

Pedal cyclist casualties, 2013

This Statistical Bulletin looks at pedal cyclist road traffic casualties in Wales. It looks both at all pedal cyclist casualties and at child (aged 0-15) pedal cyclist casualties.

The aim of this Bulletin is to show trends in the number and severity of these casualties; and to show 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 a significant component of all road casualties in Wales. In 2013 they represented 9 per cent of Killed and Seriously Injured (KSI) road traffic casualties and 6 per cent of slight casualties in 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. This sets out three road safety targets for Wales. 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. Numbers fell back to 84 in 2012 but rose again in 2013 to 100 (table 2 and chart 2).
- Men comprise the majority of pedal cyclist casualties, over the whole period from 2004 to 2013 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 64 per cent between 2004 and 2013, from 203 in 2004 to 74 in 2013. Over the same period child KSI casualties fell from 23 to 16 (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 16 per cent in 2013 (table 2 and table 11).

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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 1.5 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.

A note about the figures for 2012:

From April 2012 onwards, South Wales police made changes to their procedures for recording road traffic accidents and casualties where their officers attended road traffic collisions. These changes have led to a lower number of slight and serious casualties being recorded for South Wales than we believe would have been the case with the procedures used in previous years. This means that these 2012 figures are not directly comparable with those for earlier years. This issue does not affect road traffic fatalities, including pedestrian fatalities, in South Wales. The 2012 figures can be directly compared with those for earlier years.

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 2013

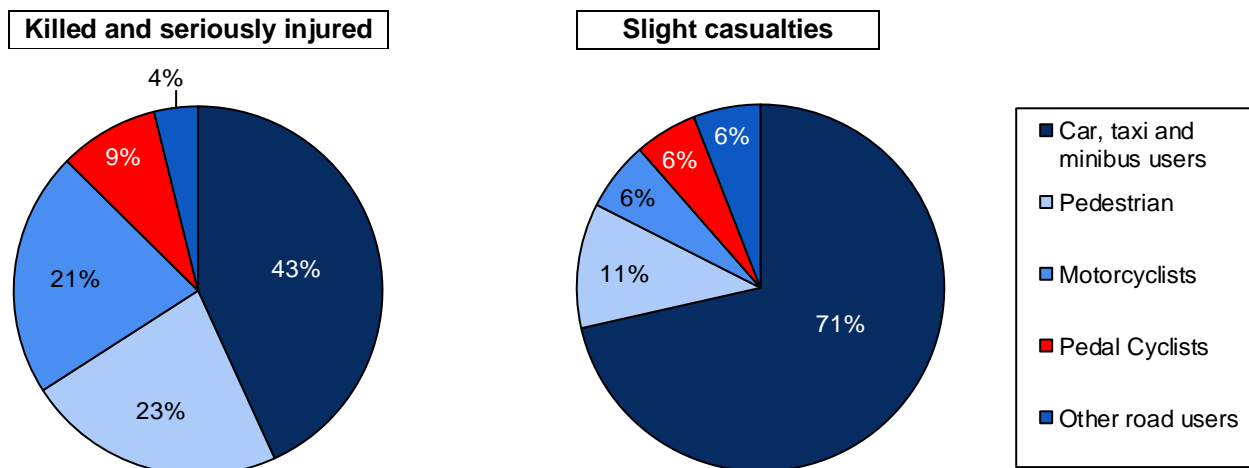
	<i>Number and per cent</i>					
	Pedestrian	Pedal cyclists	Motorcyclists (a)	Car, taxi and minibus users	Other road users (b)	Total
Total casualties						
2004-2008 average	1,368	463	756	9,200	726	12,513
2009	1,114	403	651	7,607	579	10,354
2010	1,108	447	645	7,131	624	9,955
2011	1,154	521	612	6,553	566	9,406
2012	1,007	474	627	5,986	471	8,565
2013	1,052	496	685	5,633	469	8,335
Percentage change 2013 on 2004-08 average	-23	7	-9	-39	-35	-33
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
Percentage change 2013 on 2004-08 average	-4	43	-4	-34	-25	-19

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: Casualties by type of road user, 2013



