ystadegau ar gyfer cymru statistics for wales

Statistical Bulletin
Bwletin Ystadegol

SB 75/2012 21 August 2012

Road Safety, 2011

Background

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

The aim of this bulletin is to show trends in the number and severity of these casualties; and to show the circumstances associated with the accidents that resulted in these casualties. This is to provide information relevant to road safety policy; also to provide a starting point for any further, in-depth investigation of the accidents resulting in casualties.

This information was previously released in Chapter 4 of 'Welsh Transport Statistics'. Excel versions of some of the tables shown here are also available from the Statistics for Wales website.

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

Summary

In 2011;

There were a total of 9,406 reported casualties of all severities, 6 per cent lower that in 2010;

- 121 people were killed, 36 per cent more than in 2010,
- 1,126 people were seriously injured, 13 per cent more than 2010,
- 8,159 people were slightly injured, 8 per cent less than 2010.

Related Statistical Bulletins

In addition to this general overview Bulletin, there are also a series of Bulletins that look in more detail at road traffic accidents and casualties in Wales during 2011 available from the following link:
http://wales.gov.uk/topics/statistics/headlines/transport2012/?lang=en

These Bulletins focus on particular groups of road users that are either at higher risk of involvement in an accident or are more vulnerable in terms of becoming a casualty, if involved in an accident. They cover the following topics:

- Young Drivers
- Older Drivers
- Pedal Cyclists
- Pedestrians
- Motorcyclists

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Summary of Road Safety in Wales

The latest road accident and casualty figures for Wales for 2011 show that:

- During 2011 there were **6,434 road accidents** involving personal injury recorded by the police in Wales, 416 (6 per cent) fewer than in 2010.
- These accidents resulted in **9,406 casualties**, 549 (6 per cent) fewer than in 2010. Within this total:
  - 121 people were killed, 36 per cent more than in 2010,
  - 1,126 people were seriously injured, 13 per cent more than 2010,
  - 8,159 people were slightly injured, 8 per cent less than 2010.

Table 1 summarises recent figures for casualties, and child casualties, by severity.

Table 1: Casualties and child casualties by severity, 1994-1998 average, 2004-2011

Number and percentage

	All Casualties				Child Casualties (aged 0-15)			
	Killed	Seriously injured	Slightly injured	All casualties	Killed	Seriously injured	Slightly injured	All severities
1994-98 average	213	1,795	12,848	14,856	14	275	1,977	2,266
2004	201	1,336	12,150	13,687	9	161	1,375	1,545
2005	180	1,146	11,407	12,733	7	128	1,260	1,395
2006	162	1,210	11,320	12,692	10	134	1,153	1,297
2007	161	1,238	10,870	12,269	5	143	1,056	1,204
2008	142	1,254	9,790	11,186	4	111	989	1,104
2009	125	1,096	9,133	10,354	5	131	873	1,009
2010	89	998	8,868	9,955	4	104	918	1,026
2011	121	1,126	8,159	9,406	6	126	877	1,009

A number of the tables shown in this Bulletin are the same as the tables previously contained in Chapter 4 of 'Welsh Transport Statistics'. Excel versions of these tables are also available from the Statistics for Wales website. In the Excel version, the table numbers are the same as the numbers in the previous edition of Chapter 4 for ease of reference.

Table 2 summarises recent figures for casualties (and KSI casualties) by type of road user.

Table 2: Casualties by type of road user by severity, 1994-1998 average, 2004-2011

Number and percentage

	Pedestrians	Pedal Cyclists	Motor-cyclists	Car, taxi and minibus users	Other road users	Total
Total casualties by type of road user						
1994-98 average	2,040	730	782	10,343	961	14,856
2004	1,531	516	778	10,082	780	13,687
2005	1,410	431	694	9,509	689	12,733
2006	1,324	496	813	9,255	804	12,692
2007	1,290	450	774	9,064	691	12,269
2008	1,283	422	723	8,092	666	11,186
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
Killed and Seriously Injured (KSI) Casualties by type of road user						
1994-98 average	434	107	253	1,115	99	2,008
2004	300	66	267	833	71	1,537
2005	269	61	223	729	44	1,326
2006	262	77	265	700	68	1,372
2007	277	80	275	712	55	1,399
2008	249	65	255	771	56	1,396
2009	257	84	241	595	44	1,221
2010	213	68	247	499	60	1,087
2011	261	118	242	573	53	1,247

Trends in reported road accident casualties

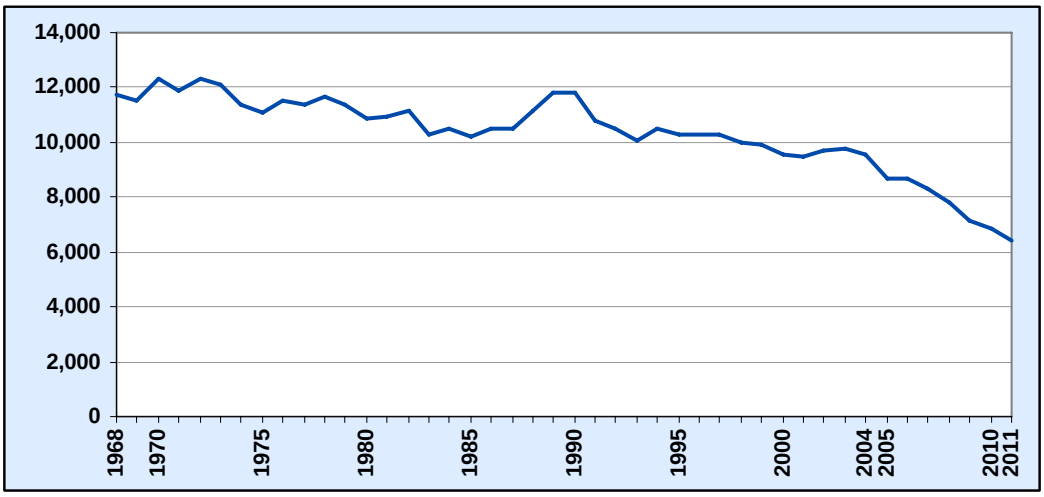
Table 3 on page 10 shows trends between 1968 and 2011 in police reported personal injury road traffic accidents and the associated road traffic casualties.

Accidents

Chart 1 below shows the number of personal injury road traffic accidents in Wales from 1968 to 2011. It shows that the number of accidents fell between 1970 and 1985; they increased up to 1989 and 1990; the number of accidents then fell up to 2004; after 2004 there was a more rapid and consistent fall in accidents.

In more detail: during the 14 years between 1990 and 1984, the number of accidents fell by 2,300 from 11,800 down to 9,500; a fall of 19.3 per cent. This rate of decline then accelerated so that in the 7 years from 2004 to 2011, the number of accidents fell by 3,100 from 9,500 in 2004 down to 6,400 in 2011. This was a fall of 32.5 per cent over the 7 year period, an average rate of decline of 5.5 per cent per annum.

Chart 1: Road traffic accidents in Wales, 1968 to 2011



The Welsh population has grown since 1968, and that, together with the fall in the number of accidents, has meant that the accident rate per 100,000 population has fallen. Between 1968 to 1999 this rate fell from 432.5 per 100,000 population to 341.2, and then fell again to 227.9 in 2010. A similar occurrence can be noted when looking at the rate of accidents per 1,000 vehicles and, to a lesser degree, the rate of accidents per 100km of road.

