



Pedestrian road casualties, 2016

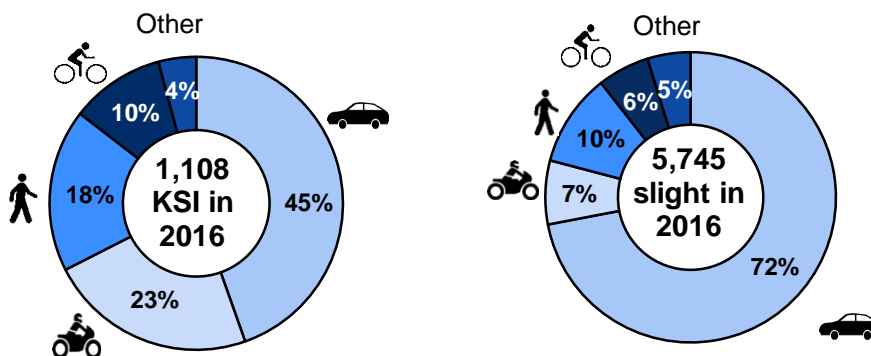
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Key points

All pedestrian casualties

- In 2016, 199 people were **killed or seriously injured (KSI)** on Welsh roads. Of these, 14 were **fatal** and 185 were **seriously injured**. 594 pedestrian casualties were **slightly injured** ([Table 2](#)).
- In 2016, there were 793 casualties which was the lowest recorded figure since 1979 ([Table 1](#)).
- When compared to 2015, there were decreases in the casualties killed (36 per cent), casualties seriously injured (1 per cent) and slightly injured (7 per cent) in 2016 ([Table 2](#)).
- In 2016, pedestrians accounted for around 1 in 6 of all KSI casualties (18 per cent) and 1 in 10 (10 per cent) of all slight casualties ([Chart 1](#)).

Chart 1: Casualties by type of road user and severity, 2016



Child (aged 0-15) pedestrian casualties

- There were no pedestrian fatalities in 2016, down from 2 in 2015.
- There were 55 child KSI pedestrian casualties in 2016. This is a 25 per cent increase when compared to the 2015 figures ([Table 15](#)).
- They account for 30 per cent of all pedestrian casualties.
- 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. The underlying data for this bulletin is published on [StatsWales](#).

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[Table 1](#) shows the relationship between pedestrian casualties and other road user casualties.

- The number of casualties has fallen since 2004-2008 for all road users
- The number of pedestrian casualties has reduced every year since 2013

Table 1: Casualties by type of road user and severity, 2004-08 average and 2012-2016

Year	<i>Number and percentage</i>					
	Pedestrian	Pedal cyclists	Motorcyclists (a)	Car, taxi and minibus users	Other road users (b)	Total
Total casualties						
2004-08 average	1,368	463	756	9,200	726	12,513
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	850	509	693	5,162	471	7,685
2016	793	446	662	4,630	322	6,853
% change (c)	↓ 42	↓ 4	↓ 12	↓ 50	↓ 56	↓ 45
KSI						
2004-08 average	271	70	257	749	59	1,406
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	208	123	273	524	59	1,187
2016	199	115	254	494	46	1,108
% change (c)	↓ 27	↑ 65	↓ 1	↓ 34	↓ 22	↓ 21

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 2016 when compared to the 2004-08 average.



Summary of all pedestrian casualties

[Chart 2](#) below summarises the data on pedestrian casualties since the 2004-08 average and from 2012 onwards with the detailed figures found in [Table 2](#).

When looking at pedestrian casualties by severity:

- in 2016, there were 793 casualties which was the lowest recorded figure since 1979 (see Stats Wales)
- 14 were killed (2 per cent), 185 were seriously injured (23 per cent) and 594 were slightly injured (75 per cent) in 2016
- when compared to 2015, there were decreases in the casualties killed (36 per cent), seriously injured (1 per cent) and slightly injured (7 per cent) in 2016
- when compared to the 2004-08 average, there were decreases in the casualties killed (47 per cent) seriously injured (24 per cent) and slightly injured (46 per cent).

Chart 2: Pedestrian casualties by severity, 2004-08 average and 2012 to 2016

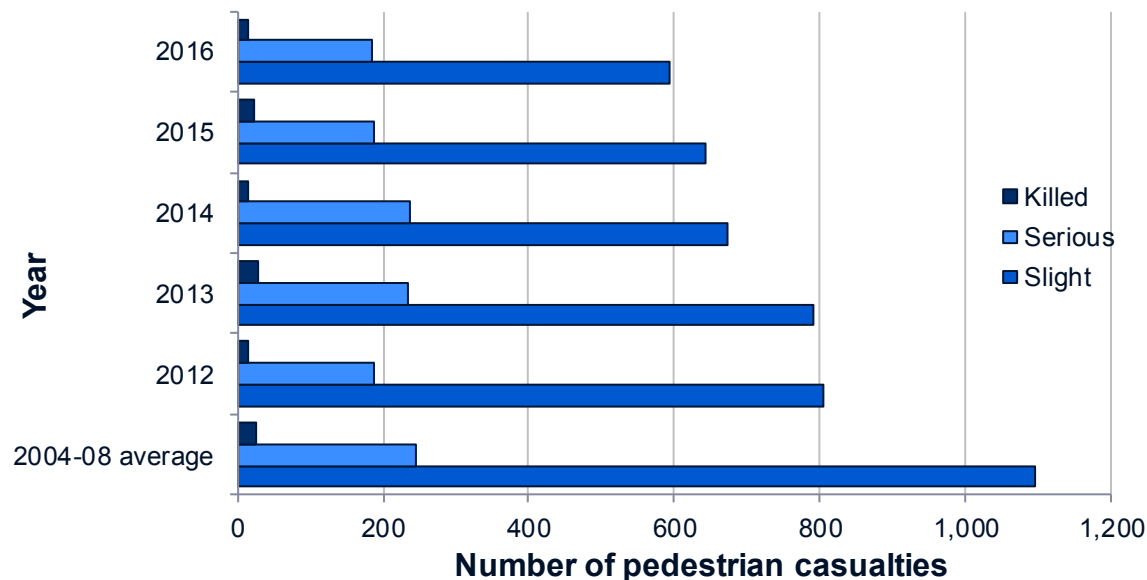


Table 2: Summary of pedestrian casualties, 2004-08 average and 2012-2016

<i>Number and percentage</i>						
Year	Killed	Seriously Injured	KSI	Slightly Injured	Total casualties	% KSI
2004-08 average	26	245	271	1,096	1,368	20
2012	15	188	203	804	1,007	20
2013	27	233	260	792	1,052	25
2014	13	236	249	673	922	27
2015	22	186	208	642	850	24
2016	14	185	199	594	793	25
% change (a)	↓ 47	↓ 24	↓ 27	↓ 46	↓ 42	.

