

Pedal cyclist casualties, 2014

Background

This Statistical Bulletin looks at pedal cyclist road traffic casualties in Wales; covering all pedal cyclist casualties and child (aged 0-15) pedal cyclist casualties separately. The bulletin looks at trends in the number and severity of these casualties; and shows the circumstances associated with the accidents that resulted in these casualties. This is to provide information relevant to road safety policy in relation to pedal cyclist casualties; also to provide a starting point for any further, in-depth investigation of the accidents resulting in pedal cyclist casualties.

The context for a separate bulletin about pedal cyclist casualties is that they are an important component of all road casualties in Wales. Pedal cyclists are seen as some of the more vulnerable road users as the proportion of KSI casualties is higher than the corresponding share of total casualties. In 2014 they represented 11 per cent of Killed and Seriously Injured (KSI) road traffic casualties and 6 per cent of slightly injured 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);
- A 40 per cent reduction in the number of young people (aged 16 to 24) KSI; and
- A 25 per cent reduction in the number of motorcyclist KSIs.

Key points

All pedal cyclist casualties

- Between 2000 and 2010, KSI numbers have fluctuated within a broad range between 61 and 84 casualties per year, but in 2011 this increased to 118 casualties. Latest figures show a rise to 138 KSIs in 2014 (*table 2 and chart 2*).
- Men comprise the majority of pedal cyclist casualties; over the whole period from 2004 to 2014 they accounted for 86 per cent of all casualties (*table 3*).

Child (aged 0-15) pedal cyclist casualties

- The total number of child pedal cyclist casualties fell by 56 per cent between 2004 and 2014, from 203 in 2004 to 89 in 2014. Over the same period child KSI casualties fell from 23 to 14 (*table 11*).
- The proportion of all KSI pedal cyclist casualties that were children dropped from 35 per cent of all KSI casualties in 2004 to 10 per cent in 2014 (*table 2 and table 11*).

Statistician: Henry Small

Tel: 029 2082 6960

E-mail: stats.transport@wales.gsi.gov.uk

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Cyhoeddwyd gan Y Gwasanaethau Gwybodaeth a Dadansoddi

Llywodraeth Cymru, Parc Cathays, Caerdydd, CF10 3NQ

Ffôn – Swyddfa'r Wasg **029 2089 8099**, Ymholiadau Cyhoeddus **029 2082 3332**

www.llyw.cymru/ystadegau

Issued by Knowledge and Analytical Services

Welsh Government, Cathays Park, Cardiff, CF10 3NQ

Telephone – Press Office **029 2089 8099**, Public Enquiries **029 2082 5050**

www.gov.wales/statistics



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Notes for all the following tables and charts

- Pedal cyclists: The term 'pedal cyclist casualties' refers to both the riders and pedal cyclist passengers, although it is important to note that pedal cyclist passengers account for only 1.4 per cent of the total pedal cyclist casualties since 1979.
- 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.
- All figures are as reported by the Police on the 'Stats19' form.

Summary of all pedal cyclist casualties

Table 1 and chart 1 show the relationship between pedal cyclist casualties and other road user casualties.

Table 1: Pedal cyclist casualties in context: Casualties by type of road user and severity, 2004-2008 average and 2009 to 2014

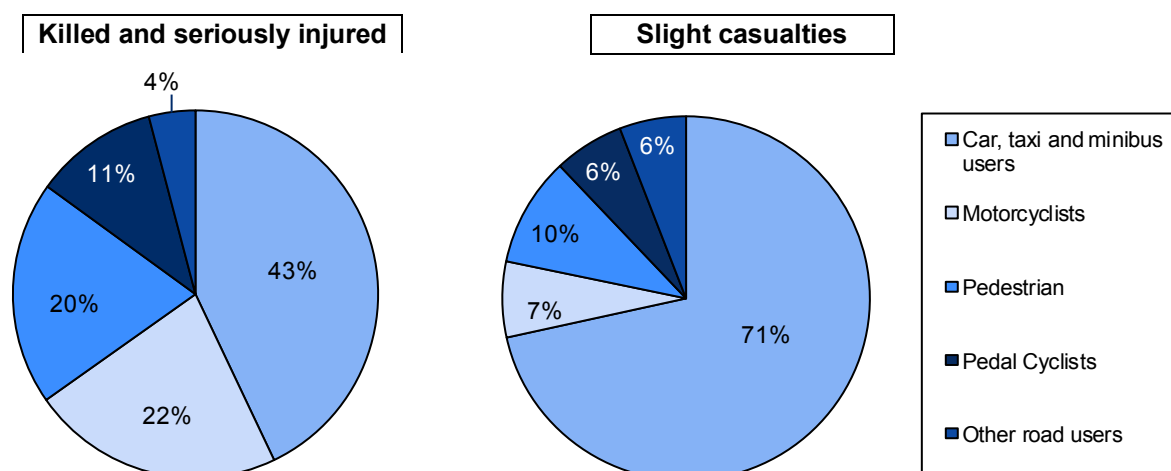
	<i>Number and per cent</i>					
	Pedestrian	Pedal cyclists	Motorcyclists (a)	Car, taxi and minibus users	Other road users (b)	Total
Total casualties						
2004-2008 average	1,368	463	756	9,200	726	12,513
2009	1,114	403	651	7,607	579	10,354
2010	1,108	447	645	7,131	624	9,955
2011	1,154	521	612	6,553	566	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						
2004-2008 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

Source: Welsh Road Accident Database

(a) Includes mopeds, motor scooters, motorcycles and combinations.

(b) Includes buses, coaches, goods vehicles, invalid vehicles, motor caravans, other and unknown vehicles.