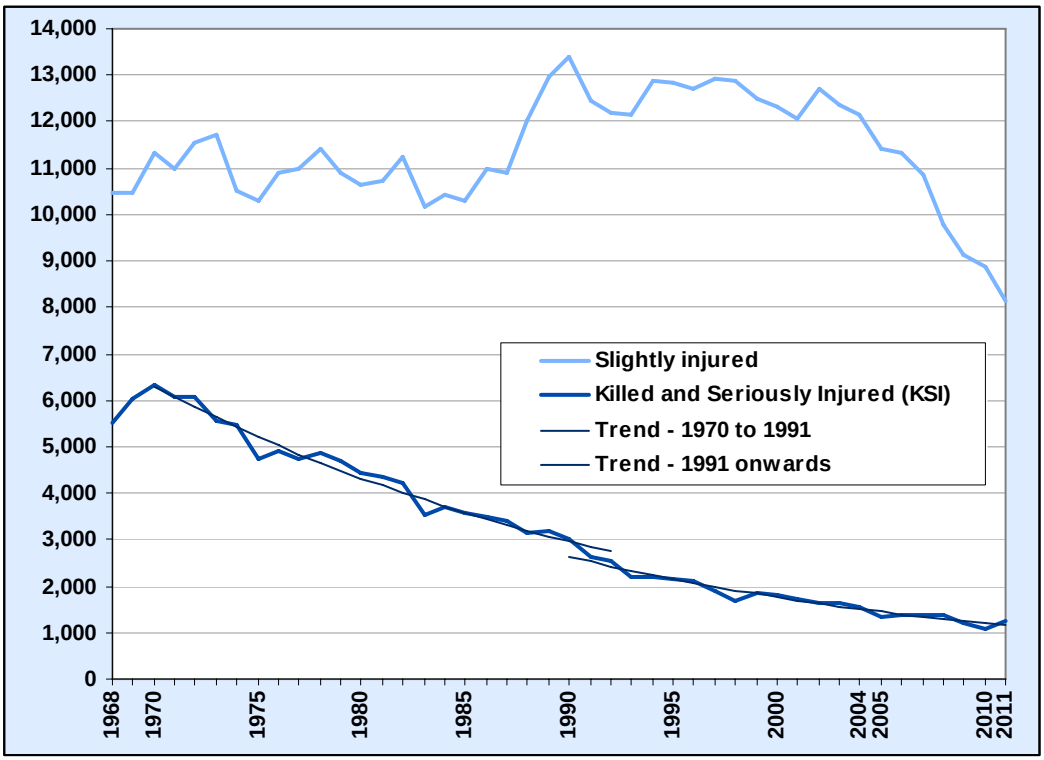
Casualties

Chart 2 shows how these trends in accidents have carried through to casualties. It shows the number of people slightly injured and the number killed and seriously injured (KSI) on roads in Wales.

The trends for slight and KSI casualties are quite different. The pattern for slight casualties is somewhat similar to that for accidents, as shown in Chart 1. Slight casualties fluctuated between 10 and 12 thousand casualties a year from 1968 to 1987 before rising to over 13 thousand casualties in 1990. They then fluctuated between 12 thousand and 13 thousand casualties a year from 1991 to 2004. From 2004 onwards slight casualties fell sharply so that in the 7 years from 2004 to 2011, the number of slight casualties fell by 4,000 from 12,200 in 2004 down to 8,200 in 2011; a fall of 32.8 per cent (very similar to that for accidents over the same period), an average fall of 5.5 per cent per annum over this period.

In contrast, KSI casualties have declined, fairly steadily, from a peak in 1970. This decline is emphasised by the two trend lines, each representing a fall of around 4 per cent per annum in KSI casualties (slightly less, at 3.8 per cent for 1999 and onwards), for the two periods, the first for 1979 to 1991 and the second from 1991 onwards.

Chart 2: Road traffic casualties in Wales, 1968 to 2011



As stated above, KSI casualties have tended to fall during the whole period from 1970 to 2011. It is difficult to identify the reasons for this fall and their relative contribution to the decline in KSI casualties in Wales.

Chart 3 below shows changes in KSI casualties over the period from 1979 to 2011 for children (aged 0-15), for motorcyclists and for all other road users, taken together. The patterns in this chart suggests some of the different factors at play. For example there is a steady fall in the number of child KSI casualties and part of this is probably associated with changes in children's behaviour over the period from 1979 to 2011, with a smaller proportion walking to school and playing in the street.

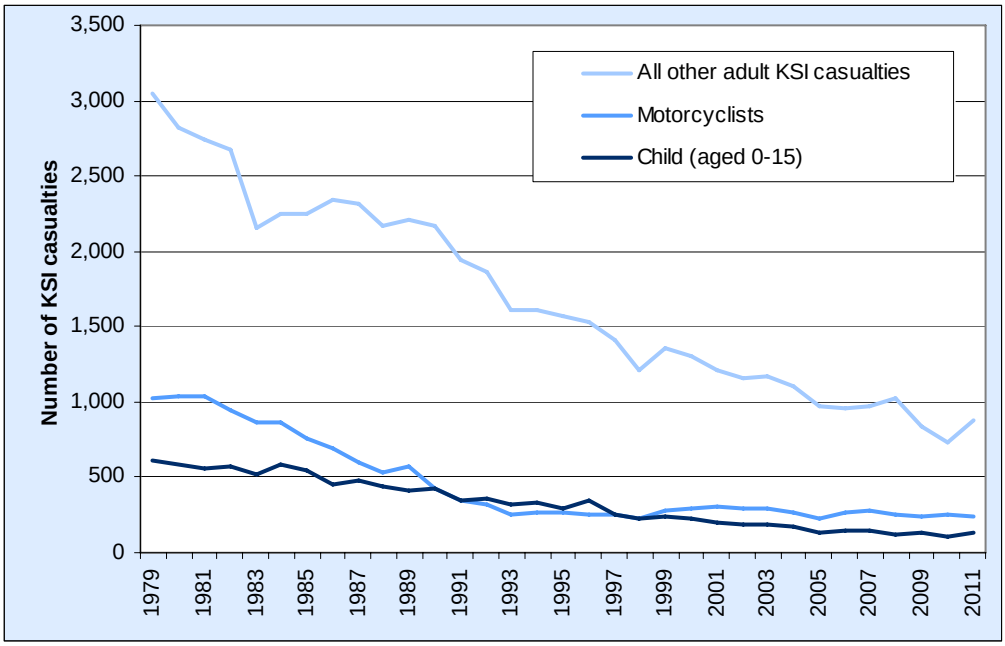
For motorcyclists there is a steady decline in casualties up to 1993, with casualties broadly level from 1994 onwards. This is associated with the decline in motorcycle and moped riding amongst young

people over the period between 1979 and 1993 (with the motorcycle test becoming harder in 1990); and the rise of motorcycling as a leisure pursuit as well as being a mode of transport alone.

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

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

Chart 3: KSI casualties in Wales, 1979 to 2011



In a pattern that mirrors the accident rates, the number of casualties per 100,000 population has decreased dramatically between 1968 to 1999, falling from 589.2to 494.7, and then fell to 331.2 in 2010. There is a similar story when looking at the rate of casualties per 1,000 vehicles licensed and the rate of casualties per 100km of road (see table 3).

