



Pedestrian road casualties, 2015

27 April 2017
SB 25/2017

Key points

All pedestrian casualties:

- There were 207 pedestrian casualties that were **killed or seriously injured (KSI)** on Welsh roads. Of this, 21 were **fatal** and 186 were **seriously injured**. 641 pedestrian casualties were **slightly injured** ([table 2](#)).
- In 2015, there were 848 casualties which was the lowest recorded figure since 1979 ([table 1](#)).
- When compared to 2014, there was an increase in the casualties killed (62 per cent), and decreases in the casualties seriously injured (21 per cent) and slightly injured (5 per cent) in 2015 ([table 2](#)).
- In 2015, the majority of pedestrians that were killed (67 per cent), seriously injured (62 per cent) or slightly injured (58 per cent) were males ([table 3](#)).
- When looking at pedestrian casualties by age in 2015, 32 per cent were aged 0 - 15, 20 per cent were aged 25 - 44, 18 per cent were aged 45 - 64, 15 per cent were aged over 65, 8 per cent were aged 16 - 19 and 7 per cent were aged between 20 - 24 ([table 4](#)).



Child (aged 0-15) pedestrian casualties:

- There have been 2 pedestrian fatalities in 2015, the first since 2011 ([table 15](#)).
- Overall, the number of child KSI pedestrian casualties totalled 44 in 2015. This is a 39 per cent decrease when compared to the 2014 figures ([table 15](#)).
- They account for 32 per cent of all pedestrian casualties and,
- They are associated with journeys to and from school with numbers of casualties peaking at 8am and 3pm during the week ([chart 10](#)).



About this bulletin

This Statistical Bulletin looks at pedestrian road traffic casualties covering all pedestrian casualties and child (aged 0-15) pedestrian 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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[Table 1](#) and [chart 1](#) show the relationship between pedestrian casualties and other road user casualties.

Table 1: Casualties by type of road user and severity, 2004-08 average and 2009-2015

Year	<i>Number and percentage</i>					Total
	Pedestrian	Pedal cyclists	Motorcyclists (a)	Car, taxi and minibus users	Other road users (b)	
Total casualties						
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
2014	922	567	749	5,511	459	8,208
2015	848	509	693	5,161	471	7,682
% change (c)	↓ 38	↑ 10	↓ 8	↓ 44	↓ 35	↓ 39
KSI						
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
2014	249	138	282	542	52	1,263
2015	207	123	273	524	59	1,186
% change (c)	↓ 24	↑ 76	↑ 6	↓ 30	↑ 0.3	↓ 16

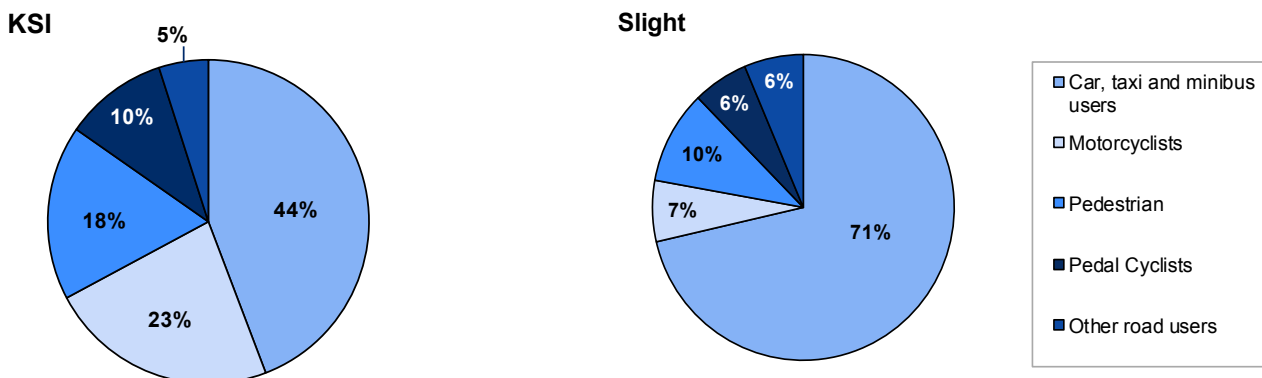
Source: Road Accident Statistics, Welsh Government

Notes:

- (a) Includes mopeds, motor scooters, motor cycles and combinations.
- (b) Includes buses, coaches, goods vehicles, invalid vehicles, motor caravans, other and unknown vehicles.
- (c) percentage change = changes in 2015 when compared to the 2004-08 average.

[Chart 1](#) shows the percentage of KSI and slight casualties in 2015. In 2015, pedestrians accounted for 1 in 5 of all KSI casualties (18 per cent) and 1 in 10 (10 per cent) of all slight casualties.

Chart 1: Casualties by type of road user and severity, 2015



Source: Road Accident Statistics, Welsh Government

Summary of all pedestrian casualties

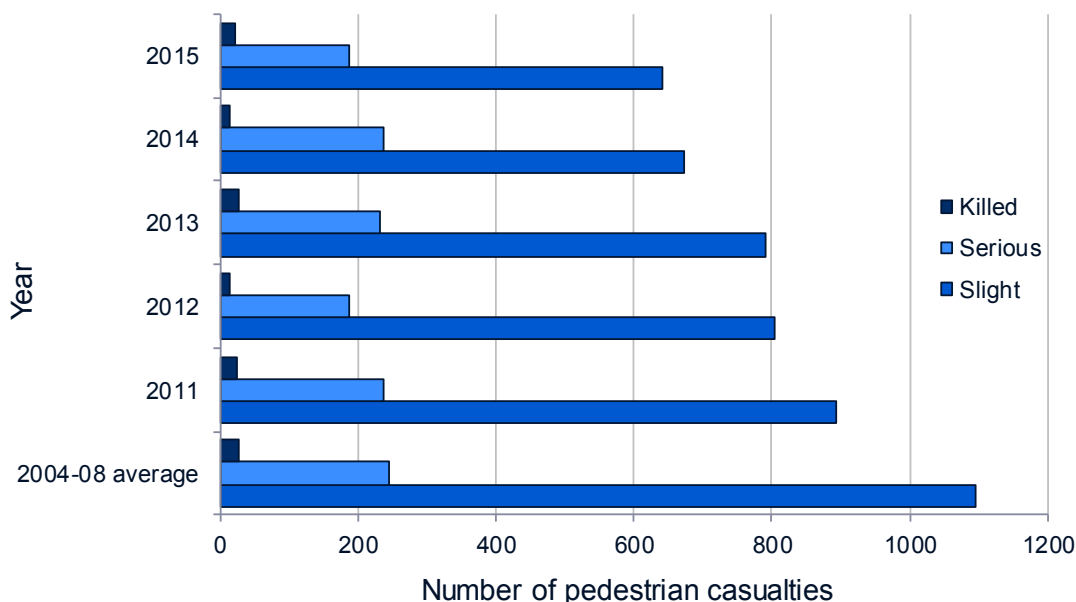


[Chart 2](#) below summarises the data on pedestrian casualties since the 2004-08 average and from 2011 onwards with the detailed figures found in [table 2](#).

