



Pedal cyclist casualties, 2015

5 April 2017
SB 20/2017

Key points

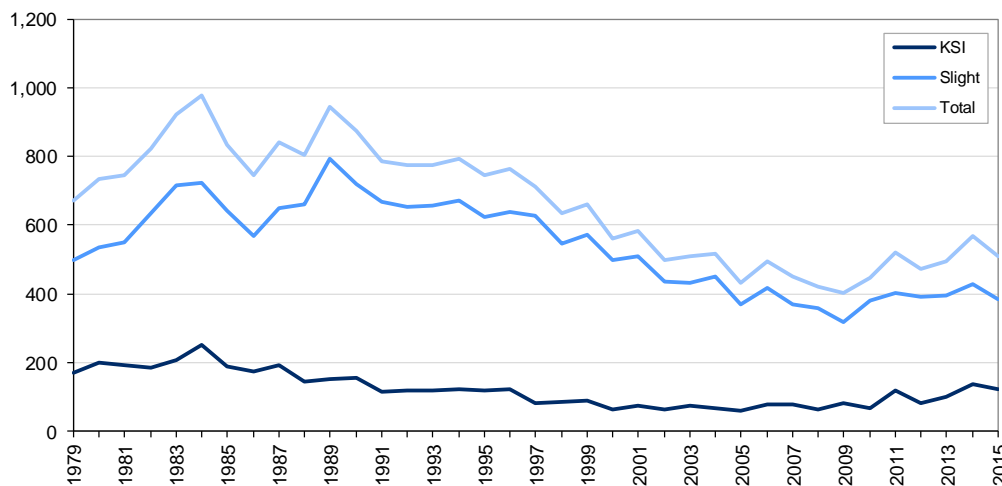
In 2015 pedal cyclists represented 10 per cent of killed or seriously injured (KSI) road traffic casualties and 6 per cent of slightly injured casualties in Wales.



All pedal cyclist casualties

- The number of pedal cyclist casualties declined slightly in 2015 with 123 killed or seriously injured (15 fewer than in 2014). This follows a period since 2009 where numbers have been increasing, in contrast to the long-term trend of declining pedal cyclist casualties since the peaks in the 1980s (table 2 and chart 2).
- Men comprise the majority of pedal cyclist casualties; over the whole period from 2004 to 2015 they accounted for 86 per cent of all casualties (table 3).

Chart: Pedal cyclist casualties by severity, 1979-2015



Source: Road Accident Statistics, Welsh Government

Child (aged 0-15) pedal cyclist casualties

- The number of child pedal cyclist casualties has fallen significantly over the past couple of decades, including a 63 per cent decline between 2004 and 2015, from 203 in 2004 to 75 in 2015. Over the same period child casualties that were KSI 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 13 per cent in 2015.

About this bulletin

This Statistical Bulletin looks at pedal cyclist road traffic casualties; covering all pedal cyclist casualties and child (aged 0-15) pedal cyclist casualties separately. It also looks at trends in the number and severity of these casualties; and shows the circumstances associated with the accidents that resulted in these casualties.

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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: Casualties by type of road user and severity, 2004-2008 average and 2009 to 2015

	<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
2015	848 (r)	509	693	5,161	471	7,682
Percentage change 2015 on 2004-08 average						
	-38	10	-8	-44	-35	-39
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
2015	207	123	273	524	59	1,186
Percentage change 2015 on 2004-08 average						
	-24	76	6	-30	0	-16

Notes

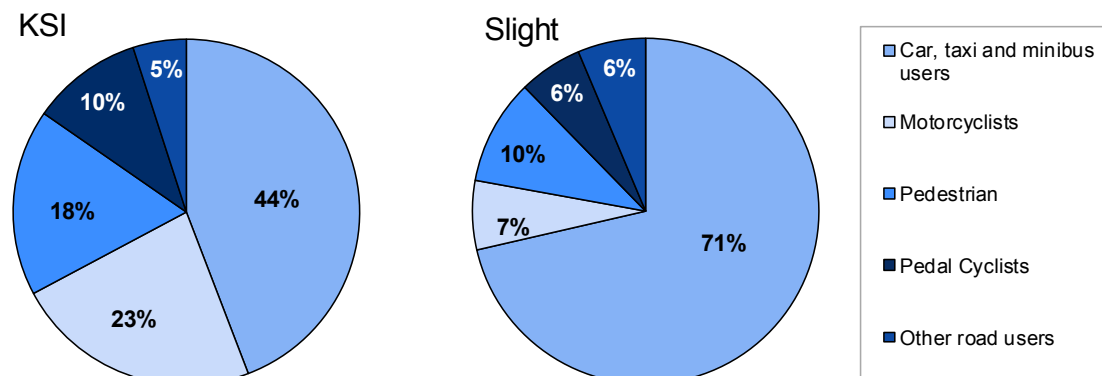
Source: Road Accident Statistics, Welsh Government