Trends in fatalities:
The number killed on the roads in Wales peaked in 1974 at 424 people. This had fallen to 121 people by 2011. Chart 4 below shows that since 1979, the greatest proportionate fall in fatalities has been for pedestrians, with the 2011 level less than a quarter of that in 1979. Car (and other 4-wheeled motor vehicle) users, together with motorcyclist fatalities have both more than halved over this period; though the fall in motorcyclist fatalities mostly took place over the period between 1979 and 1990. Pedal cyclists fatalities have fluctuated at a relatively low level over this whole period without a clear trend, either upwards or downwards.

Chart 4: Road traffic fatalities by type of road user, 1979 to 2011

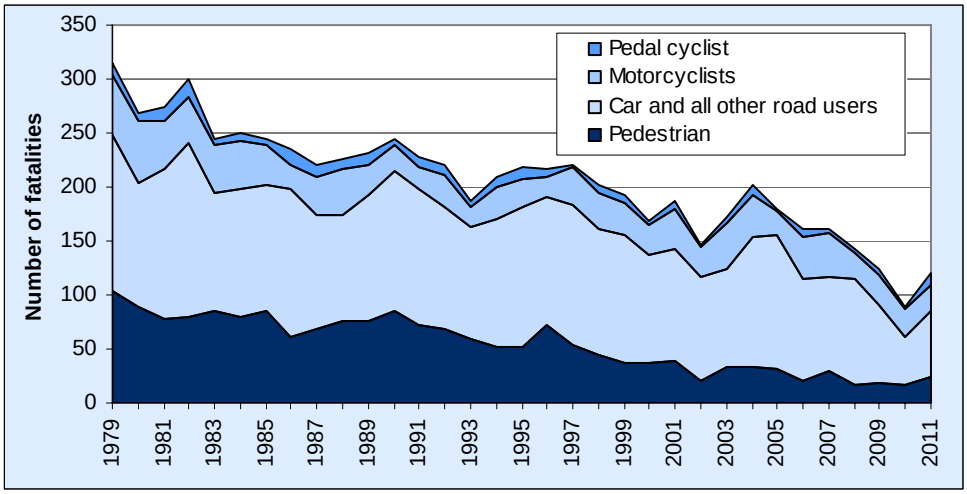


Table 3: Accident and casualty summary, 1968 to 2011

Year	Population (thousands)	Road vehicles licensed (thousands)	Road vehicles per 1,000 population	Road length (km)	Accidents			
					Number	Rate per 100,000 population	Rate per 1,000 vehicles licensed	Rate per 100 km of road
	(a)	(b)		(c)				
1968	2,706	695.1	256.9	29,732	11,704	432.5	16.8	39.4
1969	2,711	699.4	257.9	29,858	11,538	425.5	16.5	38.6
1970	2,717	728.6	268.2	30,038	12,308	453.0	16.9	41.0
1971	2,740	753.9	275.1	30,176	11,864	432.9	15.7	39.3
1972	2,755	792.1	287.5	30,320	12,314	446.9	15.5	40.6
1973	2,773	835.7	301.4	30,535	12,079	435.6	14.5	39.6
1974	2,785	867.7	311.5	30,758	11,393	409.1	13.1	37.0
1975	2,795	859.6	307.5	30,777	11,075	396.2	12.9	36.0
1976	2,799	877.9	313.6	30,825	11,498	410.7	13.1	37.3
1977	2,801	..	..	30,955	11,388	406.6	..	36.8
1978	2,804	861.3	307.1	31,163	11,639	415.0	13.5	37.3
1979	2,810	900.2	320.3	31,221	11,346	403.8	12.6	36.3
1980	2,816	934.7	331.9	31,339	10,898	387.0	11.7	34.8
1981	2,813	934.6	332.2	31,869	10,908	387.7	11.7	34.2
1982	2,804	958.7	341.9	32,039	11,130	396.9	11.6	34.7
1983	2,803	982.0	350.3	32,339	10,287	367.0	10.5	31.8
1984	2,801	1,003.5	358.3	32,407	10,534	376.1	10.5	32.5
1985	2,803	1,038.9	370.6	32,531	10,227	364.8	9.8	31.4
1986	2,811	1,064.3	378.6	32,677	10,524	374.4	9.9	32.2
1987	2,823	1,094.2	387.7	32,751	10,518	372.6	9.6	32.1
1988	2,841	1,150.8	405.0	32,842	11,158	392.7	9.7	34.0
1989 (d)	2,855	1,188.6	416.3	33,216	11,802	413.4	9.9	35.5
1990	2,862	1,222.0	427.0	33,296	11,822	413.1	9.7	35.5
1991	2,873	1,208.6	420.7	33,360	10,824	376.7	9.0	32.4
1992	2,878	1,229.2	427.2	33,531	10,464	363.6	8.5	31.2
1993	2,884	1,174.0	407.1	33,616	10,046	348.4	8.6	29.9
1994	2,887	1,176.8	407.6	33,709	10,536	364.9	9.0	31.3
1995	2,889	1,174.8	406.7	33,818	10,276	355.8	8.7	30.4
1996	2,891	1,264.2	437.2	34,043	10,288	355.8	8.1	30.2
1997	2,895	1,300.5	449.2	34,247	10,251	354.1	7.9	29.9
1998	2,900	1,334.6	460.3	34,366	10,024	345.7	7.5	29.2
1999	2,901	1,375.6	474.2	33,616	9,896	341.2	7.2	29.4
2000	2,907	1,380.3	474.8	33,712	9,588	329.8	6.9	28.4
2001	2,910	1,433.3	492.5	33,765	9,512	326.8	6.6	28.2
2002	2,918	1,496.7	512.9	33,825	9,700	332.4	6.5	28.7
2003	2,929	1,547.3	528.3	33,876	9,744	332.7	6.3	28.8
2004	2,943	1,616.9	549.4	33,987	9,535	323.9	5.9	28.1
2005	2,950	1,663.8	564.0	34,038	8,710	295.2	5.2	25.6
2006	2,962	1,697.8	573.2	34,070	8,701	293.8	5.1	25.5
2007	2,976	1,728.8	580.9	34,111	8,339	280.2	4.8	24.4
2008	2,990	1,742.4	582.7	34,174	7,784	260.3	4.5	22.8
2009	2,999	1,745.1	581.9	34,164	7,126	237.6	4.1	20.9
2010	3,006	1,733.0	576.5	34,150	6,850	227.9	4.0	20.1
2011 (e)	..	..	..	34,214	6,434	..	..	18.8

(a) Registrar General's mid-year estimates of resident population.
(b) Up to 1977, these are licences current at any time during the quarter ending September; for 1978 onwards, these are licences current at the end of December. The methodology used to calculate the number of vehicles licensed has been updated for 1993 onwards. Hence, the licence figures and the rates calculated from them are not strictly comparable to those prior to 1993.
(c) Total road length at 1 April each year, excluding green lanes and footpaths. Figures for years prior to 1974 are not wholly comparable with those thereafter.
(d) Includes one casualty where severity class was unknown.
(e) 2011 figures are not yet available for population and for road vehicles licensed.

