



## Pedal cyclist casualties, 2016

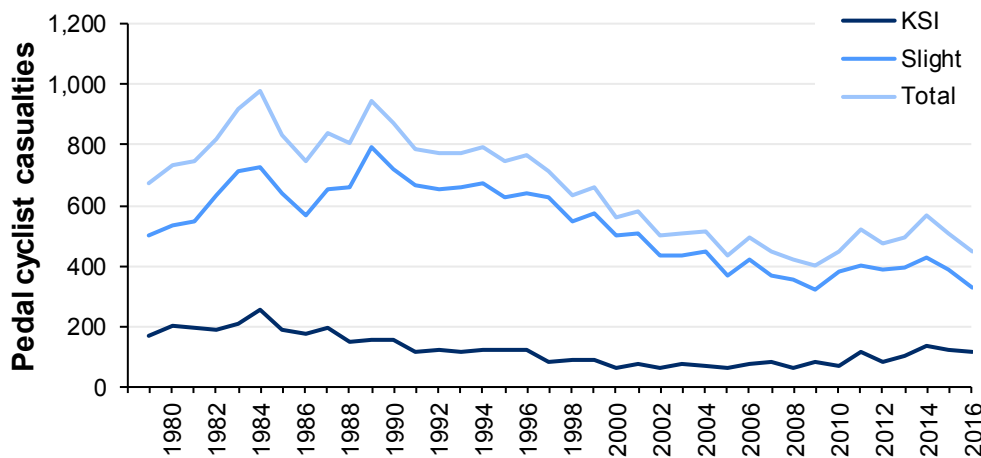
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### Key points

In 2016 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.



### Chart: Pedal cyclist casualties by severity, 1979-2016



Source: Road Accident Statistics, Welsh Government

### All pedal cyclist casualties

- The number of pedal cyclist casualties declined slightly in 2016 with 115 killed or seriously injured (8 fewer than in 2015). 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. Since 2015, the numbers have been declining again ([Table 2](#) and [Chart 1](#)).
- Men comprise the majority of pedal cyclist casualties; in 2016 they accounted for 88.1 per cent of all casualties ([Table 3](#)).

### 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 60.6 per cent decline between 2007 and 2016, from 155 in 2007 to 61 in 2016. Over the same period child casualties that were KSI fell from 33 to 10 ([Table 11](#)).
- The proportion of all KSI pedal cyclist casualties that were children dropped from 41.3 per cent of all KSI casualties in 2007 to 8.7 per cent in 2016.

### About this bulletin

This Statistical Bulletin looks at pedal cyclist road traffic casualties and child (aged 0-15) pedal cyclist casualties separately in Wales 2016, showing:

- Trends in the number and severity of these casualties;
- Circumstances associated with the accidents that resulted in these casualties.

For the most part the figures in this bulletin are derived from the personal injury road accident data recorded by the police on STATS19 forms.

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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 2012 to 2016**

	<i>Number and per cent</i>					
	Pedestrian	Pedal cyclists	Motorcyclists (a)	Car, taxi and minibus users	Other road users (b)	Total
<b>Total casualties</b>						
2004-08 average	1,368	<b>463</b>	756	9,200	726	12,513
2012	1,007	<b>474</b>	627	5,986	471	8,565
2013	1,052	<b>496</b>	685	5,633	469	8,335
2014	922	<b>567</b>	749	5,511	459	8,208
2015	850	<b>509</b>	693	5,162	471	7,685
2016	793	<b>446</b>	662	4,630	322	6,853
Percentage change (% , c)	↓ 42	↓ 4	↓ 12	↓ 50	↓ 56	↓ 45
<b>KSI casualties</b>						
2004-08 average	271	<b>70</b>	257	749	59	1,406
2012	203	<b>84</b>	213	494	40	1,034
2013	260	<b>100</b>	246	494	44	1,144
2014	249	<b>138</b>	282	542	52	1,263
2015	208	<b>123</b>	273	524	59	1,187
2016	199	<b>115</b>	254	494	46	1,108
Percentage change (% , c)	↓ 27	↑ 65	↓ 1	↓ 34	↓ 22	↓ 21

Source: Road Accident Statistics, Welsh Government

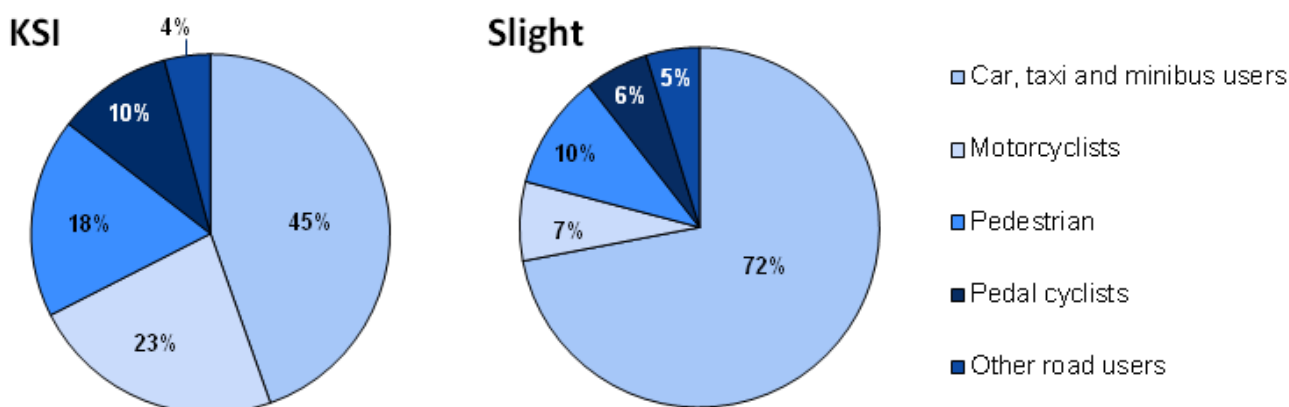
**Notes:**

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

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

(c) Percentage change is the change in 2016 when compared to the 2004-2008 average