Summary of all pedal cyclist casualties

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

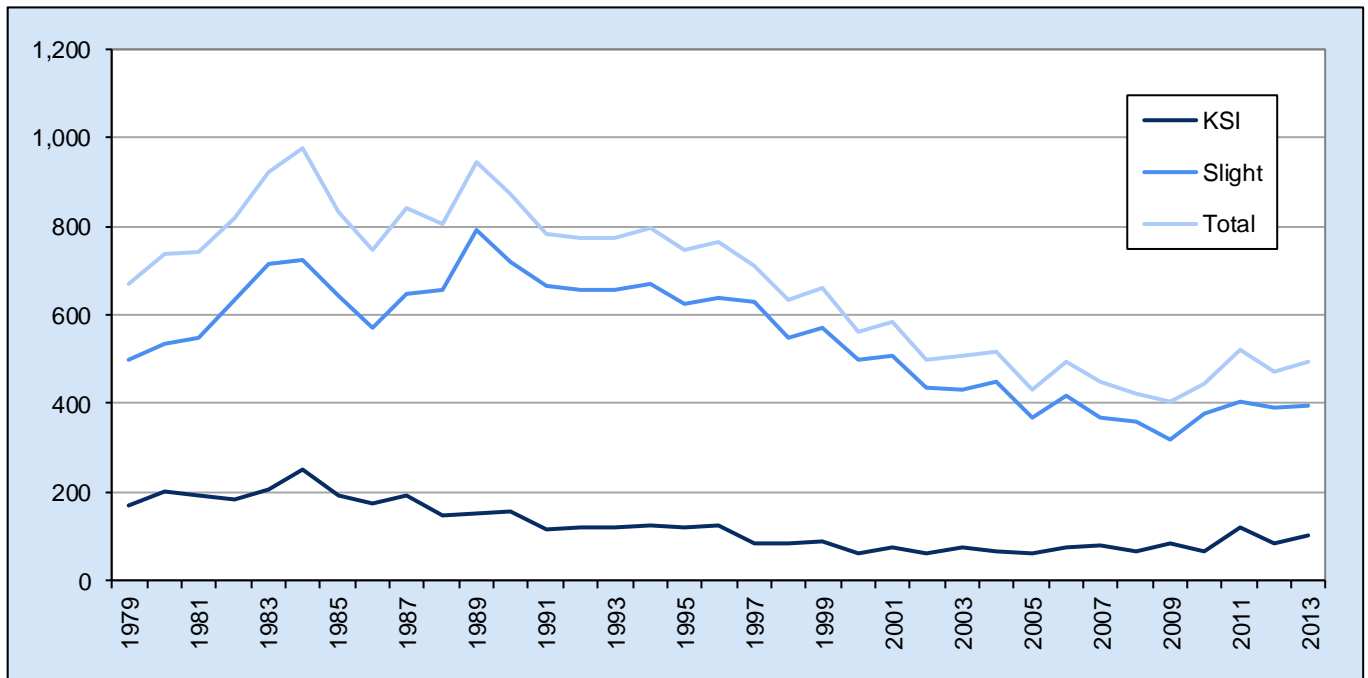
The number of total pedal cyclist casualties declined between 1989 and 2009...

- Total pedal cyclist casualties fell to just over 400 casualties in 2009, but then rose in 2010 and again in 2011 (to 521 casualties) before falling back to 474 in 2012. The number increased slightly to 496 in 2013.
- Looking in more detail at the 496 casualties in 2013: There were 5 pedal cyclist fatalities, 95 serious casualties and 396 slightly injured pedal cyclist casualties. The total number of pedal cyclist casualties amounted to 6 per cent of all types of road traffic casualties in Wales (table 2).
- Over the whole period between 1979 and 2013, 18 per cent of cyclist casualties were reported as killed or seriously injured (KSI) and 82 per cent were slightly injured (table 2).
- Total pedal cyclist casualties as a proportion of all road casualties (including all motor vehicle users and pedestrians) was highest, at 6.9 per cent, in 1984. It then declined until 2002. Between 2002 and 2009, the range has fluctuated between 3.4 per cent and 3.9 per cent of all road casualties, but after increases in 2010 and in 2011 it reached 6 per cent in 2013 (table 2).

...while KSI casualties were broadly flat between 2000 and 2010, they have fluctuated since 2011;

- The number of KSI cyclists peaked in 1984, then declined until 2000; since 2000 the numbers have fluctuated within a broad range between 61 and 84 casualties per year, but in 2011 this increased to 118 casualties before falling back to 84 in 2012 then rising again to 100 in 2013 (table 2 and chart 2).
- The number of slightly injured cyclist casualties peaked in 1989 and broadly declined from that date up to 2009. These casualties increased in 2010 and again in 2011 but fell to 390 in 2012 before rising slightly to 396 in 2013 (table 2 and chart 2).

Chart 2: Pedal cyclist casualties by severity, 1979-2013



Source: Welsh Road Accident Database

Table 2: Pedal cyclist casualties by severity, 1979-2013

Number and per cent

	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

Source: Welsh Road Accident Database

The rest of this section looks at recent trends over the ten years between 2004 and 2013

What age and sex are pedal cyclist casualties?

