

## Road safety 2013

This Statistical Bulletin provides a general overview of road traffic casualties in Wales.

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; also to provide a starting point for any further, in-depth investigation of the accidents resulting in casualties.

Figures are primarily derived from information about accidents reported to the police, through the STATS19 system.

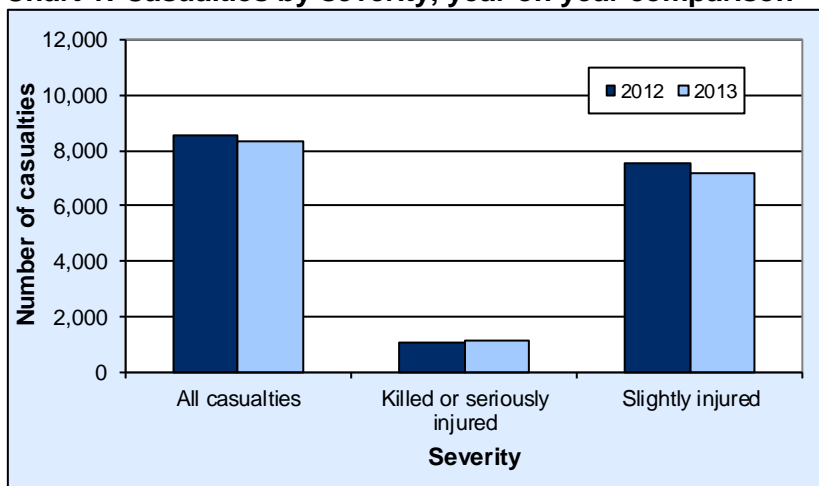
### Key Points

In 2013 there were a total of 8,335 reported casualties of all severities, 2.7 per cent lower compared with 2012. Within this total:

- 111 people were killed, 19 per cent more than in 2012;
- 1,033 people were seriously injured, 10 per cent more than 2012;
- 7,191 people were slightly injured, 5 per cent less than 2012.

Chart 1 shows that the number of killed or seriously injured (KSI) casualties rose between 2012 and 2013 but that this was counteracted by a fall in the number of slight casualties.

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



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

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

**Statistician:** Henry Small

**Tel:** 029 2082 6960

**Email:** stats.transport@wales.gsi.gov.uk

**Next update:** August 2015 (provisional)

**Twitter:** [www.twitter.com/statisticswales](http://www.twitter.com/statisticswales) | [www.twitter.com/ystadegaucymru](http://www.twitter.com/ystadegaucymru)

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.cymru.gov.uk/ystadegau](http://www.cymru.gov.uk/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.wales.gov.uk/statistics](http://www.wales.gov.uk/statistics)**



Llywodraeth Cymru  
Welsh Government

## List of contents

Summary of Road Safety in Wales	3
Trends in reported road accident casualties in Wales	4
Accidents	4
Casualties	5
Fatalities	7
Progress towards 2020 Road Safety Targets	7
Killed or Seriously Injured casualties	10
KSI casualties by road user type	12
KSI casualties by age group	16
Child (aged 0-15) KSI casualties	18
Young adult (aged 16-25) KSI casualties	19
Slight casualties	21
KSI casualties by local authority area	22
Key quality information	26

## List of charts

Chart 1: Casualties by severity, year on year comparison	1
Chart 2: Road traffic accidents in Wales, 1968-2013	4
Chart 3: Road traffic casualties in Wales by severity, 1968-2013	5
Chart 4: KSI casualties in Wales, 1979-2013	6
Chart 5: Road traffic fatalities by type of road user, 1979-2013	7
Chart 6: Casualties by type of road user, 2013	10
Chart 7: Rate of KSI casualties (annual rate per 1,000 population) by types of area, Wales, average 2011 to 2013	22

## List of tables

Table 1: Casualties and child casualties by severity, 2004-08 average and 2009-2013	3
Table 2: Casualties by type of road user and severity, 2004-08 average and 2009-2013	3
Table 3: Accident and casualty summary, 1968 to 2013	8
Table 4: Average value of prevention per reported casualty and per reported road accident: Great Britain, 2012	10
Table 5: United Kingdom casualties by severity, type of road user and country, 2013	11
Table 6: KSI casualties by road user type, 2013	12
Table 7: Car occupant casualties by age group, 2013	12
Table 8: Casualties by type of road user and severity	14
Table 9: Accidents where one of the vehicles involved is a goods vehicle	15
Table 10: KSI casualties by age group and main road user types, 2011 to 2013	16
Table 11: Casualties by broad age bands and severity	16
Table 12: Casualties by age	17
Table 13: Child KSI casualties by road user type, gender and age group	18
Table 14: Child casualty (aged 0-15 years) summary	19
Table 15: Casualties aged 16-25 by type of road user and severity	20
Table 16: Slight casualties by road user type	21
Table 17: Killed or seriously injured casualties by local authority and police force area	23
Table 18: Slightly injured casualties by local authority and police force	24
Table 19: Casualties by type of road user and severity, local authority and police force area, 2013	25

## Summary of Road Safety in Wales

The road accident and casualty figures for Wales for 2013 show that there were 5,895 road accidents involving personal injury recorded by the police in Wales, 76 fewer than in 2012. These accidents resulted in 8,335 casualties, 230 fewer than in 2012. Within this total:

- 111 people were killed, 19 per cent more than in 2012,
- 1,033 people were seriously injured, 10 per cent more than 2012,
- 7,191 people were slightly injured, 5 per cent less than 2012.

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

**Table 1: Casualties and child casualties by severity, 2004-08 average and 2009-2013**

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

**Table 2: Casualties by type of road user and severity, 2004-08 average and 2009-2013**

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

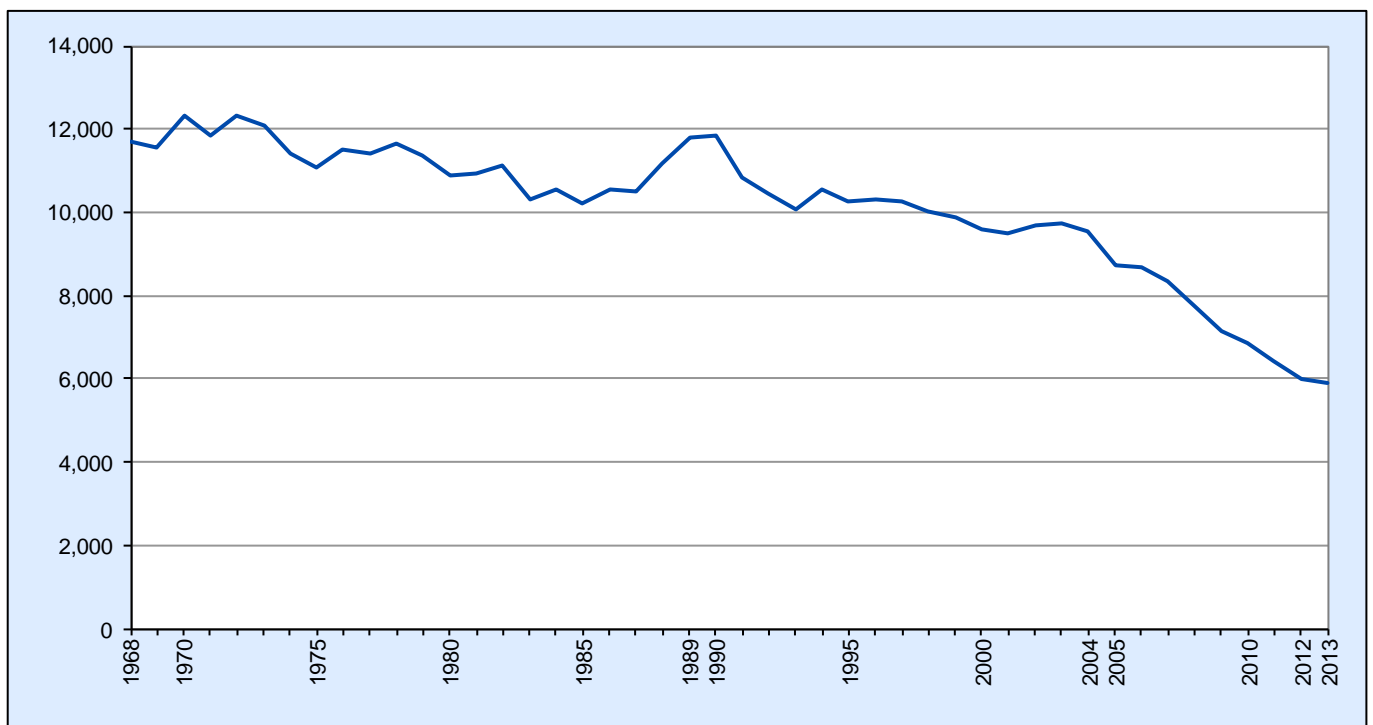
## Trends in reported road accident casualties in Wales

### Accidents

Chart 2 shows the number of personal injury road traffic accidents in Wales from 1968 to 2013. It shows that the number of accidents fell between 1970 and 1985; they increased up to 1989 and 1990; the number of accidents then fell up to 2004; after 2004 there was a more rapid and consistent fall in accidents.