Source: Road Accident Statistics, Welsh Government

Notes:

(a) percentage change = changes in 2016 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 2012 to 2016. This was further broken down by killed, serious, KSI and slight casualties. In 2016, when looking at all severities, male pedestrian casualties exceeded female pedestrian casualties by 44 per cent.

Table 3: Pedestrian casualties by severity and gender, 2004-08 average and 2012 to 2016

	<i>Number</i>					
Gender	2004-08 average	2012	2013	2014	2015	2016
Killed:						
Male	19	13	20	10	14	10
Female	7	2	7	3	8	4
Serious:						
Male	147	124	151	139	115	110
Female	98	64	82	97	71	75
KSI (a):						
Male	166	137	171	149	129	120
Female	106	66	89	100	79	79
Slight:						
Male	628	453	426	394	370	348
Female	468	351	366	279	272	246
All severities:						
Male	794	590	597	543	499	468
Female	574	417	455	379	351	325
All casualties(b)	1,367	1,007	1,052	922	850	793

Source: Road Accident Statistics, Welsh Government

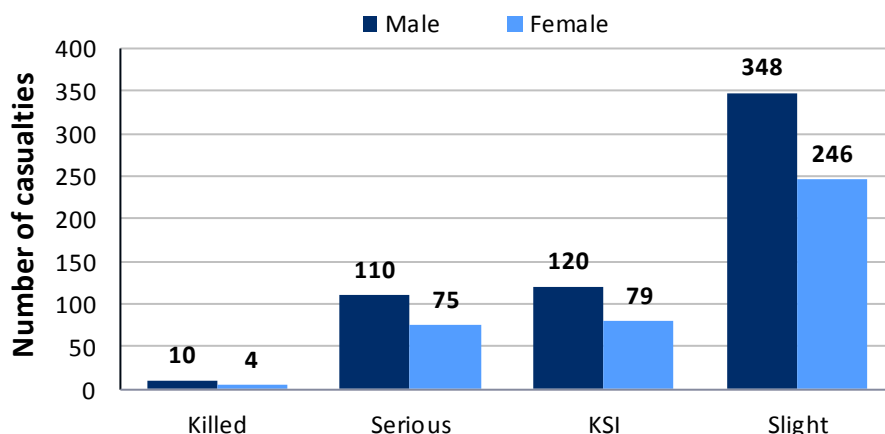
Notes:

(a) KSI = killed and seriously injured

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

[Chart 3](#) plots the killed, seriously injured and slightly injured pedestrian casualties for males and females in 2016. This shows that the majority of pedestrians that were killed (71 per cent), seriously injured (59 per cent) or slightly injured (59 per cent) were males.

Chart 3: Pedestrian casualties, by severity and gender, 2016



Source: Road Accident Statistics, Welsh Government

What age are pedestrian casualties?

[Table 4](#) looks at all severities and ages of pedestrian casualties from 2014 to 2016.

The 2016 figures show that:

- For all casualties 30 per cent were aged 0 – 15, 5 per cent were aged 16 - 19 and 8 per cent were aged between 20 – 24, 23 per cent were aged 25 - 44, 16 per cent were aged 45 – 64 and 18 per cent were aged over 65.
- The highest number of pedestrian casualties was between the 0 to 15 age group. This age group represented:
 - 30 per cent of the casualties that were seriously injured.
 - 31 per cent of the casualties that were slightly injured.

Table 4: Pedestrian casualties, by severity and age group 2014-2016

Age Band	<i>Number</i>				
	Killed	Serious	KSI	Slight	Total
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	40	159	199
45-64	4	43	47	108	155
65+	5	50	55	77	132
All casualties (a)	13	236	249	673	922
2015					
0-15	2	42	44	225	269
16-19	1	18	19	50	69
20-24	0	11	11	50	61
25-44	7	35	42	129	171
45-64	4	41	45	105	150
65+	8	39	47	80	127
All casualties (a)	22	186	208	642	850
2016					
0-15	0	55	55	185	240
16-19	2	6	8	33	41
20-24	1	13	14	47	61
25-44	4	40	44	136	180
45-64	3	24	27	103	130
65+	4	46	50	89	139
All casualties (a)	14	185	199	594	793

Source: Road Accident Statistics, Welsh Government

Notes:

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

[Chart 4](#) shows that for 2016, 51 per cent of all pedestrian casualties were under 30 and 49 were aged 30 and over.

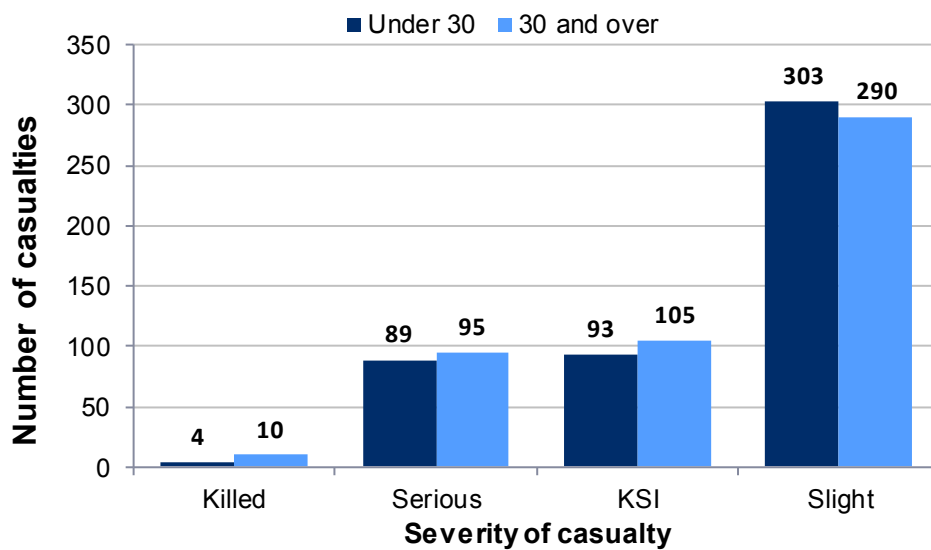
For the under 30 age group:

- 1 per cent were killed, 22 per cent were serious and 77 per cent were slightly injured.