**Chart 1: Proportion of casualties by type of road user, 2016**



Source: Road Accident Statistics, Welsh Government

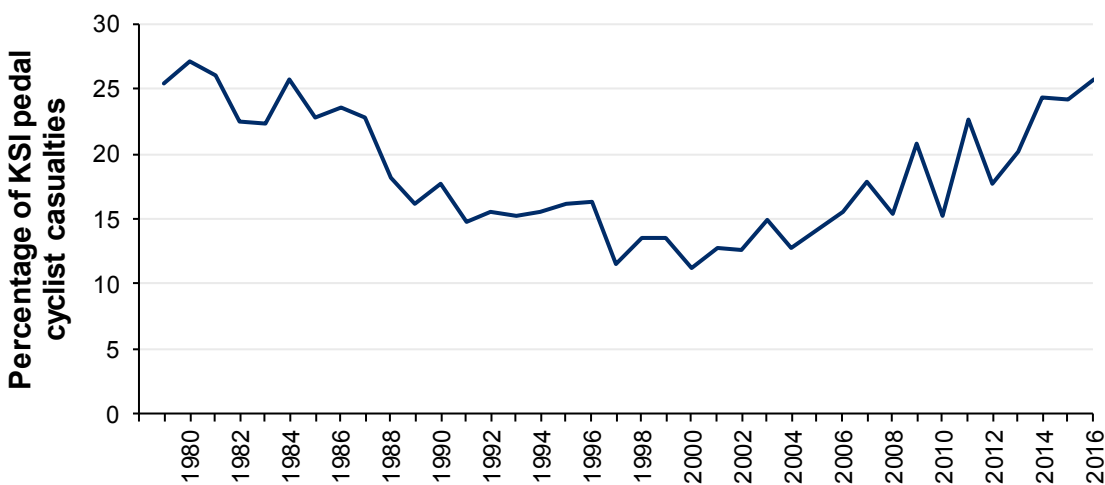
## Historic trends

[Chart 1, 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 increases were observed in 2010, 2011, 2013 and 2014. There has, however, been a fall since 2015.**

- Total casualties fluctuated through the 1980s and then fell from 945 casualties in 1989 to 403 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 and continued to drop in 2016 to 446.
- KSI casualties as a proportion of total casualties fluctuated annually since 1979 and ranged from a high of 27.2 per cent in 1980 to a low of 11.2 per cent in 2000 ([Chart 2](#)).
- Looking in more detail at the 446 casualties in 2016, there were 3 pedal cyclist fatalities, 112 serious casualties and 331 slightly injured pedal cyclist casualties. The total number of pedal cyclist casualties amounted to 6.5 per cent of all road casualties (including all motor vehicle users and pedestrians) in Wales. This is a decrease on the 6.6 per cent found in 2015 ([Table 2](#)).
- Since 1980, 18.5 per cent of cyclist casualties were reported as KSI and 81.5 per cent were slightly injured ([Table 2](#)).
- Slight injuries followed 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. However in 2016, there were 8 less KSI casualties when compared to 2015.

**Chart 2: KSI pedal cycle casualties as a percentage of the total pedal cycle casualties, 1979 – 2016**



Source: Road Accident Statistics, Welsh Government

**Table 2: Pedal cyclist casualties by severity, 1979 – 2016**

*Number and per cent*

<b>Year</b>	<b>Killed (a)</b>	<b>Seriously injured</b>	<b>KSI</b>	<b>Slight</b>	<b>Total</b>	<b>Percentage of all road casualties</b>
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
2016	3	112	115	331	446	6.5
<b>Percentage change (% b)</b>	-	↓ 7.4	↓ 6.5	↓ 14.2	↓ 12.4	↓ 0.1 (c)

Source: Road Accident Statistics, Welsh Government

**Notes:**

- (a) numbers are too small to do a percentage change comparison
- (b) percentage change is the difference in 2016 when compared to 2015
- (c) percentage points difference in 2016 when compared to 2015

## Section 1 – Pedal cycle casualties, all ages

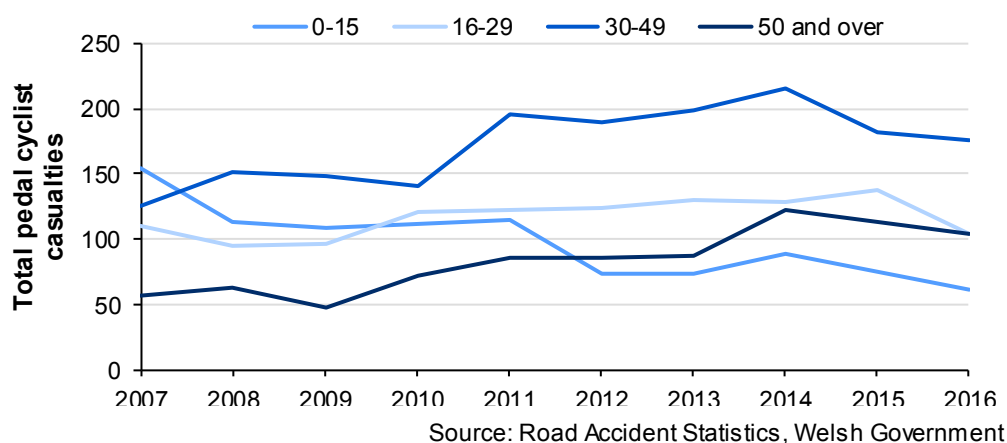
### What age and gender are pedal cyclist casualties?

- The vast majority of pedal cyclist casualties are male; in 2016 they accounted for 88.1 per cent of pedal cyclist casualties, with similar proportions across a number of age groups ([Table 3](#)).
- In 2016, those aged 30-49 formed the largest group of pedal cyclist casualties, accounting for 39.6 per cent of the total in 2016 ([Table 3](#)).

### Over the past ten years, there has been a decline in child pedal cyclist casualties (aged 0-15):

- Between 2007 and 2016 the total number of child pedal cyclist casualties fell from 155 to 61 casualties, a fall of 60.6 per cent; whilst the number of pedal cyclist casualties aged 16 and over has increased by 31.1 per cent.

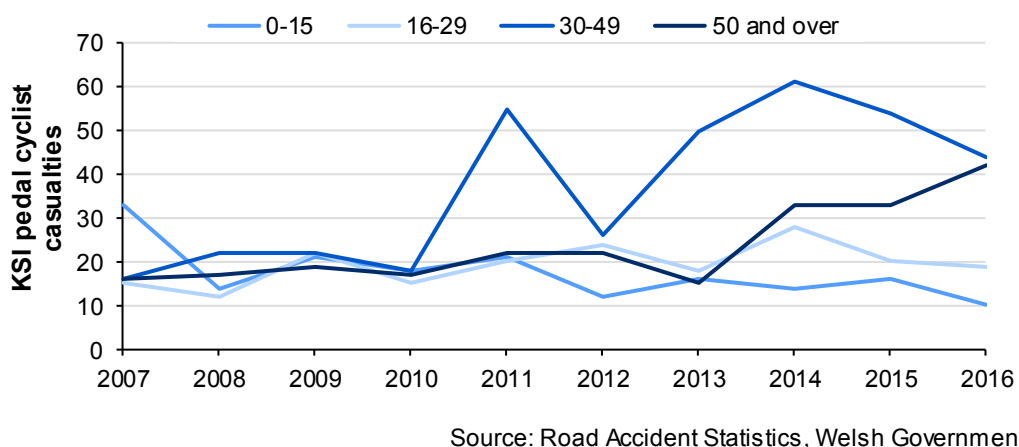
**Chart 3a: Total number of pedal cyclist casualties by age group, 2007-2016**



### There was a sharp increase in KSI casualties for cyclists aged 50 and over in 2016:

- 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 in 2016, the number of pedal cyclist KSI casualties decreased in the 0-15, 16-29 and 30-49 age groups whereas the numbers in the 50 and over age group increased when compared to 2015.