Chart 1: Proportion of casualties by type of road user, 2014

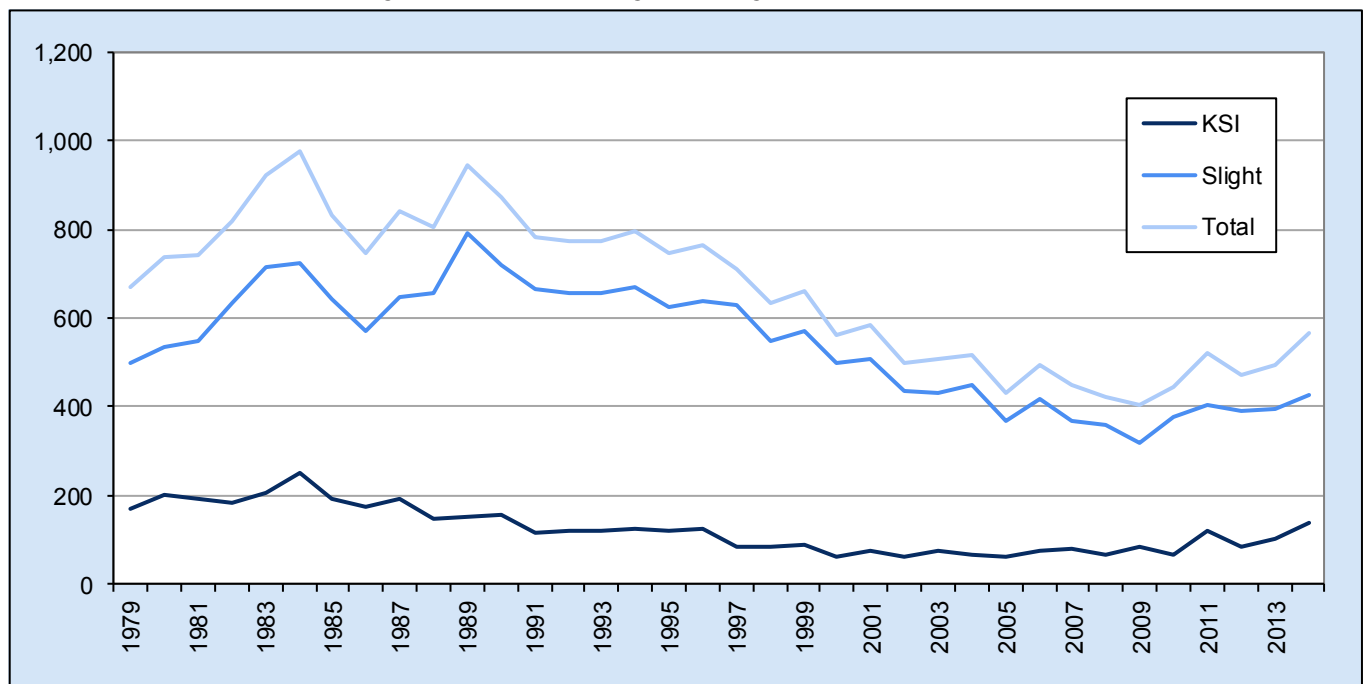


Historic trends

Chart 2 and table 2 below summarise pedal cyclist casualties since 1979.

- Total casualties fluctuated from 1979 through the 1980s and then fell from 945 casualties in 1989 to just over 400 in 2009. Since 2009 total casualties have increased each year, other than in 2012 (which is partly due to a change in recording procedures) and rose to 567 in 2014.
- Looking in more detail at the 597 casualties in 2014: There were 5 pedal cyclist fatalities, 133 serious casualties and 429 slightly injured pedal cyclist casualties. The total number of pedal cyclist casualties amounted to 6.9 per cent of all types of road traffic casualties in Wales (*table 2*).
- Since 1979, 18 per cent of cyclist casualties were reported as killed or seriously injured (KSI) and 82 per cent were slightly injured (*table 2*).
- Slight injuries follows a very similar long term pattern to total casualties, KSI casualties however peaked earlier, in 1984, and broadly declined until levelling off in 2000. In recent years the number of KSI casualties has risen, though is still lower than the 1984 peak.
- Total pedal cyclist casualties as a proportion of all road casualties (including all motor vehicle users and pedestrians) was 6.9 per cent in 2014, the last time it was this high was in 1984. Since 2010 this proportion has increased every year, to 6.9 per cent in 2014 (*table 2*).

Chart 2: Number of pedal cyclist casualties by severity, 1979-2014



Source: Welsh Road Accident Database

Table 2: Pedal cyclist casualties by severity, 1979-2014

	<i>Number and per cent</i>					
	Killed	Seriously injured	KSI	Slight	Total	Percentage of all road casualties
1979	10	161	171	500	671	4.3
1980	7	193	200	536	736	4.9
1981	13	181	194	550	744	4.9
1982	17	168	185	636	821	5.3
1983	7	199	206	716	922	6.7
1984	7	245	252	725	977	6.9
1985	6	184	190	643	833	6.0
1986	15	161	176	570	746	5.2
1987	10	182	192	650	842	5.9
1988	10	136	146	659	805	5.3
1989	10	142	152	793	945	5.8
1990	6	149	155	719	874	5.3
1991	9	107	116	668	784	5.2
1992	9	111	120	655	775	5.3
1993	6	112	118	658	776	5.4
1994	10	114	124	671	795	5.3
1995	11	109	120	625	745	5.0
1996	7	117	124	640	764	5.1
1997	2	80	82	629	711	4.8
1998	8	78	86	548	634	4.4
1999	6	83	89	571	660	4.6
2000	3	60	63	498	561	4.0
2001	8	66	74	509	583	4.2
2002	3	60	63	435	498	3.5
2003	6	70	76	433	509	3.6
2004	9	57	66	450	516	3.8
2005	2	59	61	370	431	3.4
2006	9	68	77	419	496	3.9
2007	3	77	80	370	450	3.7
2008	4	61	65	357	422	3.8
2009	6	78	84	319	403	3.9
2010	2	66	68	379	447	4.5
2011	11	107	118	403	521	5.5
2012	4	80	84	390	474	5.5
2013	5	95	100	396	496	6.0
2014	5	133	138	429	567	6.9

Source: Welsh Road Accident Database

What age and gender are pedal cyclist casualties?

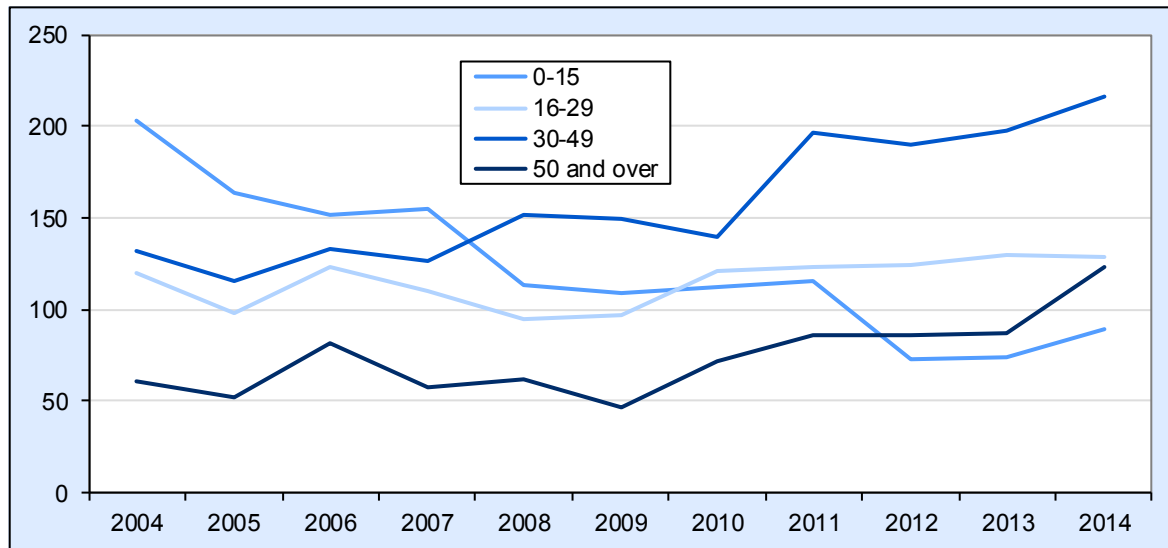
In 2014, and looking at broad age groups, those aged 30-49 formed the largest group of pedal cyclist casualties:

- The vast majority of pedal cyclist casualties are male; over the period 2004 to 2014 they accounted for 86 per cent of pedal cyclist casualties, with similar majorities across a number of age groups (*table 3*).
- In particular the group of males aged 30-49 accounted for 39 per cent of KSI casualties and 32 % of slightly injured casualties in 2014.

Over the past ten years, the decline in total pedal cyclist casualties has been greatest amongst children (aged 0-15):

- Between 2004 and 2014 the total number of child pedal cyclist casualties fell from 203 to 89 casualties, a fall of 56 per cent (60 percent for boys and 27 per cent for girls); whilst the number of pedal cyclists casualties aged 16 and over has increased by half.