When looking at pedestrian casualties by severity:

- In 2015, there were 848 casualties which was the lowest recorded figure since 1979 (see Stats Wales).
- 21 were killed (3 per cent), 186 were seriously injured (21.9 per cent) and 641 were slightly injured (76 per cent) in 2015.
- When compared to 2014, there was an increase in the casualties killed (62 per cent), and decreases in the casualties seriously injured (21 per cent) and slightly injured (5 per cent) in 2015.
- When compared to the 2004-08 average, there were decreases in the casualties killed (21 per cent) seriously injured (24 per cent) and slightly injured (42 per cent).

Chart 2: Pedestrian casualties by severity, 2004-08 average and 2011 to 2015



Source: Road Accident Statistics, Welsh Government

Table 2: Summary of pedestrian casualties, 2004-08 average and 2011-2015

Number and percentage

Year	Killed	Seriously Injured	KSI	Slightly Injured	Total casualties	% KSI
2004-08 average	26	245	271	1,096	1,368	20
2011	24	237	261	893	1,154	23
2012	15	188	203	804	1,007	20
2013	27	233	260	792	1,052	25
2014	13	236	249	673	922	27
2015	21	186	207	641	848	24
% change (a)	↓ 21	↓ 24	↓ 24	↓ 42	↓ 38	↑ 23

Source: Road Accident Statistics, Welsh Government

Notes:

(a) percentage change = changes in 2015 when compared to the 2004-08 average.



What gender are pedestrian casualties?

[Table 3](#) looks at all pedestrian casualties between 2004 and 2008 (baseline) and from 2011 to 2015. This was further broken down by killed, serious, KSI and slight casualties and over this time period, male pedestrians were between 2.3 – 2.5 times higher than all female casualties.

Table 3: Pedestrian casualties by severity and gender, 2004-08 average and 2011 to 2015

Gender	Number					
	2004-08 average	2011	2012	2013	2014	2015
Killed:						
Male	19	19	13	20	10	14
Female	7	5	2	7	3	7
Serious:						
Male	147	143	124	151	139	115
Female	98	94	64	82	97	71
KSI:						
Male	166	162	137	171	149	129
Female	105	99	66	89	100	78
Slight:						
Male	628	520	453	426	394	370
Female	468	371	351	366	279	271
All severities:						
Male	794	682	590	597	543	499
Female	573	470	417	455	379	349
All casualties (a)	1368	1154	1007	1052	922	848

Source: Road Accident Statistics, Welsh Government

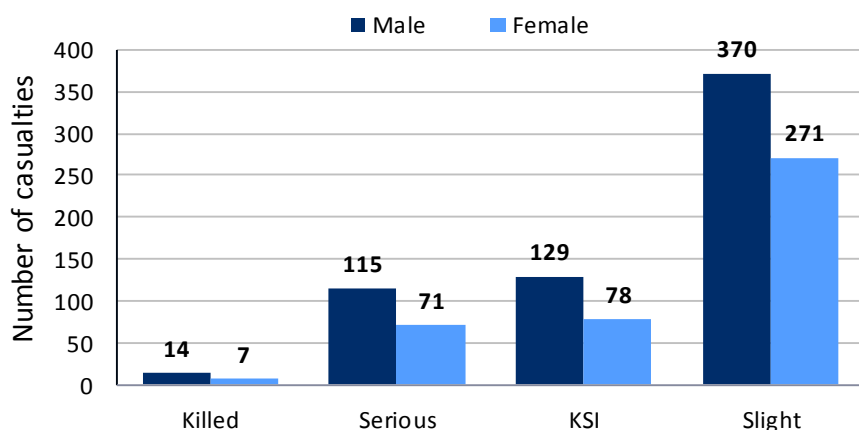
Notes:

(a) numbers may not sum due to the unknown gender.

(b) KSI = killed and seriously injured

[Chart 3](#) plots the killed, seriously injured and slightly injured pedestrian casualties for males and females in 2015. This shows that the majority of pedestrians that were killed (67 per cent), seriously injured (62 per cent) or slightly injured (58 per cent) were males.

Chart 3: Pedestrian casualties, by severity and gender, 2015



Source: Road Accident Statistics, Welsh Government

What age are pedestrian casualties?

[Table 4](#) looks at all severities and ages of pedestrian casualties from 2013 to 2015.

The 2015 figures show that:

- For all casualties 32 per cent were aged 0 - 15, 20 per cent were aged 25 - 44, 18 per cent were aged 45 - 64, 15 per cent were aged over 65, 8 per cent were aged 16 - 19 and 7 per cent were aged between 20 - 24.
- The highest number of pedestrian casualties was between the 0 to 15 age group. This age group represented:
 - 10 per cent of the casualties that were killed.
 - 23 per cent of the casualties that were seriously injured.
 - 35 per cent of the casualties that were slightly injured.
- Furthermore, the 0 - 15 age group had the highest number of pedestrian casualties in 2013, 2014 and 2015, whereas the lowest number of pedestrian casualties fluctuated between the 16 - 19 or the 20 - 24 age group during the same time period.

Table 4: Pedestrian casualties, by severity and age group 2013-2015

Age Band	<i>Number</i>				
	Killed	Serious	KSI	Slight	Total
2013					
0-15	0	63	63	214	274
16-19	3	8	11	82	93
20-24	1	19	20	72	92
25-44	7	55	62	165	227
45-64	7	40	47	139	186
65+	9	48	57	114	171
All casualties (a)	27	233	260	792	1052
2014					
0-15	0	73	73	221	294
16-19	0	15	15	49	64
20-24	0	19	19	57	76
25-44	4	36	36	159	199
45-64	4	43	43	108	155
65+	5	50	50	77	132
All casualties (a)	13	236	249	673	922
2015					
0-15	2	42	44	224	268
16-19	1	18	19	50	69
20-24	0	11	11	50	61
25-44	6	35	41	129	170
45-64	4	41	45	105	150
65+	8	39	47	80	127
All casualties (a)	21	186	207	641	848

Source: Road Accident Statistics, Welsh Government

Notes:

(a) All casualties may not sum due to "unknown age group"

[Chart 4](#) shows that for 2015, 53 per cent of all pedestrian casualties were under 30 and 47 were aged 30 and over.

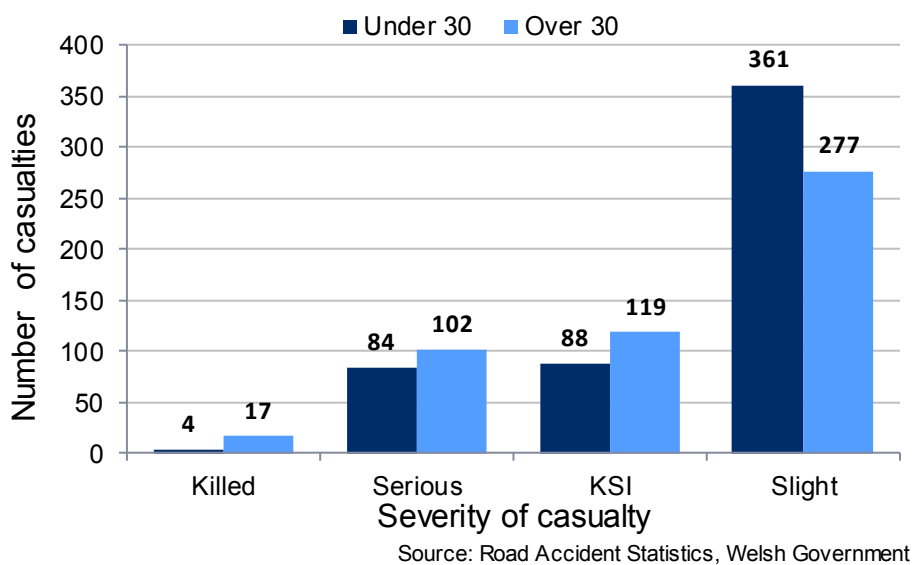
For the under 30 age group:

- 1 per cent were killed, 19 per cent were serious, 20 per cent were KSI and 80 per cent were slightly injured.