In more detail: during the 14 years between 1990 and 2004, the number of accidents fell by 2,300 from 11,800 down to 9,500; a fall of 19.3 per cent. This rate of decline then accelerated so that in the 10 years from 2004 to 2013, the number of accidents fell by 3,600; from 9,500 in 2004 down to 5,900 in 2013. This was a fall of 38.2 per cent over the 10 year period.

**Chart 2: Road traffic accidents in Wales, 1968-2013**



The Welsh population has grown since 1968, and that, together with the fall in the number of accidents, has meant that the accident rate per 100,000 population has fallen. Between 1968 and 1999 this rate fell from 432.5 per 100,000 population to 341.2, and then fell again to 191.3 in 2013. A similar occurrence can be noted when looking at the rate of accidents per 1,000 vehicles and, to a lesser degree, the rate of accidents per 100km of road.

Table 3 on pages 8 and 9 shows trends between 1968 and 2013 in police reported personal injury road traffic accidents and the associated road traffic casualties.

## Casualties

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

The trends for slight and KSI casualties are quite different. The pattern for slight casualties is somewhat similar to that for accidents, as shown in Chart 2. Slight casualties fluctuated between 10 and 12 thousand casualties a year from 1968 to 1987 before rising to over 13 thousand casualties in 1990. They then fluctuated between 12 thousand and 13 thousand casualties a year from 1991 to 2004. From 2004 onwards slight casualties fell sharply so that in the 10 years from 2004 to 2013, the number of slight casualties fell by 5,000 from 12,200 in 2004 down to 7,200 in 2013; a fall of 41 per cent (very similar to that for accidents over the same period).

In contrast, KSI casualties have declined, fairly steadily, from a peak in 1970. This decline is emphasised by the two trend lines, each representing a fall of around 4 per cent per annum in KSI casualties (slightly less, at 3.8 per cent for 1999 and onwards), for the two periods, the first for 1979 to 1991 and the second from 1991 onwards. As stated above, KSI casualties have tended to fall during the whole period from 1970 to 2013. It is difficult to identify the reasons for this fall and their relative contributions to the decline in KSI casualties in Wales.

**Chart 3: Road traffic casualties in Wales by severity, 1968-2013**

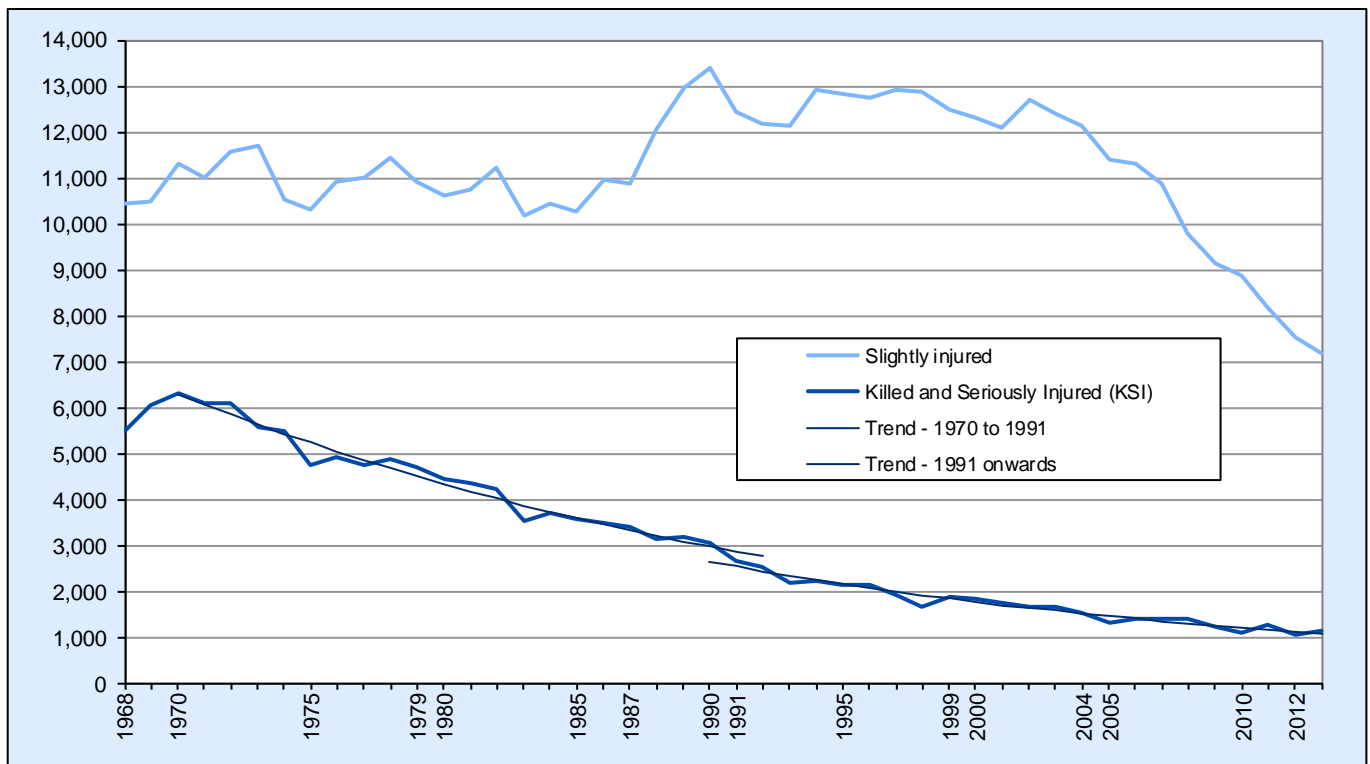


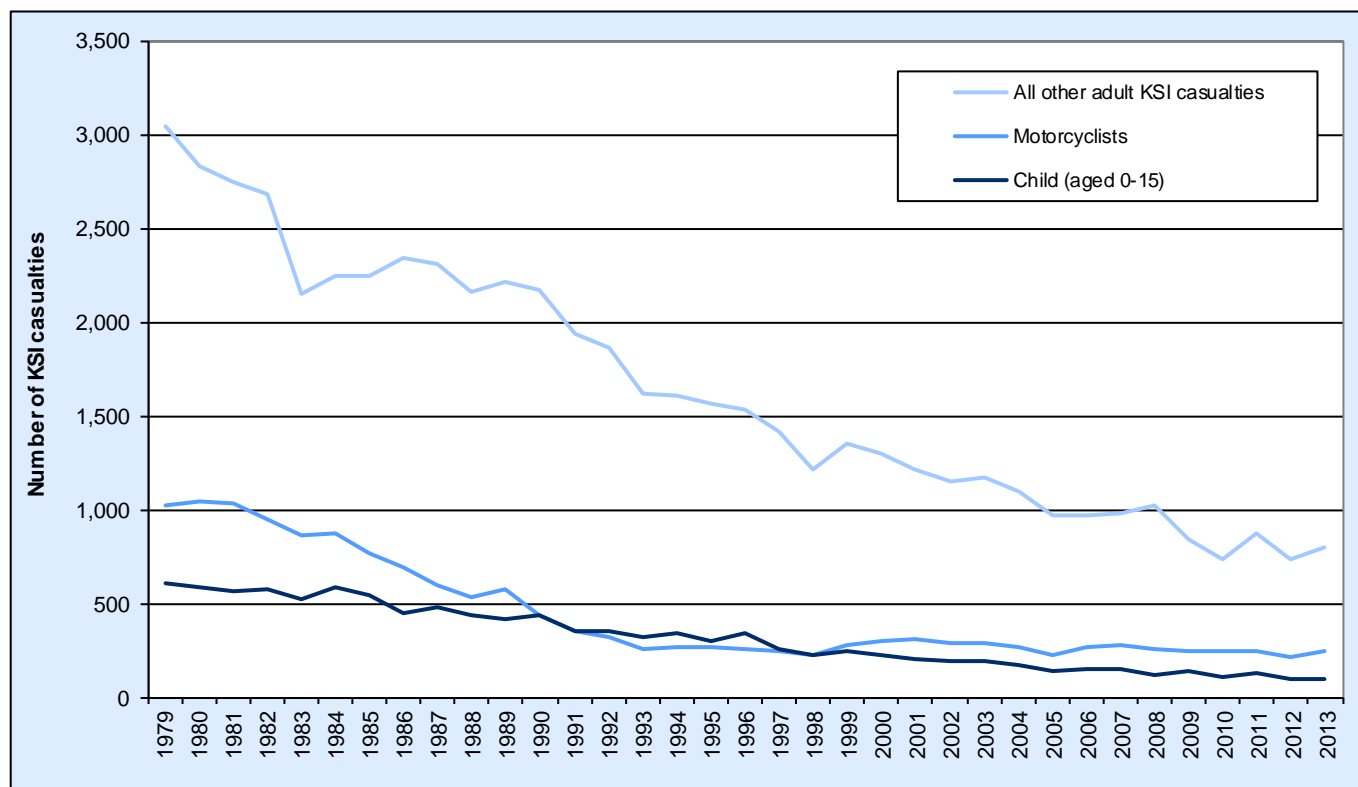
Chart 4 below shows changes in KSI casualties over the period from 1979 to 2013 for children (aged 0-15), for motorcyclists, and for all other road users taken together. The patterns in this chart suggest some of the different factors at play. For example there is a steady fall in the number of child KSI casualties and part of this is probably associated with changes in children’s behaviour over the period from 1979 to 2013, with a smaller proportion walking to school and playing in the street.