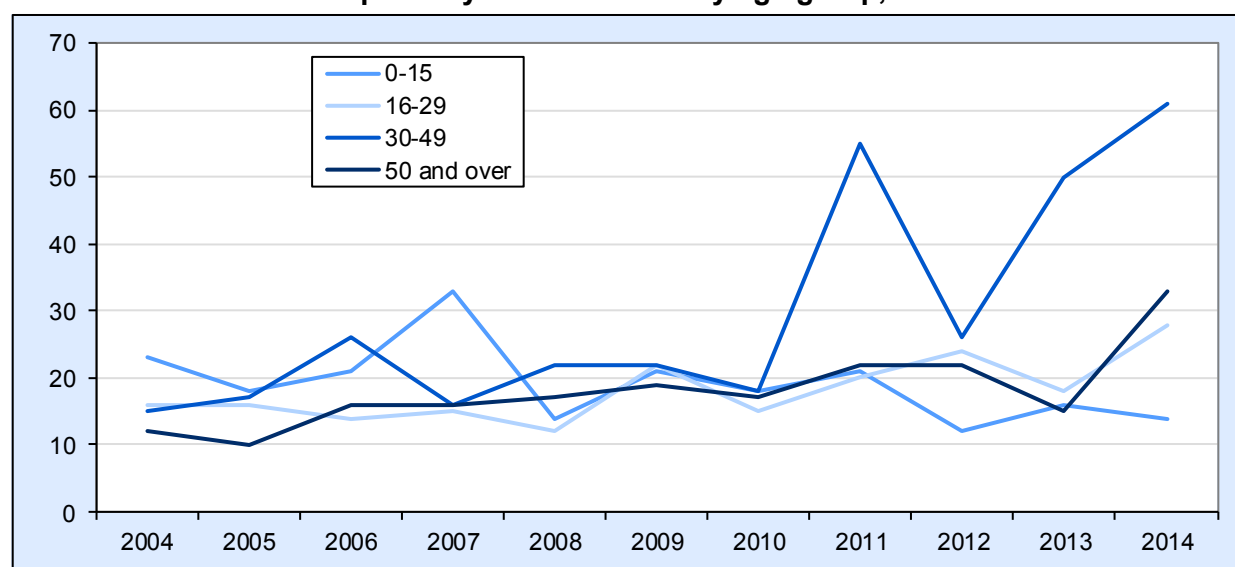
Chart 3a: Total number of pedal cyclist casualties by age group, 2004-2014



Source: Welsh Road Accident Database

There was a sharp increase in KSI casualties for cyclists aged between 30 and 49:

- Because of the small numbers of KSI pedal cyclists, the year-to-year figures fluctuate and it is less easy to identify trends. However chart 3b suggests that while all KSI pedal cyclist casualties were broadly flat between 2004 and 2014; within this total, there was a slow downward trend in child KSI casualties, and a small upward trend in all adult casualties.
- The large increase in KSI casualties between 2010 and 2014 was mostly due to the rise in the 30 to 49 age group.

Chart 3b: Number of KSI pedal cyclist casualties by age group, 2004-2014

Source: Welsh Road Accident Database

Table 3: Pedal cyclist casualties by severity, broad age group and gender, 2004-2014

	0-15		16-29		30-49		50 and over		Total (a)	
	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female
KSI										
2004	21	2	16	0	15	0	11	1	63	3
2005	15	3	15	1	17	0	10	0	57	4
2006	19	2	14	0	26	0	15	1	74	3
2007	29	4	14	1	13	3	15	1	71	9
2008	13	1	10	2	21	1	16	1	60	5
2009	18	3	19	3	19	3	19	0	75	9
2010	15	3	12	3	18	0	16	1	61	7
2011	17	4	16	4	44	11	21	1	98	20
2012	12	0	24	0	22	4	17	5	75	9
2013	15	1	16	2	46	4	13	2	90	9
2014	9	5	23	5	53	8	29	4	114	22
Slight										
2004	156	24	88	16	101	16	43	6	388	62
2005	121	25	67	15	84	14	36	6	308	60
2006	111	20	93	16	88	19	58	8	350	63
2007	97	25	83	12	91	19	33	8	304	64
2008	86	13	66	17	117	13	39	6	308	49
2009	72	16	67	8	110	17	26	2	275	43
2010	71	23	91	15	109	13	51	4	322	55
2011	77	17	88	15	121	20	57	7	343	59
2012	46	15	82	18	140	24	55	9	323	66
2013	49	9	93	19	128	20	66	6	336	54
2014	61	14	81	20	135	20	78	12	355	66
Total										
2004	177	26	104	16	116	16	54	7	451	65
2005	136	28	82	16	101	14	46	6	365	64
2006	130	22	107	16	114	19	73	9	424	66
2007	126	29	97	13	104	22	48	9	375	73
2008	99	14	76	19	138	14	55	7	368	54
2009	90	19	86	11	129	20	45	2	350	52
2010	86	26	103	18	127	13	67	5	383	62
2011	94	21	104	19	165	31	78	8	441	79
2012	58	15	106	18	162	28	72	14	398	75
2013	64	10	109	21	174	24	79	8	426	63
2014	70	19	104	25	188	28	107	16	469	88

Source: Welsh Road Accident Database

(a) Excludes casualties of unknown age so totals may be slightly lower than those in Table 2.

When are casualties most likely to occur?**The majority of casualties occur in the second and third quarters of the year:**

- Over the eleven years from 2004 to 2014, around 30 per cent of pedal cyclist casualties occur both in the second (April to June) and in the third (July to September) quarter of each year. The remaining 40 per cent of casualties are split fair evenly between the first and the fourth quarters (*table 4*).

Table 4: Pedal cyclist casualties by severity and quarter, 2004-2014

					<i>Number</i>
	1st quarter	2nd quarter	3rd quarter	4th quarter	Total
KSI					
2004	11	26	13	16	66
2005	6	25	23	7	61
2006	21	15	27	14	77
2007	14	22	22	22	80
2008	13	23	17	12	65
2009	13	22	31	18	84
2010	6	25	27	10	68
2011	13	33	52	20	118
2012	18	20	25	21	84
2013	12	32	35	21	100
2014	24	34	57	23	138
Slight					
2004	82	147	144	77	450
2005	66	119	114	71	370
2006	85	130	138	66	419
2007	73	113	107	77	370
2008	75	110	94	78	357
2009	63	103	104	49	319
2010	59	103	130	87	379
2011	73	128	114	88	403
2012	88	102	118	82	390
2013	65	87	142	102	396
2014	71	127	143	88	429
Total					
2004	93	173	157	93	516
2005	72	144	137	78	431
2006	106	145	165	80	496
2007	87	135	129	99	450
2008	88	133	111	90	422
2009	76	125	135	67	403
2010	65	128	157	97	447
2011	86	161	166	108	521
2012	106	122	143	103	474
2013	77	119	177	123	496
2014	95	161	200	111	567

Source: Welsh Road Accident Database

- Pedal cyclist casualties occur fairly evenly across weekdays, with a slightly lower proportion of casualties occurring at weekends (table 5).