**Chart 3b: Number of KSI pedal cyclist casualties by age group, 2007-2016**



**Table 3: Pedal cyclist casualties by severity, broad age group and gender, 2007-2016**

	<i>Number</i>									
	0-15		16-29		30-49		50 and over		Total (a)	
	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female
<b>KSI</b>										
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
2016	9	1	15	4	37	7	35	7	96	19
<b>Slight</b>										
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
2016	48	3	73	12	119	13	56	6	296	34
<b>Total</b>										
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
2016	57	4	88	16	156	20	91	13	392	53

Source: Road Accident Statistics, Welsh Government

**Notes**

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

## When are casualties most likely to occur?

### The majority of casualties occur in the second and third quarters of the year:

- Over the ten years from 2007 to 2016, around 30 per cent of pedal cyclist casualties occur in each of the second (April to June) and the third (July to September) quarter of each year. The remaining 40 per cent of casualties are split fairly evenly between the first and the fourth quarters (Table 4).

**Table 4: Pedal cyclist casualties by severity and quarter, 2007-2016**

Year					<i>Number</i>
	1 <sup>st</sup> quarter	2 <sup>nd</sup> quarter	3 <sup>rd</sup> quarter	4 <sup>th</sup> quarter	Total
<b>KSI</b>					
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
2016	25	31	39	20	115
<b>Slight</b>					
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
2016	85	82	99	65	331
<b>Total</b>					
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
2016	110	113	138	85	446

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, 2007-2016**

	<i>Number</i>									
	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
<b>KSI</b>										
Monday	11	19	16	11	13	10	11	16	18	14
Tuesday	15	6	13	13	15	9	16	17	16	10
Wednesday	16	9	7	12	23	20	14	19	18	23
Thursday	7	10	13	10	17	13	9	20	15	20
Friday	12	5	14	10	21	10	20	21	21	13
Saturday	10	8	11	7	16	8	14	22	19	17
Sunday	9	8	10	5	13	14	16	23	16	18
<b>Slight</b>										
Monday	36	53	46	60	59	53	63	58	45	34
Tuesday	63	63	50	53	67	60	69	63	72	55
Wednesday	58	57	55	58	68	58	64	64	70	54
Thursday	74	53	46	66	59	55	64	80	52	55
Friday	45	49	46	54	68	57	49	61	58	51
Saturday	50	52	42	42	37	58	39	54	37	43
Sunday	44	30	34	46	45	49	48	49	52	39
<b>Total</b>										
Monday	47	72	62	71	72	63	74	74	63	48
Tuesday	78	69	63	66	82	69	85	80	88	65
Wednesday	74	66	62	70	91	78	78	83	88	77
Thursday	81	63	59	76	76	68	73	100	67	75
Friday	57	54	60	64	89	67	69	82	79	64
Saturday	60	60	53	49	53	66	53	76	56	60
Sunday	53	38	44	51	58	63	64	72	68	57

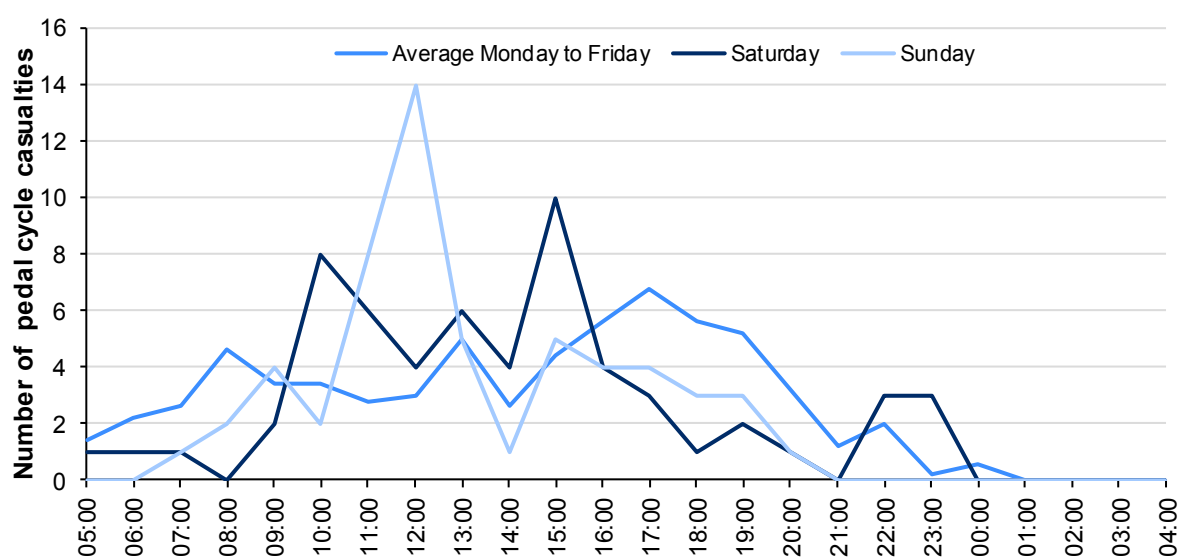
Source: Road Accident Statistics, Welsh Government



## There is a peak in pedal cyclist casualties in the morning and evening rush hour midweek:

- In 2016, on weekdays, pedal cyclist casualties are highest between 16:00 and 18:59 which coincides with the end of the school-day and the working-day; there is a lower peak between 07:00 and 08:59 in the mornings which coincides with when people are cycling to work or school ([Chart 4](#)).
- On the weekend the number of casualties fluctuated during the hours of daylight. On Saturdays, the highest peaks were between 10:00 and 10:59 and 14:00 and 15:59, whereas on Sundays the highest peak was between 11:00 and 12:59 ([Chart 4](#)).
- Between 2007 and 2016, 44.1 per cent of KSI and 46.8 per cent of slight pedal cyclist casualties occur between noon and 17:59 ([Table 6](#)).