For the aged 30 and over age group:

- 4 per cent were killed, 26 per cent were serious, 30 per cent were KSI and 70 per cent were slightly injured.

Chart 4: Pedestrian casualties by severity and broad age group (under 30 or 30 and over), 2015 (a)



Notes:

(a) Data excludes casualties from the "unknown age" category

What age and gender were pedestrian casualties in 2015?

[Table 5](#) looks at all severities of pedestrian casualties, by age and gender in 2015.

For all pedestrian casualties:

- The 0 - 15 age groups had the highest number of casualties at 176 for males and 92 for females.
- The 16 - 19 age groups had the lowest number of casualties for males and the 20 - 24 age group had the lowest number of casualties for females.

Table 5: Pedestrian casualties, by severity, age group and gender, 2015

Gender	<i>Number</i>				
	Killed	Serious	KSI	Slight	Total
Male					
0-15	2	28	30	146	176
16-19	0	16	16	19	35
20-24	0	9	9	29	38
25-44	5	22	27	76	103
45-64	2	23	25	54	79
65+	2	17	22	44	66
All casualties (a)	14	115	129	370	499
Female					
0-15	0	14	14	78	92
16-19	1	2	3	31	34
20-24	0	2	2	21	23
25-44	1	13	13	53	67
45-64	2	18	18	51	71
65+	3	22	22	36	61
All casualties (a)	7	71	78	271	349

Source: Road Accident Statistics, Welsh Government

Notes:

(a) All casualties may not sum due to "unknown age group"

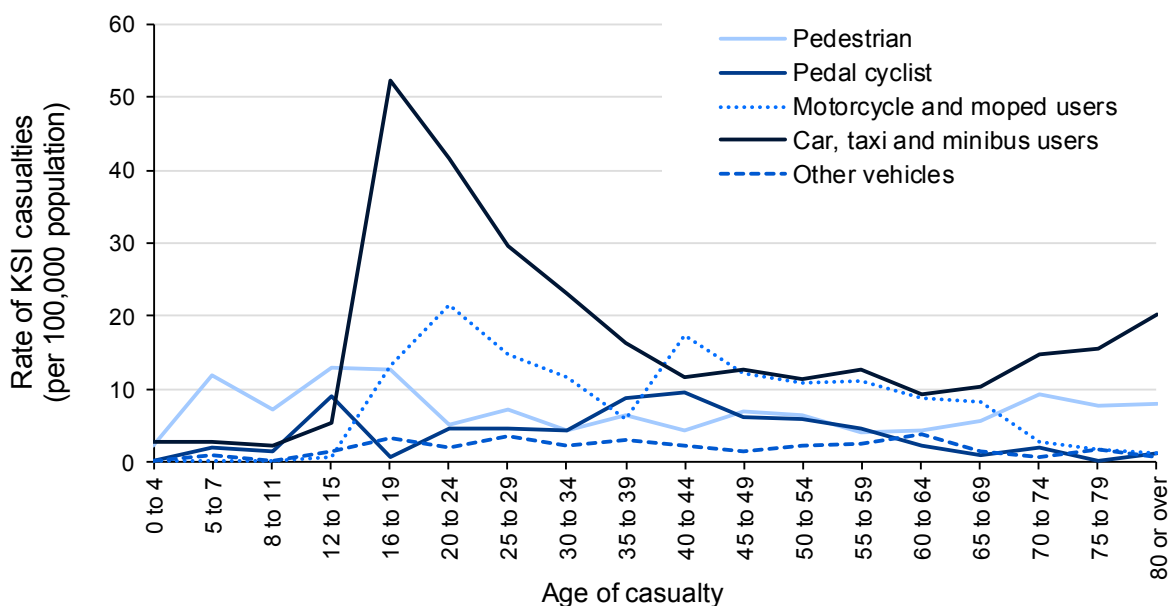
What is the relative risk of becoming a pedestrian casualty, by gender and age?

Relative risk can be expressed as the rate of casualties across the equivalent population, in this case the rate of casualties (expected number of casualties) per 100,000 of the population. This does not reflect the fact that only a small minority of people in any age group will either pedal cycle or motorcycle, so the 'risk' shown here does not reflect the risk per trip, or per kilometre travelled.

[Chart 5](#) below shows the relative risk of being a pedestrian KSI casualty as compared with the risk of becoming another type of road user KSI casualty. These relative risks vary by age (and gender).

- The relative risk of becoming a pedestrian casualty is higher for children and older people.
- The risk of becoming a KSI pedestrian casualty is highest for older children (aged 5 - 11), young teenagers and young adults (aged 12 - 19) and for older adults (aged over 70).
- The risk of becoming a pedestrian casualty is higher than that of becoming a KSI car user casualty for all age groups for those aged 15 or under in 2015.

Chart 5: Rate of KSI casualties per 100,000 of population by age band and type of road user, 2015

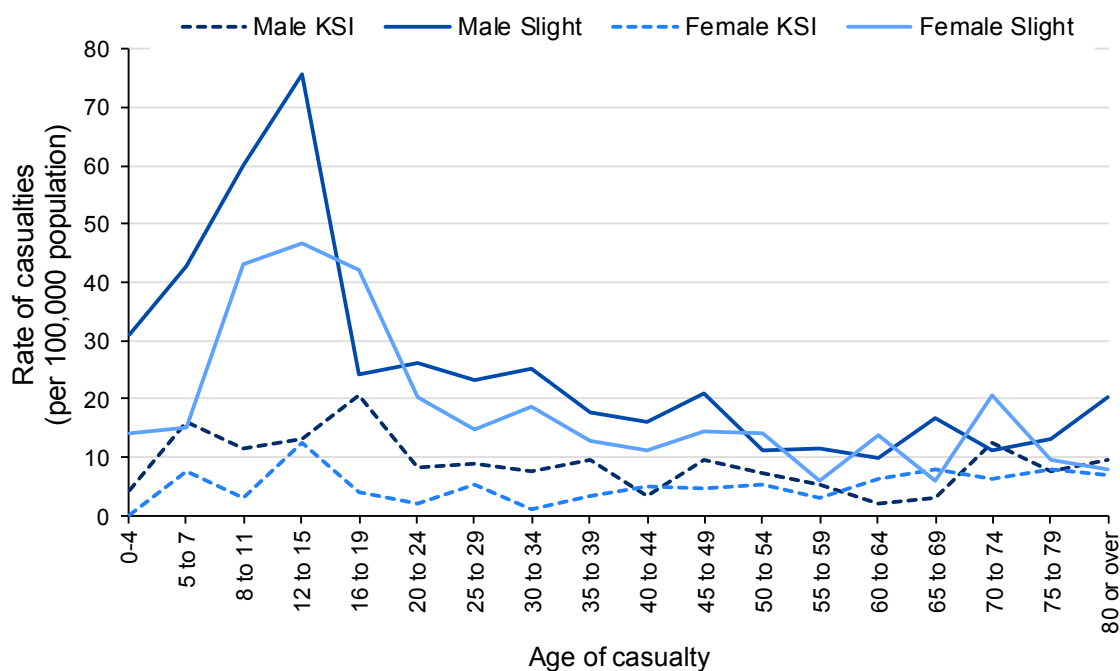


Source: Road Accident Statistics, Welsh Government and mid-year population estimates-2015, ONS

[Chart 6](#) below explores the issues raised by chart 5 in more detail for pedestrian casualties. It shows the impact of age and gender on the risk of becoming a pedestrian KSI casualty. It also compares the risk of becoming a slight casualty with that of becoming a KSI pedestrian casualty.