Table 3 (continued): Accident and casualty summary, 1968 to 2011

Casualties					All casualties rates			Year
Killed	Seriously injured	Killed and seriously injured	Slightly injured	All casualties	Rate per 100,000 population	Rate per 1,000 vehicles licensed	Rate per 100 km of road	
366	5,127	5,493	10,452	15,945	589.2	22.9	53.6	1968
337	5,712	6,049	10,485	16,534	609.8	23.6	55.4	1969
373	5,939	6,312	11,313	17,625	648.7	24.2	58.7	1970
387	5,687	6,074	10,993	17,067	622.8	22.6	56.6	1971
415	5,664	6,079	11,553	17,632	640.0	22.3	58.2	1972
424	5,147	5,571	11,704	17,275	623.0	20.7	56.6	1973
368	5,096	5,464	10,504	15,968	573.3	18.4	51.9	1974
318	4,433	4,751	10,308	15,059	538.7	17.5	48.9	1975
322	4,584	4,906	10,899	15,805	564.6	18.0	51.3	1976
320	4,415	4,735	10,991	15,726	561.5	..	50.8	1977
338	4,551	4,889	11,427	16,316	581.8	18.9	52.4	1978
314	4,364	4,678	10,913	15,591	554.8	17.3	49.9	1979
268	4,182	4,450	10,629	15,079	535.5	16.1	48.1	1980
275	4,066	4,341	10,725	15,066	535.5	16.1	47.3	1981
300	3,902	4,202	11,235	15,437	550.5	16.1	48.2	1982
245	3,296	3,541	10,175	13,716	489.3	14.0	42.4	1983
250	3,453	3,703	10,443	14,146	505.1	14.1	43.7	1984
245	3,310	3,555	10,282	13,837	493.6	13.3	42.5	1985
235	3,243	3,478	10,967	14,445	513.9	13.6	44.2	1986
220	3,173	3,393	10,890	14,283	506.0	13.1	43.6	1987
226	2,901	3,127	12,034	15,161	533.6	13.2	46.2	1988
231	2,960	3,191	12,970	16,162	566.1	13.6	48.7	1989 (d)
244	2,787	3,031	13,397	16,428	574.1	13.4	49.3	1990
227	2,408	2,635	12,430	15,065	524.4	12.5	45.2	1991
220	2,314	2,534	12,195	14,729	511.8	12.0	43.9	1992
187	2,003	2,190	12,138	14,328	496.9	12.2	42.6	1993
210	1,998	2,208	12,897	15,105	523.1	12.8	44.8	1994
218	1,915	2,133	12,818	14,951	517.6	12.7	44.2	1995
216	1,914	2,130	12,723	14,853	513.7	11.7	43.6	1996
221	1,689	1,910	12,925	14,835	512.5	11.4	43.3	1997
202	1,457	1,659	12,879	14,538	501.4	10.9	42.3	1998
192	1,679	1,871	12,479	14,350	494.7	10.4	42.7	1999
168	1,655	1,823	12,317	14,140	486.4	10.2	41.9	2000
187	1,538	1,725	12,070	13,795	474.0	9.6	40.9	2001
147	1,485	1,632	12,704	14,336	491.3	9.6	42.4	2002
173	1,482	1,655	12,381	14,036	479.2	9.1	41.4	2003
201	1,336	1,537	12,150	13,687	465.0	8.5	40.3	2004
180	1,146	1,326	11,407	12,733	431.6	7.7	37.4	2005
162	1,210	1,372	11,320	12,692	428.5	7.5	37.3	2006
161	1,238	1,399	10,870	12,269	412.2	7.5	37.3	2007
142	1,254	1,396	9,790	11,186	374.1	6.4	32.7	2008
125	1,096	1,221	9,133	10,354	345.2	5.9	30.3	2009
89	998	1,087	8,868	9,955	331.2	5.7	29.2	2010
121	1,126	1,247	8,159	9,406	..	..	27.5	2011 (e)

Killed or Seriously Injured Casualties in 2011

Introduction

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

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

Average value of prevention per reported casualty and per reported road accident: Great Britain 2009

£ June 2009

Accident/casualty type	Cost per casualty	Cost per accident
Fatal	1,585,510	1,790,200
Serious	178,160	205,060
Slight	13,740	21,370
Average for all severities	47,740	68,320
Damage only	-	1,880

There were a total of 1,247 killed or seriously injured casualties (KSI) on Welsh roads in 2011. This represents an average of 3.4 KSI casualties per day. The 2011 KSI total was an increase of 160 on the previous years figure. While 2010 was the lowest recorded KSI total on record (mainly due to weather conditions at the start and end of 2010), 2011 still represented the third lowest annual KSI total.

For comparison: There were a total of 8,189 slightly injured casualties on Welsh roads in 2011. This represents an average of 22.3 slight casualties per day and the lowest number of slight casualties on record. The 2011 slight total was a decrease of 709 on the previous years figure.

Chart 5 below shows another difference between KSI casualties and slight casualties by the type of road user. Pedestrians, pedal cyclists and motorcyclists are much more vulnerable road users than car, bus and lorry users, so they form a much higher proportion of KSI casualties than of slight casualties.

Chart 5: Casualties by type of road user, 2011

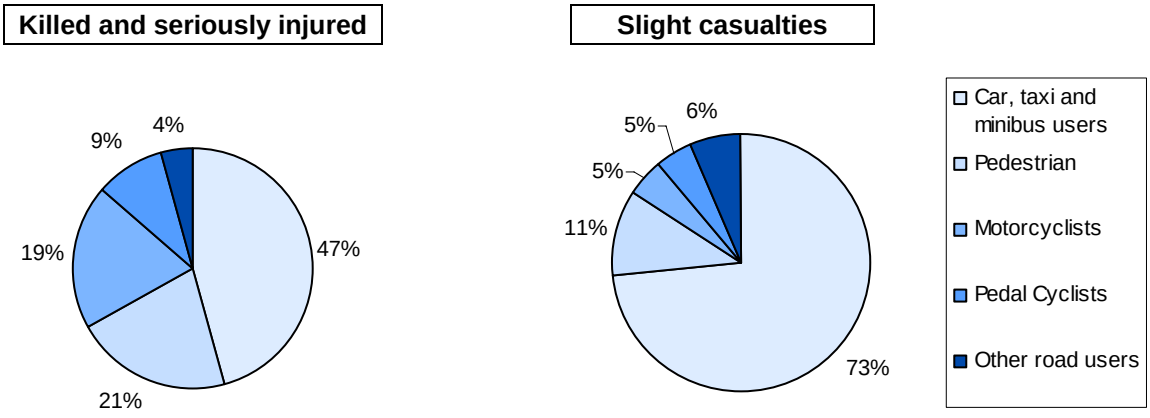


Table 4 below is a reference table that compares casualties in Wales with those across the countries of the rest of the United Kingdom.