Table 5: Pedal cyclist casualties by severity and day of the week, 2004-2014

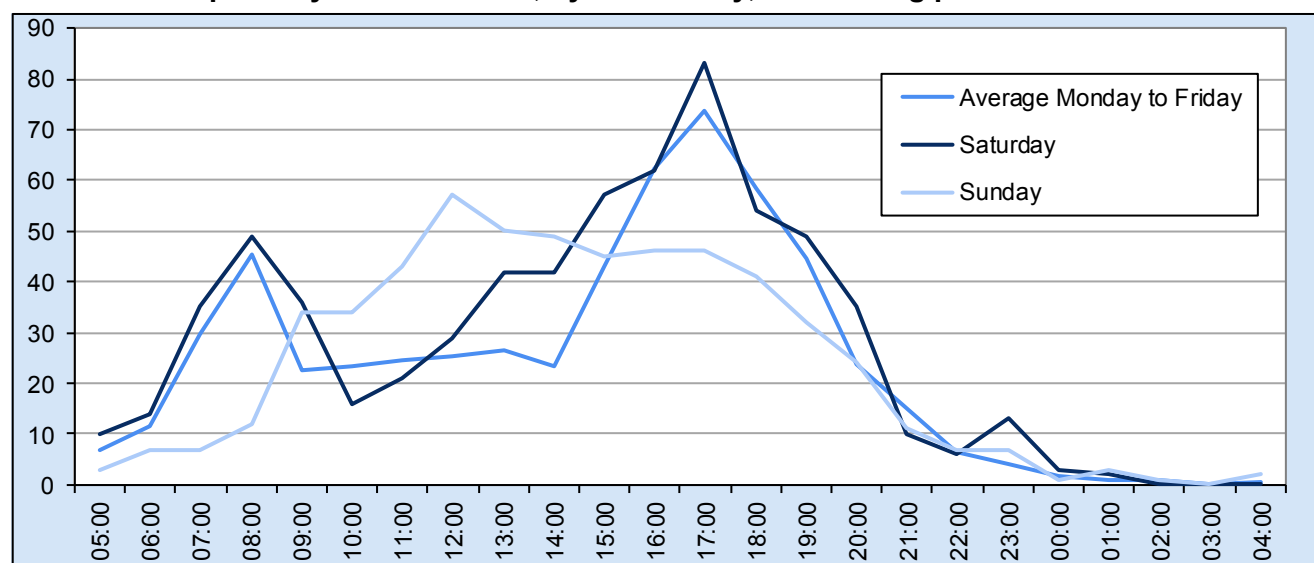
	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
<i>Number</i>											
KSI											
Monday	10	6	8	11	19	16	11	13	10	11	16
Tuesday	15	8	12	15	6	13	13	15	9	16	17
Wednesday	6	14	9	16	9	7	12	23	20	14	19
Thursday	10	8	17	7	10	13	10	17	13	9	20
Friday	8	11	8	12	5	14	10	21	10	20	21
Saturday	6	7	7	10	8	11	7	16	8	14	22
Sunday	11	7	16	9	8	10	5	13	14	16	23
Slight											
Monday	86	55	52	36	53	46	60	59	53	63	58
Tuesday	62	46	73	63	63	50	53	67	60	69	63
Wednesday	73	59	62	58	57	55	58	68	58	64	64
Thursday	61	61	62	74	53	46	66	59	55	64	80
Friday	63	51	67	45	49	46	54	68	57	49	61
Saturday	58	43	47	50	52	42	42	37	58	39	54
Sunday	47	55	56	44	30	34	46	45	49	48	49
Total											
Monday	96	61	60	47	72	62	71	72	63	74	74
Tuesday	77	54	85	78	69	63	66	82	69	85	80
Wednesday	79	73	71	74	66	62	70	91	78	78	83
Thursday	71	69	79	81	63	59	76	76	68	73	100
Friday	71	62	75	57	54	60	64	89	67	69	82
Saturday	64	50	54	60	60	53	49	53	66	53	76
Sunday	58	62	72	53	38	44	51	58	63	64	72

Source: Welsh Road Accident Database

There is a peak in pedal cyclist casualties in the evening rush hour:

- Since 2004, around 45 per cent of KSI and slight pedal cyclist casualties occur between noon and 17:59 (table 6).
- 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. At weekends, casualties are more evenly spread through the hours of daylight (chart 4).

Chart 4: Total pedal cyclist casualties, by time of day, total during period 2004-2014



Source: Welsh Road Accident Database

Section 1 – All pedal cyclists

Table 6: Pedal cyclist casualties by severity and time of day, 2004-2014

	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	<i>Number</i> 2014
KSI											
00:00-05:59	3	1	1	1	1	4	1	2	1	6	5
06:00-11:59	15	10	18	15	23	25	13	35	28	30	46
12:00-17:59	29	30	40	46	25	29	38	50	33	40	52
18:00-23:59	19	20	18	18	16	26	16	31	22	24	35
Slight											
00:00-05:59	9	3	9	5	5	7	10	10	5	8	9
06:00-11:59	118	86	126	82	97	100	104	110	119	120	127
12:00-17:59	211	184	176	170	169	151	181	195	171	174	203
18:00-23:59	112	97	108	113	86	61	84	88	95	94	90
Total											
00:00-05:59	12	4	10	6	6	11	11	12	6	14	14
06:00-11:59	133	96	144	97	120	125	117	145	147	150	173
12:00-17:59	240	214	216	216	194	180	219	245	204	214	255
18:00-23:59	131	117	126	131	102	87	100	119	117	118	125

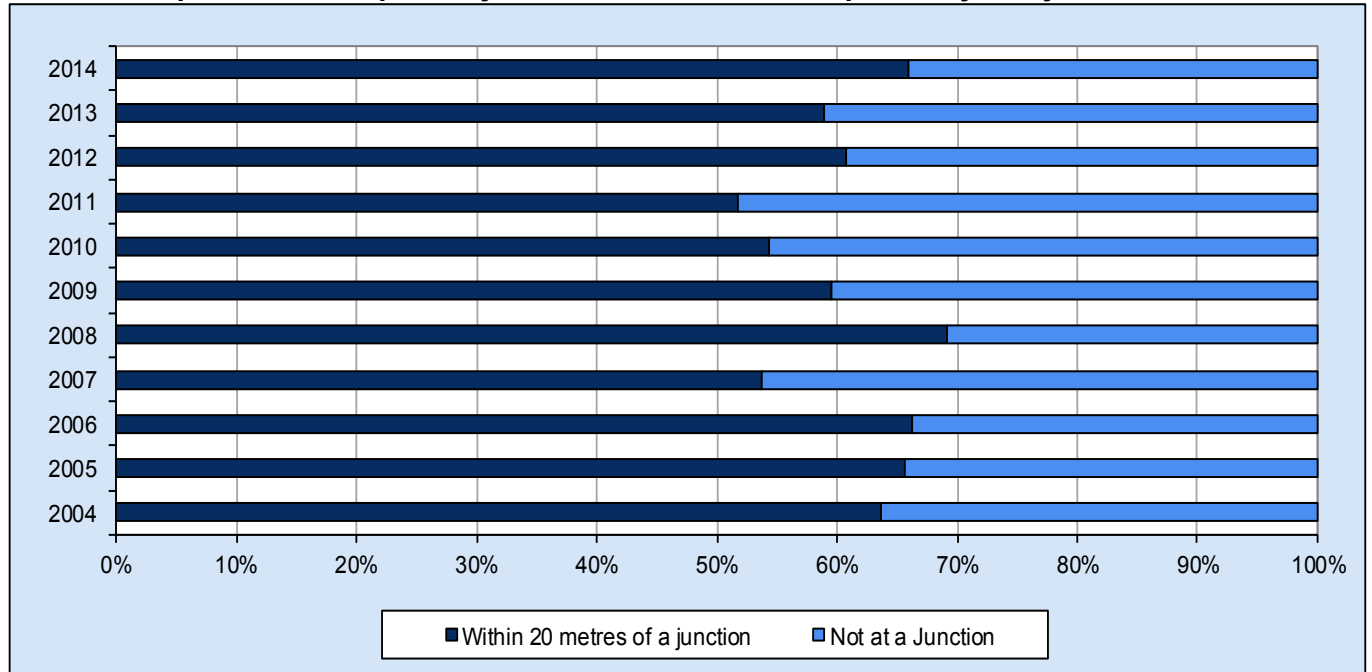
Source: Welsh Road Accident Database

Where on the road are casualties most likely to occur?