**Chart 4: Total pedal cyclist casualties, by time of day, total during period 2016**



Source: Road Accident Statistics, Welsh Government

**Table 6: Pedal cyclist casualties by severity and time of day, 2007-2016**

	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
<i>Number</i>										
<b>KSI</b>										
00:00-05:59	1	1	4	1	2	1	6	5	4	3
06:00-11:59	15	23	25	13	35	28	30	46	42	25
12:00-17:59	46	25	29	38	50	33	40	52	60	57
18:00-23:59	18	16	26	16	31	22	24	35	17	30
<b>Slight</b>										
00:00-05:59	5	5	7	10	10	5	8	9	5	8
06:00-11:59	82	97	100	104	110	119	120	127	86	105
12:00-17:59	170	169	151	181	195	171	174	203	202	144
18:00-23:59	113	86	61	84	88	95	94	90	93	74
<b>Total</b>										
00:00-05:59	6	6	11	11	12	6	14	14	9	11
06:00-11:59	97	120	125	117	145	147	150	173	128	130
12:00-17:59	216	194	180	219	245	204	214	255	262	201
18:00-23:59	131	102	87	100	119	117	118	125	110	104

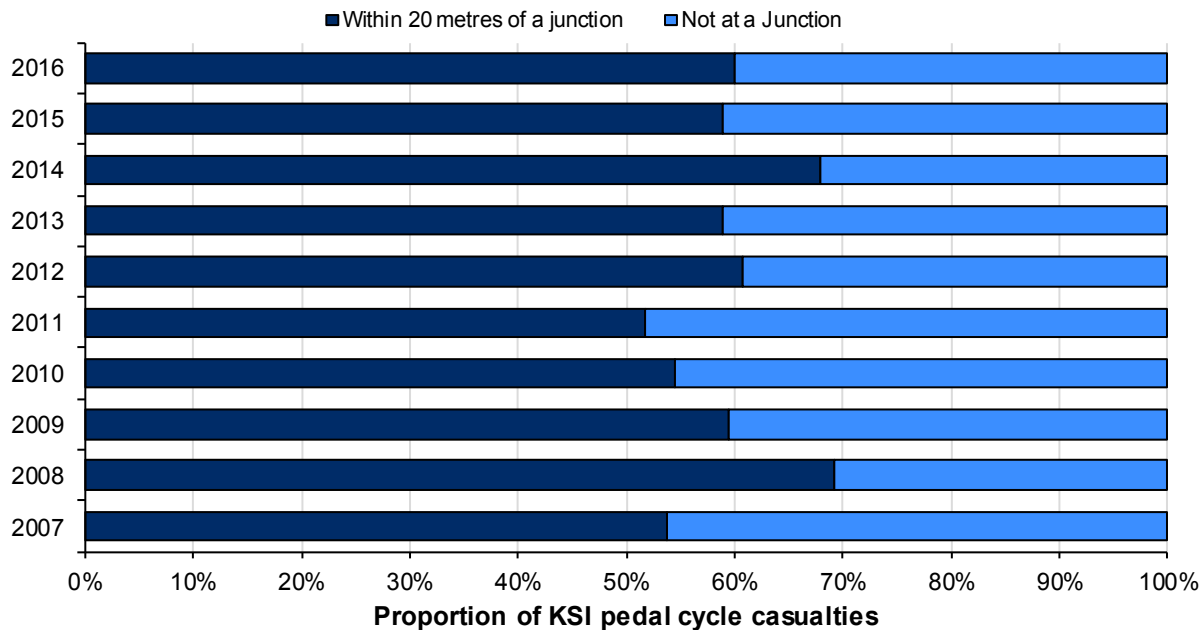
Source: Road Accident Statistics, Welsh Government

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

Since 2007 the majority of pedal cyclist casualties occur within 20 metres of a junction:

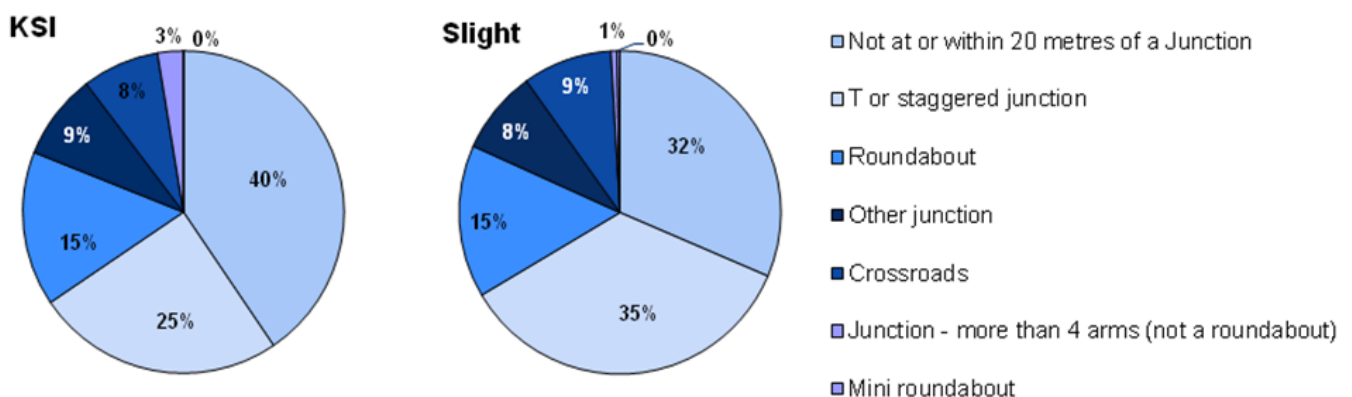
- Around 60 per cent of KSI pedal cyclist casualties are injured in accidents occurring at or within 20 metres of a junction ([Chart 5](#)).
- For slightly injured cyclist casualties injured in an accident at or within 20 metres of a junction, over half of these junction accidents occurred at T or staggered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

**Chart 5: Proportion of KSI pedal cyclist casualties and their proximity to a junction, 2007-2016**



Source: Road Accident Statistics, Welsh Government

**Chart 6: Proportion of pedal cyclist casualties KSI or slightly injured at a junction, by type of junction, 2016**



Source: Road Accident Statistics, Welsh Government

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

- Over the ten years from 2007 to 2016, 66.4 per cent of KSI cyclist casualties and 82.5 per cent of slight pedal cyclist casualties occur on roads with a 30 mph speed limit. 24.1 per cent of KSI casualties occur on roads with a 60 or 70 mph speed limit but only 10.8 per cent of slight casualties ([Table 7](#)).
- A substantial proportion of more serious casualties occur on either A roads (43.5 per cent) or C roads/unclassified roads (40.0 per cent). The majority of slight casualties occur on unclassified roads (45.7 per cent), closely followed by A roads at 38.3 per cent ([Table 8](#)).