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

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

(r) Figure revised on 10/04/2017

Chart 1: Proportion of casualties by type of road user, 2015



Source: Road Accident Statistics, Welsh Government

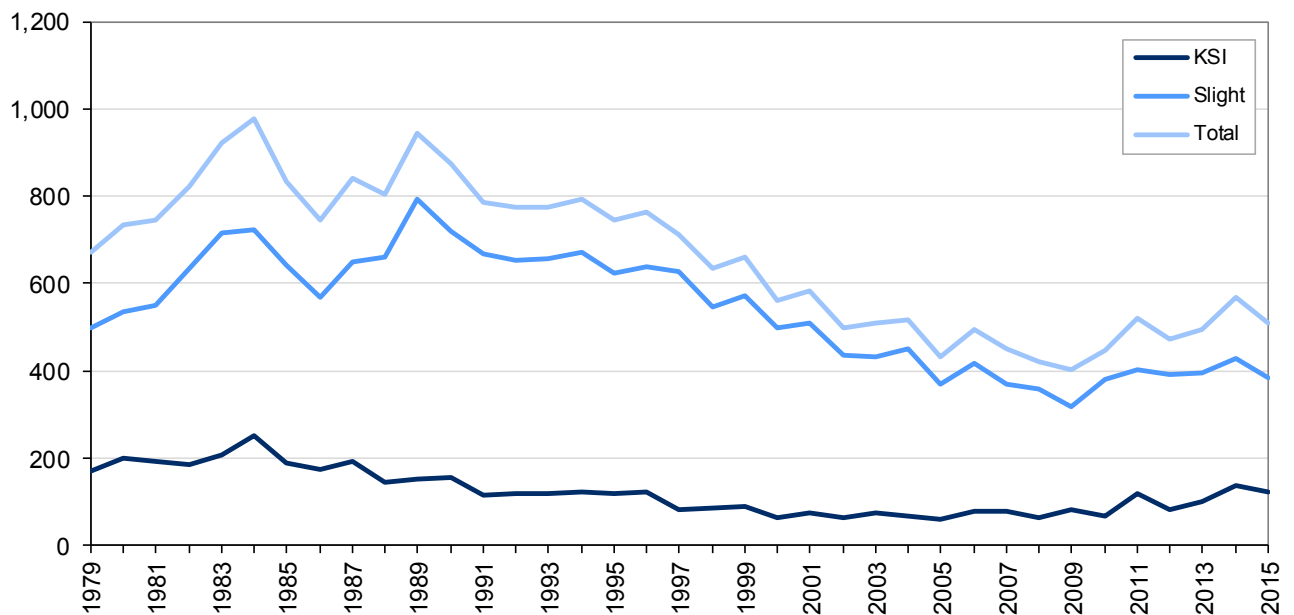
Historic trends

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

There has been a long term decline in pedal cyclist casualties in line with other road casualties, but since 2009 pedal cyclist casualties have been increasing. There has, however, been a fall in the most recent year.

- 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, however in 2015 the figures dropped again to 509.
- Looking in more detail at the 509 casualties in 2015: There were 2 pedal cyclist fatalities, 121 serious casualties and 386 slightly injured pedal cyclist casualties. The total number of pedal cyclist casualties amounted to 6.6 per cent of all types of road traffic casualties in Wales (*table 2*).
- Since 1979, 19 per cent of cyclist casualties were reported as KSI and 81 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 6.6 per cent in 2015. This is a decrease on the 6.9 percent found in 2014 but this is the second highest percentage since the 1984 peak (*table 2*).

Chart 2: Number of pedal cyclist casualties by severity, 1979-2015



Source: Road Accident Statistics, Welsh Government

Table 2: Pedal cyclist casualties by severity, 1979-2015*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
2014	5	133	138	429	567	6.9
2015	2	121	123	386	509	6.6

Source: Road Accident Statistics, Welsh Government

Section 1 – Pedal Cycle Casualties, all ages

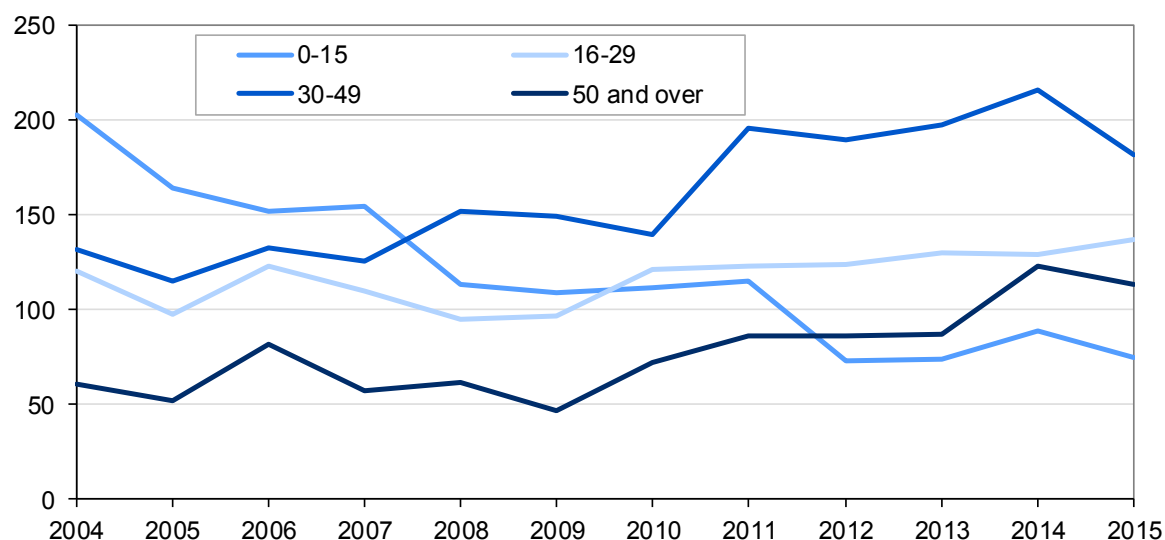
What age and gender are pedal cyclist casualties?

- The vast majority of pedal cyclist casualties are male; in 2015 they accounted for 87 per cent of pedal cyclist casualties, with similar majorities across a number of age groups (*table 3*).
- In 2015, those aged 30-49 formed the largest group of pedal cyclist casualties, accounting for 36 per cent of the total in 2015 (*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 2015 the total number of child pedal cyclist casualties fell from 203 to 75 casualties, a fall of 63 per cent; whilst the number of pedal cyclist casualties aged 16 and over has increased by 38 per cent.