Table 4: United Kingdom casualties by severity, road user type and country, 2011 (a)

Number

	Wales	England	Scotland	Northern Ireland	United Kingdom
Pedestrians:					
Killed	24	386	43	13	466
Seriously injured	237	4,705	512	200	5,654
Slightly injured	893	17,896	1,502	621	20,912
All severities	1,154	22,987	2,057	834	27,032
Pedal cyclists:					
Killed	11	89	7	2	109
Seriously injured	107	2,822	156	47	3,132
Slightly injured	403	14,958	661	207	16,229
All severities	521	17,869	824	256	19,470
Motorcyclists:					
Killed	24	305	33	7	369
Seriously injured	218	4,737	292	109	5,356
Slightly injured	370	13,689	482	245	14,786
All severities	612	18,731	807	361	20,511
Car, taxi and minibus users:					
Killed	57	736	90	33	916
Seriously injured	516	7,045	781	431	8,773
Slightly injured	5,980	102,605	7,115	6,300	122,000
All severities	6,553	110,386	7,986	6,764	131,689
Other road users:					
Killed	5	78	13	4	100
Seriously injured	48	814	132	38	1,032
Slightly injured	513	10,916	944	503	12,876
All severities	566	11,808	1,089	545	14,008
All road users:					
Killed	121	1,594	186	59	1,960
Seriously injured	1,126	20,123	1,873	825	23,947
Slightly injured	8,159	160,064	10,704	7,876	186,803
All severities	9,406	181,781	12,763	8,760	212,710

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

KSI casualties by type of road user in 2011

Table 5 shows that car occupants, pedestrians and motorcycle users account for the vast majority of KSI casualties in 2011 (46 per cent, 21 per cent and 19 per cent respectively). Car occupant casualties were 49 per cent below the 1994-1998 average and pedestrian casualties 40 per cent lower, but motorcycle casualties were only 4 per cent lower.

Table 5: KSI Casualties by road user type, 2011

	Number				2011 Percentage Change Over:	
	1994-98 Average	2009	2010	2011	1994-98 Average	2010
Pedestrian	434	257	213	261	-40	23
Pedal cyclist	107	84	68	118	10	74
Motorcycle users	253	241	247	242	-4	-2
Car, taxi and minibus users	1,115	595	499	573	-49	15
Other vehicles	99	44	60	53	-46	-12
All Road Users	2,008	1,221	1,087	1,247	-38	15
of which children	289	136	108	132	-54	22

Between 2010 and 2011 car occupants and pedestrians saw an increase of 15 per cent and 23 per cent in KSI casualties respectively but motorcycle user KSI casualties witnessed a fall of only 2 per cent.
Pedal cyclists accounted for 9 per cent of KSI casualties in 2011; this is almost doubled when compared to 1994-1998 average figure of around 5 per cent. The 2011 pedal cycle casualties figure was 10 per cent higher than the 1994-1998 average figure (the only road user type to see an increase), and it was 74 per cent higher than the 2010 figure.

Table 6 provides more detailed information about casualties by type of road user over the period from 2006 to 2011.

Table 6: Casualties by type of road user and severity

Number and percentage

	1994-98 average	2006	2007	2008	2009	2010	2011	Change 2011 over 1994-98
Pedestrians:								
Killed	55	20	30	17	18	17	24	-56.0
Seriously injured	379	242	247	232	239	196	237	-37.5
KSI	434	262	277	249	257	213	261	-39.9
Slightly injured	1,606	1,062	1,013	1,034	857	895	893	-44.4
All severities	2,040	1,324	1,290	1,283	1,114	1,108	1,154	-43.4
Pedal cyclists:								
Killed	8	9	3	4	6	2	11	44.7
Seriously injured	100	68	77	61	78	66	107	7.4
KSI	107	77	80	65	84	68	118	10.1
Slightly injured	623	419	370	357	319	379	403	-35.3
All severities	730	496	450	422	403	447	521	-28.6
Motorcyclists:								
Killed	28	38	42	24	28	25	24	-15.5
Seriously injured	225	227	233	231	213	222	218	-3.1
KSI	253	265	275	255	241	247	242	-4.5
Slightly injured	529	548	499	468	410	398	370	-30.0
All severities	782	813	774	723	651	645	612	-21.8
Car, taxi and minibus users: (b)								
Killed	113	89	79	91	67	38	57	-49.6
Seriously injured	1,001	611	633	680	528	461	516	-48.5
KSI	1,115	700	712	771	595	499	573	-48.6
Slightly injured	9,229	8,555	8,352	7,321	7,012	6,632	5,980	-35.2
All severities	10,343	9,255	9,064	8,092	7,607	7,131	6,553	-36.6
Other road users:								
Killed	10	6	7	6	6	7	5	-47.9
Seriously injured	89	62	48	50	38	53	48	-46.2
KSI	99	68	55	56	44	60	53	-46.4
Slightly injured	862	736	636	610	535	564	513	-40.5
All severities	961	804	691	666	579	624	566	-41.1
All road users:								
Killed	213	162	161	142	125	89	121	-43.3
Seriously injured	1,795	1,210	1,238	1,254	1,096	998	1126	-37.3
KSI	2,008	1,372	1,399	1,396	1,221	1087	1247	-37.9
Slightly injured	12,848	11,320	10,870	9,790	9,133	8868	8159	-36.5
All severities	14,856	12,692	12,269	11,186	10,354	9,955	9406	-36.7

Table 7 looks at the involvement of goods vehicles in accidents. This is shown because these vehicles can be particularly dangerous for other road users in an accident. The table shows a decline in HGV involvement in fatal and serious accidents. This declining trend is less evident for light goods vehicles.

Table 7: HGV summary

Number and rate

Year	Accidents						
	Fatal	Serious	Slight	All Accidents	Traffic Volume Billion Vehicle kms	Rate per Vehicle Billion Vehicle kms	Rate per 100 km of road
Light Goods Vehicles (a)							
1994-98 Average	14	88	617	719	2.62	274.6	2.11
2004	16	60	476	552	3.47	159.0	1.62
2005	12	60	512	584	3.58	163.1	1.72
2006	15	57	535	607	3.73	162.8	1.78
2007	12	62	518	592	3.90	151.7	1.74
2008	7	67	423	497	3.94	126.1	1.45
2009	7	61	374	442	3.88	114.0	1.29
2010	5	50	399	454	3.94	115.3	1.33
2011	10	53	390	453	..	..	1.33
Heavy goods Vehicles (b)							
1994-98 Average	30	111	496	636	1.28	497.0	1.87
2004	27	63	365	455	1.29	353.9	1.34
2005	15	46	394	455	1.29	353.2	1.34
2006	16	73	423	512	1.28	399.2	1.50
2007	15	64	375	454	1.31	345.7	1.33
2008	17	45	311	373	1.29	288.7	1.09
2009	11	42	261	314	1.17	267.7	0.92
2010	6	47	215	268	1.15	232.4	0.78
2011	8	37	220	265	..	..	0.78

(a) Light Goods Vehicles have a 3.5 tonnes maximum gross weight (MGW) and under
(b) Heavy Goods Vehicles have over 3.5 tonnes maximum gross weight (MGW)

Other changes in KSI casualties in 2011

The number of children killed or seriously injured in road accidents has fallen considerably more than the overall KSI figure, by 54 per cent from the 1994-98 average. Yet while the overall KSI figure between 2010 and 2011 increased by 15 per cent, the child KSI figure increased by 22 per cent.

There is an equal split between KSI casualties occurring on rural (49 per cent) and urban roads (49 per cent) in 2011. The remaining 2 per cent of casualties occurred on motorways.

Rural A roads accounted for 36 per cent of KSI casualties while 'Urban Other' roads accounted for one in three KSI casualties.

'Urban Other' also accounted for 42 per cent of slight casualties in 2011, but Rural A roads only accounted for around one in five.

KSI casualties by age group

Table 8 below looks at KSI Casualties for the main road user types by the age groups. This can be used to show where the KSI increase occurred between 2010 and 2011.