- Casualties in younger people were much more likely to be slight than serious. However the difference between slight and serious casualties was much narrower in older age groups.
- This reflects the greater fragility of older people; which means that if they are involved in a pedestrian road accident then they are more likely to be badly hurt than younger people would be, and hence become a serious road casualty.
- This also reflects the higher prevalence of slight casualties for males under the age of 16.
- The relative risk of becoming a pedestrian casualty is highest for both the male and the female in the 12 - 15 year old age band.
- The risk of becoming a casualty is much higher for young males than for young females.

Chart 6: Rate of pedestrian casualties per 100,000 by age band, gender and severity of casualty, 2015



Source: Road Accident Statistics, Welsh Government and mid-year population estimates-2015, ONS

What days of the week do pedestrian casualties occur?

Table 6 shows the pedestrian casualties by the day of the week they occurred focusing on the 2004-08 average and from 2011 to 2015.

- In 2015, pedestrian casualties were higher on a Wednesday (18 per cent) with Sunday having the lowest figures (11 per cent)
- In 2015, the weekend average (Saturday and Sunday, 43 per cent) was lower than the midweek average (Monday to Friday, 57 per cent) for pedestrian casualties.
- When compared to the 2004-08 average, a reduction of between 20 and 51 per cent was observed on every day of the week. Wednesday had the lowest reduction whereas Saturday had the highest reduction.

Table 6: Pedestrian casualties by severity and day of the week, 2004-08 average and from 2011 to 2015

	<i>Number</i>					
Killed	2004-08 average	2011	2012	2013	2014	2015
Monday	2	4	2	2	0	3
Tuesday	4	1	1	5	3	1
Wednesday	4	0	3	5	0	2
Thursday	3	3	1	3	3	2
Friday	5	5	3	4	2	5
Saturday	4	4	3	6	3	2
Sunday	5	7	2	2	2	6
Total	27	24	15	27	13	21
Serious						
Monday	31	17	30	39	31	25
Tuesday	31	33	29	38	35	19
Wednesday	36	44	26	24	25	32
Thursday	31	30	22	41	39	30
Friday	45	54	33	31	50	22
Saturday	40	31	25	38	37	25
Sunday	32	28	23	22	19	33
Total	246	237	188	233	236	186
Slight						
Monday	157	114	108	96	90	99
Tuesday	158	150	106	138	105	95
Wednesday	148	139	141	123	102	115
Thursday	161	167	131	122	113	103
Friday	197	125	115	117	121	98
Saturday	167	122	117	120	76	76
Sunday	109	76	86	76	66	55
Total	1097	893	804	792	673	641
All casualties						
Monday	190	135	140	137	121	127
Tuesday	193	184	136	181	143	115
Wednesday	187	183	170	152	127	149
Thursday	195	200	154	166	155	135
Friday	246	184	151	152	173	125
Saturday	211	157	145	164	116	103
Sunday	145	111	111	100	87	94
Total	1367	1154	1007	1052	922	848

Source: Road Accident Statistics, Welsh Government

Note:

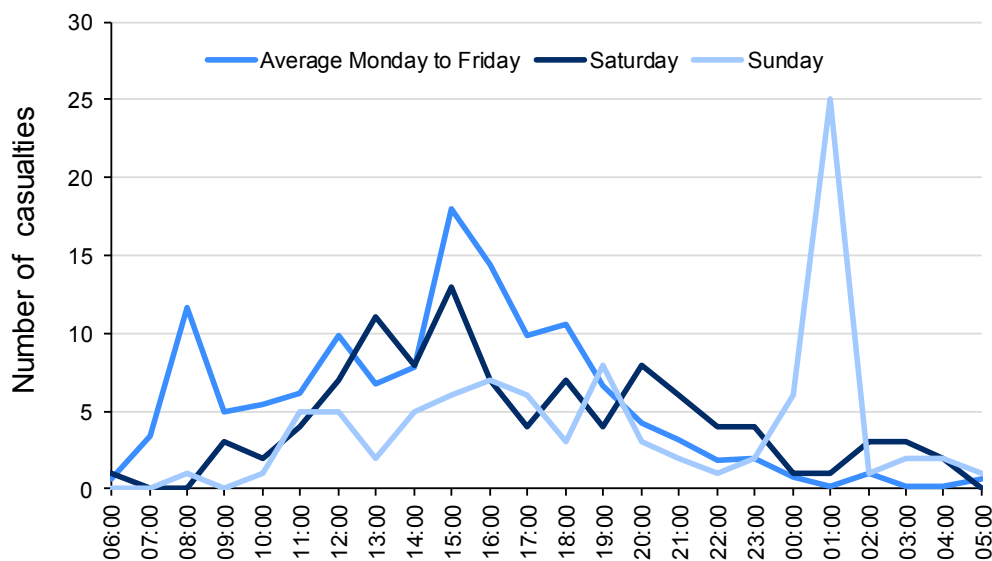
(a) Includes casualties from the "unknown age" category

What time of the day do pedestrian casualties occur?

[Chart 7](#) shows the pedestrian casualties by time of the day they occurred in 2015.

- For the average of Monday to Friday, peaks in pedestrian casualties were observed at 08:00 – 09:00, 12:00 - 13:00 and between 15:00 - 19:00. These time periods represent 57 per cent of the average of Monday to Friday pedestrian casualties.
- For Saturdays, peaks in pedestrian casualties were observed at 13:00 – 14:00, 15:00 – 16:00 and 20:00 – 21:00, with these times representing 31 per cent of all Saturday pedestrian casualties.
- For Sundays, in 2015, the largest peak of the week was observed between 01:00 – 02:00 with 25 pedestrian casualties occurring between these times. This represents 27 per cent of all Sunday pedestrian casualties. However, this peak in 2015 was due to an accident (October 2015) outside a nightclub in Porthawl, Bridgend where there were 22 police recorded pedestrian casualties.

Chart 7: Pedestrian casualties by time of day and day of week, 2015



Source: Road Accident Statistics, Welsh Government

Notes:

(a) Includes casualties from the "unknown age" group

Where are pedestrian casualties most likely to occur?

When looking at pedestrian casualties by the location of the causality, in 2015 ([table 7](#)):

- 9 per cent of all pedestrian casualties occurred when pedestrians used a pedestrian crossing facility. A further 7 per cent of casualties occurred within 50 metres of a pedestrian crossing facility.
- A further 50 per cent were crossing elsewhere, in a location without any crossing facilities.
- But some casualties were in locations that should be safe, with 10 per cent of pedestrian casualties either on the footway, or on the central refuge, reservation or central island.
- In contrast, 18 per cent of casualties were struck whilst in the carriageway itself (and the location of the remaining 8 per cent was unknown).