**Table 7: Pedal cyclist casualties by speed limit of road and severity, 2007-2016**

	<i>Number</i>									
	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
<b>KSI</b>										
20 mph	1	0	0	0	0	1	0	4	1	4
30 mph	57	51	57	49	67	59	67	90	77	73
40 mph	6	1	4	3	4	3	6	8	8	10
50 mph	2	1	0	0	4	6	2	6	5	3
60 mph	11	7	19	14	37	14	25	30	29	23
70 mph	3	5	4	2	6	1	0	0	3	2
<b>Slight</b>										
20 mph	3	2	2	1	1	3	2	0	6	10
30 mph	328	301	273	328	329	304	320	351	300	268
40 mph	7	16	8	6	22	24	18	20	29	15
50 mph	1	5	1	4	9	10	6	9	9	3
60 mph	29	27	31	35	38	45	49	44	38	31
70 mph	2	6	4	5	4	4	1	5	4	4
<b>Total</b>										
20 mph	4	2	2	1	1	4	2	4	7	14
30 mph	385	352	330	377	396	363	387	441	377	341
40 mph	13	17	12	9	26	27	24	28	37	25
50 mph	3	6	1	4	13	16	8	15	14	6
60 mph	40	34	50	49	75	59	74	74	67	54
70 mph	5	11	8	7	10	5	1	5	7	6

Source: Road Accident Statistics, Welsh Government

**Table 8: Pedal cyclist casualties by severity and road class, 2007-2016**

	<i>Number</i>									
	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
<b>KSI</b>										
Motorway	0	0	0	0	0	0	0	0	0	0
A road	31	25	33	29	43	37	40	48	53	50
B road	7	15	11	7	17	14	19	23	23	19
C road/Unclassified	42	25	40	32	58	33	41	67	47	46
<b>Slight</b>										
Motorway	0	0	0	1	0	0	0	1	0	0
A road	110	104	87	116	120	137	155	162	145	121
B road	41	33	45	46	54	50	56	60	56	52
C road/Unclassified	219	220	187	216	229	203	185	206	185	158
<b>Total</b>										
Motorway	0	0	0	1	0	0	0	1	0	0
A road	141	129	120	145	163	174	195	210	198	171
B road	48	48	56	53	71	64	75	83	79	71
C road/Unclassified	261	245	227	248	287	236	226	273	232	204

Source: Road Accident Statistics, Welsh Government

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

### Mostly going straight ahead:

- In 2016, in 85.9 per cent of cases, the injured cyclist was described as “going ahead on a left or right hand bend” or “going ahead other” ([Table 9](#)).
- Only in a minority of cases was the cyclist carrying out a manoeuvre such as moving off, slowing down or turning to left or right. In particular, the fewest numbers of cyclists were injured when changing lanes or when overtaking on the nearside ([Table 9](#)).

**Table 9: Pedal cyclist casualties by severity and manoeuvre, 2007-2016**

	<i>Number</i>									
	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
<b>KSI</b>										
Slowing or stopping	2	1	0	0	2	0	1	5	0	3
Moving off	2	1	1	2	1	5	0	1	0	1
Turning left (a)	2	2	3	1	3	3	4	3	3	2
Turning right (a)	1	7	1	8	8	8	7	6	8	7
Changing lane	4	1	1	0	1	2	1	2	0	0
Overtaking on offside	2	0	0	0	1	0	3	3	1	1
Overtaking on nearside	0	0	1	0	2	0	0	3	2	0
Going ahead left hand bend	5	3	2	1	8	0	3	6	7	3
Going ahead right hand bend	2	1	3	1	9	6	4	11	8	6
Going ahead other	59	47	70	52	80	60	77	94	93	88
Other manoeuvres (b)	1	2	2	3	3	0	0	4	1	4
<b>Total</b>	<b>80</b>	<b>65</b>	<b>84</b>	<b>68</b>	<b>118</b>	<b>84</b>	<b>100</b>	<b>138</b>	<b>123</b>	<b>115</b>
<b>Slight</b>										
Slowing or stopping	7	16	6	6	10	14	7	12	6	6
Moving off	10	7	9	16	18	10	8	4	11	5
Turning left (a)	10	22	10	10	9	11	12	12	6	7
Turning right (a)	26	20	23	23	27	29	19	29	19	12
Changing lane	4	5	2	4	3	6	7	1	3	1
Overtaking on offside	4	7	6	6	3	7	7	7	7	4
Overtaking on nearside	6	1	2	4	4	1	6	4	2	1
Going ahead left hand bend	8	5	5	9	8	15	14	11	9	6
Going ahead right hand bend	7	4	9	7	11	10	12	8	7	5
Going ahead other	282	263	240	284	303	283	301	337	305	275
Other manoeuvres (b)	6	7	7	10	7	4	3	4	11	9
<b>Total</b>	<b>370</b>	<b>357</b>	<b>319</b>	<b>379</b>	<b>403</b>	<b>390</b>	<b>396</b>	<b>429</b>	<b>386</b>	<b>331</b>

Source: Road Accident Statistics, Welsh Government

### Notes

(a) Includes waiting to turn

(b) Other manoeuvres includes parked, reversing or waiting to go ahead but held up.

## Where in Wales did the pedal cyclist casualties occur?

Since 2007, 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](#)).

**Table 10: Pedal cyclist casualties by local authority, 2007-2016**

	<i>Number</i>									
	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
<b>North Wales Police Force</b>	<b>103</b>	<b>125</b>	<b>99</b>	<b>106</b>	<b>146</b>	<b>131</b>	<b>148</b>	<b>153</b>	<b>153</b>	<b>97</b>
Isle of Anglesey	4	4	5	7	16	4	10	14	11	9
Gwynedd	10	12	5	11	34	22	26	26	28	12
Conwy	30	17	17	17	16	17	24	30	22	15
Denbighshire	16	22	18	21	16	23	17	21	23	11
Flintshire	19	35	25	28	32	33	36	27	33	23
Wrexham	24	35	29	22	32	32	35	35	36	27
<b>Dyfed Powys Police Force</b>	<b>68</b>	<b>43</b>	<b>54</b>	<b>62</b>	<b>86</b>	<b>87</b>	<b>52</b>	<b>73</b>	<b>71</b>	<b>58</b>
Powys	12	8	13	17	18	24	8	19	20	8
Ceredigion	10	11	10	3	19	12	9	11	12	16
Pembrokeshire	21	7	10	18	17	17	17	15	9	15
Carmarthenshire	25	17	21	24	32	34	18	28	30	19
<b>South Wales Police Force</b>	<b>211</b>	<b>198</b>	<b>190</b>	<b>224</b>	<b>246</b>	<b>198</b>	<b>231</b>	<b>261</b>	<b>231</b>	<b>245</b>
Swansea	25	32	27	46	36	40	33	38	40	50
Neath Port Talbot	19	16	19	17	22	10	27	23	16	16
Bridgend	15	14	14	20	21	17	18	12	16	19
Vale of Glamorgan	27	18	19	22	26	11	19	25	24	12
Cardiff	88	95	87	99	116	103	106	112	104	108
Rhondda Cynon Taf	34	21	21	19	23	11	26	32	26	37
Merthyr Tydfil	3	2	3	1	2	6	2	19	5	3
<b>Gwent Police Force</b>	<b>68</b>	<b>56</b>	<b>60</b>	<b>55</b>	<b>43</b>	<b>58</b>	<b>65</b>	<b>80</b>	<b>54</b>	<b>46</b>
Caerphilly	13	20	11	11	8	20	17	16	16	9
Blaenau Gwent	7	4	4	10	5	2	7	3	5	3
Torfaen	7	9	8	5	6	6	6	11	6	8
Monmouthshire	13	8	11	6	11	8	12	16	10	7
Newport	28	15	26	23	13	22	23	34	17	19
<b>Wales</b>	<b>450</b>	<b>422</b>	<b>403</b>	<b>447</b>	<b>521</b>	<b>474</b>	<b>496</b>	<b>567</b>	<b>509</b>	<b>446</b>