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

The decline in KSI casualties for all other road users is affected by car users. Here, for example, the introduction of compulsory front seat belt wearing took place in 1983 and seems to have led to the casualty rate falling below trend for three years before rejoining the long-term downward trend in 1986. In contrast, the introduction of compulsory rear seat belt wearing in 1991 appears to have resulted in a downward shift in the long-term trend in 1991. This may also be associated with a prolonged standstill in the change in the volume of traffic during this period, associated with the sharp economic downturn starting at the beginning of 1990.

The impact of changes in traffic is, however, less evident during other periods, for example the decline in the volume of traffic in Wales since 2007 does not seem to have accelerated the decline in KSI casualties. It can be seen that the sharp fall in KSI casualties in 2010 was associated with the periods of very poor weather at the beginning and at the end of that year.

**Chart 4: KSI casualties in Wales, 1979-2012**

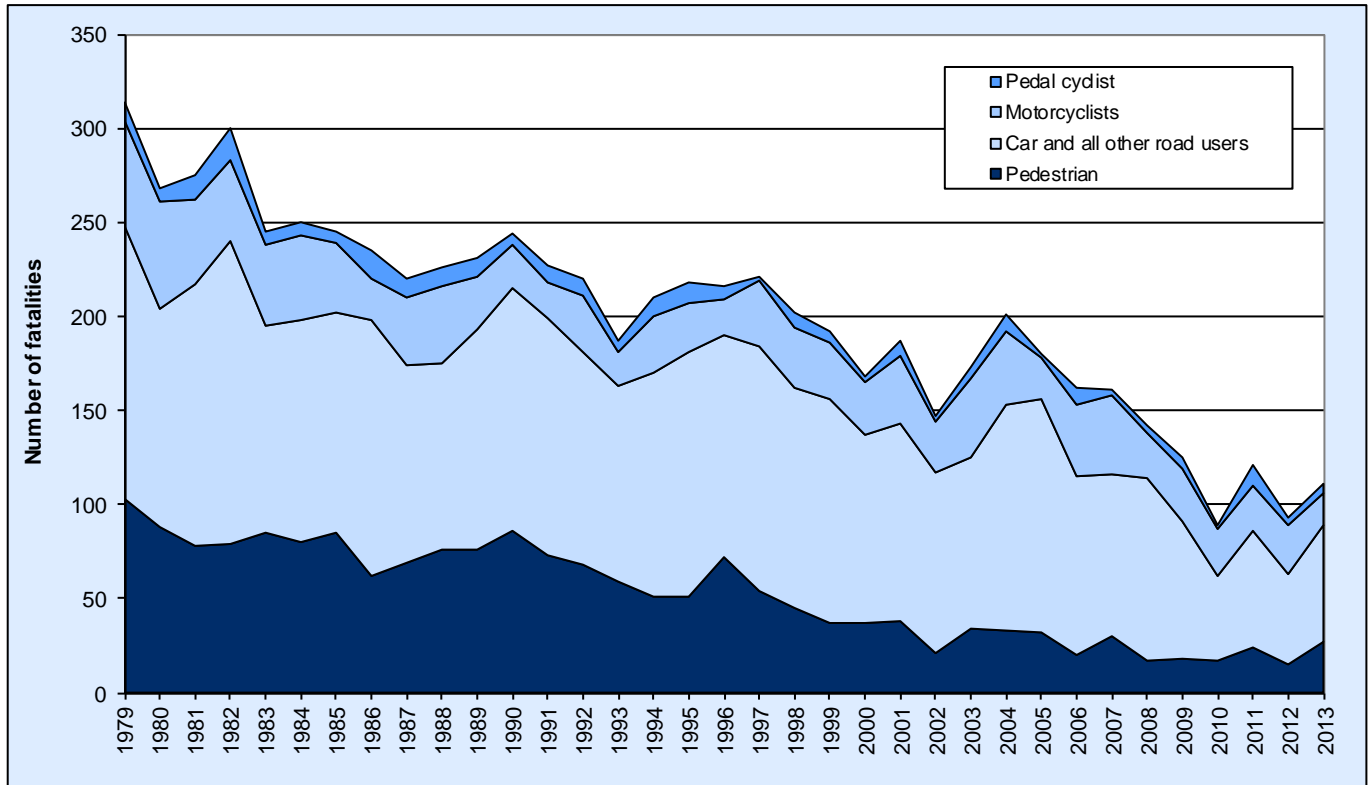


In a pattern that mirrors the accident rates, the number of casualties per 100,000 population has decreased dramatically between 1968 to 1999, falling from 589.2 to 494.7, and then falling to 270.4 in 2013. There is a similar story when looking at the rate of casualties per 1,000 vehicles licensed and the rate of casualties per 100km of road (see table 3).

## Fatalities

The number killed on the roads in Wales peaked in 1973 at 424 people. This had fallen to 111 people by 2013; a fall of 65 per cent. Chart 5 below shows that since 1979, the smallest percentage fall in fatalities has been for pedal cyclists, with half the number of pedal cycle casualties in 2013 compared to 1979; a 50 per cent fall. Car (and other 4-wheeled motor vehicle) user fatalities are 57 per cent less than in 1979 and motorcyclist fatalities have fallen by 70 per cent over this period. Pedestrians have seen fatalities fall by 76 casualties since 1979; a drop of 74 per cent.

**Chart 5: Road traffic fatalities by type of road user, 1979-2013**



## Progress towards 2020 Road Safety Targets

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

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

By 2013:

- The number of people killed or seriously injured was 19 per cent lower than the average for 2004-08 (Target 1);
- The number of motorcyclists killed or seriously injured was 4 per cent lower than the average for 2004-08 (Target 2);
- The number of young people killed or seriously injured was 36 per cent lower than the average for 2004-08 (Target 3).