Table 8: KSI casualties by age group and main road user types, 2009 to 2011

	Pedestrian			Pedal cyclist			Motorcylce Users			Car, taxi and minibus users		
	2009	2010	2011	2009	2010	2011	2009	2010	2011	2009	2010	2011
0-15	83	71	82	21	18	21	4	1	2	27	16	24
16-19	21	23	20	9	5	5	23	35	34	101	89	74
20-24	18	24	27	7	5	6	23	32	23	112	101	113
25-29	10	12	23	6	5	9	20	22	22	48	50	60
30-39	30	13	21	11	7	18	51	52	35	66	61	61
40-49	19	14	17	11	11	37	65	53	64	72	53	71
50-59	20	14	11	11	10	15	39	34	40	53	37	52
60 or over	56	42	60	8	7	7	16	18	22	116	92	118
Total	257	213	261	84	68	118	241	247	242	595	499	573

For pedestrians an increase of 18 casualties in the 60 and over age group was the largest increase for this road user type, with substantial increases also in the 0-15 and 25-29 age groups. There were slight decreases in the 16-19 and 50-59 age groups.

Pedal cyclists saw no decreases in any age group between 2010 and 2011. They did witness the greatest increase of any age grouping in any road user type, with an increase of 26 casualties in the 40-49 age group.

The 30-39 year old group saw a decrease of 17 casualties in the motorcycle user category. This was the largest decrease for any age grouping in any road user category. This was offset against an increase of 11 casualties in the 40-49 age grouping for motorcyclists, returning the number of casualties in this age group to the figure experienced in 2009.

The car occupant KSI increase between 2010 and 2011 is mainly down to the increase in the 40-49 (18 more casualties), 50-59 (15 more casualties) and the 60 and over (26 more casualties) age group categories. These increases are a return to the type of numbers witnessed in 2009. For car users aged 16-19 there was a decrease between 2010 and 2011, with a fall of 15 casualties. This reduction in the number of 16-19 car user casualties has followed of a drop of 12 casualties in 2010 from the 2009 figure.

Further detail is given in Tables 9 and 10 on the following page.

Table 9: Casualties by broad age bands and severity (a)

Number and percentage

	1994-98 average	2006	2007	2008	2009	2010	2011	Change 2011 over 1994-98
Children (aged 0-15):								
Killed	14	10	5	4	5	4	6	-56.5
Seriously injured	275	134	143	111	131	104	126	-54.2
Slightly injured	1,977	1,153	1,056	989	873	918	877	-55.6
Total	2,266	1,297	1,204	1,104	1,009	1,026	1,009	-55.5
Adults (aged 16-59):								
Killed	144	119	116	102	87	70	87	-39.8
Seriously injured	1,270	893	944	956	789	733	804	-36.7
Slightly injured	9,521	8,956	8,646	7,717	7,187	6,875	6,256	-34.3
Total	10,935	9,968	9,706	8,775	8,063	7,678	7,147	-34.6
Older adults (aged 60 and over):								
Killed	55	33	40	36	33	15	28	-49.3
Seriously injured	249	182	151	186	176	161	196	-21.3
Slightly injured	1,349	1,189	1,155	1,078	1,067	1,033	1,013	-24.9
Total	1,653	1,404	1,346	1,300	1,276	1,209	1,237	-25.2

(a) Excludes casualties of unknown age.

Table 10: Casualties by age

Number and percentage

	1994-98 average	2006	2007	2008	2009	2010	2011	Change 2011 over 1994-98
Age:								
0-4	325	166	173	139	140	139	143	-56.0
5-7	400	218	199	165	166	166	164	-59.0
8-11	721	348	365	388	302	300	298	-58.6
12-15	820	565	467	412	401	421	404	-50.8
16-19	1,842	1,862	1,762	1,741	1,531	1,325	1,225	-33.5
20-24	2,064	1,790	1,821	1,552	1,434	1,432	1,352	-34.5
25-29	1,727	1,263	1,187	1,095	964	978	895	-48.2
30-34	1,447	1,026	964	882	811	764	712	-50.8
35-39	1,063	1,067	1,009	866	779	728	651	-38.8
40-44	869	1,002	962	871	836	788	720	-17.1
45-49	792	743	816	735	715	684	692	-12.7
50-54	662	645	629	570	557	534	472	-28.7
55-59	469	570	556	463	436	445	428	-8.7
60-64	438	445	394	409	391	365	357	-18.4
65-69	354	296	296	239	253	265	268	-24.3
70-74	354	223	219	226	225	209	211	-40.4
75-79	256	202	207	198	179	178	191	-25.3
80 and over	252	238	230	228	228	192	210	-16.6
Not know n	2	23	13	7	6	42	13	
All ages	14,856	12,692	12,269	11,186	10,354	9,955	9,406	-36.7

Child (Aged 0-15) KSI casualties
Table 11 shows the number of KSI child casualties by road user type, gender and age.

All road user types saw a large decline compared to the 1994-98 average but have seen an increase from 2010. The total child KSI figure is the third lowest on record; only being surpassed by the 2010 and 2008 figure.

Male KSI child casualties far out-weigh the number of female KSI casualties. In the years shown, there are 50 per cent or more male casualties than female.

All child age groups have seen a significant fall in KSI casualties when compared to the 1994-98 average, ranging from a fall of 52 per cent (12-15 year olds) to a fall of 60 percent (0-4 year olds). All child age groups saw a rise between 2010 and 2011, but those aged 0-4 and 12-15 saw a decline on the 2009 equivalent figures.

Table 11: Child KSI casualties by age, sex and road user type; 2011

	Number				2011 Percentage Change Over:	
	1994-98 Average	2009	2010	2011	1994-98 Average	2010
Pedestrian	162	83	71	82	-49	15
Pedal cyclist	47	21	18	21	-55	17
Motorcycle users	3	4	1	2	-41	100
Car, taxi and minibus users	69	27	16	24	-65	50
Other vehicles	8	1	2	3	-62	50
Male	189	84	71	88	-54	24
Female	100	52	37	44	-56	19
0-4	40	17	11	16	-60	45
5-7	48	18	18	21	-56	17
8-11	88	36	33	41	-53	24
12-15	113	65	46	54	-52	17
Total	289	136	108	132	-54	22

Table 12 is an overview of child casualties since 1979. It shows the prolonged fall in those killed and seriously injured over this 32 year period.

Table 12: Child casualty (aged 0-15 years) summary

Number

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

Young adult (Aged 16-25) KSI casualties

Table 13 on the following page shows the number of KSI young adult casualties by road user type and severity.

It shows that there has been only a small and erratic downward movement in KSI casualties amongst this age group between 2006 and 2011. Such decline as can be identified appears to be amongst car and taxi users. There is no downward trend evident for pedestrians, for pedal cyclists or for motorcyclists, even though the year-to-year figures fluctuate.