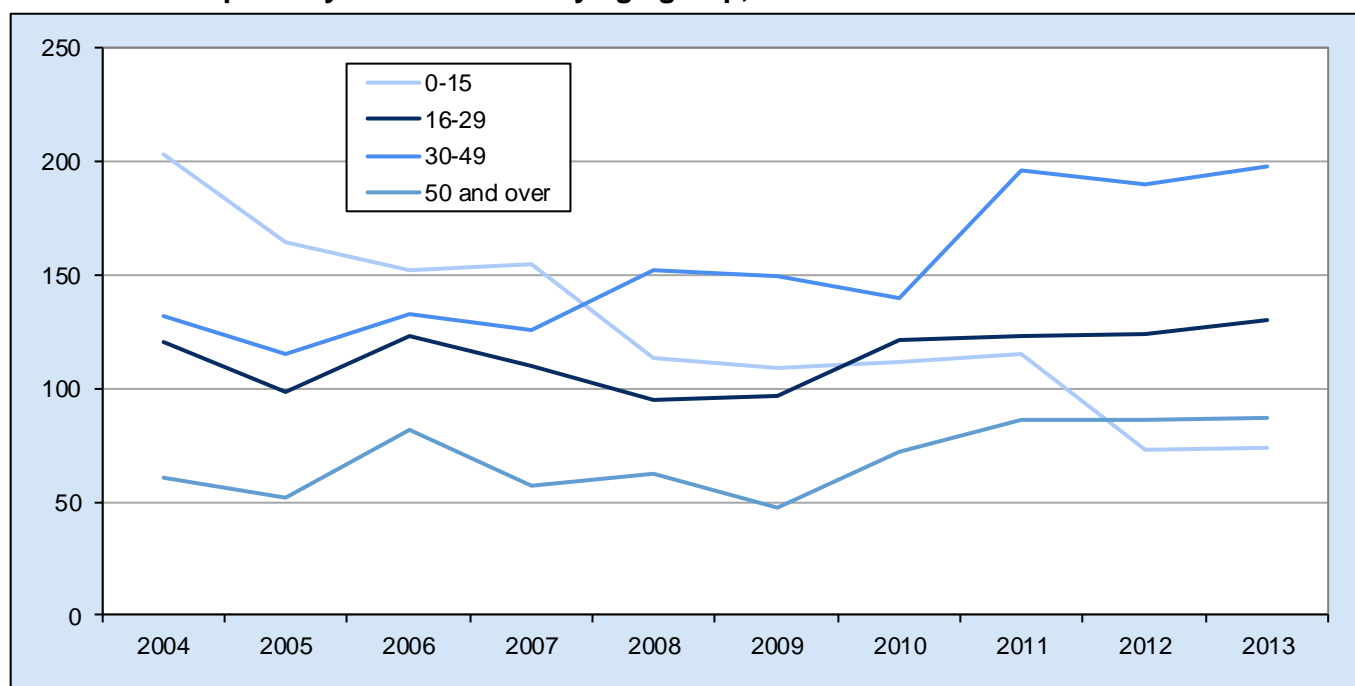
In 2013, and looking at broad age groups, those aged 30-49 formed the largest group of pedal cyclist casualties:

- Although men aged between 16 and 29 were 16 per cent of all KSI pedal cyclist casualties in 2013; men aged 30-49 made up 32 per cent of slight casualties (table 2 and table 3).
- Males comprise the majority of pedal cyclist casualties. Over the whole period 2004 to 2013 they accounted for 86 per cent of pedal cyclist casualties. This proportion is similar for each broad age group, that is those aged 0-15, 16-29, 30-49 and 50 and over. In 2013, men were 91 per cent of KSI pedal cyclist casualties and 86 per cent of slight casualties (table 3).

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

- Between 2004 and 2013 the total number of pedal cyclist casualties in the 0-15 age group fell from 203 to 74 casualties, a fall of 64 per cent; with a fall of 64 per cent for boys and 62 per cent for girls. Casualties in the next broad age group, those aged 16-29 increased by 8 per cent. Casualties increased by 50 per cent for the 30-49 age group and by 43 per cent for the 50 and over age group (table 3 and chart 3a).