For the aged 30 and over age group:

- 3 per cent were killed, 24 per cent were serious and 73 per cent were slightly injured.

Chart 4: Pedestrian casualties by severity and broad age group (under 30 or 30 and over), 2016 (a)



Source: Road Accident Statistics, Welsh Government

Notes:

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

What age and gender were pedestrian casualties in 2016?

[Table 5](#) looks at all severities of pedestrian casualties, by age and gender in 2016.

For all pedestrian casualties:

- The over 65 age group made up 21 per cent of casualties for females, whereas for males, this group only accounted for 15 per cent of casualties.
- Half of female casualties over 65 were KSI, compared to around a quarter of males.

Table 5: Pedestrian casualties, by severity, age group and gender, 2016

Gender	<i>Number</i>				
	Killed	Serious	KSI	Slight	Total
Male					
0-15	0	34	34	110	144
16-19	2	4	6	20	26
20-24	1	9	10	27	37
25-44	3	32	35	77	112
45-64	3	15	18	59	77
65+	1	15	16	55	71
All casualties (a)	10	110	120	348	468
Female					
0-15	0	21	21	75	96
16-19	0	2	2	13	15
20-24	0	4	4	20	24
25-44	1	8	9	59	68
45-64	0	9	9	44	53
65+	3	31	34	34	68
All casualties (a)	4	75	79	246	325

Source: Road Accident Statistics, Welsh Government

Notes:

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

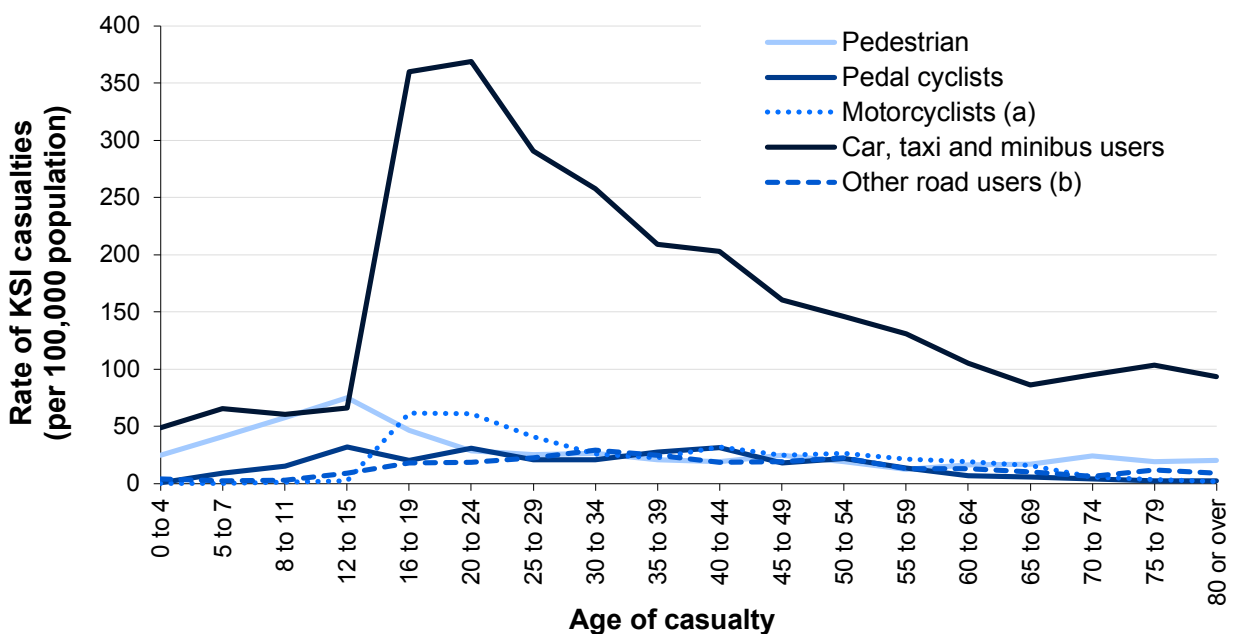
What is the relative risk of becoming a pedestrian casualty, by gender and age?

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 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 KSI car user casualty is highest for young adults (16 - 24)

Chart 5: Rate of KSI casualties per 100,000 of population by age band and type of road user, 2016



Source: Road Accident Statistics, Welsh Government and mid-year population estimates - 2016, ONS

Notes:

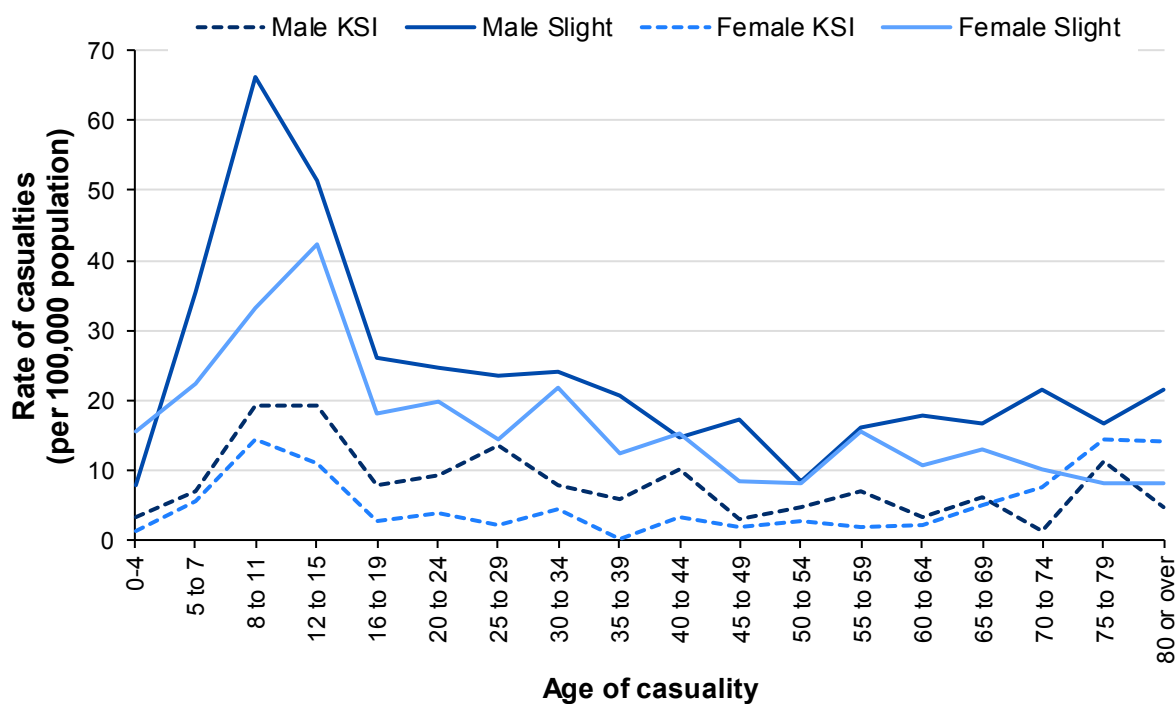
(a) Includes mopeds, motor scooters, motorcycles and combinations