Source: Road Accident Statistics, Welsh Government

## Section 2 – Child pedal cycle casualties

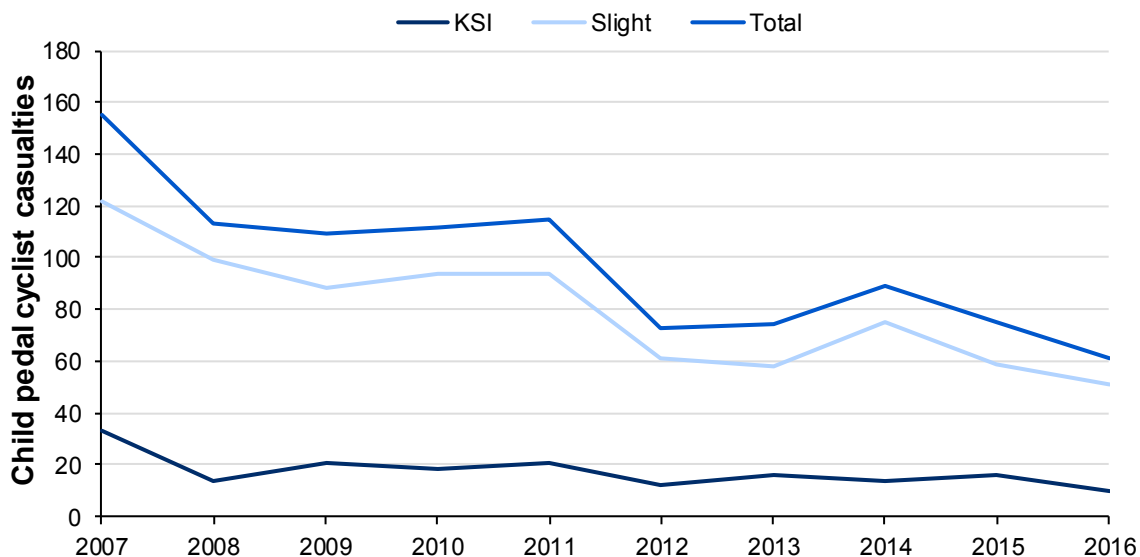
**The number of child (aged 0-15) pedal cyclist casualties has steadily declined since early 1980s:**

- Child pedal cyclist casualties peaked in 1984 and have reduced by 89 per cent since. In 2016 there were a total of 61 casualties, which is a decrease of 18.7 per cent when compared to the 2015 figure. Furthermore, this is the lowest number of child pedal cycle casualties since 1980. This highlights that the 2014 figure was a particularly high point for recent years.
- Of the 61 casualties, there were no fatalities and 10 were seriously injured, with the remaining 51 being slightly injured.

**Overall the number of child (aged 0-15) pedal cyclist casualties has declined since 2004, even though the numbers have fluctuated annually:**

- The section above describes the steady fall in total casualties since 1997; this continued over the period from 2007 to 2016 with the number of child pedal cyclist casualties falling by 60.6 per cent, from 155 in 2007 to 61 in 2016 ([Table 11](#) and [Chart 7](#)).
- This drop was driven by the fall in KSI and slight casualties, KSI casualties fell by 69.7 per cent from 33 children in 2007 to 10 children in 2016, and slight casualties fell by 58.2 per cent from 122 children in 2007 to 51 children in 2016 ([Table 11](#) and [Chart 7](#)).

**Chart 7: Number of child pedal cyclist casualties by severity, 2007-2016**



Source: Road Accident Statistics, Welsh Government

- 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 ranged from 8-11 per cent since 2008 and in 2016 this was 8.9 per cent.

**Table 11: Summary of child pedal cyclist casualties, 1979-2016**

<i>Number and per cent</i>						
<b>Year</b>	<b>Killed</b>	<b>Seriously injured</b>	<b>KSI</b>	<b>Slight</b>	<b>Total</b>	<b>Percentage of all child (aged 0-15) road casualties (a)</b>
1979	4	97	101	307	408	17.0
1980	4	116	120	313	<b>433</b>	18.1
1981	3	102	105	337	<b>442</b>	19.6
1982	7	93	100	359	<b>459</b>	19.5
1983	3	109	112	413	<b>525</b>	22.7
1984	2	146	148	407	<b>555</b>	22.4
1985	1	91	92	312	<b>404</b>	18.2
1986	2	71	73	260	<b>333</b>	15.3
1987	3	86	89	295	<b>384</b>	17.8
1988	5	59	64	309	<b>373</b>	16.3
1989	5	65	70	393	<b>463</b>	18.5
1990	1	73	74	329	<b>403</b>	16.4
1991	3	53	56	308	<b>364</b>	15.5
1992	2	54	56	290	<b>346</b>	14.9
1993	3	45	48	306	<b>354</b>	15.2
1994	6	55	61	307	<b>368</b>	15.6
1995	1	46	47	312	<b>359</b>	15.9
1996	4	59	63	317	<b>380</b>	16.4
1997	1	32	33	302	<b>335</b>	15.2
1998	0	29	29	243	<b>272</b>	12.4
1999	1	40	41	271	<b>312</b>	14.6
2000	1	22	23	218	<b>241</b>	12.0
2001	2	23	25	211	<b>236</b>	12.3
2002	0	23	23	191	<b>214</b>	11.6
2003	2	38	40	185	<b>225</b>	13.0
2004	1	22	23	180	<b>203</b>	13.1
2005	0	18	18	146	<b>164</b>	11.8
2006	1	20	21	131	<b>152</b>	11.7
2007	0	33	33	122	<b>155</b>	12.9
2008	1	13	14	99	<b>113</b>	10.2
2009	0	21	21	88	<b>109</b>	10.8
2010	1	17	18	94	<b>112</b>	10.9
2011	1	20	21	94	<b>115</b>	11.4
2012	1	11	12	61	<b>73</b>	8.9
2013	0	16	16	58	<b>74</b>	9.5
2014	0	14	14	75	<b>89</b>	11.1
2015	0	16	16	59	<b>75</b>	10.6
2016	0	10	10	51	<b>61</b>	8.9