Chart 3a: Total pedal cyclist casualties by age group, 2004-2013

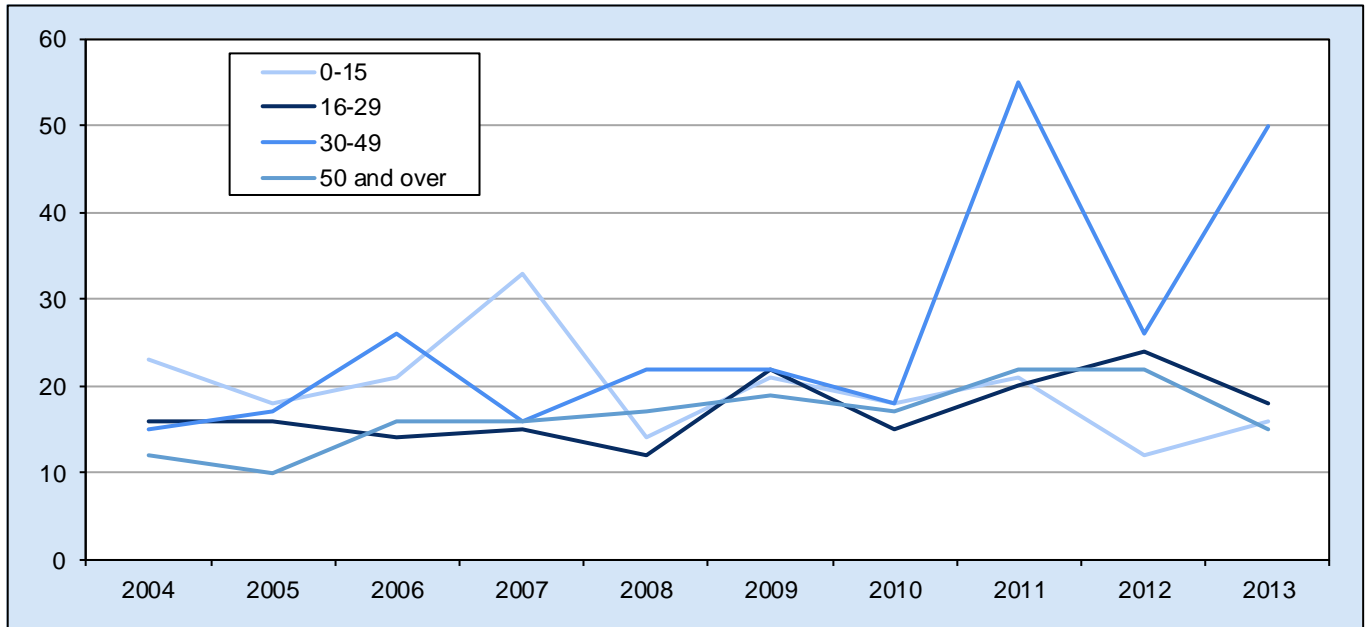


Source: Welsh Road Accident Database

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 2013; 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 2013 was mostly due to the rise in the 30 to 49 age group.

Chart 3b: KSI pedal cyclist casualties by age group, 2004-2013



Source: Welsh Road Accident Database

Table 3: Pedal cyclist casualties by severity, broad age group and sex, 2004-2013

	<i>Number</i>									
	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
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
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

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 ten years from 2004 to 2013, around 3 out of 10 pedal cyclist casualties occur in the second (April to June) and in the third (July to September) quarter of each year. Around 2 out of 10 casualties occur in both the first and the fourth quarters (table 4).

Table 4: Pedal cyclist casualties by severity and quarter, 2004-2013

	1st quarter	2nd quarter	3rd quarter	4th quarter	<i>Number</i> 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
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
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

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, 2004-2013

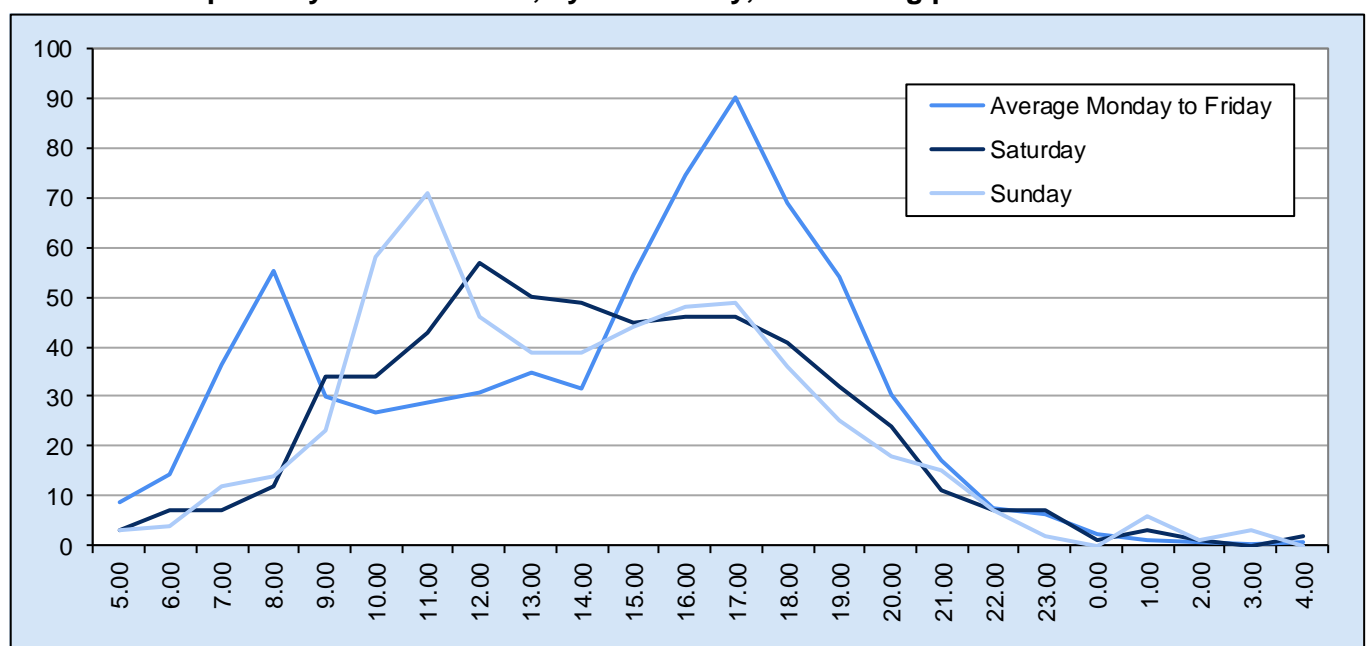
	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
<i>Number</i>										
KSI										
Monday	10	6	8	11	19	16	11	13	10	11
Tuesday	15	8	12	15	6	13	13	15	9	16
Wednesday	6	14	9	16	9	7	12	23	20	14
Thursday	10	8	17	7	10	13	10	17	13	9
Friday	8	11	8	12	5	14	10	21	10	20
Saturday	6	7	7	10	8	11	7	16	8	14
Sunday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