Chart 3a: Total number of pedal cyclist casualties by age group, 2004-2015

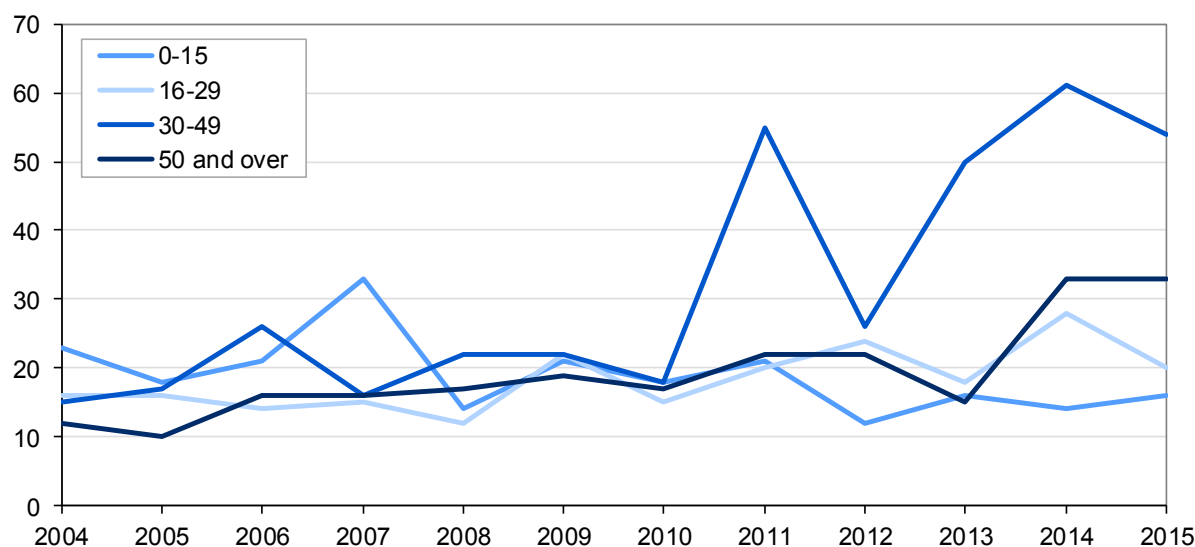


Source: Road Accident Statistics, Welsh Government

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 the number of pedal cyclists KSI in the 30 to 49 age group have increased and stayed at this level over the last three years.

Chart 3b: Number of KSI pedal cyclist casualties by age group, 2004-2015



Source: Road Accident Statistics, Welsh Government

Table 3: Pedal cyclist casualties by severity, broad age group and gender, 2004-2015

	<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
2014	9	5	23	5	53	8	29	4	114	22
2015	15	1	17	3	48	6	31	2	111	12
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
2015	53	6	96	21	110	18	72	8	331	53
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
2015	68	7	113	24	158	24	103	10	442	65

Notes

Source: Road Accident Statistics, Welsh Government

(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 twelve years from 2004 to 2015, 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 (financial year), 2004-2015

	<i>Number</i>				
	1 st quarter	2 nd quarter	3 rd quarter	4 th 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
2015	19	41	36	27	123
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
2015	78	112	114	82	386
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
2015	97	153	150	109	509

Source: Road Accident Statistics, Welsh Government

- 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, 2004-2015

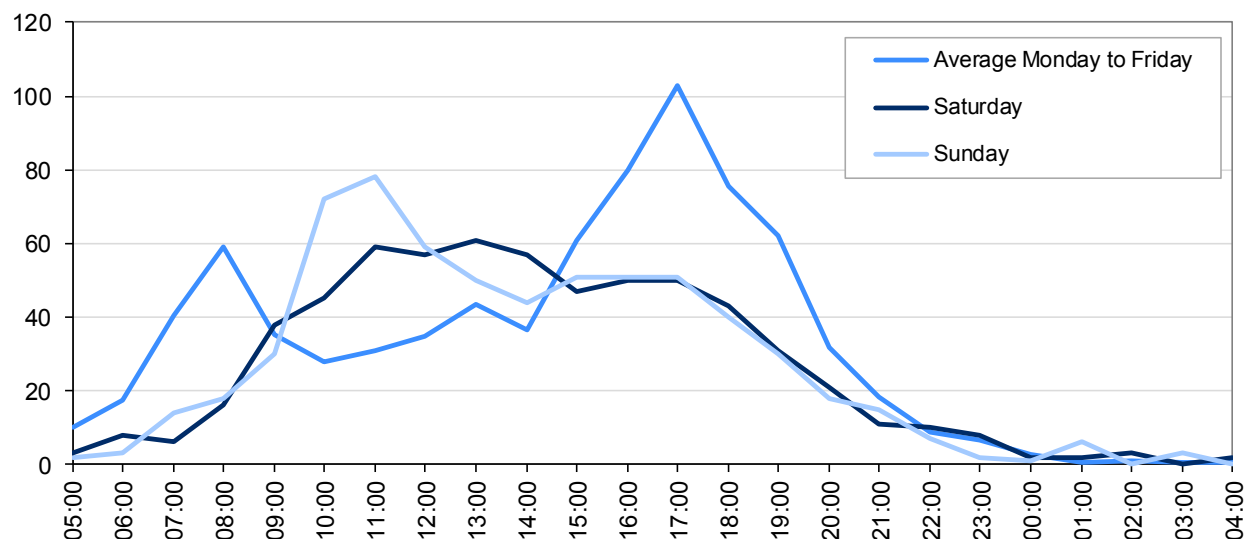
	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
<i>Number</i>												
KSI												
Monday	10	6	8	11	19	16	11	13	10	11	16	18
Tuesday	15	8	12	15	6	13	13	15	9	16	17	16
Wednesday	6	14	9	16	9	7	12	23	20	14	19	18
Thursday	10	8	17	7	10	13	10	17	13	9	20	15
Friday	8	11	8	12	5	14	10	21	10	20	21	21
Saturday	6	7	7	10	8	11	7	16	8	14	22	19
Sunday	11	7	16	9	8	10	5	13	14	16	23	16
Slight												
Monday	86	55	52	36	53	46	60	59	53	63	58	45
Tuesday	62	46	73	63	63	50	53	67	60	69	63	72
Wednesday	73	59	62	58	57	55	58	68	58	64	64	70
Thursday	61	61	62	74	53	46	66	59	55	64	80	52
Friday	63	51	67	45	49	46	54	68	57	49	61	58
Saturday	58	43	47	50	52	42	42	37	58	39	54	37
Sunday	47	55	56	44	30	34	46	45	49	48	49	52
Total												
Monday	96	61	60	47	72	62	71	72	63	74	74	63
Tuesday	77	54	85	78	69	63	66	82	69	85	80	88
Wednesday	79	73	71	74	66	62	70	91	78	78	83	88
Thursday	71	69	79	81	63	59	76	76	68	73	100	67
Friday	71	62	75	57	54	60	64	89	67	69	82	79
Saturday	64	50	54	60	60	53	49	53	66	53	76	56
Sunday	58	62	72	53	38	44	51	58	63	64	72	68