**Table 3: Accident and casualty summary, 1968 to 2013**

Year	Population (thousands)	Road vehicles licensed (thousands)	Road vehicles per 1,000 population	Road length (km)	Accidents			
					Number	Rate per 100,000 population	Rate per 1,000 vehicles licensed	Rate per 100 km
1968	2,706	695.1	256.9	29,732	11,704	432.5	16.8	39.4
1969	2,711	699.4	257.9	29,858	11,538	425.5	16.5	38.6
1970	2,717	728.6	268.2	30,038	12,308	453.0	16.9	41.0
1971	2,740	753.9	275.1	30,176	11,864	432.9	15.7	39.3
1972	2,755	792.1	287.5	30,320	12,314	446.9	15.5	40.6
1973	2,773	835.7	301.4	30,535	12,079	435.6	14.5	39.6
1974	2,785	867.7	311.5	30,758	11,393	409.1	13.1	37.0
1975	2,795	859.6	307.5	30,777	11,075	396.2	12.9	36.0
1976	2,799	877.9	313.6	30,825	11,498	410.7	13.1	37.3
1977	2,801	..	..	30,955	11,388	406.6	..	36.8
1978	2,804	861.3	307.1	31,163	11,639	415.0	13.5	37.3
1979	2,810	900.2	320.3	31,221	11,346	403.8	12.6	36.3
1980	2,816	934.7	331.9	31,339	10,898	387.0	11.7	34.8
1981	2,813	934.6	332.2	31,869	10,908	387.7	11.7	34.2
1982	2,804	958.7	341.9	32,039	11,130	396.9	11.6	34.7
1983	2,803	982.0	350.3	32,339	10,287	367.0	10.5	31.8
1984	2,801	1,003.5	358.3	32,407	10,534	376.1	10.5	32.5
1985	2,803	1,038.9	370.6	32,531	10,227	364.8	9.8	31.4
1986	2,811	1,064.3	378.6	32,677	10,524	374.4	9.9	32.2
1987	2,823	1,094.2	387.7	32,751	10,518	372.6	9.6	32.1
1988	2,841	1,150.8	405.0	32,842	11,158	392.7	9.7	34.0
1989 (d)	2,855	1,188.6	416.3	33,216	11,802	413.4	9.9	35.5
1990	2,862	1,222.0	427.0	33,296	11,822	413.1	9.7	35.5
1991	2,873	1,208.6	420.7	33,360	10,824	376.7	9.0	32.4
1992	2,878	1,229.2	427.2	33,531	10,464	363.6	8.5	31.2
1993	2,884	1,174.0	407.1	33,616	10,046	348.4	8.6	29.9
1994	2,887	1,176.8	407.6	33,709	10,536	364.9	9.0	31.3
1995	2,889	1,174.8	406.7	33,818	10,276	355.8	8.7	30.4
1996	2,891	1,264.2	437.2	34,043	10,288	355.8	8.1	30.2
1997	2,895	1,300.5	449.2	34,247	10,251	354.1	7.9	29.9
1998	2,900	1,334.6	460.3	34,366	10,024	345.7	7.5	29.2
1999	2,901	1,375.6	474.2	33,616	9,896	341.2	7.2	29.4
2000	2,907	1,380.3	474.8	33,712	9,588	329.8	6.9	28.4
2001	2,910	1,433.3	492.5	33,765	9,512	326.8	6.6	28.2
2002	2,923	1,496.7	512.9	33,825	9,700	332.4	6.5	28.7
2003	2,938	1,547.3	528.3	33,876	9,744	332.7	6.3	28.8
2004	2,957	1,616.9	549.4	33,987	9,535	323.9	5.9	28.1
2005	2,969	1,663.8	564.0	34,038	8,710	295.2	5.2	25.6
2006	2,986	1,697.8	573.2	34,070	8,701	293.8	5.1	25.5
2007	3,006	1,728.8	580.9	34,111	8,339	280.2	4.8	24.4
2008	3,026	1,742.4	582.7	34,174	7,784	260.3	4.5	22.8
2009	3,039	1,745.1	581.9	34,164	7,126	237.6	4.1	20.9
2010	3,050	1,733.0	568.2	34,283	6,850	224.6	4.0	20.0
2011	3,064	1,742.4	568.7	34,347	6,434	210.0	3.7	18.7
2012	3,074	1,757.0	571.6	34,399	5,971	194.2	3.4	17.4
2013	3,082	1,774.5	575.7	34,458	5,895	191.3	3.3	17.1

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

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

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

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



**Table 3 (continued): Accident and casualty summary, 1968 to 2013**

Casualties							
Killed	Seriously injured	Slightly injured	All casualties	Rate per 100,000 population	Rate per 1,000 vehicles licensed	Rate per 100 km of road	Year
366	5,127	10,452	15,945	589.2	22.9	53.6	1968
337	5,712	10,485	16,534	609.8	23.6	55.4	1969
373	5,939	11,313	17,625	648.7	24.2	58.7	1970
387	5,687	10,993	17,067	622.8	22.6	56.6	1971
415	5,664	11,553	17,632	640.0	22.3	58.2	1972
424	5,147	11,704	17,275	623.0	20.7	56.6	1973
368	5,096	10,504	15,968	573.3	18.4	51.9	1974
318	4,433	10,308	15,059	538.7	17.5	48.9	1975
322	4,584	10,899	15,805	564.6	18.0	51.3	1976
320	4,415	10,991	15,726	561.5	..	50.8	1977
338	4,551	11,427	16,316	581.8	18.9	52.4	1978
314	4,364	10,913	15,591	554.8	17.3	49.9	1979
268	4,182	10,629	15,079	535.5	16.1	48.1	1980
275	4,066	10,725	15,066	535.5	16.1	47.3	1981
300	3,902	11,235	15,437	550.5	16.1	48.2	1982
245	3,296	10,175	13,716	489.3	14.0	42.4	1983
250	3,453	10,443	14,146	505.1	14.1	43.7	1984
245	3,310	10,282	13,837	493.6	13.3	42.5	1985
235	3,243	10,967	14,445	513.9	13.6	44.2	1986
220	3,173	10,890	14,283	506.0	13.1	43.6	1987
226	2,901	12,034	15,161	533.6	13.2	46.2	1988
231	2,960	12,970	16,162	566.1	13.6	48.7	1989 (d)
244	2,787	13,397	16,428	574.1	13.4	49.3	1990
227	2,408	12,430	15,065	524.4	12.5	45.2	1991
220	2,314	12,195	14,729	511.8	12.0	43.9	1992
187	2,003	12,138	14,328	496.9	12.2	42.6	1993
210	1,998	12,897	15,105	523.1	12.8	44.8	1994
218	1,915	12,818	14,951	517.6	12.7	44.2	1995
216	1,914	12,723	14,853	513.7	11.7	43.6	1996
221	1,689	12,925	14,835	512.5	11.4	43.3	1997
202	1,457	12,879	14,538	501.4	10.9	42.3	1998
192	1,679	12,479	14,350	494.7	10.4	42.7	1999
168	1,655	12,317	14,140	486.4	10.2	41.9	2000
187	1,538	12,070	13,795	474.0	9.6	40.9	2001
147	1,485	12,704	14,336	491.3	9.6	42.4	2002
173	1,482	12,381	14,036	479.2	9.1	41.4	2003
201	1,336	12,150	13,687	465.0	8.5	40.3	2004
180	1,146	11,407	12,733	431.6	7.7	37.4	2005
162	1,210	11,320	12,692	428.5	7.5	37.3	2006
161	1,238	10,870	12,269	412.2	7.5	37.3	2007
142	1,254	9,790	11,186	374.1	6.4	32.7	2008
125	1,096	9,133	10,354	345.2	5.9	30.3	2009
89	998	8,868	9,955	326.4	5.7	29.0	2010
121	1,126	8,159	9,406	307.0	5.4	27.4	2011
93	941	7,531	8,565	278.6	4.9	24.9	2012
111	1,033	7,191	8,335	270.4	4.7	24.2	2013

## Killed or Seriously Injured casualties

Much of the rest of this Statistical Bulletin concentrates on 'killed and seriously injured' (KSI) casualties. The reason for not analysing road traffic fatalities in more detail is that the relatively small number of people killed on the roads in Wales means that the number of fatalities can vary quite sharply between one year and the next. For example in 2010 the number of road deaths was a total of 89 people; in contrast, the number of road deaths in 2011 increased to 121 people and fell again in 2012 to 93 people before rising to 111 people in 2013. This variability means that the outcomes in any year partly depend on a set of 'quasi-random' factors that affected deaths in that year.

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

**Table 4: Average value of prevention per reported casualty and per reported road accident: Great Britain 2012**

Accident/Casualty type	£ June 2012	
	Cost per casualty	Cost per accident
Fatal	1,703,822	1,917,766
Serious	191,462	219,043
Slight	14,760	23,336
Average for all severities	50,698	72,739
Damage only	-	2,048

1 The costs were based on 2012 prices and values

There were a total of 1,144 killed or seriously injured casualties (KSI) on Welsh roads in 2013. This represents an average of around 3 KSI casualties per day. The 2013 KSI total was an increase of 110 on the previous years figure.