Since 2004 the majority of pedal cyclist casualties occur within 20 metres of a junction:

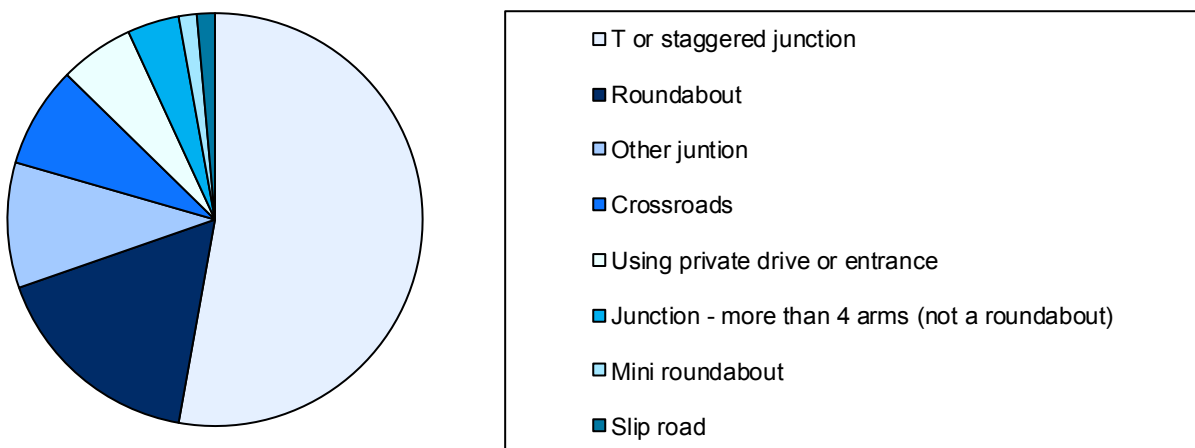
- Around 2 out of 3 KSI pedal cyclist casualties are injured in accidents occurring at or within 20 metres of a junction (*chart 5*).
- For KSI cyclist casualties injured in an accident at or within 20 metres of a junction, over half of these junction accidents occurred at T or staggered junctions (*chart 6*).

Chart 5: Proportion of KSI pedal cyclist casualties and their proximity to a junction



Source: Welsh Road Accident Database

Chart 6: Proportion of pedal cyclist casualties killed or seriously injured at a junction, by type of junction, total during period 2004-2014



The majority of pedal cyclist casualties occur in 30mph zones:

- Over the eleven years from 2004 to 2014, 69 per cent of KSI cyclist casualties and 84 per cent of slight pedal cyclist casualties occur on roads with a 30 mph speed limit. 23 per cent of KSI casualties occur on roads with a 60 or 70 mph speed limit but only 11 per cent of slight casualties (*table 7*).
- A substantial proportion of more serious casualties occur on A roads. In 2014, of those pedal cyclists killed or seriously injured (KSI), 35 per cent occurred on A roads and 38 per cent of slightly injured casualties. The majority of slight casualties occur on unclassified roads (*table 8*).

Table 7: Pedal cyclist casualties by speed limit of road and severity, 2004-2014

	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
KSI											
20 mph	0	0	0	1	0	0	0	0	1	0	4
30 mph	48	48	58	57	51	57	49	67	59	67	90
40 mph	4	1	3	6	1	4	3	4	3	6	8
50 mph	1	2	1	2	1	0	0	4	6	2	6
60 mph	11	8	14	11	7	19	14	37	14	25	30
70 mph	2	2	1	3	5	4	2	6	1	0	0
Slight											
20 mph	1	2	2	3	2	2	1	1	3	2	0
30 mph	393	318	341	328	301	273	328	329	304	320	351
40 mph	14	16	20	7	16	8	6	22	24	18	20
50 mph	0	0	2	1	5	1	4	9	10	6	9
60 mph	37	30	50	29	27	31	35	38	45	49	44
70 mph	5	4	4	2	6	4	5	4	4	1	5
Total											
20 mph	1	2	2	4	2	2	1	1	4	2	4
30 mph	441	366	399	385	352	330	377	396	363	387	441
40 mph	18	17	23	13	17	12	9	26	27	24	28
50 mph	1	2	3	3	6	1	4	13	16	8	15
60 mph	48	38	64	40	34	50	49	75	59	74	74
70 mph	7	6	5	5	11	8	7	10	5	1	5

Source: Welsh Road Accident Database

Table 8: Pedal cyclist casualties by severity and road class, 2004-2014

	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
KSI											
Motorway	0	0	0	0	0	0	0	0	0	0	0
A road	22	21	26	31	25	33	29	43	37	40	48
B road	10	12	15	7	15	11	7	17	14	19	23
C road/Unclassified	34	28	36	42	25	40	32	58	33	41	67
Slight											
Motorway	0	0	0	0	0	0	1	0	0	0	1
A road	139	100	131	110	104	87	116	120	137	155	162
B road	43	54	62	41	33	45	46	54	50	56	60
C road/Unclassified	268	216	226	219	220	187	216	229	203	185	206
Total											
Motorway	0	0	0	0	0	0	1	0	0	0	1
A road	161	121	157	141	129	120	145	163	174	195	210
B road	53	66	77	48	48	56	53	71	64	75	83
C road/Unclassified	302	244	262	261	245	227	248	287	236	226	273

Source: Welsh Road Accident Database

What was the pedal cyclist doing when they became a casualty?**Mostly going straight ahead:**

- In 2014, in around 8 out of 10 cases, the injured cyclist was described as ‘going ahead other’ or going ahead on a left hand or right hand bend (*table 9*).
- Only in a minority of cases was the cyclist carrying out a manoeuvre such as moving off, slowing down, changing lane, turning to left or right, or overtaking. In particular, very few cyclists were hurt when ‘overtaking on the nearside’ (*table 9*).