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 2004-2013



Source: Welsh Road Accident Database

Table 6: Pedal cyclist casualties by severity and time of day, 2004-2103

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

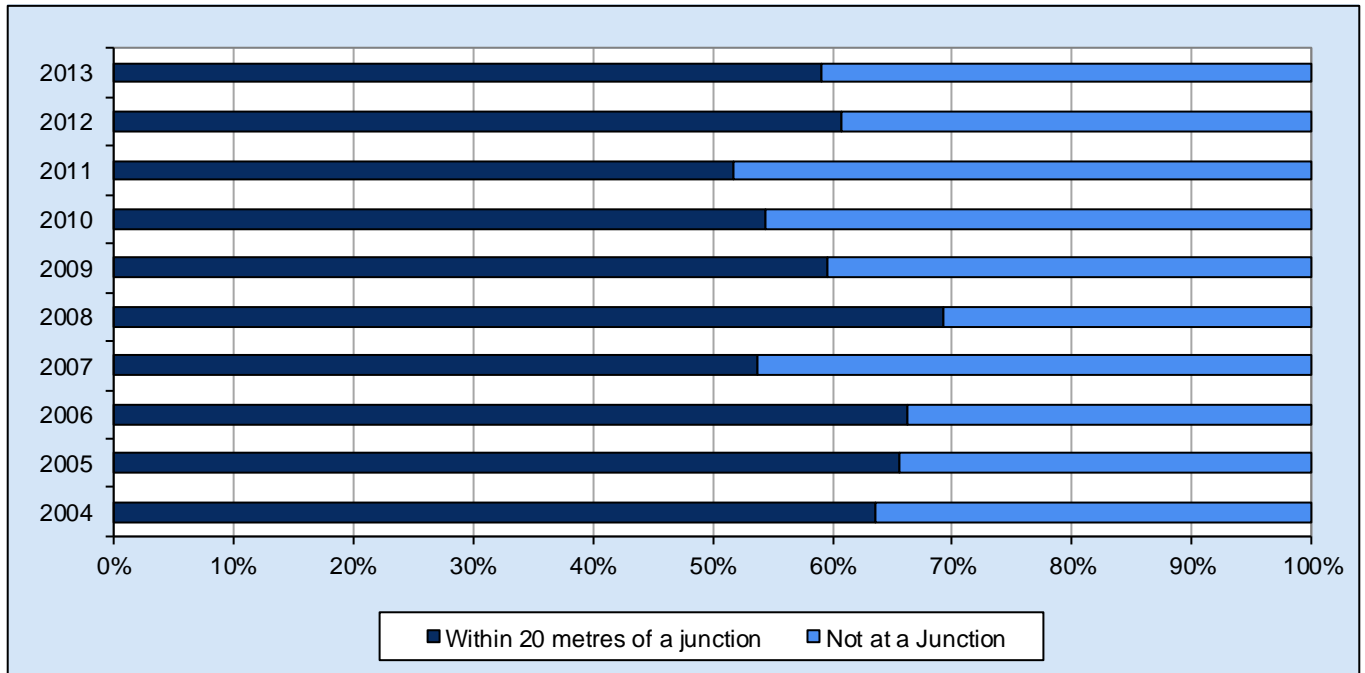
Source: Welsh Road Accident Database

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:

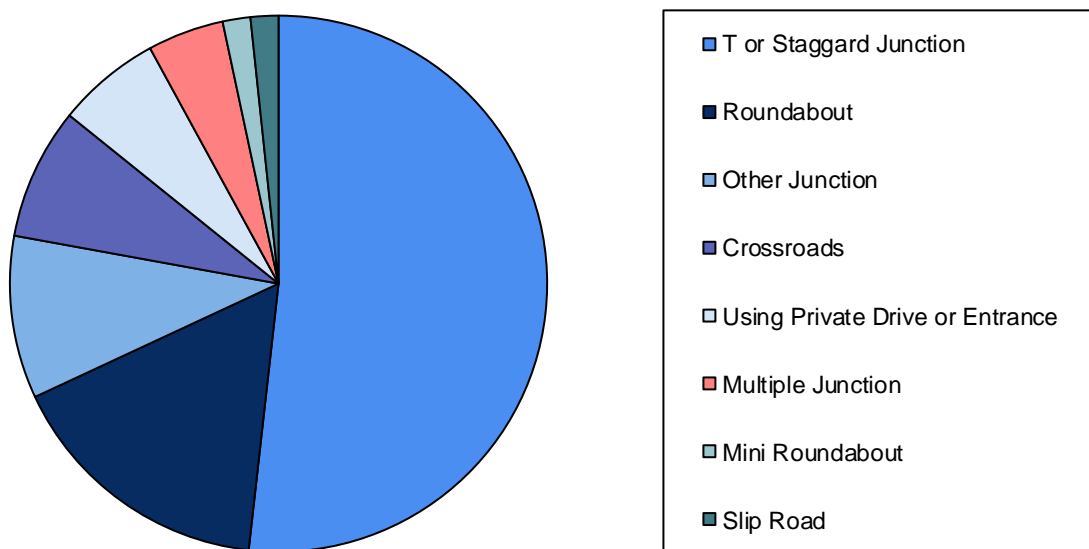
- Around 6 out of 10 KSI pedal cyclist casualties are injured in accidents occurring at or within 20 metres of a junction (chart 5).
- For KSI cyclist casualties injured in an accident at or within 20 metres of a junction, over half of these junction accidents occurred at T or staggered junctions (chart 6)

Chart 5: Proportion of pedal cyclist casualties killed or seriously injured, 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 2004-2013



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

- Over the ten years from 2004 to 2013, 70 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 2013, of those pedal cyclists killed or seriously injured (KSI), 40 per cent occurred on A roads and 39 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, 2004-2013

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

Source: Welsh Road Accident Database

Table 8: Pedal cyclist casualties by severity and road class, 2004-2013

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

Source: Welsh Road Accident Database

What was the pedal cyclist doing when they became a casualty?

Mostly going straight ahead:

- In 2013, 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, 2004-2013

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

Source: Welsh Road Accident Database

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:

- Four local authorities had less than 100 pedal cyclist casualties during the 10 year period, Merthyr Tydfil (46), Blaenau Gwent (70), the Isle of Anglesey (74) and Torfaen (76) (table 10).

Table 10: Pedal cyclist casualties by local authority, 2004-2013

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

Source: Welsh Road Accident Database

This section looks in more detail at child (aged 0-15) pedal cyclist casualties

Summary of child pedal cyclist casualties

The number of child (aged 0-15) pedal cyclist casualties has steadily declined since around 1997:

- Child pedal cyclist casualties peaked in the early 1980s, with over 500 casualties (including over 100 KSI) in both 1983 and 1984; the level of casualties then dropped to a range of around 350 and 400 each year during the later 1980s and early 1990s (other than a peak in 1989). Starting in 1997, the number of child pedal cyclist casualties has steadily declined, falling from 380 in 1996 to 109 in 2009, followed by slight rises in 2010 and 2011 and a large fall in 2012 to 73 which stabilised in 2013 (74) (table 11).
- During the early 1980s, child pedal cyclist casualties represented around a fifth of all child road traffic casualties; this fell to a little under a sixth (around 15 per cent) by the mid 1990s. Since 1997 child pedal cyclist casualties have decreased, not only in numbers, but also as a proportion of all child traffic casualties. By 2013 they had fallen to 9.5 per cent of all 0-15 year old casualties (table 11).