(b) Includes buses, coaches, goods vehicles, ridden horses, agricultural vehicles, trams or light rails, invalid vehicles, motor caravans, other and unknown vehicles.

[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 males in the 8 – 11 age band, while it is highest for females in the 12 - 15 year old age band.
- The risk of becoming a casualty is 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, 2016 (a)



Source: Road Accident Statistics, Welsh Government and mid-year population estimates-2016, ONS

Notes:

(a) Does not include casualties from the "unknown age" group

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 2012 to 2016.

- In 2016, pedestrian casualties were higher on a Thursday (18 per cent) with Sunday having the lowest figures (11 per cent).
- In 2016, the average number of pedestrian casualties was 121 per day during the working week (Monday to Friday) compared to 95 per day at the weekends (Saturday or Sunday).
- When compared to the 2004-08 average, a reduction of between 29 and 50 per cent was observed on every day of the week. Thursday 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 2012 to 2016

Day of the week	Number					
	2004-08 average	2012	2013	2014	2015	2016
Killed						
Monday	2	2	2	0	3	0
Tuesday	4	1	5	3	2	2
Wednesday	4	3	5	0	2	0
Thursday	3	1	3	3	2	3
Friday	5	3	4	2	5	3
Saturday	4	3	6	3	2	5
Sunday	5	2	2	2	6	1
Total	26	15	27	13	22	14
Serious						
Monday	31	30	39	31	25	26
Tuesday	31	29	38	35	19	26
Wednesday	36	26	24	25	32	25
Thursday	31	22	41	39	30	39
Friday	45	33	31	50	22	22
Saturday	40	25	38	37	25	27
Sunday	32	23	22	19	33	20
Total	245	188	233	236	186	185
Slight						
Monday	157	108	96	90	99	82
Tuesday	158	106	138	105	96	82
Wednesday	148	141	123	102	115	94
Thursday	161	131	122	113	103	97
Friday	197	115	117	121	98	102
Saturday	167	117	120	76	76	74
Sunday	109	86	76	66	55	63
Total	1096	804	792	673	642	594
All casualties						
Monday	190	140	137	121	127	108
Tuesday	193	136	181	143	117	110
Wednesday	187	170	152	127	149	119
Thursday	195	154	166	155	135	139
Friday	246	151	152	173	125	127
Saturday	211	145	164	116	103	106
Sunday	145	111	100	87	94	84
Total	1367	1007	1052	922	850	793

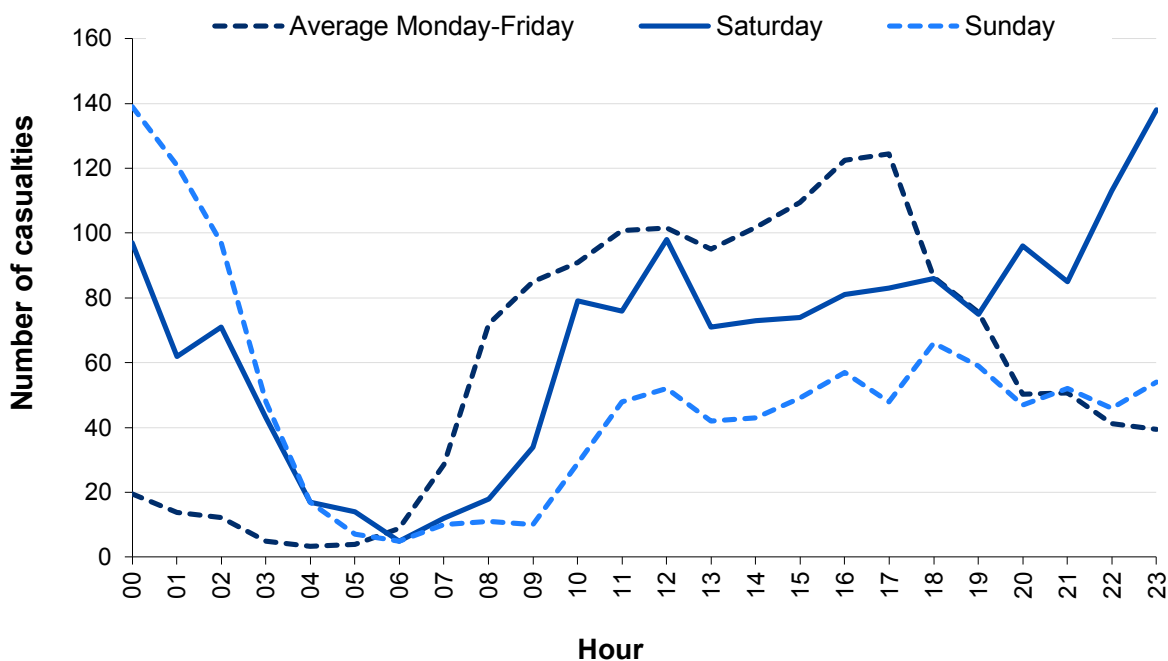
Source: Road Accident Statistics, Welsh Government

What time of the day do pedestrian casualties occur?

[Chart 7](#) shows the casualties for pedestrians aged 16 and over by time of the day they occurred in 2016. The equivalent chart for children (aged 15 and under) can be found on [page 20](#).