Source: Road Accident Statistics, Welsh Government

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

- Between 2004 and 2015, 46 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 2004-2015



Source: Road Accident Statistics, Welsh Government

Table 6: Pedal cyclist casualties by severity and time of day, 2004-2015

	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
KSI												
00:00-05:59	3	1	1	1	1	4	1	2	1	6	5	4
06:00-11:59	15	10	18	15	23	25	13	35	28	30	46	42
12:00-17:59	29	30	40	46	25	29	38	50	33	40	52	60
18:00-23:59	19	20	18	18	16	26	16	31	22	24	35	17
Slight												
00:00-05:59	9	3	9	5	5	7	10	10	5	8	9	5
06:00-11:59	118	86	126	82	97	100	104	110	119	120	127	86
12:00-17:59	211	184	176	170	169	151	181	195	171	174	203	202
18:00-23:59	112	97	108	113	86	61	84	88	95	94	90	93
Total												
00:00-05:59	12	4	10	6	6	11	11	12	6	14	14	9
06:00-11:59	133	96	144	97	120	125	117	145	147	150	173	128
12:00-17:59	240	214	216	216	194	180	219	245	204	214	255	262
18:00-23:59	131	117	126	131	102	87	100	119	117	118	125	110

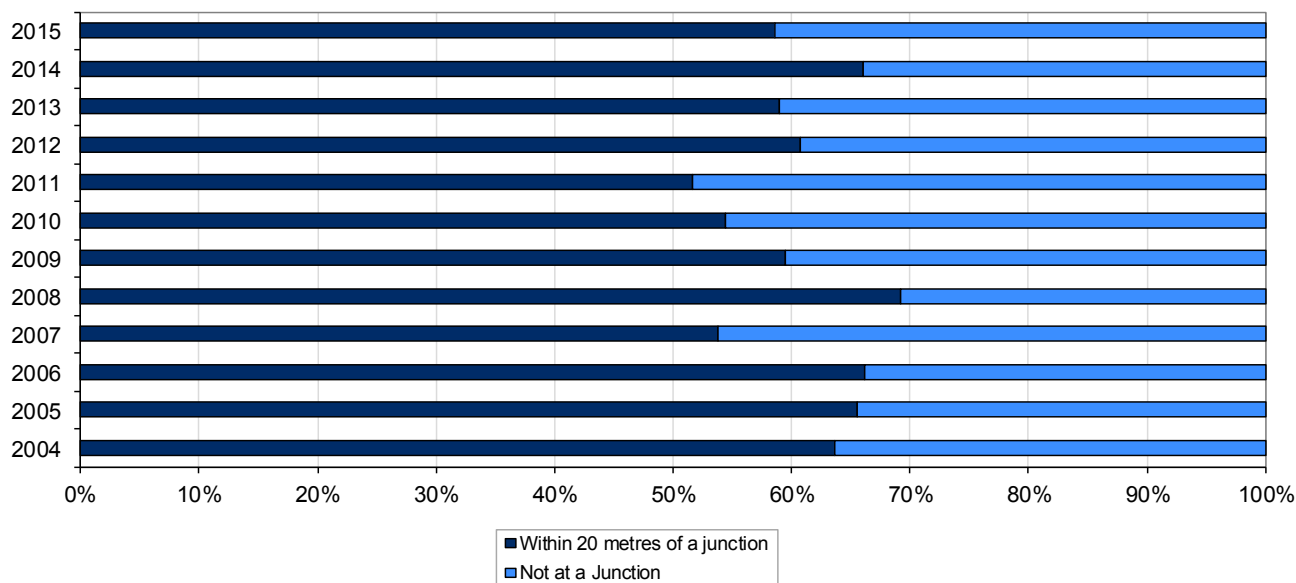
Source: Road Accident Statistics, Welsh Government

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:

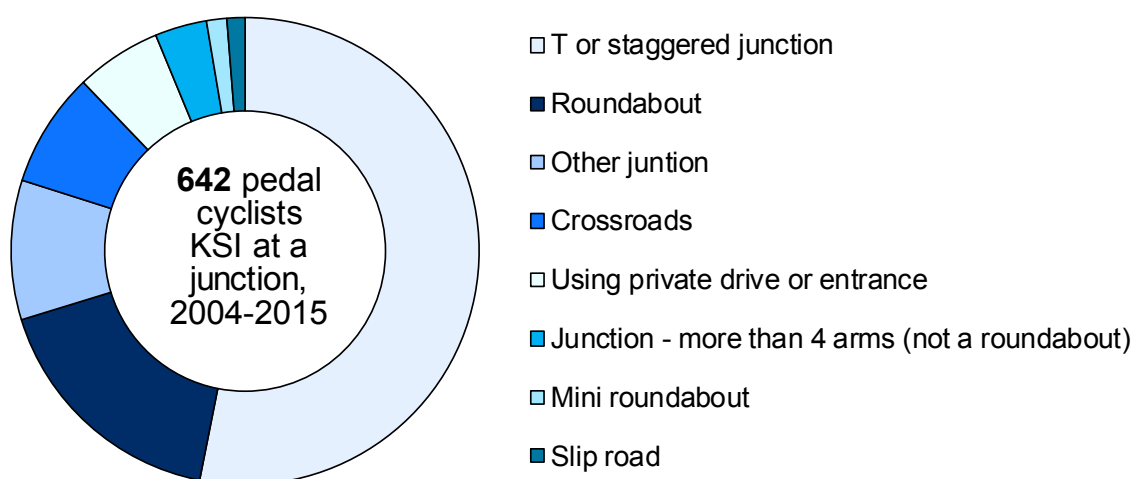
- Around 60 per cent of KSI pedal cyclist casualties are injured in accidents occurring at or within 20 metres of a junction (*chart 5*).
- For KSI cyclist casualties injured in an accident at or within 20 metres of a junction, over half of these junction accidents occurred at T or staggered junctions (*chart 6*).