Table 11: Summary of child pedal cyclist casualties, 1979-2013

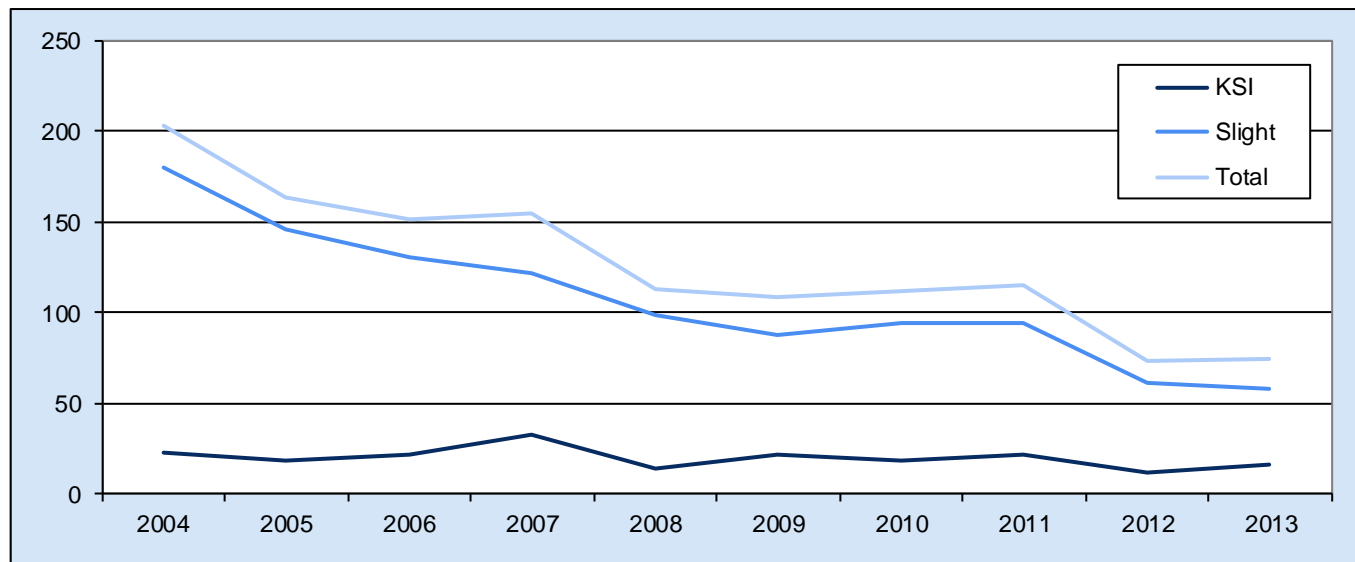
	<i>Number and per cent</i>					
	Killed	Seriously injured	KSI	Slight	Total	Percentage of all child (aged 0-15) road casualties
1979	4	97	101	307	408	17.0
1980	4	116	120	313	433	18.1
1981	3	102	105	337	442	19.6
1982	7	93	100	359	459	19.5
1983	3	109	112	413	525	22.7
1984	2	146	148	407	555	22.4
1985	1	91	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

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 2013 with the number of child pedal cyclist casualties falling by 64 per cent, from 203 in 2004 to 74 in 2013 (table 11 and chart 7)
- This drop was driven by the fall in slight casualties, which fell by 68 per cent from 180 children in 2004 to 58 children in 2013. The child KSI casualties' numbers have fallen by 30 per cent over the same period (table 11 and chart 7).

Chart 7: Number of child pedal cyclist casualties by severity, 2004-2013

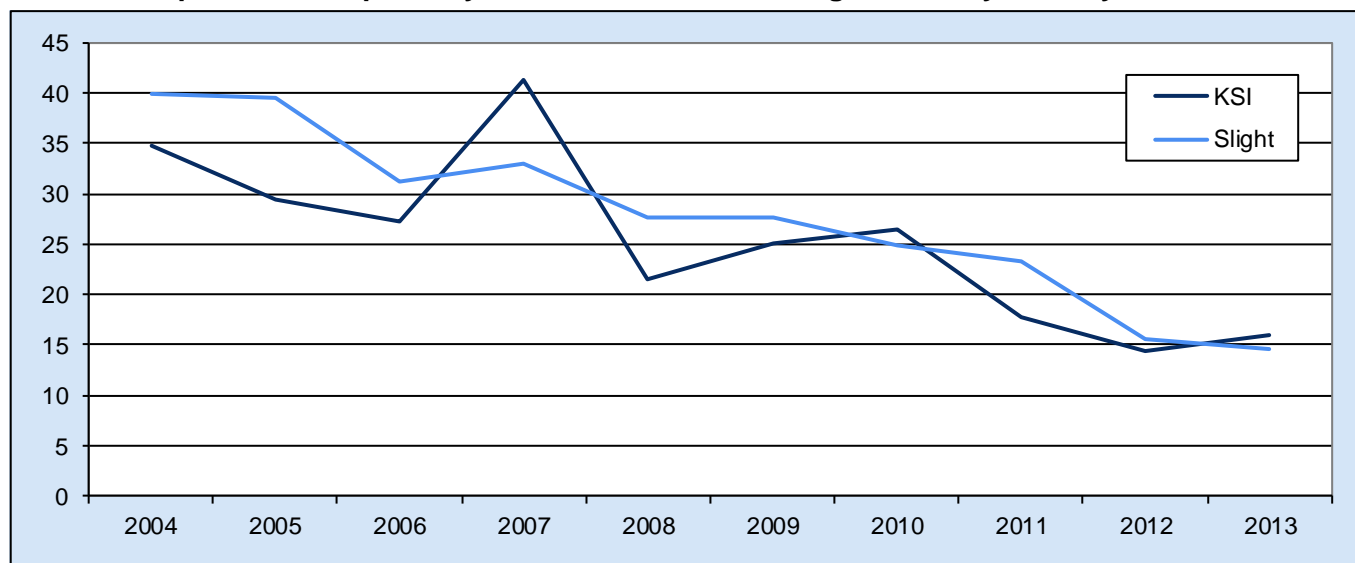


Source: Welsh Road Accident Database

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 16 per cent in 2013. This proportion did not decline steadily over the period, after falling the proportion rose 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 15 per cent in 2013 (chart 8).