Table 7: Pedestrian casualties by location of pedestrian, 2004-08 average and from 2011 to 2015

	<i>Number</i>					
Location of pedestrian casualty	Average 2004-2008	2011	2012	2013	2014	2015
KSI						
Using Pedestrian Crossing facility (a)	14	17	17	25	24	14
Crossing elsewhere within 50 metres of a pedestrian crossing	15	9	8	19	20	17
Crossing elsewhere	137	130	93	95	127	107
On footway, verge or central reservation (b)	22	18	21	39	25	22
In centre of carriageway, not on refuge, central island or central reservation	15	18	15	22	14	9
In carriageway, not crossing	35	34	25	30	23	20
Unknown or other	33	35	24	30	16	18
Total (KSI)	271	261	203	260	249	207
Slight						
Using Pedestrian Crossing facility (a)	83	77	90	91	66	61
Crossing elsewhere within 50 metres of a pedestrian crossing	55	46	32	38	30	39
Crossing elsewhere	507	392	361	382	361	313
On footway, verge or central reservation (b)	119	95	87	82	66	61
In centre of carriageway, not on refuge, central island or central reservation	39	36	58	34	29	23
In carriageway, not crossing	151	94	95	99	88	98
Unknown or other	143	153	81	66	33	46
Total (Slight)	1,096	893	804	792	673	641
All pedestrian casualties						
Using Pedestrian Crossing facility (a)	97	94	107	116	90	75
Crossing elsewhere within 50 metres of a pedestrian crossing	70	55	40	57	50	56
Crossing elsewhere	644	522	454	477	488	420
On footway, verge or central reservation (b)	142	23	25	45	28	83
In centre of carriageway, not on refuge, central island or central reservation	54	54	73	56	43	32
In carriageway, not crossing	186	128	120	129	111	118
Unknown or other	176	188	105	96	49	64
Total (All pedestrian casualties)	1,368	1,154	1,007	1,052	922	848

Source: Road Accident Statistics, Welsh Government

Notes:

(a) includes crossing within zig-zag lines at crossing exit/approach

(b) includes on refuge or central island

When looking at pedestrian casualties by the type of road where the accident occurred, in 2015 ([table 8](#)):

- Of the pedestrian casualties that were killed, 5 per cent were on a motorway, 67 per cent were on an A road, 0 per cent were on a B road and 29 per cent were on a C road / unclassified road.
- Of the pedestrian casualties that were seriously injured, 1 per cent were on a motorway, 39 per cent were on an A road, 10 per cent were on a B road and 51 per cent were on a C road / unclassified road.
- Of the pedestrian casualties that were slightly injured, 0 per cent were on a motorway, 26 per cent were on an A road, 16 per cent were on a B road and 58 per cent were on a C road / unclassified road.
- When compared to 2014, in 2015 there was an increase in pedestrian casualties that took place on A roads (2 per cent), and decreases in pedestrian casualties that took place on B roads (26 per cent) and C roads / unclassified roads (7 per cent).

Table 8: Pedestrian casualties by road type, 2004-08 average and from 2011 to 2015













Road Type	<i>Number</i>					
	Average 2004-2008	2011	2012	2013	2014	2015
Killed						
Motorway	1	1	2	0	1	1
A road	13	12	8	13	6	14
B road	3	5	3	4	1	0
C road/Unclassified	9	6	2	10	5	6
Seriously injured						
Motorway	0	0	0	0	0	1
A road	82	86	62	74	73	72
B road	38	31	31	53	44	19
C road/Unclassified	125	120	95	106	119	94
Slightly injured						
Motorway	1	0	0	0	1	1
A road	266	224	203	226	171	168
B road	150	106	114	128	117	101
C road/Unclassified	680	563	487	438	384	371
All pedestrian casualties						
Motorway	3	1	2	0	2	3
A road	361	322	273	313	250	254
B road	190	142	148	185	162	120
C road/Unclassified	814	689	584	554	508	471

Source: Road Accident Statistics, Welsh Government

What is the speed limit of the road where pedestrian casualties are most likely to occur?

- Since the 2004 – 2008 average the majority of pedestrian casualties occur in 30mph zones, with 90 per cent of all pedestrian casualties occurring in 30 mph zones ([table 9](#)).
- In 2015, 84 per cent of KSI casualties and 92 per cent of slight casualties occurred in 30mph zones.
- When compared to 2014, the 2015 figures showed decreases in KSI casualties for 20, 30, 40, and 60 mph zones with increases for 40, 50 and 70 mph zones (however there are far lower number of pedestrian casualties outside the 30 mph zone, and small numbers are more likely to show relatively larger year on year changes).
- When compared to 2014, the 2015 figures showed decreases in slight casualties for all speed limit zones.

Table 9: Pedestrian casualties by severity and speed limit (mph), 2004-08 average and from 2011 to 2015

Speed Limit	<i>Number</i>					
	Average 2004-2008	2011	2012	2013	2014	2015
KSI						
	1	1	1	4	5	3
	226	214	168	214	215	174
	12	14	5	13	3	5
	3	5	3	4	4	5
	22	24	20	22	19	16
	7	3	6	3	3	4
Slight						
	5	8	10	10	15	12
	1,018	838	754	725	610	591
	19	9	18	18	15	11
	4	2	2	5	4	3
	46	34	19	29	25	23
	4	2	1	5	4	1

Source: Road Accident Statistics, Welsh Government

What types of vehicles are involved in pedestrian casualties?

When looking at all pedestrian casualties ([table 10](#)):

- In 2015, 85 per cent of pedestrian casualties were hit by a car, 9 per cent were hit by a goods vehicle, 3 per cent were hit by a bus or coach, 2 per cent were hit by a motorcycle, 1 per cent were hit by pedal cycles and 1 per cent were hit by others.
- Since 2004-08 to present day, pedestrian casualties that were hit by a car accounted for between 85 and 88 per cent of all pedestrian casualties.
- Since 2004-08 to present day, goods vehicles are the second most likely vehicle involved in injuring pedestrians, and they account for between 6 and 9 per cent of all pedestrian casualties over this period.
- When compared to 2014, there were reductions in pedestrian casualties that were hit by a car (10 per cent), by a motorcycle (32 per cent) and by a pedal cycle (13 per cent), and increases in the pedestrian casualties that were hit by a bus or coach (17 per cent) and goods vehicles (23 per cent).

Table 10: Pedestrian casualties (all severities) by type of vehicle involved, average 2004-08 and 2011 to 2015

Type of vehicle	Number					
	Average 2004-2008	2011	2012	2013	2014 (r)	2015
Pedal Cycles	2	7	5	7	8	7
Motorcycle	22	14	19	17	22	15
Car, taxi, minibus	1,191	992	867	925	801	721
Goods vehicle	79	66	57	67	60	74
Bus or coach	43	45	34	18	23	27
Others	26	26	21	18	7	4
Unknown	3	4	4	0	1	0
Total	1,368	1,154	1,007	1,052	922	848

Source: Road Accident Statistics, Welsh Government

Notes:

(r) Figures revised in the 2015 bulletin.

When looking at pedestrians that were killed ([table 11](#)):

- Since 2004-08, pedestrian casualties that were killed by a car accounted for between 67 and 83 per cent of all pedestrian fatalities.