- For the average of Monday to Friday, the number of pedestrian casualties increased gradually from 08:00 before peaking at 17:00 – 17:59. After this point, the number of pedestrian casualties fell over the remainder of the day.
- The highest number of casualties during the week occur late Saturday night and in the early hours of Sunday morning
- Between 06:00 and 17:59, the most pedestrian casualties occurred during the working week, while Sunday had the lowest number between these times.

Chart 7: Pedestrian casualties aged 16 and over by time of day and day of week, total during period 2006 to 2016



Source: Road Accident Statistics, Welsh Government

Where are pedestrian casualties most likely to occur?

When looking at pedestrian casualties by the location of the causality, in 2016 ([Table 7](#)):

- 10 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 43 per cent were crossing elsewhere, in a location without any crossing facilities.
- But some casualties were in locations that should be safe, with 9 per cent of pedestrian casualties either on the footway, or on the central refuge, reservation or central island.
- In contrast, 21 per cent of casualties were struck whilst in the carriageway itself (and the location of the remaining 5 per cent was unknown).

Table 7: Pedestrian casualties by location of pedestrian, 2004-08 average and from 2012 to 2016

Location of pedestrian casualty	Average 2004-2008	2012	2013	2014	2015	<i>Number</i> 2016
KSI						
Using Pedestrian Crossing facility (a)	14	17	25	24	14	21
Crossing elsewhere within 50 metres of a pedestrian crossing	15	8	19	20	17	19
Crossing elsewhere	137	93	95	127	108	83
On footway, verge or central reservation (b)	22	21	39	25	22	19
In centre of carriageway, not on refuge, central island or central reservation	15	15	22	14	9	16
In carriageway, not crossing	35	25	30	23	20	27
Unknown or other	33	24	30	16	18	14
Total (KSI)	271	203	260	249	208	199
Slight						
Using Pedestrian Crossing facility (a)	83	90	91	66	61	63
Crossing elsewhere within 50 metres of a pedestrian crossing	55	32	38	30	39	37
Crossing elsewhere	507	361	382	361	314	278
On footway, verge or central reservation (b)	119	87	82	66	61	60
In centre of carriageway, not on refuge, central island or central reservation	39	58	34	29	23	37
In carriageway, not crossing	151	95	99	88	98	94
Unknown or other	143	81	66	33	46	25
Total (Slight)	1,096	804	792	673	642	594
All pedestrian casualties						
Using Pedestrian Crossing facility (a)	97	107	116	90	75	84
Crossing elsewhere within 50 metres of a pedestrian crossing	70	40	57	50	56	56
Crossing elsewhere	644	454	477	488	422	361
On footway, verge or central reservation (b)	142	108	121	91	83	79
In centre of carriageway, not on refuge, central island or central reservation	54	73	56	43	32	53
In carriageway, not crossing	186	120	129	111	118	121
Unknown or other	176	105	96	49	64	39
Total (All pedestrian casualties)	1,368	1,007	1,052	922	850	793

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 2016

(Table 8):

- Of the pedestrian casualties that were killed, none were on a motorway, 57 per cent were on an A road, 21 per cent were on a B road and 21 per cent were on a C road / unclassified road.
- Of the pedestrian casualties that were seriously injured, 1 per cent were on a motorway, 31 per cent were on an A road, 16 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, less than 1 per cent were on a motorway, 27 per cent were on an A road, 14 per cent were on a B road and 59 per cent were on a C road / unclassified road.
- When compared to 2015, in 2016 there was a decrease in pedestrian casualties that took place on A roads (12 per cent), B roads (3 per cent) and C roads / unclassified roads (5 per cent).

Table 8: Pedestrian casualties by road type, 2004-08 average and from 2012 to 2016













Road Type	Average 2004-2008	2012	2013	2014	Number		
					2015	2016	
Killed							
Motorway	1	2	0	1	1	0	
A road	13	8	13	6	14	8	
B road	3	3	4	1	1	3	
C road/Unclassified	9	2	10	5	6	3	
Seriously injured							
Motorway	0	0	0	0	1	2	
A road	82	62	74	73	72	58	
B road	38	31	53	44	19	30	
C road/Unclassified	125	95	106	119	94	95	
Slightly injured							
Motorway	1	0	0	1	1	1	
A road	266	203	226	171	168	158	
B road	150	114	128	117	102	85	
C road/Unclassified	680	487	438	384	371	350	
All pedestrian casualties							
Motorway	3	2	0	2	3	3	
A road	361	273	313	250	254	224	
B road	190	148	185	162	122	118	
C road/Unclassified	814	584	554	508	471	448	

Source: Road Accident Statistics, Welsh Government

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

- Since the average from 2004 – 2008 and from 2012 to 2016, the majority of pedestrian casualties occur in 30mph zones, with 86 per cent of all pedestrian casualties in 2016 occurring in 30 mph zones ([Table 9](#)).
- In 2016, 80 per cent of KSI casualties and 88 per cent of slight casualties occurred in 30mph zones.
- When compared to 2015, the 2016 figures showed decreases in KSI casualties for 30 and 60 mph zones with increases for 20, 40 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 2015, the 2016 figures showed a decrease in slight casualties for 30 mph zones with increases for all others.

Table 9: Pedestrian casualties by severity and speed limit (mph), 2004-08 average and from 2012 to 2016

Speed Limit	Average 2004-2008	Number				
		2012	2013	2014	2015	2016
KSI						
	1	1	4	5	3	5
	226	168	214	215	175	159
	12	5	13	3	5	11
	3	3	4	4	5	5
	22	20	22	19	16	14
	7	6	3	3	4	5
Slight						
	5	10	10	15	12	17
	1,018	754	725	610	592	522
	19	18	18	15	11	13
	4	2	5	4	3	6
	46	19	29	25	23	33
	4	1	5	4	1	3

Source: Road Accident Statistics, Welsh Government

What types of vehicles are involved in pedestrian casualties?

When looking at all pedestrian casualties (table 10):

- In 2016, 85 per cent of pedestrian casualties were hit by a car, taxi or minibus, 8 per cent were hit by a goods vehicle, 2 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 the average from 2004 – 2008 and from 2012 to 2016, pedestrian casualties that were hit by a car accounted for between 85 and 88 per cent of all pedestrian casualties.
- Since the average from 2004 – 2008 and from 2012 to 2016, 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 2015, there were reductions in pedestrian casualties that were hit by a car (6 per cent), by a goods vehicle (11 per cent), by a bus or coach (34 per cent) and by a pedal cycle (43 per cent), and an increase in the pedestrian casualties that were hit by a motorcycle (13 per cent).