Table 13: Casualties aged 16-25, by type of road user and severity

Number

	1994-98 average Cyfartaledd 1994-98	2006	2007	2008	2009	2010	2011
Pedestrians:							
Killed	9	1	3	3	4	7	5
Seriously injured	62	51	45	33	36	42	48
Slightly injured	292	236	212	192	190	170	187
All severities	363	288	260	228	230	219	240
Pedal cyclists:							
Killed	1	1	0	0	1	1	0
Seriously injured	22	9	14	11	16	9	14
Slightly injured	143	77	70	57	61	81	82
All severities	166	87	84	68	78	91	96
Motorcyclists: (a)							
Killed	8	6	5	6	4	3	3
Seriously injured	76	62	66	67	46	69	61
Slightly injured	209	199	187	173	140	169	140
All severities	293	267	258	246	190	241	204
Cars and taxis users:							
Killed	38	39	23	41	21	17	23
Seriously injured	345	234	233	255	202	189	223
Slightly injured	2,965	2,887	2,893	2,569	2,366	2,133	2,134
All severities	3,348	3,160	3,149	2,865	2,589	2,339	2,380
Minibus users: (b)							
Killed	0	0	0	0	0	0	0
Seriously injured	2	0	1	0	0	0	3
Slightly injured	18	20	12	8	5	14	3
All severities	19	20	13	8	5	14	6
Public service vehicle users:							
Killed	0	0	0	0	0	0	1
Seriously injured	2	1	1	4	2	0	2
Slightly injured	41	54	32	50	45	45	24
All severities	43	55	33	54	47	45	27
Goods vehicle users:							
Killed	1	0	0	2	1	0	1
Seriously injured	13	5	6	4	2	4	5
Slightly injured	84	78	69	61	40	41	60
All severities	98	83	75	67	43	45	66
Other road users:							
Killed	0	1	0	0	0	2	1
Seriously injured	2	2	0	4	3	2	3
Slightly injured	14	18	11	15	10	9	13
All severities	17	21	11	19	13	13	17
All road users:							
Killed	57	48	31	52	31	30	34
Seriously injured	524	364	366	378	307	315	359
Slightly injured	3,767	3,569	3,486	3,125	2,857	2,662	2,643
All severities	4,347	3,981	3,883	3,555	3,195	3,007	3,036

(a) Riders and passengers of motorcycles, combinations, scooters and mopeds.
(b) Includes drivers and passengers of motor caravans up to and including 1998.

Risks of becoming a KSI casualty

The risk of becoming a road traffic casualty can be expressed in a variety of ways. These are set out in Table 14 below for road casualties in Wales as a whole.

It shows the risk expressed as the rate per head (here measured per 100,000 population), the rate per motor vehicle on the road (here measured in 1,000 motorised road vehicles registered to addresses in Wales); and the rate per volume of traffic (here measured as 100 million vehicle kilometres). It also shows the risk of becoming a casualty if involved in a personal injury accident.

Table 14: Casualty rates on all roads by population, vehicles, accidents and traffic volume, by severity

Number and rate

	1994-98 average	2006	2007	2008	2009	2010	2011
Number of casualties per 100,000 population:							
Killed	7.4	5.5	5.4	4.7	4.2	3.0	..
Seriously injured	62.0	40.9	41.6	41.9	36.5	33.2	..
Slightly injured	444.2	382.2	365.2	327.4	304.5	295.0	..
All severities	513.6	428.5	412.2	374.1	345.2	331.1	..
Number of casualties per 1,000 road motor vehicles:							
Killed	0.2	0.1	0.1	0.1	0.1	0.1	..
Seriously injured	1.4	0.7	0.7	0.7	0.6	0.6	..
Slightly injured	10.3	6.7	6.3	5.6	5.2	5.1	..
All severities	11.9	7.5	7.1	6.4	5.9	5.7	..
Number of casualties per 1,000 accidents:							
Killed	20.8	18.6	19.3	18.2	17.5	13.0	18.8
Seriously injured	174.7	139.1	148.5	161.1	153.8	145.7	175.0
Slightly injured	1250.5	1301.0	1303.5	1257.7	1281.6	1294.6	1268.1
All severities	1445.9	1458.7	1471.3	1437.1	1453.0	1453.3	1461.9
Vehicle kilometres (100 million)	236.0	280.0	284.1	283.5	279.5	274.3	..
Number of casualties per 100 million vehicle kilometres:							
Killed	0.9	0.6	0.6	0.5	0.4	0.3	..
Seriously injured	7.6	4.3	4.4	4.4	3.9	3.6	..
Slightly injured	54.4	40.4	38.3	34.5	32.7	32.3	..
All severities	63.0	45.3	43.2	39.5	37.0	36.3	..

Looking below the level of casualties as a whole; there are broad differences in the risk of becoming a KSI casualty that are measurable on any of the methods of calculating casualty rates as set out in the table above.

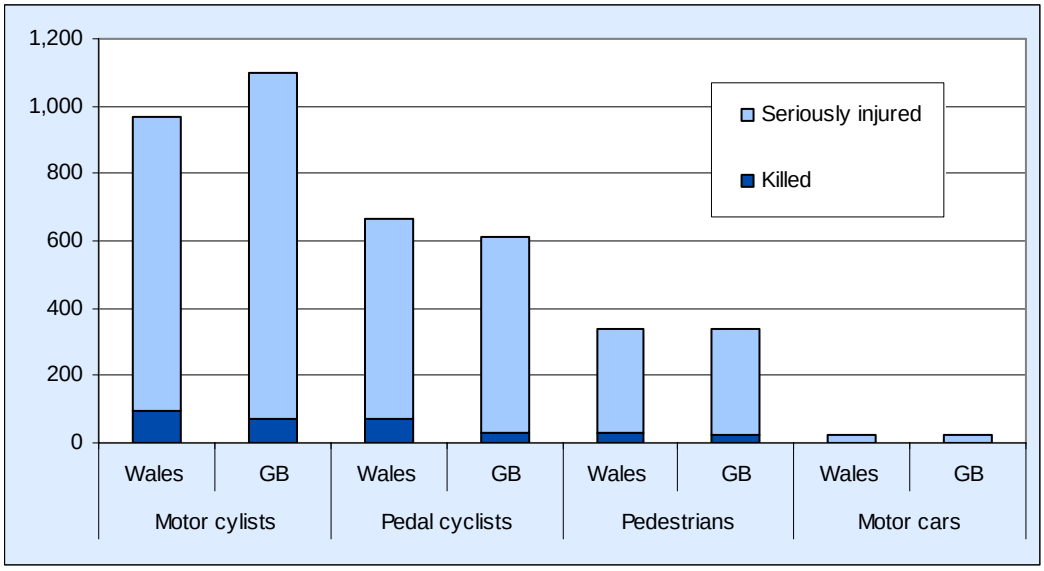
These categories are:

- By the type of road user, with some types of road user both more likely to be involved in an accident and, if involve, more likely to suffer a serious injury. So motorcyclists and pedal cyclists are more likely to be involved in accidents and more likely to become a KSI casualty than car users
- By the characteristics of the road user, and in the first instance this is age and sex of the road user. Men are sometimes more likely to be involved in accidents than women; and younger and older people have sometimes been considered as being at greater risk of involvement in accidents.

Chart 6 below looks at the first of these points shows the rate of KSI casualties per distance travelled using different modes of travel, that is for different types of road user. For each type of road user, the rates in Wales and Great Britain are similar suggesting that road safety issues in Wales are similar to those across the rest of the country.

The main point in this table is the higher risks, per distance travelled for motorcyclists and pedal cyclists as compared with car users. The comparison between pedestrians and car users is artificial given the far shorter journeys on foot (this may apply to pedal cyclists too).

Chart 6: Rate of KSI casualties per billion kilometres travelled, or walked by mode of transport: Wales and Great Britain, 2011



Source: WAG Road accidents and casualties database; DfT

The second two of these factors is explored in Chart 7 and 8 below. This compares the rates of KSI road traffic casualties by age band, type of road user and sex. In this case the comparison is per head of population rather than distance travelled.

Rate of KSI casualties by age, sex and type of road user
Chart 7 and 8 below shows the rate of casualties per head of population as an approximation to the risk of becoming a KSI road traffic casualty.