Chart 8: Proportion of all pedal cyclist casualties that are aged 0-15, by severity, 2004-2013



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 ten years from 2004 to 2013, just under 4 out of 10 pedal cyclist casualties occur in the second quarter (April to June) and also in the third (July to September) quarter of each year. Around 1 out of 10 casualties occur in the first and in the fourth quarters (table 12).

Table 12: Child pedal cyclist casualties by severity and quarter, 2004-2013

	1st quarter	2nd quarter	3rd quarter	4th quarter	<i>Number</i> 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
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
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

Source: Welsh Road Accident Database

- Child pedal cyclist casualties occur fairly evenly across the week (table 13).

Table 13: Child pedal cyclist casualties by severity and day of the week, 2004-2013

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

Source: Welsh Road Accident Database

- The majority of child pedal cyclist casualties occurred between midday and 17:59 hours, with a peak at, and immediately after, the time when children leave school (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 2013) occur later in the evening, between 18:00 and midnight.

Table 14: Child pedal cyclist casualties by severity and time of day, 2004-2013

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

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 2013, 93 per cent of all pedal cyclist casualties aged 0-15 occurred on roads with a 20 mph or a 30 mph limit (table 15).
- In 2013, the majority of KSI casualties occurred on unclassified roads. The majority of slightly injured (83 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, 2004-2013

	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	<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	0
60 mph	2	1	3	6	2	3	3	1	2	3	3
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	1
30 mph	169	133	117	120	90	80	90	82	53	55	55
40 mph	3	3	3	0	3	1	1	2	2	0	0
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	1
30 mph	190	150	134	144	101	98	105	102	60	68	68
40 mph	3	3	4	3	3	1	1	2	2	0	0
50 mph	0	0	1	0	1	0	0	1	4	0	0
60 mph	9	9	13	6	6	7	5	9	6	5	5
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, 2004-2013

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

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 2013:

- In Blaenau Gwent, child pedal cyclist casualties account for 53 per cent of all pedal cyclist casualties since 2004; along with Caerphilly and Merthyr Tydfil these local authorities are the only ones 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 (112) 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 (22 child pedal cyclist casualties between 2004 and 2013) had the lowest number of child casualties of any local authority (table 17).

Table 17: Child pedal cyclist casualties by local authority, 2004-2013

	<i>Number and per cent</i>										
	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	Percentage of all cyclist casualties during 2004-13
Isle of Anglesey	5	2	2	0	3	2	2	7	2	2	36
Gwynedd	6	4	5	3	2	3	3	5	4	6	25
Conwy	9	14	10	16	3	9	5	2	1	3	34
Denbighshire	4	8	3	4	7	5	8	2	3	2	25
Flintshire	8	2	12	5	15	5	4	7	9	7	26
Wrexham	12	11	3	4	11	4	7	3	8	8	24
Powys	7	6	3	6	1	1	2	6	3	0	24
Ceredigion	5	5	4	2	0	3	0	3	4	1	24
Pembrokeshire	12	8	5	11	3	5	4	6	6	4	40
Carmarthenshire	12	15	4	9	5	4	9	14	3	3	32
Swansea	11	14	12	6	4	6	9	7	4	7	22
Neath Port Talbot	7	6	12	9	4	6	3	8	1	4	31
Bridgend	16	13	6	9	5	8	7	6	7	2	44
Vale of Glamorgan	9	2	6	13	5	5	4	2	1	3	27
Cardiff	19	8	18	10	8	13	13	14	4	5	12
Rhondda Cynon Taf	19	9	15	19	9	7	8	8	3	4	42
Merthyr Tydfil	7	5	4	2	1	0	1	2	1	1	52
Caerphilly	15	11	9	5	11	5	6	5	5	7	50
Blaenau Gwent	8	5	7	5	4	2	5	1	0	0	53
Torfaen	4	4	5	4	2	3	1	2	0	1	34
Monmouthshire	0	5	2	4	4	1	2	2	1	1	21
Newport	8	7	5	9	6	12	9	3	3	3	32
Wales	203	164	152	155	113	109	112	115	73	74	27

Source: Welsh Road Accident Database

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.

Links to further information: This is one of a series of Statistical Bulletins that are intended to provide users with more information about road accident and casualties in Wales during 2013. 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.

All these Bulletins will be available from the following link:

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

Results for Great Britain were published by the Department for Transport on 26 June 2014 in 'Reported road casualties in Great Britain main results: 2013'; available from the link:

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