Table 10: Pedestrian casualties (all severities) by type of vehicle involved, average 2004-08 and 2012 to 2016

Type of vehicle	Number					
	Average 2004-08	2012	2013	2014	2015	2016
Pedal Cycles	2	5	7	8	7	4
Motorcycle	23	19	17	22	15	17
Car, taxi, minibus	1,191	867	925	801	721	677
Goods vehicle	79	57	67	60	74	66
Bus or coach	43	34	18	23	29	19
Others	26	21	18	7	4	10
Unknown	3	4	0	1	0	0
Total	1,368	1,007	1,052	922	850	793

Source: Road Accident Statistics, Welsh Government

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

- Since the average from 2004 – 2008 and from 2012 to 2016, pedestrian casualties that were killed by a car accounted for between 57 and 80 per cent of all pedestrian fatalities.

Table 11: Pedestrians killed by type of vehicle involved, average 2004-08 and 2012 to 2016

Type of vehicle	Number					
	Average 2004-2008	2012	2013	2014	2015	2016
Pedal Cycles	0	0	0	1	0	0
Motorcycle	2	0	1	0	0	1
Car, taxi, minibus	20	12	18	9	14	8
Goods vehicle	3	2	5	2	5	2
Bus or coach	1	1	3	1	3	3
Others	1	0	0	0	0	0
Unknown	0	0	0	0	0	0
Total	26	15	27	13	22	14

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 2016, hit and run incidents have accounted for 1 pedestrian fatality; 23 seriously injured casualties and 104 slightly injured casualties.
- In 2016, hit and run incidents accounted for 128 pedestrian casualties in total; which was 16 per cent of all pedestrian casualties.

Table 12: Pedestrian casualties by severity and ‘hit and run’, average 2004-08 and 2012 to 2016

	<i>Number</i>					
	Average 2004-2008	2012	2013	2014	2015	2016
Killed:						
Hit and Run	2	1	2	1	1	1
Non stop vehicle, not hit (a)	0	0	0	0	0	0
Other	24	14	25	12	21	13
Total	26	15	27	13	22	14
Serious:						
Hit and Run	35	23	23	20	22	23
Non stop vehicle, not hit (a)	0	1	0	1	2	0
Other	210	164	210	215	162	162
Total	245	188	233	236	186	185
Slight:						
Hit and Run	226	126	158	140	129	104
Non stop vehicle, not hit (a)	10	7	4	6	6	3
Other	860	671	630	527	507	487
Total	1,096	804	792	673	642	594
All severities:						
Hit and Run	263	150	183	161	152	128
Non stop vehicle, not hit (a)	10	8	4	7	8	3
Other	1,094	849	865	754	690	662
Total	1,368	1,007	1,052	922	850	793

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 or was not hit (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 2012 to 2016 between 78 and 82 per cent of all pedestrian casualties occurred in fine weather without high winds ([Table 13](#)).

Table 13: Pedestrian casualties by weather condition, average 2004-08 and 2012 to 2016

Weather Condition	Number					
	Average 2004-2008	2012	2013	2014	2015	2016
Fine without high winds	1,070	807	842	739	688	650
Raining without high winds	143	126	124	126	93	101
Snowing without high winds	5	2	6	1	4	3
Fine with high winds	17	9	10	14	11	12
Raining with high winds	27	17	24	18	27	9
Snowing with high winds	1	0	2	0	0	1
Fog or mist - if hazard	4	1	1	0	2	1
Other	24	12	17	10	17	7
Unknown	77	33	26	14	8	9
Total	1,368	1,007	1,052	922	850	793

Source: Road Accident Statistics, Welsh Government

- In 2016, 67 per cent of pedestrian casualties that resulted in a KSI were in daylight, whereas 33 per cent were in darkness ([Table 14](#)).
- When compared to 2015, the 2016 figures show an increase in pedestrian casualties that were KSI in daylight (3 per cent) and a decrease in pedestrian casualties that were KSI in darkness (17 per cent).
- 74 per cent of pedestrian casualties that resulted in a slight injury were in daylight and 26 per cent were in darkness.
- When compared to 2015, the 2016 figures show decreases in pedestrian casualties that were slightly injured in daylight (9 per cent) or slightly injured in darkness (3 per cent).

Table 14: Pedestrian casualties by light conditions, average 2004-08 and 2012 to 2016

Light condition	Number					
	Average 2004-2008	2012	2013	2014	2015	2016
KSI:						
Daylight	169	122	164	163	130	134
Darkness	102	81	96	86	78	65
Slight:						
Daylight	789	585	585	505	485	442
Darkness	307	219	207	168	157	152
All Severities:						
Daylight	959	707	749	668	615	576
Darkness	409	300	303	254	235	217

Source: Road Accident Statistics, Welsh Government



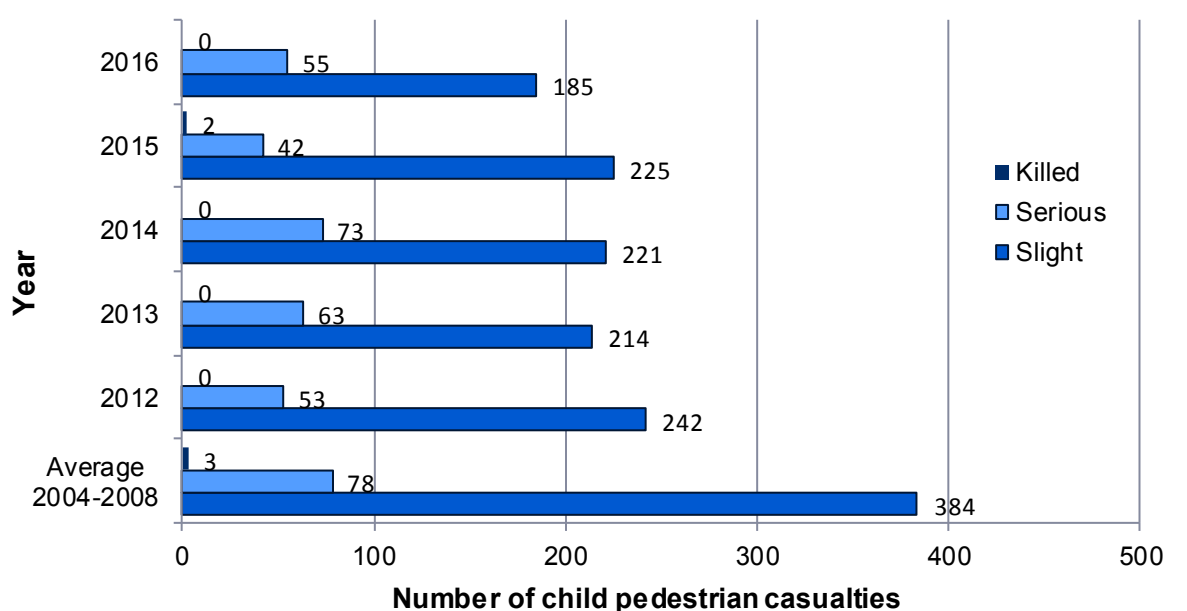
Summary of child (aged 0-15) pedestrian casualties