Table 11: Pedestrians killed by type of vehicle involved, average 2004-08 and 2011 to 2015

Type of vehicle	Number					
	Average 2004-2008	2011	2012	2013	2014	2015
Pedal Cycles	0	0	0	0	1	0
Motorcycle	2	0	0	1	0	0
Car, taxi, minibus	20	20	12	18	9	14
Goods vehicle	3	1	2	5	2	5
Bus or coach	1	2	1	3	1	2
Others	1	1	0	0	0	0
Total	27	24	15	27	13	21

Source: Road Accident Statistics, Welsh Government

How many pedestrian casualties resulted from “hit and runs”?

A significant minority of pedestrian casualties arise from hit and run accidents ([table 12](#)).

- In 2015, hit and run incidents have accounted for 1 pedestrian fatality; 22 seriously injured casualties and 129 slightly injured casualties.
- In 2015, hit and run incidents accounted for 152 pedestrian casualties in total; which was 18 per cent of all pedestrian casualties.

Table 12: Pedestrian casualties by severity and ‘hit and run’, average 2004-08 and 2011 to 2015

	<i>Number</i>					
	Average 2004-2008	2011	2012	2013	2014	2015
Killed:						
Hit and Run	2	1	1	2	1	1
Other	24	23	14	25	12	20
Total	26	24	15	27	13	21
Serious:						
Hit and Run	35	26	23	23	20	22
Non stop vehicle, not hit (a)	0	0	1	0	1	2
Other	210	211	164	210	215	162
Total	245	237	188	233	236	186
Slight:						
Hit and Run	226	193	126	158	140	129
Non stop vehicle, not hit (a)	10	3	7	4	6	6
Other	860	697	671	630	527	506
Total	1,096	893	804	792	673	641
All severities:						
Hit and Run	263	220	150	183	161	152
Non stop vehicle, not hit (a)	10	3	8	4	7	8
Other	1,094	931	849	865	754	688
Total	1,368	1,154	1,007	1,052	922	848

Source: Road Accident Statistics, Welsh Government

Notes:

(a) ‘Non-stop vehicle, not hit’ includes cases where a vehicle was involved in, or contributed to, an accident, but did not (either by other vehicles, or striking a pedestrian) and then left the scene of the accident.

What were the weather and light conditions?

- Since the average from 2004 – 2008 and from 2011 to 2015 between 78 and 81 per cent of all pedestrian casualties occurred in fine weather ([table 13](#)).
- In 2015, the highest amount of pedestrian casualties occurred in fine weather without high winds, and no pedestrian casualties occurred in snowing with high winds.

Table 13: Pedestrian casualties by weather condition, average 2004-08 and 2011 to 2015

Weather Condition	Number					
	Average 2004-2008	2011	2012	2013	2014	2015
Fine without high winds	1,070	924	807	842	739	686
Raining without high winds	143	113	126	124	126	93
Snowing without high winds	5	2	2	6	1	4
Fine with high winds	17	19	9	10	14	11
Raining with high winds	27	21	17	24	18	27
Snowing with high winds	1	0	0	2	0	0
Fog or mist - if hazard	4	5	1	1	0	2
Other	24	7	12	17	10	17
Unknown	77	63	33	26	14	8
Total	1,368	1,154	1,007	1,052	922	848

Source: Road Accident Statistics, Welsh Government

- In 2015, 62 per cent of pedestrian casualties that resulted in a KSI were in daylight, whereas 38 per cent were in darkness ([table 14](#)).(r)
- When compared to 2014, the 2015 figures show decreases in pedestrian casualties that were KSI in daylight (21 per cent) or KSI in darkness (9 per cent).(r)
- 76 per cent of pedestrian casualties that resulted in a slight injury were in daylight and 24.5 per cent were in darkness. (r)
- When compared to 2014, the 2015 figures show decreases in pedestrian casualties that were slightly injured in daylight (4 per cent) or slightly injured in darkness (7 per cent).
(r) Revised 29 September 2017 – the words ‘daylight’ and ‘darkness’ were incorrectly entered the other way around when originally published.

Table 14: Pedestrian casualties by light conditions, average 2004-08 and 2011 to 2015

Light condition	Number					
	Average 2004-2008	2011	2012	2013	2014	2015
KSI:						
Daylight	169	164	122	164	163	129
Darkness	102	97	81	96	86	78
Slight:						
Daylight	789	646	585	585	505	484
Darkness	307	247	219	207	168	157
All Severities:						
Daylight	959	810	707	749	668	613
Darkness	409	344	300	303	254	235

Source: Road Accident Statistics, Welsh Government



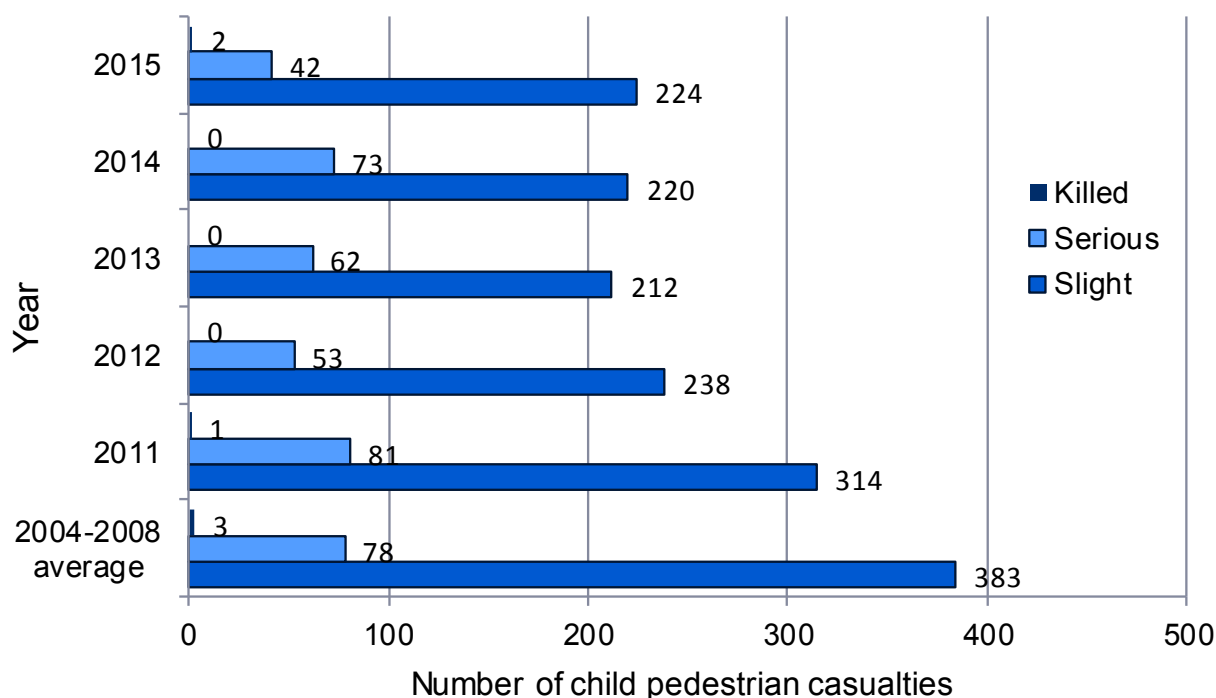
Summary of child (aged 0-15) pedestrian casualties

- Child pedestrian casualties have declined since 1979.
- 2015 witnessed the lowest number of child KSI pedestrian casualties (44). There were 224 slight casualties, bringing the total of child pedestrian casualties of all severities to 268.
- 2015 also had the third lowest number of slight and total child pedestrian casualties since 1979 (see Stats Wales).
- The gradual reduction in child pedestrian casualties observed since 2001 coincides with a range of initiatives across Wales to reduce child pedestrian road traffic accidents; these included Kerbcraft child pedestrian training (5/7 years), greater introduction of 20-mph zones, and safe routes to school.