Chart 5: Proportion of KSI pedal cyclist casualties and their proximity to a junction, 2004-2015



Source: Road Accident Statistics, Welsh Government

Chart 6: Proportion of pedal cyclist casualties killed or seriously injured at a junction, by type of junction, total during period 2004-2015



Source: Road Accident Statistics, Welsh Government

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

- Over the twelve years from 2004 to 2015, 68 per cent of KSI cyclist casualties and 83 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 2015, of those pedal cyclists KSI, 43 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, 2004-2015

	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
<i>Number</i>												
KSI												
20 mph	0	0	0	1	0	0	0	0	1	0	4	1
30 mph	48	48	58	57	51	57	49	67	59	67	90	77
40 mph	4	1	3	6	1	4	3	4	3	6	8	8
50 mph	1	2	1	2	1	0	0	4	6	2	6	5
60 mph	11	8	14	11	7	19	14	37	14	25	30	29
70 mph	2	2	1	3	5	4	2	6	1	0	0	3
Slight												
20 mph	1	2	2	3	2	2	1	1	3	2	0	6
30 mph	393	318	341	328	301	273	328	329	304	320	351	300
40 mph	14	16	20	7	16	8	6	22	24	18	20	29
50 mph	0	0	2	1	5	1	4	9	10	6	9	9
60 mph	37	30	50	29	27	31	35	38	45	49	44	38
70 mph	5	4	4	2	6	4	5	4	4	1	5	4
Total												
20 mph	1	2	2	4	2	2	1	1	4	2	4	7
30 mph	441	366	399	385	352	330	377	396	363	387	441	377
40 mph	18	17	23	13	17	12	9	26	27	24	28	37
50 mph	1	2	3	3	6	1	4	13	16	8	15	14
60 mph	48	38	64	40	34	50	49	75	59	74	74	67
70 mph	7	6	5	5	11	8	7	10	5	1	5	7

Source: Road Accident Statistics, Welsh Government

Table 8: Pedal cyclist casualties by severity and road class, 2004-2015

	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
<i>Number</i>												
KSI												
Motorway	0	0	0	0	0	0	0	0	0	0	0	0
A road	22	21	26	31	25	33	29	43	37	40	48	53
B road	10	12	15	7	15	11	7	17	14	19	23	23
C road/Unclassified	34	28	36	42	25	40	32	58	33	41	67	47
Slight												
Motorway	0	0	0	0	0	0	1	0	0	0	1	0
A road	139	100	131	110	104	87	116	120	137	155	162	145
B road	43	54	62	41	33	45	46	54	50	56	60	56
C road/Unclassified	268	216	226	219	220	187	216	229	203	185	206	185
Total												
Motorway	0	0	0	0	0	0	1	0	0	0	1	0
A road	161	121	157	141	129	120	145	163	174	195	210	198
B road	53	66	77	48	48	56	53	71	64	75	83	79
C road/Unclassified	302	244	262	261	245	227	248	287	236	226	273	232

Source: Road Accident Statistics, Welsh Government

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

Mostly going straight ahead:

- In 2015, in 84 per cent of 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 or turning to left or right. In particular, very few cyclists were hurt when overtaking (*table 9*).

Table 9: Pedal cyclist casualties by severity and manoeuvre, 2004-2015

	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
	<i>Number</i>											
KSI												
Slowing or stopping	2	0	0	2	1	0	0	2	0	1	5	0
Moving off	0	2	3	2	1	1	2	1	5	0	1	0
Turning left (a)	1	2	4	2	2	3	1	3	3	4	3	2
Turning right (a)	3	4	8	1	7	1	8	8	8	7	6	8
Changing lane	2	0	2	4	1	1	0	1	2	1	2	0
Overtaking on offside	0	0	0	1	0	0	0	1	0	3	1	0
Overtaking on nearside	1	0	1	2	0	0	0	1	0	3	3	2
Going ahead left hand bend	3	2	2	5	3	2	1	8	0	3	6	7
Going ahead right hand bend	3	1	7	2	1	3	1	9	6	4	11	8
Going ahead other	50	48	49	59	47	70	52	80	60	77	94	93
Other manoeuvres	1	0	0	1	2	2	3	3	0	0	4	3
Total	66	61	77	80	65	84	68	118	84	100	138	123
Slight												
Slowing or stopping	1	3	8	7	16	6	6	10	14	7	12	6
Moving off	2	8	16	10	7	9	16	18	10	8	4	11
Turning left (a)	21	11	10	10	21	10	9	8	11	11	12	6
Turning right (a)	27	19	11	25	18	21	22	25	25	18	27	16
Changing lane	2	6	2	4	5	2	4	3	6	7	1	3
Overtaking on offside	13	14	6	4	7	6	6	3	7	7	7	1
Overtaking on nearside	3	2	4	6	1	2	4	4	1	6	4	2
Going ahead left hand bend	12	8	13	8	5	5	9	8	15	14	11	9
Going ahead right hand bend	15	7	18	7	4	9	7	11	10	12	8	7
Going ahead other	343	281	320	282	263	240	284	303	283	301	337	305
Other manoeuvres	9	8	6	6	7	7	10	7	4	3	4	20
Total	450	370	418	370	357	319	379	403	390	396	429	386

Notes

(a) Includes waiting to turn

Source: Road Accident Statistics, Welsh Government

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.