Table 9: Pedal cyclist casualties by severity and manoeuvre, 2004-2014

	<i>Number</i>										
	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
KSI											
Slowing or stopping	2	0	0	2	1	0	0	2	0	1	5
Moving off	0	2	3	2	1	1	2	1	5	0	1
Turning left (a)	1	2	4	2	2	3	1	3	3	4	3
Turning right (a)	3	4	8	1	7	1	8	8	8	7	6
Changing lane	2	0	2	4	1	1	0	1	2	1	2
Overtaking moving vehicle on its offside	0	0	0	1	0	0	0	1	0	3	1
Overtaking on offside	1	0	1	2	0	0	0	1	0	3	3
Going ahead left hand bend	3	2	2	5	3	2	1	8	0	3	6
Going ahead right hand bend	3	1	7	2	1	3	1	9	6	4	11
Going ahead other	50	48	49	59	47	70	52	80	60	77	94
Other manoeuvres	1	0	0	1	2	2	3	3	0	0	4
Total	66	61	77	80	65	84	68	118	84	100	138
Slight											
Slowing or stopping	1	3	8	7	16	6	6	10	14	7	12
Moving off	2	8	16	10	7	9	16	18	10	8	4
Turning left (a)	21	11	10	10	21	10	9	8	11	11	12
Turning right (a)	27	19	11	25	18	21	22	25	25	18	27
Changing lane	2	6	2	4	5	2	4	3	6	7	1
Overtaking on offside	13	14	6	4	7	6	6	3	7	7	7
Overtaking on nearside	3	2	4	6	1	2	4	4	1	6	4
Going ahead left hand bend	12	8	13	8	5	5	9	8	15	14	11
Going ahead right hand bend	15	7	18	7	4	9	7	11	10	12	8
Going ahead other	343	281	320	282	263	240	284	303	283	301	337
Other manoeuvres	9	8	6	6	7	7	10	7	4	3	4
Total	450	370	418	370	357	319	379	403	390	396	429

Source: Welsh Road Accident Database

(a) Includes waiting to turn

Where in Wales did the pedal cyclist casualties occur?

Since 2004, around one in five pedal cyclist casualties have occurred in the Cardiff local authority, which is more than combined local authorities in either Gwent or Dyfed Powys Police areas:

- Four local authorities had less than 100 pedal cyclist casualties during the 11 year period, Merthyr Tydfil (65), Blaenau Gwent (73), the Isle of Anglesey (88) and Torfaen (87) (table 10).

Table 10: Pedal cyclist casualties by local authority, 2004-2014

	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
Isle of Anglesey	9	9	6	4	4	5	7	16	4	10	14
Gwynedd	19	10	14	10	12	5	11	34	22	26	26
Conwy	21	20	34	30	17	17	17	16	17	24	30
Denbighshire	12	18	18	16	22	18	21	16	23	17	21
Flintshire	25	13	34	19	35	25	28	32	33	36	27
Wrexham	33	20	31	24	35	29	22	32	32	35	35
Powys	18	16	9	12	8	13	17	18	24	8	19
Ceredigion	12	12	13	10	11	10	3	19	12	9	11
Pembrokeshire	22	16	14	21	7	10	18	17	17	17	15
Carmarthenshire	24	30	16	25	17	21	24	32	34	18	28
Swansea	39	42	49	25	32	27	46	36	40	33	38
Neath Port Talbot	19	19	26	19	16	19	17	22	10	27	23
Bridgend	31	20	11	15	14	14	20	21	17	18	12
Vale of Glamorgan	18	12	15	27	18	19	22	26	11	19	25
Cardiff	89	79	104	88	95	87	99	116	103	106	112
Rhondda Cynon Taf	43	17	26	34	21	21	19	23	11	26	32
Merthyr Tydfil	9	9	9	3	2	3	1	2	6	2	19
Caerphilly	26	19	13	13	20	11	11	8	20	17	16
Blaenau Gwent	8	8	15	7	4	4	10	5	2	7	3
Torfaen	9	9	11	7	9	8	5	6	6	6	11
Monmouthshire	10	12	13	13	8	11	6	11	8	12	16
Newport	20	21	15	28	15	26	23	13	22	23	34
Wales	516	431	496	450	422	403	447	521	474	496	567

Source: Welsh Road Accident Database

Summary of child pedal cyclist casualties

The number of child (aged 0-15) pedal cyclist casualties has steadily declined since early 1980s:

- Child pedal cyclist casualties peaked in 1984 and has reduced by over 80 per cent since. In recent years this trend has slowed and total casualties have increased slightly, with 89 child cyclist casualties in 2014; of which there were no fatalities and 14 seriously injured.
- During the early 1980s, child pedal cyclist casualties represented around a fifth of all child road traffic casualties. Since then this has decreased, not only in numbers, but also as a proportion of all child traffic casualties. The proportion of child casualties that were cyclists has been around 11 per cent since the mid 1990's.

Table 11: Summary of child pedal cyclist casualties, 1979-2014

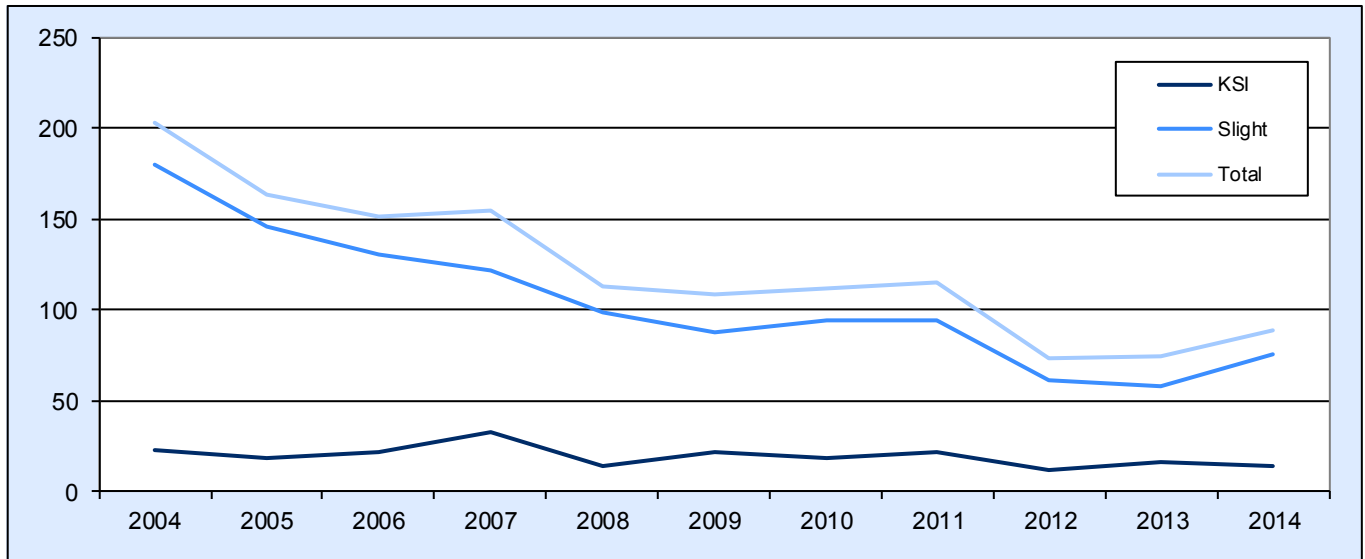
	<i>Number and per cent</i>					Percentage of all child (aged 0-15) road casualties
	Killed	Seriously injured	KSI	Slight	Total	
1979	4	97	101	307	408	17.0
1980	4	116	120	313	433	18.1
1981	3	102	105	337	442	19.6
1982	7	93	100	359	459	19.5
1983	3	109	112	413	525	22.7
1984	2	146	148	407	555	22.4
1985	1	91	92	312	404	18.2
1986	2	71	73	260	333	15.3
1987	3	86	89	295	384	17.8
1988	5	59	64	309	373	16.3
1989	5	65	70	393	463	18.5
1990	1	73	74	329	403	16.4
1991	3	53	56	308	364	15.5
1992	2	54	56	290	346	14.9
1993	3	45	48	306	354	15.2
1994	6	55	61	307	368	15.6
1995	1	46	47	312	359	15.9
1996	4	59	63	317	380	16.4
1997	1	32	33	302	335	15.2
1998	0	29	29	243	272	12.4
1999	1	40	41	271	312	14.6
2000	1	22	23	218	241	12.0
2001	2	23	25	211	236	12.3
2002	0	23	23	191	214	11.6
2003	2	38	40	185	225	13.0
2004	1	22	23	180	203	13.1
2005	0	18	18	146	164	11.8
2006	1	20	21	131	152	11.7
2007	0	33	33	122	155	12.9
2008	1	13	14	99	113	10.2
2009	0	21	21	88	109	10.8
2010	1	17	18	94	112	10.9
2011	1	20	21	94	115	11.4
2012	1	11	12	61	73	8.9
2013	0	16	16	58	74	9.5
2014	0	14	14	75	89	11.1