[Chart 8](#) and [table 15](#) below summarises the data on child pedestrian casualties since the average from 2004 to 2008 and from 2011 to 2015.

- There was a 39.4 per cent decrease in the number of KSI, and an 8.8 per cent decrease in the total number of child pedestrian casualties in 2015 when compared to 2014.
- There has been a reduction in the number of child pedestrian casualties from 2011 to present day when compared to the 2004 to 2008 average.

Chart 8: Child pedestrian casualties (aged 0 - 15) by severity, 2004–08 average and from 2011 to 2015



Source: Road Accident Statistics, Welsh Government

Table 15: Child pedestrian casualties (aged 0-15) by severity, 2004-08 average and from 2011-2015

<i>Number and percentage</i>						
Year	Killed	Seriously Injured	KSI	Slightly Injured	Total casualties	% KSI
2004-08 average	3	78	81	384	465	17
2011	1	81	82	314	396	21
2012	0	53	53	242	295	18
2013	0	63	63	214	277	23
2014	0	73	73	221	294	25
2015	2	42	44	224	268	16
% change (a)	↓ 29	↓ 46	↓ 46	↓ 42	↓ 42	↓ 6

Source: Road Accident Statistics, Welsh Government

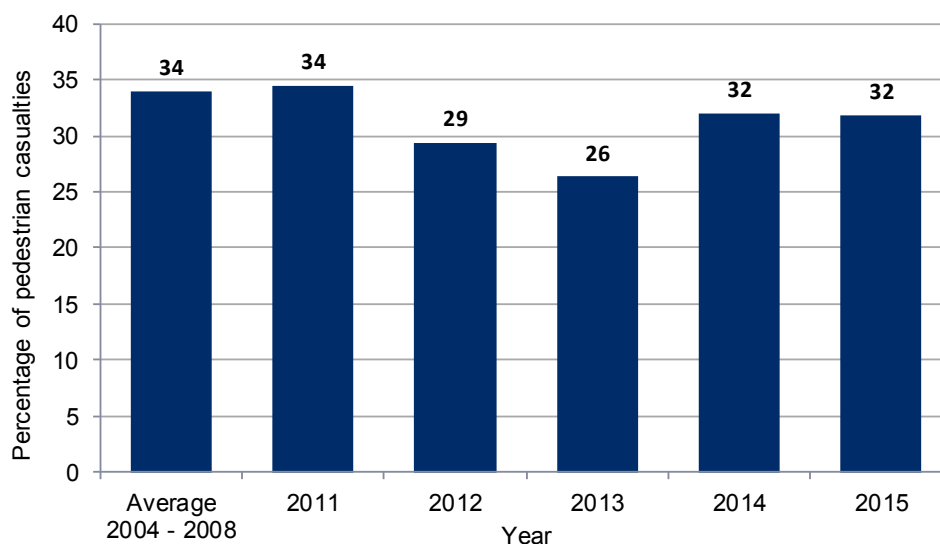
Notes:

(a) percentage change = changes in 2015 when compared to the 2004-08 average.

When looking at the percentage of pedestrian child casualties, [chart 9](#) shows that for 2015:

- There was no change when compared to the 2014 percentage
- There was a 2 per cent reduction when compare to the average 2004 – 2008 percentage
- The average between 2004 – 2008 and 2011 had the highest pedestrian casualties at 34 per cent and 2013 had the lowest percentage pedestrian casualties at 26 per cent during this time period.

Chart 9: Percentage of pedestrian casualties aged 15 and under, average 2004–08 and from 2011 to 2015

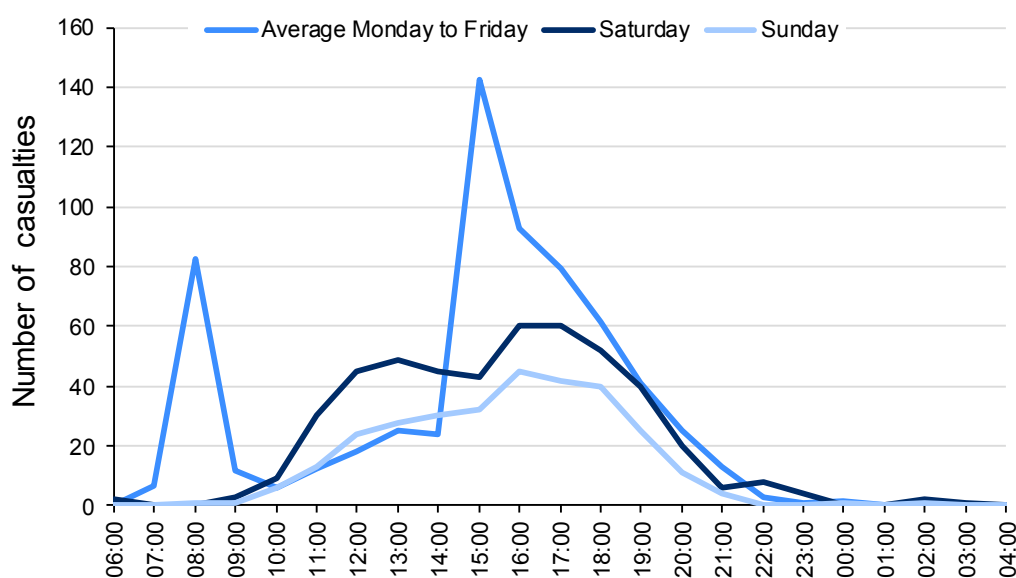


Source: Road Accident Statistics, Welsh Government

When are child pedestrian casualties most likely to occur?

- Child pedestrian casualties are associated with journeys to and from school ([Chart 10](#))
- Based on figures for 2005 to 2015 inclusive, child pedestrian casualties of all severities peak around the times of 08:00 in the morning and from 15:00 in the afternoon during the period from Monday to Friday. They then fall away over the late afternoon and evening.
- On weekends, child pedestrian casualties rise from 10:00 until 15:00 and remain at higher levels from 16:00 to 19:00 in the evening.
- For the most part, child pedestrian casualties are higher on weekdays than at weekends.

Chart 10: Number of child pedestrian casualties (aged 0 to 15) by time of day and day of week, total during period 2005 to 2015



Source: Road Accident Statistics, Welsh Government

Notes:

(a) Includes casualties from the "unknown age" group

- In 2015, the rate per 100,000 (aged 0 - 15) population of being a child pedestrian casualty was 48.3 ([Table 16](#)).
- When compared to 2014 rate, the rate in 2015 was reduced by 4.7 per 100,000.
- When compared to the average from 2004 to 2008, the rate in 2015 was reduced by 34.1.

Table 16: Number and rate per 100,000 of population of child pedestrian casualties by severity of casualty, average 2004-08 and from 2011 to 2015.

Year	Number of children (thousands)	Child pedestrian casualties			Rate per 100,000
		KSI	Slight	Total	(aged 0-15) population
Average 2004 - 2008	565.2	81	384	465	82.4
2011	555.8	82	314	396	71.2
2012	556.6	53	242	295	53.0
2013	555.0	63	214	277	49.9
2014	555.0	73	221	294	53.0
2015	555.0	44	224	268	48.3

Source: Road Accident Statistics, Welsh Government and mid-year population estimates, ONS

[Table 17](#) shows the child pedestrian casualties by the day of the week they occurred focusing on the 2004-08 average and from 2011 to 2015.