*For comparison: There were a total of 7,191 slightly injured casualties on Welsh roads in 2013. This represents an average of around 20 slight casualties per day and the lowest number of slight casualties on record. The 2013 slight total was a decrease of 340 on the previous years figure.*

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

**Chart 6: Casualties by type of road user, 2013**

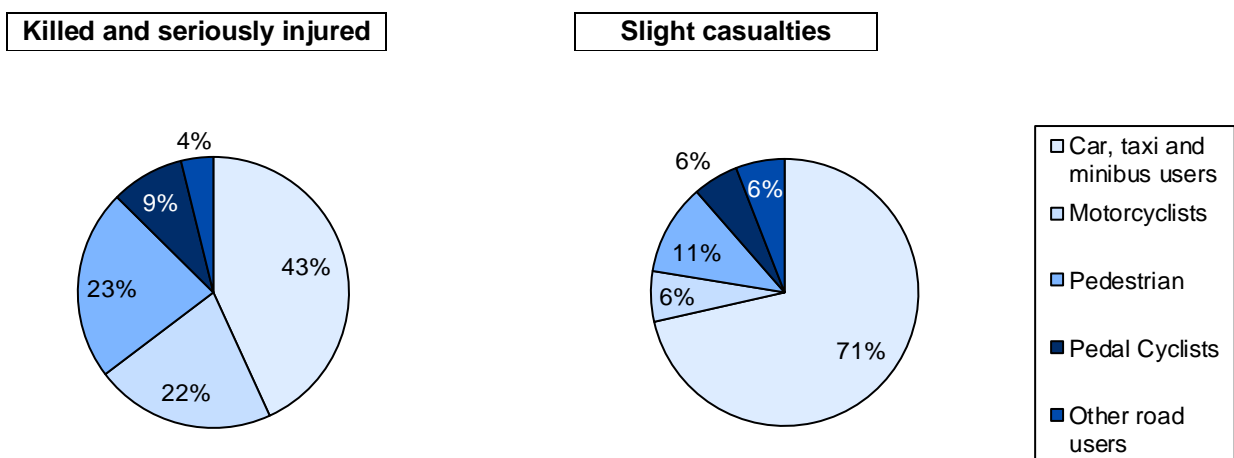


Table 5 below is a reference table that compares casualties in Wales with those across the countries of the rest of the United Kingdom.

**Table 5: United Kingdom casualties by severity, type of road user and country, 2013 (a)**

	<i>Number</i>				
	Wales	England	Scotland	Northern Ireland	United Kingdom
<b>Pedestrians:</b>					
Killed	27	334	37	7	405
Seriously injured	233	4,363	402	162	5,160
Slightly injured	792	16,540	1,305	610	19,247
All severities	1,052	21,237	1,744	779	24,812
<b>Pedal cyclists:</b>					
Killed	5	91	13	4	113
Seriously injured	95	2,898	148	42	3,183
Slightly injured	396	15,067	721	210	16,394
All severities	496	18,056	882	256	19,690
<b>Motorcyclists:</b>					
Killed	17	291	23	10	341
Seriously injured	229	4,357	279	96	4,961
Slightly injured	439	12,646	468	221	13,774
All severities	685	17,294	770	327	19,076
<b>Car, taxi and minibus users:</b>					
Killed	56	637	92	32	817
Seriously injured	438	6,458	746	377	8,019
Slightly injured	5,139	89,893	6,327	6,773	108,132
All severities	5,633	96,988	7,165	7,182	116,968
<b>Other road users:</b>					
Killed	6	77	7	4	94
Seriously injured	38	881	92	43	1,054
Slightly injured	425	9,311	833	596	11,165
All severities	469	10,269	932	643	12,313
<b>All road users:</b>					
Killed	111	1,430	172	57	1,770
Seriously injured	1,033	18,957	1,667	720	22,377
Slightly injured	7,191	143,457	9,654	8,410	168,712
All severities	8,335	163,844	11,493	9,187	192,859

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

## KSI casualties by type of road user

This section presents some information about KSI casualties by type of road user. Table 6 shows that car occupants, motorcycle users and pedestrians account for the vast majority of KSI casualties in 2013 (43 per cent, 22 per cent and 23 per cent respectively). Car occupant casualties were 34 per cent below the 2004-2008 average and both pedestrian and motorcycle casualties were 4 per cent lower.

**Table 6: KSI casualties by road user type, 2013**

	Number				<i>Number and percentage change</i>	
	2004-08 average	2011	2012	2013	2013 percentage change over	
					2004-08 average	2012
Pedestrians	271	261	203	260	-4	28
Pedal cyclists	70	118	84	100	43	19
Motorcyclists	257	242	213	246	-4	15
Car, taxi, and minibus users	749	573	494	494	-34	0
Other road users	59	53	40	44	-25	10
All road users	1,406	1,247	1,034	1,144	-19	11
Of which children	142	132	92	97	-32	5

Between 2012 and 2013 car occupants remained the same while all other road user groups saw a rise; pedestrians saw the largest rise in KSI casualties, 28 per cent.

Pedal cyclists accounted for 9 per cent of KSI casualties in 2013; this is almost doubled when compared to 2004-2008 average figure of around 5 per cent. The 2013 pedal cycle casualties figure was 43 per cent higher than the 2004-2008 average figure, and it was 19 per cent higher than the 2012 figure.

### Car users

- In 2013 car occupant casualties represented 43 per cent of KSI road traffic casualties and 71 per cent of slight casualties in Wales.
- In 2013, there were 56 car occupant fatalities, 438 serious car occupant casualties and 5,139 slight car occupant casualties, as a total this is the lowest level since 1979.
- The largest single fall since the 2004-08 average was with the car occupants aged 16-19, who more than halved their numbers.
- In 2013 the 16-19 age group saw a fall of 19 per cent compared with their counterpart 2012 figure.

**Table 7: Car occupant casualties by age group, 2013**

	Number				<i>Number and percentage change</i>	
	2004-08 average	2011	2012	2013	2013 percentage change over	
					2004-08 average	2012
0-15	595	449	417	393	-34	-6
16-19	1,477	952	727	588	-60	-19
20-24	1,479	1,047	937	926	-37	-1
25-29	932	688	619	586	-37	-5
30-39	1,564	997	947	861	-45	-9
40-49	1,271	954	902	872	-31	-3
50-59	890	617	601	597	-33	-1
60 or Over	987	846	830	784	-21	-6

- In 2013, 20 per cent of car occupant casualties occur in accidents involving only one vehicle, compared to 18 per cent during the 2004-08 average.
- In 2013, 66 per cent of all car occupant casualties were drivers and 34 per cent were passengers. This percentage split is almost identical to the KSI level data, with 67 per cent being drivers and 33 per cent being passengers.

- Of the 8,273 car drivers involved in road accidents in 2013, just under 3 out of 10 were aged 24 or under.
- Around one in 14 drivers involved in road accidents in Wales are aged 70 or older and around 1 in 16 road accident casualties occurs in accidents where at least one driver is aged 70 or older.

### **Pedestrians**

- In 2013 pedestrian casualties represented 23 per cent of KSI road traffic casualties and 11 per cent of slight casualties in Wales.
- In 2013, there were 27 pedestrian fatalities, 233 serious pedestrian casualties and 792 slight pedestrian casualties.
- The risk of becoming a KSI pedestrian casualty is highest for older children (aged 8 to 11), young teenagers (aged 12 to 15) and for older adults (over 80).
- Pedestrian casualties for 'working age' adults are associated with times when individuals leave work, or leave public houses and night clubs.
- In 2003, hit and run incidents accounted for 299 pedestrian casualties in total; this had almost halved to 150 in 2012 before rising to 183 in 2013.
- For more details see:  
<http://wales.gov.uk/statistics-and-research/pedestrian-road-casualties/?lang=en>

### **Motorcyclists**

- Motorcyclists represent 0.2 per cent of traffic in Wales whilst motorcycle riders comprised 31 per cent of fatal and serious casualties of all motor vehicle drivers.
- In 2013, the chance of a motorcycle rider being killed or seriously injured, per kilometre travelled, is around 78 times greater than for a car driver.
- Since 2004 approximately 90 per cent of motorcyclist casualties are male.
- Since 1998, casualties aged 30 and over have exceeded those aged under 30.
- Casualties aged 30 and over tend to ride machines of over 500cc engine capacity, and account for 68 per cent of the casualties within this group.
- The highest numbers of motorcyclist casualties were in Carmarthenshire and Powys (18 per cent of the total) followed by Swansea and Cardiff.
- For more details see:  
<http://wales.gov.uk/statistics-and-research/motor-cycle-user-casualties/?lang=en>

### **Pedal cyclists**

- In 2013 pedal cyclist casualties represented 9 per cent of Killed and Seriously Injured (KSI) road traffic casualties and 6 per cent of slight casualties in Wales.
- In 2013, there were 5 pedal cyclist fatalities, 95 serious casualties and 396 slightly injured pedal cyclist casualties.
- The large increase in KSI casualties between 2010 and 2013 was mostly due to the rise in the 30 to 49 age group.
- Over the past ten years, the decline in total pedal cyclist casualties has been greatest amongst children.
- On weekdays, pedal cyclist casualties are highest at the end of the school-day and the working-day; there is a lower peak in mornings during the period people are cycling to work or school.
- Since 2004, around one in five pedal cyclist casualties have occurred in the Cardiff local authority.
- For more details see:  
<http://wales.gov.uk/statistics-and-research/pedal-cyclist-casualties/?lang=en>

Table 8 provides more detailed information about casualties by type of road user over the period from 2004 to 2013.