Source: Welsh Road Accident Database

The number of child (aged 0-15) pedal cyclist casualties has declined since 2004:

- The section above describes the steady fall in total casualties since 1997; this continued over the period from 2004 to 2014 with the number of child pedal cyclist casualties falling by 56 per cent, from 203 in 2004 to 89 in 2014 (*table 11 and chart 7*).
- This drop was driven by the fall in slight casualties, which fell by 58 per cent from 180 children in 2004 to 75 children in 2014. The child KSI casualties' numbers have fallen by 39 per cent over the same period (*table 11 and chart 7*).

Chart 7: Number of child pedal cyclist casualties by severity, 2004-2014

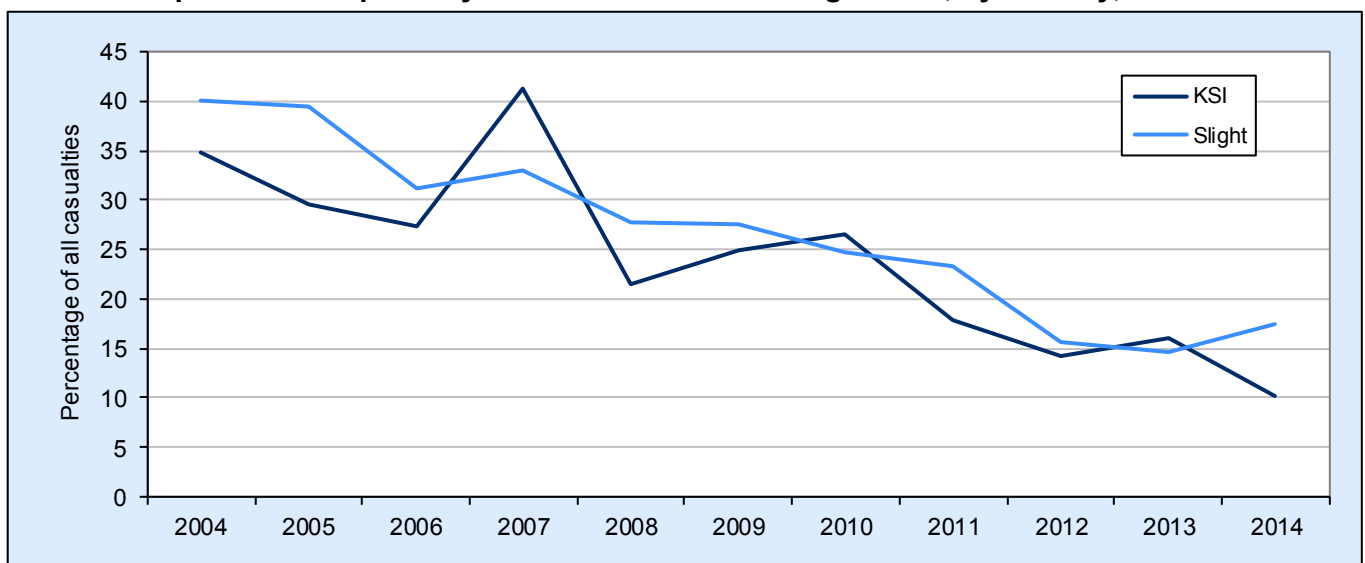


Source: Welsh Road Accident Database

Children account for a substantial, but falling, proportion of all pedal cyclist casualties:

- The proportion of KSI pedal cyclists that were aged 0-15 dropped from 35 per cent of all KSI cyclist casualties in 2004 to 10 per cent in 2014. This proportion did not decline steadily over the period, after falling the proportion rose to just over 40 per cent in 2007 (*chart 8*).
- The proportion of slight casualty pedal cyclists that were aged 0-15 fell steadily from 40 per cent of all slight cyclist casualties in 2004 to 17 per cent in 2014 (*chart 8*).

Chart 8: Proportion of all pedal cyclist casualties that are aged 0-15, by severity, 2004-2014



Source: Welsh Road Accident Database

When are child pedal cyclist casualties most likely to occur?**The majority of pedal cyclist casualties aged 0-15 occur in the 2nd and 3rd quarters of the year:**

- Over the eleven years from 2004 to 2014, 3 out of 4 all pedal cyclist casualties occur in the second quarter (April to June) and in the third (July to September) quarter of each year. Around 1 out of 8 casualties occur in the first and in the fourth quarters (*table 12*).
- Child pedal cyclist casualties occur fairly evenly across the week (*table 13*).

Table 12: Child pedal cyclist casualties by severity and quarter, 2004-2014

					<i>Number</i>
	1st quarter	2nd quarter	3rd quarter	4th quarter	Total
KSI					
2004	2	9	7	5	23
2005	1	7	8	2	18
2006	3	4	12	2	21
2007	4	13	12	4	33
2008	1	5	5	3	14
2009	1	7	12	1	21
2010	0	9	8	1	18
2011	3	6	10	2	21
2012	3	5	3	1	12
2013	1	6	7	2	16
2014	0	9	4	1	14
Slight					
2004	24	66	65	25	180
2005	22	51	57	16	146
2006	10	52	60	9	131
2007	14	47	41	20	122
2008	15	38	32	14	99
2009	13	35	31	9	88
2010	9	32	35	18	94
2011	15	35	34	10	94
2012	10	20	24	7	61
2013	8	11	33	6	58
2014	3	29	35	8	75
Total					
2004	26	75	72	30	203
2005	23	58	65	18	164
2006	13	56	72	11	152
2007	18	60	53	24	155
2008	16	43	37	17	113
2009	14	42	43	10	109
2010	9	41	43	19	112
2011	18	41	44	12	115
2012	13	25	27	8	73
2013	9	17	40	8	74
2014	3	38	39	9	89

Source: Welsh Road Accident Database

Table 13: Child pedal cyclist casualties by severity and day of the week, 2004-2014

	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
<i>Number</i>											
KSI											
Monday	1	3	4	8	4	3	4	1	1	3	1
Tuesday	6	1	4	2	2	1	4	5	2	3	1
Wednesday	1	3	3	5	0	1	5	3	2	4	3
Thursday	3	1	4	4	2	3	1	2	4	2	0
Friday	3	5	1	5	2	6	0	6	1	2	3
Saturday	3	3	0	6	4	3	3	1	1	0	3
Sunday	6	2	5	3	0	4	1	3	1	2	3
Slight											
Monday	34	21	17	11	12	10	14	15	8	12	15
Tuesday	24	17	23	11	22	12	8	10	8	4	11
Wednesday	27	22	15	25	16	18	16	9	4	10	9
Thursday	27	26	12	22	9	12	14	14	14	8	7
Friday	28	17	17	12	13	7	12	21	13	11	17
Saturday	21	24	21	21	19	15	11	11	7	6	10
Sunday	19	19	26	20	8	14	19	14	7	7	6
Total											
Monday	35	24	21	19	16	13	18	16	9	15	16
Tuesday	30	18	27	13	24	13	12	15	10	7	12
Wednesday	28	25	18	30	16	19	21	12	6	14	12
Thursday	30	27	16	26	11	15	15	16	18	10	7
Friday	31	22	18	17	15	13	12	27	14	13	20
Saturday	24	27	21	27	23	18	14	12	8	6	13
Sunday	25	21	31	23	8	18	20	17	8	9	9

Source: Welsh Road Accident Database

- The majority of child pedal cyclist casualties occurred between midday and 17:59 hours (*table 14*).
- A substantial minority of casualties (37 per cent of child KSI; 31 per cent of slight casualties; both over the whole period 2004 to 2014) occur later in the evening, between 18:00 and midnight.