Source: Road Accident Statistics, Welsh Government

**Notes:**

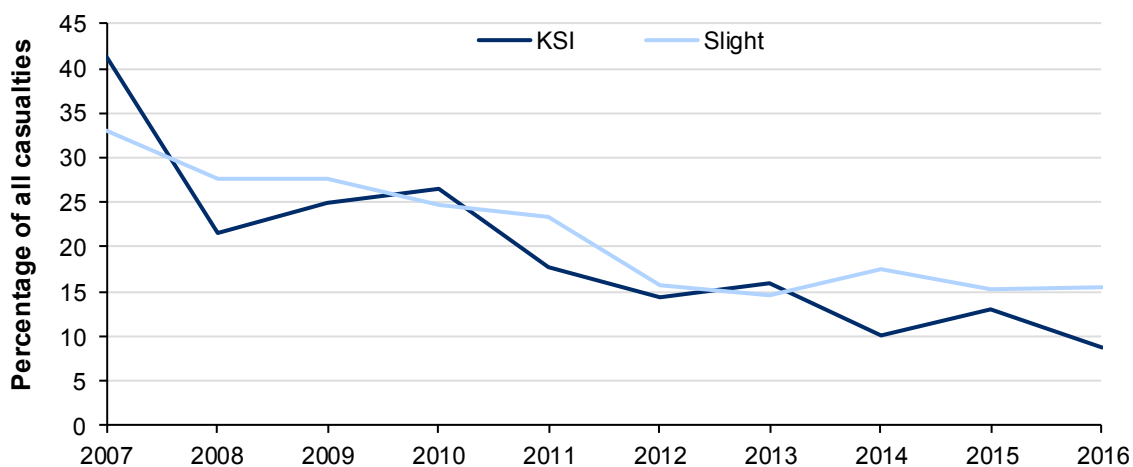
(a) Includes pedestrians



### 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 41.3 per cent of all KSI cyclist casualties in 2007 to 8.7 per cent in 2016. This proportion fluctuated annually as some years reported an increase whereas others reported a decrease in the proportion of pedal cyclist casualties ([Chart 8](#)).
- The proportion of slight casualty pedal cyclists that were aged 0-15 fell steadily from 33.0 per cent of all slight cyclist casualties in 2007 to 15.4 per cent in 2016 ([Chart 8](#)).

**Chart 8: Proportion of all pedal cyclist casualties that are aged 0-15, by severity, 2007-2016**



Source: Road Accident Statistics, Welsh Government

## When are child casualties most likely to occur?

The majority of child casualties occur in the second and third quarters of the year:

- Historically, since 2007 the highest numbers of child casualties occurred in the second and third quarters ([Table 12](#)).
- In 2016, 39 per cent of child casualties occur in the third (July to September) and 31 per cent occur in the second (April to June) quarter ([Table 12](#)).
- The fewest amount of child casualties occur in the first quarter (January to March, 10 per cent, [Table 12](#)).

**Table 12: Child pedal cyclist casualties by severity and quarter, 2007-2016**

Year	<i>Number</i>				
	1st quarter	2nd quarter	3rd quarter	4th quarter	Total
<b>KSI</b>					
2007	4	13	12	4	33
2008	1	5	5	3	14
2009	1	7	12	1	21
2010	0	9	8	1	18
2011	3	6	10	2	21
2012	3	5	3	1	12
2013	1	6	7	2	16
2014	0	9	4	1	14
2015	0	8	4	4	16
2016	0	3	6	1	10
<b>Slight</b>					
2007	14	47	41	20	122
2008	15	38	32	14	99
2009	13	35	31	9	88
2010	9	32	35	18	94
2011	15	35	34	10	94
2012	10	20	24	7	61
2013	8	11	33	6	58
2014	3	29	35	8	75
2015	9	20	20	10	59
2016	6	16	18	11	51
<b>Total</b>					
2007	18	60	53	24	155
2008	16	43	37	17	113
2009	14	42	43	10	109
2010	9	41	43	19	112
2011	18	41	44	12	115
2012	13	25	27	8	73
2013	9	17	40	8	74
2014	3	38	39	9	89
2015	9	28	24	14	75
2016	6	19	24	12	61

Source: Road Accident Statistics, Welsh Government

- In 2016, child pedal cycle casualties were highest on a Wednesday and Saturday with no difference observed on the other days of the week ([Table 13](#)).

**Table 13: Child pedal cyclist casualties by severity and day of the week, 2007-2016**

	<i>Number</i>									
<b>Day of week</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>
<b>KSI</b>										
Monday	8	4	3	4	1	1	3	1	3	1
Tuesday	2	2	1	4	5	2	3	1	3	2
Wednesday	5	0	1	5	3	2	4	3	2	2
Thursday	4	2	3	1	2	4	2	0	2	2
Friday	5	2	6	0	6	1	2	3	2	1
Saturday	6	4	3	3	1	1	0	3	1	2
Sunday	3	0	4	1	3	1	2	3	3	0
<b>Slight</b>										
Monday	11	12	10	14	15	8	12	15	7	7
Tuesday	11	22	12	8	10	8	4	11	10	6
Wednesday	25	16	18	16	9	4	10	9	10	11
Thursday	22	9	12	14	14	14	8	7	10	6
Friday	12	13	7	12	21	13	11	17	8	5
Saturday	21	19	15	11	11	7	6	10	7	8
Sunday	20	8	14	19	14	7	7	6	7	8
<b>Total</b>										
Monday	19	16	13	18	16	9	15	16	10	8
Tuesday	13	24	13	12	15	10	7	12	13	8
Wednesday	30	16	19	21	12	6	14	12	12	13
Thursday	26	11	15	15	16	18	10	7	12	8
Friday	17	15	13	12	27	14	13	20	10	6
Saturday	27	23	18	14	12	8	6	13	8	10
Sunday	23	8	18	20	17	8	9	9	10	8

Source: Road Accident Statistics, Welsh Government

- The majority, 62.3 per cent, of child pedal cyclist casualties occurred between midday and 17:59 hours ([Table 14](#)).
- For the remaining casualties: 27.9 per cent occurred later in the evening (between 18:00 and midnight) and 9.8 per cent occurred between the hours of 06:00-11:59am. There were no child pedal cyclist casualties between the hours of midnight and 05:59am.

**Table 14: Child pedal cyclist casualties by severity and time of day, 2007-2016**

	<i>Number</i>									
<b>Time of Day</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>
<b>KSI</b>										
00:00-05:59	0	0	0	0	0	0	0	0	1	0
06:00-11:59	3	0	1	1	4	1	2	0	2	0
12:00-17:59	20	9	12	11	6	7	6	8	9	5
18:00-23:59	10	5	8	6	11	4	8	6	4	5
<b>Slight</b>										
00:00-05:59	0	0	0	0	0	0	0	1	0	0
06:00-11:59	16	10	16	18	9	14	6	11	6	6
12:00-17:59	60	59	52	48	61	33	35	40	42	33
18:00-23:59	46	30	20	28	24	14	17	23	11	12
<b>Total</b>										
00:00-05:59	0	0	0	0	0	0	0	1	1	0
06:00-11:59	19	10	17	19	13	15	8	11	8	6
12:00-17:59	80	68	64	59	67	40	41	48	51	38
18:00-23:59	56	35	28	34	35	18	25	29	15	17

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 2016, 91.8 per cent of all pedal cyclist casualties aged 0-15 occurred on roads with a 30 mph limit ([Table 15](#)).
- In 2016, 60 per cent of KSI casualties occurred on C roads or unclassified roads, there were 10 in total. The majority of slightly injured (72.5 per cent) pedal cyclist casualties aged 0-15 occurred on c roads or unclassified roads ([Table 16](#)).