**Table 8: Casualties by type of road user and severity**

	<i>Number and percentage</i>						
	2004-08 average	2009	2010	2011	2012	2013	% change 2013 over 2004-08 average
<b>Pedestrians:</b>							
Killed	26	18	17	24	15	27	2.3
Seriously injured	245	239	196	237	188	233	-4.9
KSI	271	257	213	261	203	260	-4.2
Slightly injured	1,096	857	895	893	804	792	-27.8
All severities	1,368	1,114	1,108	1,154	1,007	1,052	-23.1
<b>Pedal cyclists:</b>							
Killed	5	6	2	11	4	5	-7.4
Seriously injured	64	78	66	107	80	95	47.5
KSI	70	84	68	118	84	100	43.3
Slightly injured	393	319	379	403	390	396	0.7
All severities	463	403	447	521	474	496	7.1
<b>Motorcyclists:</b>							
Killed	33	28	25	24	26	17	-48.5
Seriously injured	224	213	222	218	187	229	2.2
KSI	257	241	247	242	213	246	-4.3
Slightly injured	499	410	398	370	414	439	-12.1
All severities	756	651	645	612	627	685	-9.4
<b>Car, taxi and minibus users:</b>							
Killed	98	67	38	57	43	56	-43.0
Seriously injured	651	528	461	516	451	438	-32.7
KSI	749	595	499	573	494	494	-34.0
Slightly injured	8,451	7,012	6,632	5,980	5,492	5,139	-39.2
All severities	9,200	7,607	7,131	6,553	5,986	5,633	-38.8
<b>Other road users:</b>							
Killed	6	6	7	5	5	6	-3.2
Seriously injured	53	38	53	48	35	38	-27.8
KSI	59	44	60	53	40	44	-25.2
Slightly injured	667	535	564	513	431	425	-36.3
All severities	726	579	624	566	471	469	-35.4
<b>All road users:</b>							
Killed	169	125	89	121	93	111	-34.4
Seriously injured	1,237	1,096	998	1,126	941	1,033	-16.5
KSI	1,406	1,221	1,087	1,247	1,034	1,144	-18.6
Slightly injured	11,107	9,133	8,868	8,159	7,531	7,191	-35.3
All severities	12,513	10,354	9,955	9,406	8,565	8,335	-33.4

Table 9 looks at the involvement of goods vehicles in accidents. This is shown because these vehicles can be particularly dangerous for other road users in an accident. The table shows a steady decline in HGV involvement in fatal and serious accidents between 2004 and 2011; since then there has been a rise in the number of KSI HGV accidents.

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

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

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

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

## KSI casualties by age group

Table 10 below looks at KSI casualties for the main road user types by age group. Further detail is given in Tables 11 and 12 below.

**Table 10: KSI casualties by age group and main road user types, 2011 to 2013**

Age group	<i>Number</i>											
	Pedestrians			Pedal cyclists			Motorcyclists			Car, taxi and minibus users		
	2011	2012	2013	2011	2012	2013	2011	2012	2013	2011	2012	2013
0-15	82	53	63	21	12	16	2	1	1	24	26	15
16-19	20	12	11	5	8	5	34	26	22	74	67	50
20-24	27	14	20	6	8	4	23	27	42	113	81	95
25-29	23	17	18	9	8	9	22	13	17	60	39	61
30-39	21	21	32	18	8	19	35	31	39	61	70	60
40-49	17	15	30	37	18	31	64	48	69	71	53	61
50-59	11	18	18	15	16	11	40	43	40	52	37	38
60 or over	60	53	68	7	6	4	22	24	16	118	121	113
Total	261	203	260	118	84	100	242	213	246	573	494	494

Between 2012 and 2013, pedestrians within the 20-24, 30-39 and 40-49 age groups increased significantly; a decrease was only witnessed in the 16-19 age groups.

Pedal cyclists saw an increase in the 0-15, 25-29, 30-39 and 40-49 age groups, the greatest being an increase of 138 per cent in the 30-39 age group; with a notable rise of 72 per cent in the 40-49 age group.

Motorcyclist KSI casualties saw large rises in each of the age groups between 20 and 49. There was a considerable decline in KSI casualties aged 60 and over.

For car occupant KSI casualties, both age groups under 20 decreased; in contrast both age groups between 20 and 29 saw a rise, with those aged 25-29 increasing by 56 per cent.

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

	<i>Number and percentage change</i>						
	2004-08 average	2009	2010	2011	2012	2013	Change 2013 over 2004-08 average
Children (aged 0-15):							
Killed	7	5	4	6	4	1	-85.7
Seriously injured	135	131	104	126	88	96	-29.1
Slightly injured	1,167	873	918	877	726	680	-41.7
Total	1,309	1,009	1,026	1,009	818	777	-40.6
Adults (aged 16-59):							
Killed	123	87	70	87	72	76	-38.2
Seriously injured	929	789	733	804	653	759	-18.3
Slightly injured	8,767	7,187	6,875	6,256	5,844	5,548	-36.7
Total	9,819	8,063	7,678	7,147	6,569	6,383	-35.0
Older adults (aged 60 and over):							
Killed	39	33	15	28	17	34	-13.3
Seriously injured	172	176	161	196	200	176	2.1
Slightly injured	1,164	1,067	1,033	1,013	948	922	-20.8
Total	1,376	1,276	1,209	1,237	1,165	1,132	-17.7

(a) Excludes casualties of unknown age.



**Table 12: Casualties by age***Number and percentage change*

Age	<i>Number and percentage change</i>						Change 2013 over 2004-08 average
	2004-08 average	2009	2010	2011	2012	2013	
0-4	165	140	139	143	126	135	-18.3
5-7	209	166	166	164	139	140	-33.1
8-11	396	302	300	298	238	224	-43.5
12-15	538	401	421	404	315	278	-48.3
16-19	1,841	1,531	1,325	1,225	1,005	853	-53.7
20-24	1,793	1,434	1,432	1,352	1,212	1,219	-32.0
25-29	1,189	964	978	895	829	826	-30.5
30-34	1,048	811	764	712	730	636	-39.3
35-39	1,025	779	728	651	558	578	-43.6
40-44	965	836	788	720	685	722	-25.2
45-49	769	715	684	692	640	635	-17.4
50-54	643	557	534	472	525	536	-16.6
55-59	547	436	445	428	385	378	-30.9
60-64	413	391	365	357	302	289	-30.0
65-69	286	253	265	268	290	249	-13.1
70-74	240	225	209	211	185	195	-18.6
75-79	200	179	178	191	138	179	-10.4
80 and over	237	228	192	210	250	220	-7.3
Not known	10	6	42	13	13	43	-
All ages	12,513	10,354	9,955	9,406	8,565	8,335	-33.4

## Child (aged 0-15) KSI casualties

The number of children killed or seriously injured in road accidents has fallen considerably more than the overall KSI figure, by 32 per cent from the 2004-08 average. While the overall KSI figure between 2012 and 2013 increased by 11 per cent, the child KSI figure increased by only 5 per cent.

Table 13 shows the number of KSI child casualties by road user type, gender and age. All road user types saw a considerable decline compared to the 2004-08 average. When comparing 2013 to 2012, only car/taxi/minibus users saw a decline in the number of casualties. Overall there were 5 more child casualties in 2013 than in 2012.

Male KSI child casualties far out-weigh the number of female KSI casualties. All child age groups have seen a fall in KSI casualties when compared to the 2004-08 average, ranging from a fall of 43 per cent (12-15 year olds) to a fall of 6 per cent (8-11 year olds). Between 2012 and 2013, the 8-11 age group saw a significant rise (28 per cent); with the 0-4 age group also increasing by 11 per cent.