Table 14: Child pedal cyclist casualties by severity and time of day, 2004-2014

	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
<i>Number</i>											
KSI											
00:00-05:59	0	0	0	0	0	0	0	0	0	0	0
06:00-11:59	1	1	3	3	0	1	1	4	1	2	0
12:00-17:59	14	9	13	20	9	12	11	6	7	6	8
18:00-23:59	8	8	5	10	5	8	6	11	4	8	6
Slight											
00:00-05:59	0	0	0	0	0	0	0	0	0	0	1
06:00-11:59	26	17	17	16	10	16	18	9	14	6	11
12:00-17:59	99	77	71	60	59	52	48	61	33	35	40
18:00-23:59	55	52	43	46	30	20	28	24	14	17	23
Total											
00:00-05:59	0	0	0	0	0	0	0	0	0	0	1
06:00-11:59	27	18	20	19	10	17	19	13	15	8	11
12:00-17:59	113	86	84	80	68	64	59	67	40	41	48
18:00-23:59	63	60	48	56	35	28	34	35	18	25	29

Source: Welsh Road Accident Database

Where on the road are child pedal cyclist casualties most likely to occur?**The majority of child pedal cyclists casualties occur on roads with a 30 mph limit:**

- In 2014, 94 per cent of all pedal cyclist casualties aged 0-15 occurred on roads with a 30 mph limit (table 15).
- In 2014, the majority of KSI casualties occurred on C roads or unclassified roads (93 per cent). The majority of slightly injured (81 per cent) pedal cyclist casualties aged 0-15 occurred on unclassified roads (table 16).

Table 15: Child pedal cyclist casualties by speed limit of road and severity, 2004-2014

	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
<i>Number</i>											
KSI											
20 mph	0	0	0	0	0	0	0	0	0	0	0
30 mph	21	17	17	24	11	18	15	20	7	13	13
40 mph	0	0	1	3	0	0	0	0	0	0	0
50 mph	0	0	0	0	0	0	0	0	3	0	1
60 mph	2	1	3	6	2	3	3	1	2	3	0
70 mph	0	0	0	0	1	0	0	0	0	0	0
Slight											
20 mph	1	2	0	2	1	2	1	1	1	1	0
30 mph	169	133	117	120	90	80	90	82	53	55	71
40 mph	3	3	3	0	3	1	1	2	2	0	2
50 mph	0	0	1	0	1	0	0	1	1	0	0
60 mph	7	8	10	0	4	4	2	8	4	2	2
70 mph	0	0	0	0	0	1	0	0	0	0	0
Total											
20 mph	1	2	0	2	1	2	1	1	1	1	0
30 mph	190	150	134	144	101	98	105	102	60	68	84
40 mph	3	3	4	3	3	1	1	2	2	0	2
50 mph	0	0	1	0	1	0	0	1	4	0	1
60 mph	9	9	13	6	6	7	5	9	6	5	2
70 mph	0	0	0	0	1	1	0	0	0	0	0

Source: Welsh Road Accident Database

Table 16: Child pedal cyclist casualties by severity and road class, 2004-2014

	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
<i>Number</i>											
KSI											
A road	3	4	4	12	6	3	4	3	6	1	1
B road	4	2	2	1	4	2	1	2	0	4	0
C road/Unclassified	16	12	15	20	4	16	13	16	6	11	13
Slight											
A road	26	20	25	12	11	8	10	10	14	9	10
B road	14	16	7	11	7	6	9	11	9	1	4
C road/Unclassified	140	110	99	99	81	74	75	73	38	48	61
Total											
A road	29	24	29	24	17	11	14	13	20	10	11
B road	18	18	9	12	11	8	10	13	9	5	4
C road/Unclassified	156	122	114	119	85	90	88	89	44	59	74

Source: Welsh Road Accident Database

Where in Wales did the child pedal cyclist casualties occur?**Children account for a varying proportion of all pedal cyclist casualties across Wales:**

Looking at the total of all pedal cyclist casualties between 2004 and 2014:

- In Blaenau Gwent, child pedal cyclist casualties account for 51 per cent of all pedal cyclist casualties since 2004. It is the only Local Authority where 50 per cent or more of pedal cyclist casualties were aged 0-15 (table 17 compared with table 10).
- Cardiff experienced the greatest number of child casualties over the period (124) but as a proportion of pedal cyclist casualties, had the lowest of any local authority at 12 per cent (table 17 compared with table 10).
- Monmouthshire (23 child pedal cyclist casualties between 2004 and 2014) had the lowest number of child casualties of any local authority (table 17).

Table 17: Child pedal cyclist casualties by local authority, 2004-2014

												<i>Number and per cent</i>
	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	Percentage of all cyclist casualties during 2004-14
Isle of Anglesey	5	2	2	0	3	2	2	7	2	2	2	33
Gwynedd	6	4	5	3	2	3	3	5	4	6	2	23
Conwy	9	14	10	16	3	9	5	2	1	3	5	32
Denbighshire	4	8	3	4	7	5	8	2	3	2	4	25
Flintshire	8	2	12	5	15	5	4	7	9	7	5	26
Wrexham	12	11	3	4	11	4	7	3	8	8	5	23
Powys	7	6	3	6	1	1	2	6	3	0	3	23
Ceredigion	5	5	4	2	0	3	0	3	4	1	0	22
Pembrokeshire	12	8	5	11	3	5	4	6	6	4	3	39
Carmarthenshire	12	15	4	9	5	4	9	14	3	3	6	31
Swansea	11	14	12	6	4	6	9	7	4	7	7	21
Neath Port Talbot	7	6	12	9	4	6	3	8	1	4	5	30
Bridgend	16	13	6	9	5	8	7	6	7	2	3	42
Vale of Glamorgan	9	2	6	13	5	5	4	2	1	3	3	25
Cardiff	19	8	18	10	8	13	13	14	4	5	12	12
Rhondda Cynon Taf	19	9	15	19	9	7	8	8	3	4	8	40
Merthyr Tydfil	7	5	4	2	1	0	1	2	1	1	4	43
Caerphilly	15	11	9	5	11	5	6	5	5	7	7	49
Blaenau Gwent	8	5	7	5	4	2	5	1	0	0	0	51
Torfaen	4	4	5	4	2	3	1	2	0	1	0	30
Monmouthshire	0	5	2	4	4	1	2	2	1	1	1	19
Newport	8	7	5	9	6	12	9	3	3	3	4	29
Wales	203	164	152	155	113	109	112	115	73	74	89	26

Source: Welsh Road Accident Database

Key quality information:

Source: Police recorded 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, Programme for Government 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 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>



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