- Child pedestrian casualties have declined since 1979.
- While there were no fatalities, 2016 witnessed 55 child seriously injured pedestrian casualties. There were 185 slight casualties, bringing the total of child pedestrian casualties of all severities to 240.
- 2016 also had the lowest number of slight and total child pedestrian casualties since 1979 (see [StatsWales](#)).
- 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 2012 to 2016.

- There was a 25 per cent increase in the number of KSI, and an 11 per cent decrease in the total number of child pedestrian casualties in 2016 when compared to 2015.
- There has been a reduction in the number of child pedestrian casualties from 2012 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 2012 to 2016



Source: Road Accident Statistics, Welsh Government

Table 15: Child pedestrian casualties (aged 0-15) by severity, 2004-08 average and from 2012-2016

Year	Seriously		Slightly		Total	
	Killed	Injured	KSI	Injured	casualties	% KSI
Average 2004-2008	3	78	81	384	465	17
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	225	269	16
2016	0	55	55	185	240	23
% change (a)	*	↓ 30	↓ 32	↓ 52	↓ 48	.

Source: Road Accident Statistics, Welsh Government

Notes:

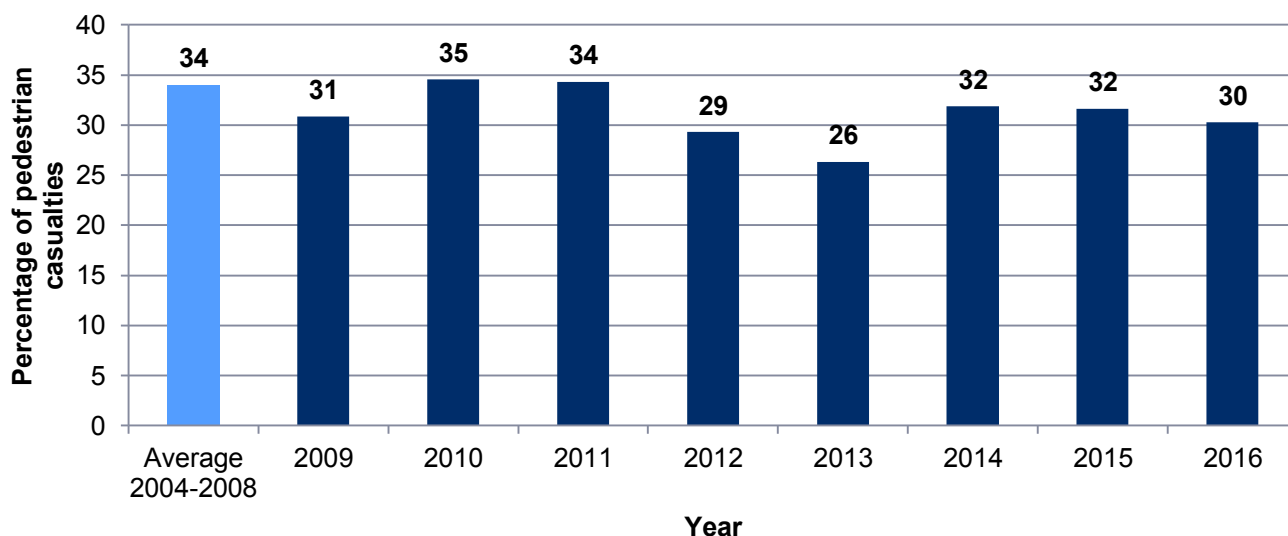
(a) percentage change = changes in 2016 when compared to the 2004-08 average.

* percentage change not calculated due to small numbers

When looking at the percentage of pedestrian child casualties, [Chart 9](#) shows that for 2016:

- There was a 2 percentage point decrease when compared to the 2015 percentage
- There was a 4 percentage point reduction when compared to the average 2004 – 2008 percentage
- The average between 2004-2008 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 2012 to 2016

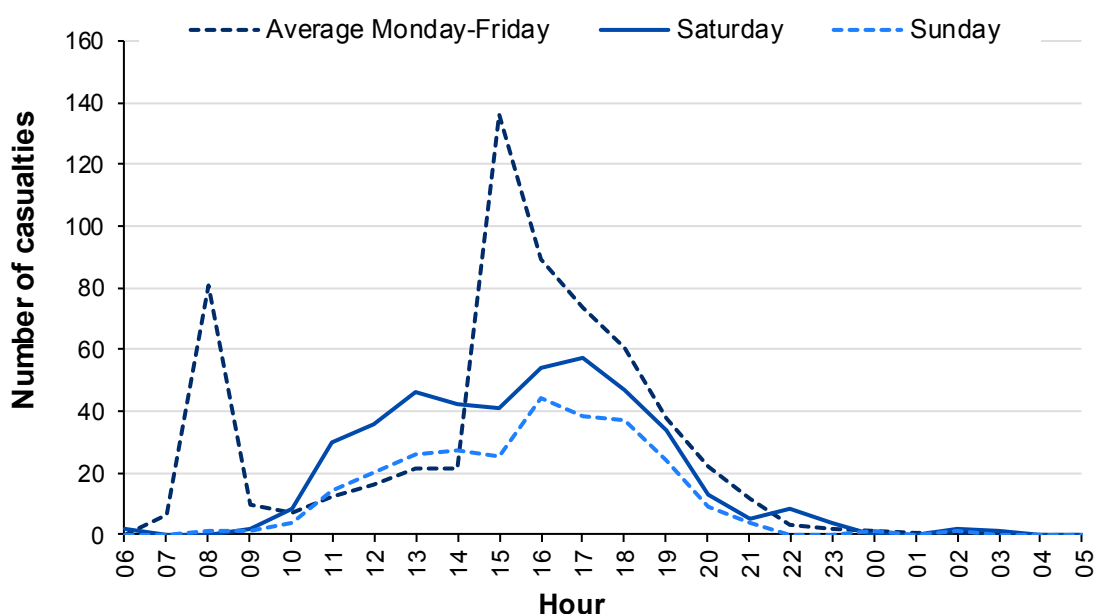


Source: Road Accident Statistics, Welsh Government

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 2006 to 2016 inclusive, child pedestrian casualties of all severities peak around the times of 08:00 in the morning and 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 17:59 before falling 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 2006 to 2016