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

	Number				Number and percentage change	
	2004-08 average	2011	2012	2013	Percentage change 2013 over	
					2004-08 average	2012
Pedestrians	81	82	53	63	-22	19
Pedal cyclists	22	21	12	16	-27	33
Motorcyclists	4	2	1	1	-74	0
Car, taxi and minibus users	33	24	26	15	-54	-42
Other road users	3	3	0	2	-33	-
Male	91	88	65	64	-29	-2
Female	52	44	27	33	-36	22
0-4	16	16	9	10	-38	11
5-7	19	21	14	11	-41	-21
8-11	39	41	29	37	-6	28
12-15	69	54	40	39	-43	-3
Total	142	132	92	97	-32	5

Table 14 (on the next page) is an overview of child casualties since 1979. It shows the prolonged fall in those killed and seriously injured over this 35 year period.

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

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

**Young adult (aged 16-25) KSI casualties**

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

Between the average for 2004 to 2008 and 2013, the total number of KSI casualties has fallen by 151 casualties, a drop of 35 per cent. The largest contribution towards this fall has come from the drop in the numbers of KSI casualties amongst car and taxi occupants. The numbers for this group has fallen by 128 casualties, a drop of 45 per cent. Pedestrian KSI casualties for this age group have also fallen, down by 15 casualties from an average of 48 over the period 2004 to 2008 to 31 for 2013, a drop of 32 per cent.

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

**Table 15: Casualties aged 16-25 by type of road user and severity**

	<i>Number</i>					
	2004-08 average	2009	2010	2011	2012	2013
<b>Pedestrians:</b>						
Killed	3	4	7	5	1	4
Seriously injured	45	36	42	48	29	29
Slightly injured	226	190	170	187	162	164
All severities	274	230	219	240	192	197
<b>Pedal cyclists:</b>						
Killed	0	1	1	0	0	1
Seriously injured	11	16	9	14	17	10
Slightly injured	71	61	81	82	83	75
All severities	83	78	91	96	100	86
<b>Motorcyclists: (a)</b>						
Killed	6	4	3	3	6	4
Seriously injured	63	46	69	61	49	65
Slightly injured	192	140	169	140	177	160
All severities	261	190	241	204	232	229
<b>Cars and taxis users:</b>						
Killed	41	21	17	19	16	19
Seriously injured	246	202	189	182	148	140
Slightly injured	2,892	2,366	2,133	1,966	1,645	1,496
All severities	3,179	2,589	2,339	2,167	1,809	1,655
<b>Minibus users:</b>						
Killed	1	0	0	0	0	0
Seriously injured	1	0	0	2	1	0
Slightly injured	11	5	14	3	10	8
All severities	13	5	14	5	11	8
<b>Public service vehicle users:</b>						
Killed	0	0	0	0	0	0
Seriously injured	1	2	0	2	0	0
Slightly injured	42	45	45	19	18	33
All severities	43	47	45	21	18	33
<b>Goods vehicle users:</b>						
Killed	1	1	0	1	0	2
Seriously injured	5	2	4	2	3	1
Slightly injured	62	40	41	52	40	48
All severities	67	43	45	55	43	51
<b>Other road users:</b>						
Killed	0	0	2	1	0	1
Seriously injured	2	3	2	2	2	0
Slightly injured	16	10	9	8	13	9
All severities	18	13	13	11	15	10
<b>All road users:</b>						
Killed	52	31	30	29	23	31
Seriously injured	374	307	315	313	249	245
Slightly injured	3,511	2,857	2,662	2,457	2,148	1,993
All severities	3,938	3,195	3,007	2,799	2,420	2,269

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

## Slight casualties

There were a total of 7,191 slightly injured casualties on Welsh roads in 2013. This represents an average of around 20 slight casualties per day and the lowest number of slight casualties on record. The 2013 slight total was a decrease of 340 on the previous years figure.

*For comparison: There were a total of 1,144 killed or seriously injured casualties (KSI) on Welsh roads in 2013. This represents an average of around 3 KSI casualties per day. The 2013 KSI total was an increase of 110 on the previous years figure. 2012 was the lowest recorded KSI total on record.*

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

	Number				Number and percentage change	
	2004-08 average	2011	2012	2013	2013 percentage change over 2004-08 average	2012
Pedestrians	1,096	893	804	792	-28	-1
Pedal cyclists	393	403	390	396	1	2
Motorcyclists	499	370	414	439	-12	6
Car, taxi, and minibus users	8,451	5,980	5,492	5,139	-39	-6
Other road users	667	513	431	425	-36	-1
All road users	11,107	8,159	7,531	7,191	-35	-5
Of which children	1,167	877	726	680	-42	-6

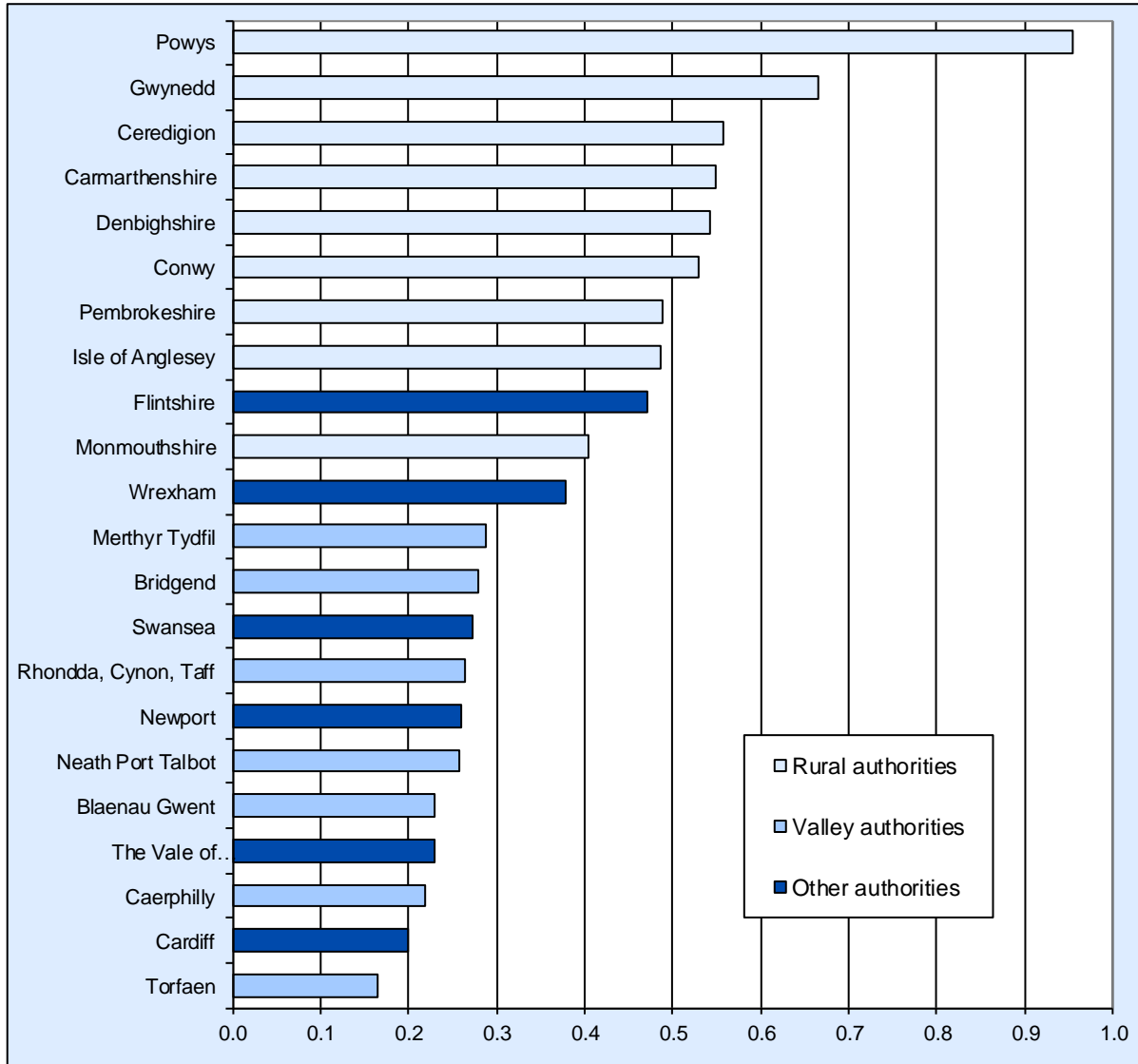
Some points about these figures:

- Car occupant casualties accounted for the vast majority of slight casualties in 2013 (71 per cent). Car occupant casualties were 39 per cent below the 2004-2008 average and 6 per cent lower than the 2012 figure.
- In 2013 pedestrians were 28 per cent below the 2004-08 average and 1 per cent lower than the 2012 figure.
- Pedal cyclists were 1 per cent higher than the 2004-08 average and 2 per cent higher than the 2012 figure.
- Motorcycle user slight casualties were 12 per cent below the 2004-08 average but 6 per cent higher than the 2012 figure.
- The number of children slightly injured in road accidents has fallen (42 per cent) more than the overall slight figure (35 per cent) from the 2004-08 average. Between 2012 and 2013, both the overall slight (5 per cent less) and the child slight casualties (6 per cent less) witnessed a fall.