Table 10: Pedal cyclist casualties by local authority, 2004-2015

	<i>Number</i>											
	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
North Wales Police Force	119	90	137	103	125	99	106	146	131	148	153	153
Isle of Anglesey	9	9	6	4	4	5	7	16	4	10	14	11
Gwynedd	19	10	14	10	12	5	11	34	22	26	26	28
Conwy	21	20	34	30	17	17	17	16	17	24	30	22
Denbighshire	12	18	18	16	22	18	21	16	23	17	21	23
Flintshire	25	13	34	19	35	25	28	32	33	36	27	33
Wrexham	33	20	31	24	35	29	22	32	32	35	35	36
Dyfed Powys Police Force	76	74	52	68	43	54	62	86	87	52	73	71
Powys	18	16	9	12	8	13	17	18	24	8	19	20
Ceredigion	12	12	13	10	11	10	3	19	12	9	11	12
Pembrokeshire	22	16	14	21	7	10	18	17	17	17	15	9
Carmarthenshire	24	30	16	25	17	21	24	32	34	18	28	30
South Wales Police Force	248	198	240	211	198	190	224	246	198	231	261	231
Swansea	39	42	49	25	32	27	46	36	40	33	38	40
Neath Port Talbot	19	19	26	19	16	19	17	22	10	27	23	16
Bridgend	31	20	11	15	14	14	20	21	17	18	12	16
Vale of Glamorgan	18	12	15	27	18	19	22	26	11	19	25	24
Cardiff	89	79	104	88	95	87	99	116	103	106	112	104
Rhondda Cynon Taf	43	17	26	34	21	21	19	23	11	26	32	26
Merthyr Tydfil	9	9	9	3	2	3	1	2	6	2	19	5
Gwent Police Force	73	69	67	68	56	60	55	43	58	65	80	54
Caerphilly	26	19	13	13	20	11	11	8	20	17	16	16
Blaenau Gwent	8	8	15	7	4	4	10	5	2	7	3	5
Torfaen	9	9	11	7	9	8	5	6	6	6	11	6
Monmouthshire	10	12	13	13	8	11	6	11	8	12	16	10
Newport	20	21	15	28	15	26	23	13	22	23	34	17
Wales	516	431	496	450	422	403	447	521	474	496	567	509

Source: Road Accident Statistics, Welsh Government

Section 2 – Child pedal cycle 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 86 per cent since. In 2015 there were a total of 75 casualties, more in line with the figures for 2012 and 2013, implying that 2014 was a particularly high point for recent years. Of the 75 casualties, there were no fatalities and 16 were 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, 1979-2015

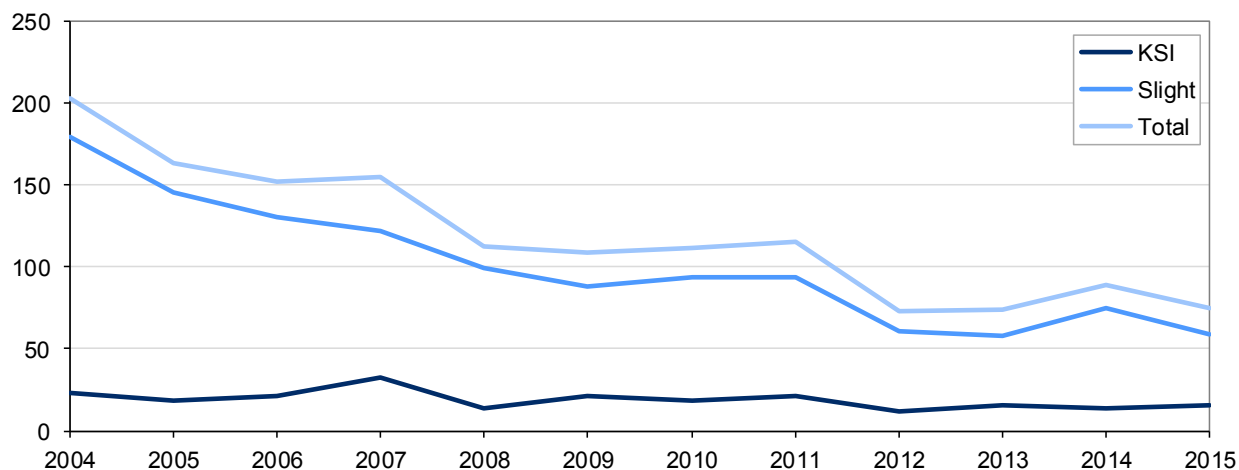
	<i>Number and per cent</i>					Percentage of all child (aged 0-15) road casualties
	Killed	Seriously injured	KSI	Slight	Total	
1979	4	97	101	307	408	17.0
1980	4	116	120	313	433	18.1
1981	3	102	105	337	442	19.6
1982	7	93	100	359	459	19.5
1983	3	109	112	413	525	22.7
1984	2	146	148	407	555	22.4
1985	1	91	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
2015	0	16	16	59	75	10.6

Source: Road Accident Statistics, Welsh Government

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 2015 with the number of child pedal cyclist casualties falling by 63 per cent, from 203 in 2004 to 75 in 2015 (*table 11 and chart 7*).
- This drop was driven by the fall in slight casualties, which fell by 67 per cent from 180 children in 2004 to 59 children in 2015. 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, 2004-2015

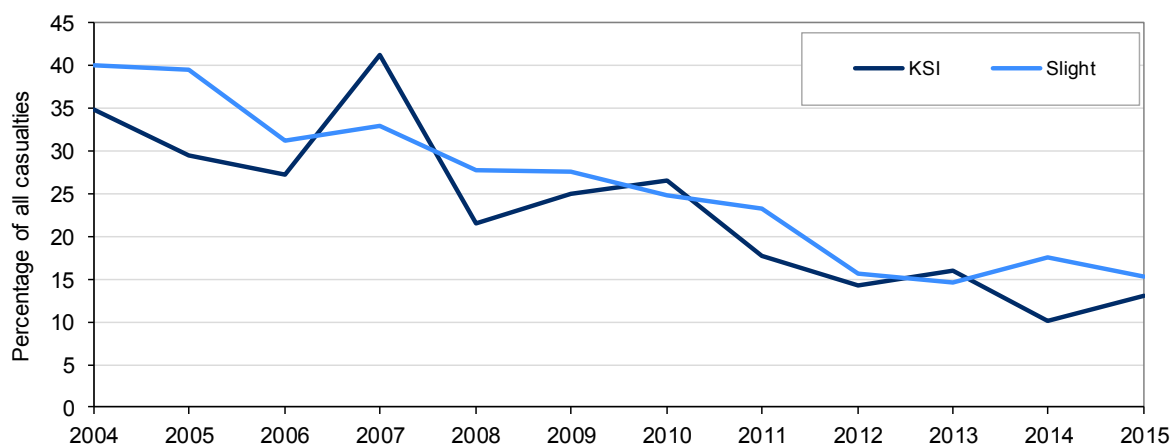


Source: Road Accident Statistics, Welsh Government

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 13 per cent in 2015. This proportion did not decline steadily over the period, for example after falling initially 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 15 per cent in 2015 (*chart 8*).

