pedestrians?

Most child pedestrians are hit by cars; in fine weather

- Since 2004, 91 per cent of child pedestrian casualties were hit by cars *(table 18)*.
- Since 2004, 84 per cent of child pedestrian casualties occurred during fine weather *(table 19)*.

Table 18: Child pedestrian casualties by type of vehicle involved, 2004-2014

Number

	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
KSI:											
Pedal Cycle	0	1	1	1	0	0	0	0	0	0	2
Motorcycle	4	3	0	3	1	2	0	0	1	2	1
Car, taxi, minibus	82	79	71	67	65	77	66	75	49	60	65
Bus or coach	1	1	1	3	0	1	4	0	2	0	4
Goods vehicles	3	5	1	2	2	1	0	4	1	0	1
Others/Unknown	2	1	2	1	2	2	1	3	0	1	0
Slight:											
Pedal Cycle	1	0	0	0	2	0	0	0	0	2	1
Motorcycle	3	8	8	5	5	5	2	5	6	1	6
Car, taxi, minibus	420	379	327	300	322	237	286	280	220	203	202
Bus or coach	15	3	8	9	12	6	8	10	3	2	8
Goods vehicles	11	17	10	19	14	8	8	12	10	6	3
Others/Unknown	7	4	5	4	1	5	8	7	3	0	1
All severities:											
Pedal Cycle	1	1	1	1	2	0	0	0	0	2	3
Motorcycle	7	11	8	8	6	7	2	5	7	3	7
Car, taxi, minibus	502	458	398	367	387	314	352	355	269	263	267
Bus or coach	16	4	9	12	12	7	12	10	5	2	12
Goods vehicles	14	22	11	21	16	9	8	16	11	6	4
Others/Unknown	9	5	7	5	3	7	9	10	3	1	1

Table 19: Child pedestrian casualties by weather, 2004-2014

Number

	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
Fine without high winds	458	431	348	345	351	284	327	329	245	238	241
Raining without high winds	46	29	28	36	42	28	22	40	30	22	39
Snowing without high winds	4	2	1	0	0	1	6	0	1	0	1
Fine with high winds	3	7	6	6	4	0	6	4	3	1	4
Raining with high winds	6	3	5	4	6	4	2	4	2	4	1
Snowing with high winds	0	0	1	0	0	0	0	0	0	0	0
Fog or mist - if hazard	2	0	4	0	0	0	0	1	0	1	0
Other	16	8	10	3	2	3	8	4	4	4	4
Unknown	14	21	31	20	21	24	12	14	10	7	4
Total	549	501	434	414	426	344	383	396	295	277	294

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 are being followed by a number of Statistical Bulletins that are intended to provide users with more information. Most of 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. Related 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