## KSI casualties by local authority area

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

**Chart 7: Rate of KSI casualties (annual rate per 1,000 population) by types of area, Wales, average 2011 to 2013**



Tables 17 and 18 below summarise recent trends in KSI and slightly injured casualties between 2004 and 2013. Table 19 presents more detailed information for 2013, showing additional information about road user type and severity.

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

	<i>Number and percentage</i>						
	2004-08 average	2009	2010	2011	2012	2013	% change 2013 over 2004-08
Isle of Anglesey	28	55	29	37	33	32	13.5
Gwynedd	75	70	81	85	88	69	-7.8
Conwy	56	54	43	58	58	66	18.7
Denbighshire	46	41	49	59	44	51	10.9
Flintshire	68	80	72	85	60	71	4.7
Wrexham	44	51	35	53	43	57	29.0
North Wales police force	317	351	309	377	326	346	9.3
Powys	146	129	118	150	121	110	-24.5
Ceredigion	60	52	50	60	33	34	-43.7
Pembrokeshire	96	80	65	62	64	54	-43.9
Carmarthenshire	116	95	85	87	115	100	-13.6
Dyfed Powys police force	418	356	318	359	333	298	-28.7
Swansea	87	84	74	77	51	67	-23.3
Neath Port Talbot	55	47	55	40	30	37	-33.0
Bridgend	56	45	28	56	30	32	-42.9
The Vale of Glamorgan	42	48	27	26	23	38	-10.4
Cardiff	98	69	79	86	56	64	-34.6
Rhondda Cynon Taf	92	50	48	61	56	70	-24.2
Merthyr Tydfil	16	16	22	14	20	18	9.8
South Wales police force	448	359	333	360	266	326	-27.2
Caerphilly	69	40	34	36	33	47	-32.1
Blaenau Gwent	28	19	19	17	12	18	-36.6
Torfaen	24	23	17	15	9	22	-8.3
Monmouthshire	55	27	28	46	26	40	-26.7
Newport	48	46	29	37	29	47	-1.3
Gwent police force	224	155	127	151	109	174	-22.3
Wales	1,406	1,221	1,087	1,247	1,034	1,144	-18.6

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

	<i>Number and percentage</i>						<i>% change 2013 over 2004-08</i>
	<i>2004-08 average</i>	<i>2009</i>	<i>2010</i>	<i>2011</i>	<i>2012</i>	<i>2013</i>	
Isle of Anglesey	177	170	129	136	115	116	-34.5
Gwynedd	469	408	427	325	307	316	-32.6
Conwy	431	443	351	340	329	266	-38.3
Denbighshire	404	367	357	329	297	272	-32.7
Flintshire	628	461	500	444	417	452	-28.1
Wrexham	486	410	397	346	415	302	-37.8
North Wales police force	2,595	2,259	2,161	1,920	1,880	1,724	-33.6
Powys	616	538	485	445	469	394	-36.1
Ceredigion	332	254	290	260	248	219	-34.0
Pembrokeshire	492	468	411	358	402	286	-41.9
Carmarthenshire	761	663	602	600	598	519	-31.8
Dyfed Powys police force	2,201	1,923	1,788	1,663	1,717	1,418	-35.6
Swansea	1,029	752	887	822	609	579	-43.7
Neath Port Talbot	535	406	428	384	367	347	-35.2
Bridgend	463	399	340	291	318	298	-35.7
The Vale of Glamorgan	376	318	282	343	263	265	-29.5
Cardiff	1,326	1,046	1,038	1,039	746	803	-39.5
Rhondda Cynon Taf	862	692	634	668	572	574	-33.4
Merthyr Tydfil	209	135	163	165	127	127	-39.3
South Wales police force	4,801	3,748	3,772	3,712	3,002	2,993	-37.7
Caerphilly	424	324	263	224	231	268	-36.8
Blaenau Gwent	213	149	184	103	134	147	-31.1
Torfaen	160	140	160	106	114	121	-24.3
Monmouthshire	246	178	165	147	153	196	-20.3
Newport	467	412	375	284	300	324	-30.7
Gwent police force	1,510	1,203	1,147	864	932	1,056	-30.1
Wales	11,107	9,133	8,868	8,159	7,531	7,191	-35.3



**Table 19: Casualties by type of road user and severity, local authority and police force area, 2013**

	<i>Number</i>											
	Pedestrians		Pedal cyclists		Motorcyclists		Car, taxi and minibus users		Other road users		All road users	
	KSI	Slight	KSI	Slight	KSI	Slight	KSI	Slight	KSI	Slight	KSI	Slight
Isle of Anglesey	4	13	1	9	3	4	23	89	1	1	32	116
Gwynedd	10	40	12	14	9	18	38	216	0	28	69	316
Conwy	15	37	9	15	15	19	24	188	3	7	66	266
Denbighshire	15	32	7	10	15	15	13	199	1	16	51	272
Flintshire	18	54	7	29	17	28	27	327	2	14	71	452
Wrexham	11	31	6	29	12	13	22	212	6	17	57	302
North Wales police force	73	207	42	106	71	97	147	1,231	13	83	346	1,724
Powys	11	21	1	7	27	30	67	296	4	40	110	394
Ceredigion	5	22	3	6	8	21	18	157	0	13	34	219
Pembrokeshire	8	31	3	14	9	16	30	201	4	24	54	286
Carmarthenshire	14	32	2	16	28	35	49	383	7	53	100	519
Dyfed Powys police force	38	106	9	43	72	102	164	1,037	15	130	298	1,418
Swansea	21	66	7	26	16	40	23	430	0	17	67	579
Neath Port Talbot	8	27	2	25	8	21	18	256	1	18	37	347
Bridgend	8	36	2	16	8	19	13	211	1	16	32	298
The Vale of Glamorgan	12	34	3	16	7	19	14	185	2	11	38	265
Cardiff	28	128	11	95	10	39	13	490	2	51	64	803
Rhondda Cynon Taf	24	63	6	20	10	24	28	439	2	28	70	574
Merthyr Tydfil	3	11	1	1	2	5	12	102	0	8	18	127
South Wales police force	104	365	32	199	61	167	121	2,113	8	149	326	2,993
Caerphilly	13	24	5	12	10	12	16	200	3	20	47	268
Blaenau Gwent	4	14	2	5	1	9	9	115	2	4	18	147
Torfaen	9	14	1	5	7	14	5	77	0	11	22	121
Monmouthshire	4	18	4	8	13	21	16	136	3	13	40	196
Newport	15	44	5	18	11	17	16	230	0	15	47	324
Gwent police force	45	114	17	48	42	73	62	758	8	63	174	1,056
Wales	260	792	100	396	246	439	494	5,139	44	425	1,144	7,191

## Key quality information

Source:	Police reported road casualties in Wales
Status:	National Statistics
Description:	<p>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.</p> <p>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.</p>
Uses of data:	<p>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.</p> <p>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 &amp; Community Safety Partnerships.</p>
Quality:	<p>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.</p> <p>There is some possibility of under-reporting and under-recording as well as for the misclassification of accidents. These issues are discussed in a Statistical Article 'Quality Report for Welsh Road Casualties'. This article also summarises the <u>sources and methods</u> used to compile the road accident and casualty figures for Wales. It also reviews the <u>quality</u> 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: <a href="http://wales.gov.uk/topics/statistics/articles/?lang=en">http://wales.gov.uk/topics/statistics/articles/?lang=en</a></p>
Links to further information:	<p>There are a number 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. They cover the following topics:</p> <ul style="list-style-type: none"><li>• Pedal Cyclists</li><li>• Pedestrians</li><li>• Motorcyclists</li><li>• Young People</li></ul>

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/publications/reported-road-casualties-in-great-britain-main-results-2013>