**Table 15: Child pedal cyclist casualties by speed limit of road and severity, 2007-2016**

	<i>Number</i>									
	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
<b>KSI</b>										
20 mph	0	0	0	0	0	0	0	0	0	1
30 mph	25	11	18	15	20	7	13	14	14	9
40 mph	3	0	0	0	0	0	0	0	0	0
50 mph	0	0	0	0	0	3	0	1	0	0
60 mph	6	2	3	3	1	2	3	1	2	0
70 mph	0	1	0	0	0	0	0	0	0	0
<b>Slight</b>										
20 mph	2	1	2	1	1	1	1	0	1	0
30 mph	120	92	80	90	82	53	57	72	57	47
40 mph	0	3	1	1	2	2	0	2	1	1
50 mph	0	1	0	0	1	1	0	0	0	1
60 mph	0	4	4	2	8	4	2	2	2	1
70 mph	0	0	1	0	0	0	0	0	0	1
<b>Total</b>										
20 mph	2	1	2	1	1	1	1	0	1	1
30 mph	145	103	98	105	102	60	70	86	71	56
40 mph	3	3	1	1	2	2	0	2	1	1
50 mph	0	1	0	0	1	4	0	1	0	1
60 mph	6	6	7	5	9	6	5	3	4	1
70 mph	0	1	1	0	0	0	0	0	0	1

Source: Road Accident Statistics, Welsh Government

**Table 16: Child pedal cyclist casualties by severity and road class, 2007-2016**

	<i>Number</i>									
Road Class	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
<b>KSI</b>										
A road	12	6	3	4	3	6	1	1	5	3
B road	1	4	2	1	2	0	4	0	3	1
C road/Unclassified	20	4	16	13	16	6	11	13	8	6
<b>Slight</b>										
A road	12	11	8	10	10	14	9	10	7	8
B road	11	7	6	9	11	9	1	4	8	6
C road/Unclassified	99	81	74	75	73	38	48	61	44	37
<b>Total</b>										
A road	24	17	11	14	13	20	10	11	12	11
B road	12	11	8	10	13	9	5	4	11	7
C road/Unclassified	119	85	90	88	89	44	59	74	52	43

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 2016:

- Cardiff experienced the greatest number of child casualties in 2016 (11) but as a proportion of all pedal cyclist casualties, Caerphilly (44.4 per cent) and Torfaen (37.5 per cent) had the highest of any local authority ([table 16](#) compared with [table 10](#)). However, this was due to the low number of total casualties within Caerphilly and Torfaen.
- Powys, Ceredigion, Pembrokeshire, Merthyr Tydfil, Blaenau Gwent, Monmouthshire and Newport had no child pedal cyclist casualties in 2016 ([table 16](#)).

**Table 16: Child pedal cyclist casualties by local authority, 2007-2016**

	<i>Number and per cent</i>										
	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	Percentage of all cyclist casualties during 2016
<b>North Wales Police Force</b>	<b>32</b>	<b>41</b>	<b>28</b>	<b>29</b>	<b>26</b>	<b>27</b>	<b>28</b>	<b>23</b>	<b>24</b>	<b>17</b>	<b>17.5</b>
Isle of Anglesey	0	3	2	2	7	2	2	2	2	2	22.2
Gwynedd	3	2	3	3	5	4	6	2	3	2	16.7
Conwy	16	3	9	5	2	1	3	5	2	3	20.0
Denbighshire	4	7	5	8	2	3	2	4	4	2	18.2
Flintshire	5	15	5	4	7	9	7	5	5	4	17.4
Wrexham	4	11	4	7	3	8	8	5	8	4	14.8
<b>Dyfed Powys Police Force</b>	<b>28</b>	<b>9</b>	<b>13</b>	<b>15</b>	<b>29</b>	<b>16</b>	<b>8</b>	<b>12</b>	<b>17</b>	<b>5</b>	<b>8.6</b>
Powys	6	1	1	2	6	3	0	3	6	0	0
Ceredigion	2	0	3	0	3	4	1	0	1	0	0
Pembrokeshire	11	3	5	4	6	6	4	3	2	0	0
Carmarthenshire	9	5	4	9	14	3	3	6	8	5	26.3
<b>South Wales Police Force</b>	<b>68</b>	<b>36</b>	<b>45</b>	<b>45</b>	<b>47</b>	<b>21</b>	<b>26</b>	<b>42</b>	<b>28</b>	<b>32</b>	<b>13.1</b>
Swansea	6	4	6	9	7	4	7	7	6	9	18.0
Neath Port Talbot	9	4	6	3	8	1	4	5	6	3	18.8
Bridgend	9	5	8	7	6	7	2	3	0	2	10.5
Vale of Glamorgan	13	5	5	4	2	1	3	3	1	1	8.3
Cardiff	10	8	13	13	14	4	5	12	10	11	10.2
Rhondda Cynon Taf	19	9	7	8	8	3	4	8	4	6	16.2
Merthyr Tydfil	2	1	0	1	2	1	1	4	1	0	0
<b>Gwent Police Force</b>	<b>27</b>	<b>27</b>	<b>23</b>	<b>23</b>	<b>13</b>	<b>9</b>	<b>12</b>	<b>12</b>	<b>6</b>	<b>7</b>	<b>15.2</b>
Caerphilly	5	11	5	6	5	5	7	7	2	4	44.4
Blaenau Gwent	5	4	2	5	1	0	0	0	1	0	0
Torfaen	4	2	3	1	2	0	1	0	2	3	37.5
Monmouthshire	4	4	1	2	2	1	1	1	0	0	0
Newport	9	6	12	9	3	3	3	4	1	0	0
<b>Wales</b>	<b>155</b>	<b>113</b>	<b>109</b>	<b>112</b>	<b>115</b>	<b>73</b>	<b>74</b>	<b>89</b>	<b>75</b>	<b>61</b>	<b>13.7</b>

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 September 2017; available from the links:

[Reported road casualties Great Britain, annual report: 2016](#)

### 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

### 1 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.

### 2 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.



### **3 Timeliness and punctuality**

Statistics on Police recorded road casualties for Wales in 2016 were first published on 29 June 2017 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.

### **4 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](#).

### **5 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 the national indicators.

Information on the indicators, along with narratives for each of the well-being goals and associated technical information is available in the [Well-being of Wales report](#).

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

The statistics included in this release could also provide supporting narrative to the national indicators and be used by public services boards in relation to their local well-being assessments and local well-being plans.

## **Further details**

The document is available at

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

## **Next update**

September 2018 (provisional)

## **We want your feedback**

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

[stats.transport@gov.wales](mailto:stats.transport@gov.wales)

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