Chart 8: Proportion of all pedal cyclist casualties that are aged 0-15, by severity, 2004-2015



Source: Road Accident Statistics, Welsh Government

Table 12: Child pedal cyclist casualties by severity and day of the week, 2004-2015

	<i>Number</i>											
	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
KSI												
Monday	1	3	4	8	4	3	4	1	1	3	1	3
Tuesday	6	1	4	2	2	1	4	5	2	3	1	3
Wednesday	1	3	3	5	0	1	5	3	2	4	3	2
Thursday	3	1	4	4	2	3	1	2	4	2	0	2
Friday	3	5	1	5	2	6	0	6	1	2	3	2
Saturday	3	3	0	6	4	3	3	1	1	0	3	1
Sunday	6	2	5	3	0	4	1	3	1	2	3	3
Slight												
Monday	34	21	17	11	12	10	14	15	8	12	15	7
Tuesday	24	17	23	11	22	12	8	10	8	4	11	10
Wednesday	27	22	15	25	16	18	16	9	4	10	9	10
Thursday	27	26	12	22	9	12	14	14	14	8	7	10
Friday	28	17	17	12	13	7	12	21	13	11	17	8
Saturday	21	24	21	21	19	15	11	11	7	6	10	7
Sunday	19	19	26	20	8	14	19	14	7	7	6	7
Total												
Monday	35	24	21	19	16	13	18	16	9	15	16	10
Tuesday	30	18	27	13	24	13	12	15	10	7	12	13
Wednesday	28	25	18	30	16	19	21	12	6	14	12	12
Thursday	30	27	16	26	11	15	15	16	18	10	7	12
Friday	31	22	18	17	15	13	12	27	14	13	20	10
Saturday	24	27	21	27	23	18	14	12	8	6	13	8
Sunday	25	21	31	23	8	18	20	17	8	9	9	10

Source: Road Accident Statistics, Welsh Government

- The majority, 68 per cent, of child pedal cyclist casualties occurred between midday and 17:59 hours (*table 13*).
- For the remaining casualties: 20 per cent occurred later in the evening (between 18:00 and midnight) and 10 per cent occurred between the hours of 06:00-11:59am.

Table 13: Child pedal cyclist casualties by severity and time of day, 2004-2015

	<i>Number</i>											
	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
KSI												
00:00-05:59	0	0	0	0	0	0	0	0	0	0	0	1
06:00-11:59	1	1	3	3	0	1	1	4	1	2	0	2
12:00-17:59	14	9	13	20	9	12	11	6	7	6	8	9
18:00-23:59	8	8	5	10	5	8	6	11	4	8	6	4
Slight												
00:00-05:59	0	0	0	0	0	0	0	0	0	0	1	0
06:00-11:59	26	17	17	16	10	16	18	9	14	6	11	6
12:00-17:59	99	77	71	60	59	52	48	61	33	35	40	42
18:00-23:59	55	52	43	46	30	20	28	24	14	17	23	11
Total												
00:00-05:59	0	0	0	0	0	0	0	0	0	0	1	1
06:00-11:59	27	18	20	19	10	17	19	13	15	8	11	8
12:00-17:59	113	86	84	80	68	64	59	67	40	41	48	51
18:00-23:59	63	60	48	56	35	28	34	35	18	25	29	15

Source: Road Accident Statistics, Welsh Government

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 2015, 92 per cent of all pedal cyclist casualties aged 0-15 occurred on roads with a 30 mph limit (*table 14*).
- In 2015, half of the KSI casualties occurred on C roads or unclassified roads, there were 8 in total. The majority of slightly injured (75 per cent) pedal cyclist casualties aged 0-15 occurred on unclassified roads (*table 15*).

Table 14: Child pedal cyclist casualties by speed limit of road and severity, 2004-2015

	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	Number 2015
KSI												
20 mph	0	0	0	0	0	0	0	0	0	0	0	0
30 mph	21	17	17	24	11	18	15	20	7	13	13	14
40 mph	0	0	1	3	0	0	0	0	0	0	0	0
50 mph	0	0	0	0	0	0	0	0	3	0	1	0
60 mph	2	1	3	6	2	3	3	1	2	3	0	2
70 mph	0	0	0	0	1	0	0	0	0	0	0	0
Slight												
20 mph	1	2	0	2	1	2	1	1	1	1	0	1
30 mph	169	133	117	120	90	80	90	82	53	55	71	55
40 mph	3	3	3	0	3	1	1	2	2	0	2	1
50 mph	0	0	1	0	1	0	0	1	1	0	0	0
60 mph	7	8	10	0	4	4	2	8	4	2	2	2
70 mph	0	0	0	0	0	1	0	0	0	0	0	0
Total												
20 mph	1	2	0	2	1	2	1	1	1	1	0	1
30 mph	190	150	134	144	101	98	105	102	60	68	84	69
40 mph	3	3	4	3	3	1	1	2	2	0	2	1
50 mph	0	0	1	0	1	0	0	1	4	0	1	0
60 mph	9	9	13	6	6	7	5	9	6	5	2	4
70 mph	0	0	0	0	1	1	0	0	0	0	0	0

Source: Road Accident Statistics, Welsh Government

Table 15: Child pedal cyclist casualties by severity and road class, 2004-2015

	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	Number 2015	
KSI													
A road		3	4	4	12	6	3	4	3	6	1	1	5
B road		4	2	2	1	4	2	1	2	0	4	0	3
C road/Unclassified		16	12	15	20	4	16	13	16	6	11	13	8
Slight													
A road		26	20	25	12	11	8	10	10	14	9	10	7
B road		14	16	7	11	7	6	9	11	9	1	4	8
C road/Unclassified		140	110	99	99	81	74	75	73	38	48	61	44
Total													
A road		29	24	29	24	17	14	13	20	10	11	12	
B road		18	18	9	12	11	8	10	13	9	5	4	11
C road/Unclassified		156	122	114	119	85	90	88	89	44	59	74	52

Source: Road Accident Statistics, Welsh Government

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 in 2015:

- Cardiff experienced the greatest number of child casualties in 2015 (10) but as a proportion of all pedal cyclist casualties, Neath Port Talbot had the highest of any local authority at 38 per cent (table 16 compared with table 10). However, this was due to the low number of total casualties within Neath Port Talbot.
- Monmouthshire has consistently had the lowest number of child casualties of any local authority (table 16).