- In 2015, child pedestrian casualties were higher on a Wednesday (20 per cent) with Sunday having the lowest figures (8 per cent), although in general there is very little difference across weekdays and their relative positions vary year on year.
- In 2015, the weekend average (Saturday and Sunday) was lower than the midweek average (Monday to Friday) for pedestrian casualties.
- When compared to the 2004-08 average, a reduction of between 42 and 55 per cent was observed on every day of the week. Wednesday had the lowest reduction whereas Saturday had the highest reduction.

Table 17: Child pedestrian casualties by days of the week and severity, 2004–08 average and from 2011 to 2015.













Day of week	Average 2004-2008	<i>Number</i>				
		2011	2012	2013	2014	2015
KSI:						
Monday	10	11	6	4	9	6
Tuesday	13	10	7	11	15	3
Wednesday	14	12	13	8	6	10
Thursday	10	14	11	13	10	8
Friday	16	19	6	11	19	8
Saturday	9	10	5	9	11	4
Sunday	8	6	5	7	3	5
Slight:						
Monday	62	34	35	33	30	36
Tuesday	64	53	34	40	37	33
Wednesday	52	58	41	28	37	43
Thursday	61	57	50	33	34	44
Friday	71	51	36	41	41	32
Saturday	46	37	29	28	22	21
Sunday	28	24	17	11	20	15
Total:						
Monday	73	45	41	37	39	42
Tuesday	76	63	41	51	52	36
Wednesday	66	70	54	36	43	53
Thursday	72	71	61	46	44	52
Friday	87	70	42	52	60	40
Saturday	55	47	34	37	33	25
Sunday	36	30	22	18	23	20

Source: Road Accident Statistics, Welsh Government

Where on the road are child pedestrian casualties most likely to occur?

- Most child pedestrian casualties occurred in 30 mph zones ([table 18](#))
- In 2015, 84 per cent of KSI and 95 per cent of slightly injured child pedestrian casualties occurred in 30 mph zones.
- Since 2004, there have been 22 child pedestrian fatalities of which 59 per cent occurred in 30 mph zones.
- In 2015, there were two child pedestrian fatalities, the first since 2011.

Table 18: Child pedestrian casualties by speed limit on the road (mph) and severity, 2004–08 average and from 2011 to 2015.

Speed Limit	<i>Number</i>					
	Average 2004-2008	2011	2012	2013	2014	2015
KSI						
	1	0	1	1	2	1
	74	69	46	61	67	37
	2	8	3	0	0	1
	1	2	0	1	0	2
	4	3	2	0	4	3
	0	0	1	0	0	0
Slight						
	3	3	5	3	9	5
	362	299	226	196	202	212
	8	2	5	7	6	4
	1	0	0	1	2	1
	9	10	5	7	2	2
	0	0	1	0	0	0

Source: Road Accident Statistics, Welsh Government

Notes:

20 mph = on roads where the speed limit is up to 20 mph

What sort of vehicles hit child pedestrians?

- Most child pedestrians are hit by cars; in fine weather ([table 20](#))
- Since 2004, 91 per cent of child pedestrian casualties were hit by cars ([table 19](#)).
- Since 2004, 84 per cent of child pedestrian casualties occurred during fine weather ([table 19](#)).

Table 19: Child pedestrian casualties by severity and type of vehicle involved, average 2004-08 and from 2011 to 2015

Type of vehicle	<i>Number</i>					
	Average 2004 - 2008	2011	2012	2013	2014	2015
KSI:						
Pedal Cycle	1	0	0	0	2	0
Motorcycle	2	0	1	2	1	2
Car, taxi, minibus	73	75	49	60	65	40
Bus or coach	1	0	2	0	4	0
Goods vehicles	3	4	1	0	1	2
Others/Unknown	2	3	0	1	0	0
Slight:						
Pedal Cycle	1	0	0	2	1	2
Motorcycle	6	5	6	1	6	3
Car, taxi, minibus	350	280	220	203	202	198
Bus or coach	9	10	3	2	8	6
Goods vehicles	14	12	10	6	3	15
Others/Unknown	4	7	3	0	1	0
All severities:						
Pedal Cycle	1	0	0	2	3	2
Motorcycle	8	5	7	3	7	5
Car, taxi, minibus	422	355	269	263	267	238
Bus or coach	11	10	5	2	12	6
Goods vehicles	17	16	11	6	4	17
Others/Unknown	6	10	3	1	1	0

Source: Road Accident Statistics, Welsh Government

Table 20: Child pedestrian casualties by weather, average 2004-08 and from 2011 to 2015

Weather	<i>Number</i>						
	Average 2004 -2008	2010	2011	2012	2013	2014	2015
Fine without high winds	387	327	329	245	238	241	229
Raining without high winds	36	22	40	30	22	39	26
Snowing without high winds	1	6	0	1	0	1	2
Fine with high winds	5	6	4	3	1	4	1
Raining with high winds	5	2	4	2	4	1	8
Snowing with high winds	0	0	0	0	0	0	0
Fog or mist - if hazard	1	0	1	0	1	0	0
Other	8	8	4	4	4	4	2
Unknown	21	12	14	10	7	4	0
Total	465	383	396	295	277	294	268

Source: Road Accident Statistics, Welsh Government

Key quality information

1 Context

This Statistical Bulletin presents data on pedestrian road traffic casualties in Wales. It looks at all pedestrian casualties in general and at child (aged 0-15) pedestrian casualties in particular. It shows trends in the number and severity of these casualties and to indicate the circumstances associated with the accidents that resulted in these casualties. The Bulletin provides information that is relevant to road safety policy in relation to pedestrian casualties.

The context for a separate bulletin about pedestrian casualties is that they are a significant component of all road casualties in Wales: in 2014 they represented almost of fifth (20 per cent) of all KSI road traffic casualties and about 1 in 10 (10 per cent) of slight casualties in Wales.

Road safety targets for Wales:

The context for road safety interventions by the Welsh Government and its partner organisations is the 'Road Safety Framework for Wales' published in July 2013. These targets are that by 2020, and compared with the 2004 to 2008 average, there will be:

- A 40 per cent reduction in the total number of people killed and seriously injured (KSI);
- A 40 per cent reduction in the number of young people (aged 16 to 24) KSI
- A 25 per cent reduction in the number of motorcyclist KSIs.

1.1 Related publications

Related publications are available from the following link:

[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

Pedestrians: Road users on foot. Includes persons riding toy cycles on the footway, persons pushing bicycles, pushing or pulling other vehicles or operation pedestrian-controlled vehicles, those leading or herding animals, occupants of prams and wheelchairs and people who alight safely from vehicles and are subsequently injured.

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.

3. 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.

4. 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 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.

This data is obtained from administrative sources and thus may be affected by changes in procedures within those systems.

5. 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.

Related publications are available from the [Statistics and Research website](#).

Road Accident statistics for Wales will be added to the [StatsWales website](#) in the coming months.

Results for Great Britain were published by the Department for Transport in June 2016 in '[Reported road casualties in Great Britain main results: 2015](#)'.

6. Accessibility and clarity

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

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

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

Further details

This document is available at:

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

Next update

September 2017

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

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