Source: Road Accident Statistics, Welsh Government

- In 2016, the rate per 100,000 (aged 0 - 15) population of being a child pedestrian casualty was 43.1 (Table 16).
- When compared to 2015 rate, the rate in 2016 was reduced by 5.4 per 100,000.
- When compared to the average from 2004 to 2008, the rate in 2016 was reduced by 39.2.

Table 16: Number and rate per 100,000 of population of child pedestrian casualties by severity of casualty, average 2004-08 and from 2012 to 2016

Year	Number of children (thousands)	Child pedestrian casualties			Number and rate	
		KSI	Slight	Total	Rate per 100,000 (aged 0-15) population	
Average 2004 - 2008	565.2	81	384	465	82.2	
2012	556.6	53	242	295	53.0	
2013	555.2	63	214	277	49.9	
2014	554.8	73	221	294	53.0	
2015	555.3	44	225	269	48.4	
2016	557.1	55	185	240	43.1	

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 2012 to 2016.

- In 2016, child pedestrian casualties were higher on a Thursday (21 per cent) with Saturday and 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 2016, 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 29 and 67 per cent was observed on every day of the week. Thursday 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 2012 to 2016

Day of week	Number					
	Average 2004-2008	2012	2013	2014	2015	2016
KSI:						
Monday	10	6	4	9	6	4
Tuesday	13	7	11	15	3	10
Wednesday	14	13	8	6	10	8
Thursday	10	11	13	10	8	16
Friday	16	6	11	19	8	8
Saturday	9	5	9	11	4	7
Sunday	8	5	7	3	5	2
Slight:						
Monday	62	35	33	30	36	31
Tuesday	64	34	40	37	34	27
Wednesday	52	41	28	37	43	30
Thursday	61	50	33	34	44	35
Friday	71	36	41	41	32	35
Saturday	46	29	28	22	21	11
Sunday	28	17	11	20	15	16
Total:						
Monday	73	41	37	39	42	35
Tuesday	76	41	51	52	37	37
Wednesday	66	54	36	43	53	38
Thursday	72	61	46	44	52	51
Friday	87	42	52	60	40	43
Saturday	55	34	37	33	25	18
Sunday	36	22	18	23	20	18

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 2016, 89 per cent of KSI and 93 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 2016, there were no child pedestrian fatalities, down from 2 in 2015,

Table 18: Child pedestrian casualties by speed limit on the road (mph) and severity, 2004–08 average and from 2012 to 2016

Speed Limit	Average 2004-2008	Number				
		2012	2013	2014	2015	2016
KSI						
20	1	1	1	2	1	1
30	74	46	61	67	37	49
40	2	3	0	0	1	4
50	1	0	1	0	2	1
60	4	2	0	4	3	0
70	0	1	0	0	0	0
Slight						
20	3	5	3	9	5	8
30	362	226	196	202	213	172
40	8	5	7	6	4	3
50	1	0	1	2	1	0
60	9	5	7	2	2	2
70	0	1	0	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, taxis, and minibuses; in fine weather ([Table 20](#))
- Since 2012, 92 per cent of child pedestrian casualties were hit by cars, taxis and minibuses ([Table 19](#)).
- Since 2012, 84 per cent of child pedestrian casualties occurred during fine weather ([Table 20](#)).

Table 19: Child pedestrian casualties by severity and type of vehicle involved, average 2004-08 and from 2012 to 2016

Type of vehicle	Number					
	Average 2004 - 2008	2012	2013	2014	2015	2016
KSI:						
Pedal Cycle	1	0	0	2	0	0
Motorcycle	2	1	2	1	2	2
Car, taxi, minibus	73	49	60	65	40	49
Bus or coach	1	2	0	1	0	0
Goods vehicles	3	1	0	4	2	4
Others	2	0	1	0	0	0
Unknown	0	0	0	0	0	0
Slight:						
Pedal Cycle	1	0	2	1	2	0
Motorcycle	6	6	1	7	3	3
Car, taxi, minibus	350	220	203	202	198	173
Bus or coach	9	3	2	3	7	1
Goods vehicles	14	10	6	8	15	8
Others	4	3	0	0	0	0
Unknown	0	0	0	0	0	0
All severities:						
Pedal Cycle	1	0	2	3	2	0
Motorcycle	8	7	3	8	5	5
Car, taxi, minibus	422	269	263	267	238	222
Bus or coach	11	5	2	4	7	1
Goods vehicles	17	11	6	12	17	12
Others	6	3	1	0	0	0
Unknown	0	0	0	0	0	0

Source: Road Accident Statistics, Welsh Government

Table 20: Child pedestrian casualties by weather, average 2004-08 and from 2012 to 2016

Weather	Number					
	Average 2004 -2008	2012	2013	2014	2015	2016
Fine without high winds	387	245	238	241	230	204
Raining without high winds	36	30	22	39	26	30
Snowing without high winds	1	1	0	1	2	0
Fine with high winds	5	3	1	4	1	2
Raining with high winds	5	2	4	1	8	2
Snowing with high winds	0	0	0	0	0	0
Fog or mist - if hazard	1	0	1	0	0	1
Other	8	4	4	4	2	0
Unknown	21	10	7	4	0	1
Total	465	295	277	294	269	240

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 2016 they represented around a sixth (18 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:

[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

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 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.

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

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 is available on the [Stats Wales website](#).

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.

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

This document is available at:

<http://gov.wales/statistics-and-research/pedestrian-road-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 to:

stats.transport@gov.wales

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