Table 16: Child pedal cyclist casualties by local authority, 2004-2015

	<i>Number and per cent</i>												
	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	Percentage of all cyclist casualties during 2015
North Wales Police Force	44	41	35	32	41	28	29	26	27	28	23	24	16
Isle of Anglesey	5	2	2	0	3	2	2	7	2	2	2	2	18
Gwynedd	6	4	5	3	2	3	3	5	4	6	2	3	11
Conwy	9	14	10	16	3	9	5	2	1	3	5	2	9
Denbighshire	4	8	3	4	7	5	8	2	3	2	4	4	17
Flintshire	8	2	12	5	15	5	4	7	9	7	5	5	15
Wrexham	12	11	3	4	11	4	7	3	8	8	5	8	22
Dyfed Powys Police Force	36	34	16	28	9	13	15	29	16	8	12	17	24
Powys	7	6	3	6	1	1	2	6	3	0	3	6	30
Ceredigion	5	5	4	2	0	3	0	3	4	1	0	1	8
Pembrokeshire	12	8	5	11	3	5	4	6	6	4	3	2	22
Carmarthenshire	12	15	4	9	5	4	9	14	3	3	6	8	27
South Wales Police Force	88	57	73	68	36	45	45	47	21	26	42	28	12
Swansea	11	14	12	6	4	6	9	7	4	7	7	6	15
Neath Port Talbot	7	6	12	9	4	6	3	8	1	4	5	6	38
Bridgend	16	13	6	9	5	8	7	6	7	2	3	0	0
Vale of Glamorgan	9	2	6	13	5	5	4	2	1	3	3	1	4
Cardiff	19	8	18	10	8	13	13	14	4	5	12	10	10
Rhondda Cynon Taf	19	9	15	19	9	7	8	8	3	4	8	4	15
Merthyr Tydfil	7	5	4	2	1	0	1	2	1	1	4	1	20
Gwent Police Force	35	32	28	27	27	23	23	13	9	12	12	6	11
Caerphilly	15	11	9	5	11	5	6	5	5	7	7	2	13
Blaenau Gwent	8	5	7	5	4	2	5	1	0	0	0	1	20
Torfaen	4	4	5	4	2	3	1	2	0	1	0	2	33
Monmouthshire	0	5	2	4	4	1	2	2	1	1	1	0	0
Newport	8	7	5	9	6	12	9	3	3	3	4	1	6
Wales	203	164	152	155	113	109	112	115	73	74	89	75	15

Source: Road Accident Statistics, Welsh Government

Notes

1 Context

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.

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 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.

1.1 Related publications

Related publications are available from the following link:

[Welsh Government Statistics & Research: Transport](#)

Results for Great Britain were published by the Department for Transport in June & September 2016; available from the links:

[Reported road casualties Great Britain, annual report: 2015](#)

[Reported road casualties in Great Britain, main results: 2015](#)

2 Definitions

- 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.

Key quality information

Relevance

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.

Accuracy

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.

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.

Timeliness and punctuality

Statistics on Police recorded road casualties for Wales in 2015 were first published on 28 June 2016 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.

Accessibility and clarity

This Statistical Bulletin is pre-announced and then published on the Statistics & Research website, data in this bulletin as well as other years is available on the [StatsWales website](#).

Comparability and coherence

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.

National Statistics status

The [United Kingdom Statistics Authority](#) has designated these statistics as National Statistics, in accordance with the Statistics and Registration Service Act 2007 and signifying compliance with the [Code of Practice for Official Statistics](#).

National Statistics status means that official statistics meet the highest standards of trustworthiness, quality and public value.

All official statistics should comply with all aspects of the Code of Practice for Official Statistics. They are awarded National Statistics status following an assessment by the UK Statistics Authority's regulatory arm. The Authority considers whether the statistics meet the highest standards of Code compliance, including the value they add to public decisions and debate.

It is Welsh Government's responsibility to maintain compliance with the standards expected of National Statistics. If we become concerned about whether these statistics are still meeting the appropriate standards, we will discuss any concerns with the Authority promptly. National Statistics status can be removed at any point when the highest standards are not maintained, and reinstated when standards are restored.

Well-being of Future Generations Act (WFG)

The Well-being of Future Generations Act 2015 is about improving the social, economic, environmental and cultural well-being of Wales. The Act puts in place seven well-being goals for Wales. These are for a more equal, prosperous, resilient, healthier and globally responsible Wales, with cohesive communities and a vibrant culture and thriving Welsh language. Under section (10)(1) of the Act, the Welsh Ministers must (a) publish indicators (“national indicators”) that must be applied for the purpose of measuring progress towards the achievement of the Well-being goals, and (b) lay a copy of the national indicators before the National Assembly. The 46 national indicators were laid in March 2016 and this release does not include any of these national indicators.

Information on indicators and associated technical information - [How do you measure a nation's progress? - National Indicators](#)

Further information: [Well-being of Future Generations \(Wales\) Act 2015](#).

Further details

The document is available at

<http://gov.wales/statistics-and-research/pedal-cyclist-casualties/?lang=en>

Next update

September 2017 (provisional)

We want your feedback

We welcome any feedback on any aspect of these statistics which can be provided by email to:

stats.transport@wales.gsi.gov.uk

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