Chart 7 and chart 8 show, for example, that for pedestrian KSI casualties, this risk is highest for boys in the 8 to 11 age band; how the risk for girls is lower and peaks in the 12 to 15 aged band. They also show that the risk of being pedestrian casualty then drops as people get older, but rises again for the aged 75 and over age groups.

The largest group of KSI casualties are car, minibus and taxi users. They show how the risk of becoming a KSI casualty is relatively low for children but rises sharply for the aged 16 to 24 group, for both men and women. They show that across all age bands, the rates for women are only slightly below those for men. They show how the risk increases with age (from age 75 for men, from age 65 for women) but falls again for those aged 80 and over as older people give up car driving.

The risk for motorcycle users is much higher for men than for women. The risk for men peaks for the aged 16 to 19 age band and for the aged 40 to 44 age band.

The risks for pedal cyclists are, again, higher for men than for women, largely because women use this mode of travel far less than men. The highest risks are for boys aged between 8 and 11, and men aged in their 40s.

Chart 7: Rate of KSI casualties (per 100,000 population) by age band and type of casualty: 2011

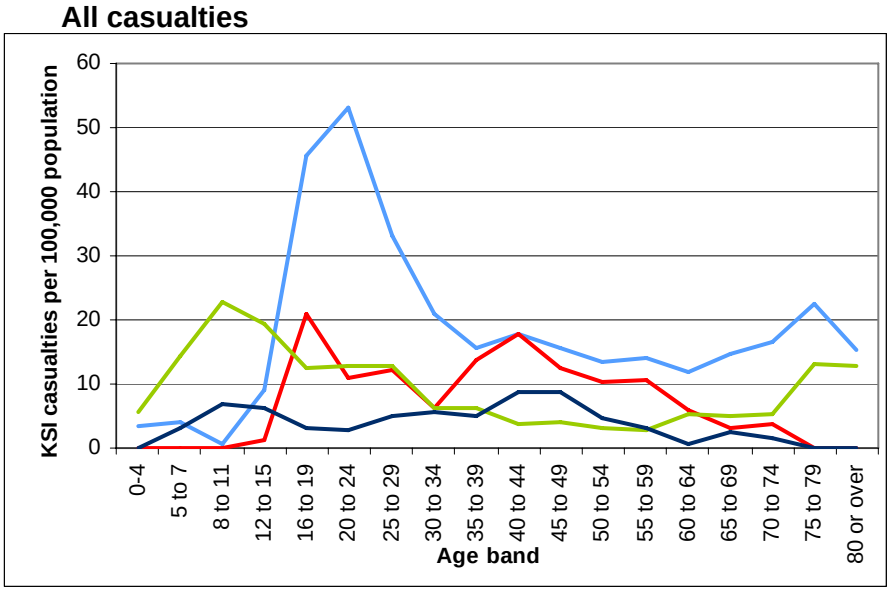
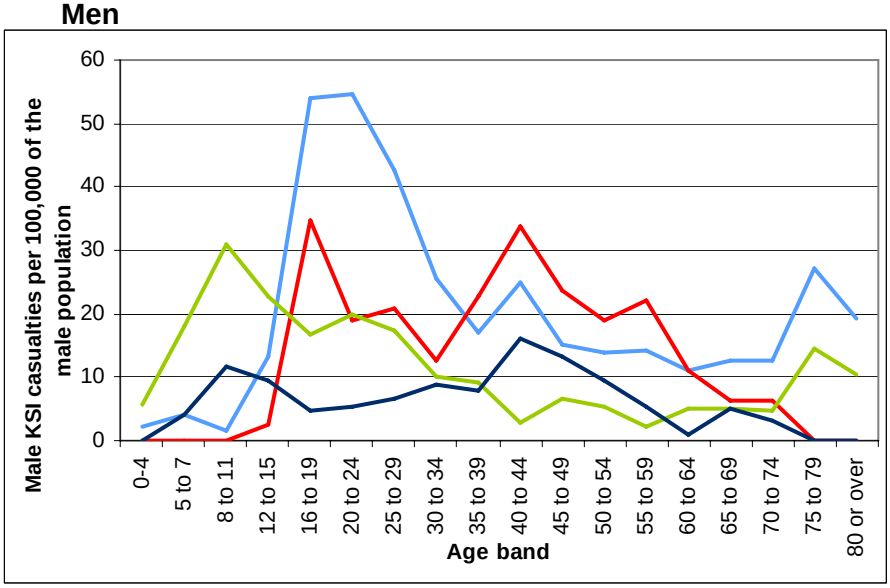
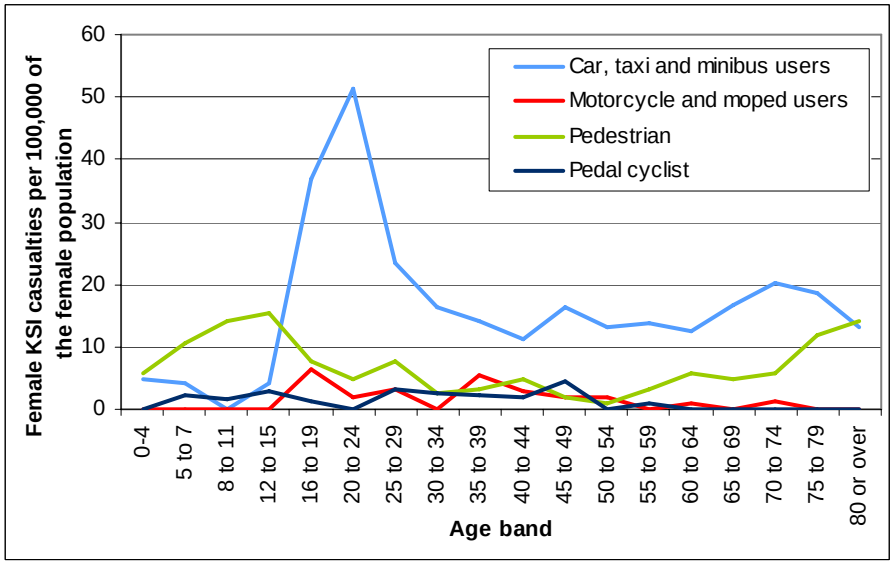


Chart 8: Rate of KSI casualties (per 100,000 population) by sex, age band and type of casualty: 2011

Men



Women



KSI casualties by type of road user

This section presents some extra information about KSI casualties by type of road user.

Car Users

- In 2011 car occupants casualties represented 47 per cent of KSI road traffic casualties and 73 per cent of slight casualties in Wales.
- In 2011, there were 57 car occupant fatalities, 516 serious pedestrian casualties and 5,980 slight car occupant casualties, as a total this is the lowest level since 1979.
- The largest single fall since the 1994-98 average was with the car occupants aged 0-15, who nearly halved their numbers. Between 2010 and 2011, 0-15 aged car occupant casualties were the only age grouping to see an increase (table 15).
- In 2011 the age groups 25-29, 30-39 and 40-49 were all below their counterpart 2010 figure by 10 per cent, while the 50-59 age group saw a fall of 13 per cent over the same period. (Table 15)

Table 15: Car occupant casualties by age group, 2011

	Number				2011 Percentage Change Over:	
	1994-98 Average	2009	2010	2011	1994-98 Average	2010
0-15	883	487	442	449	-49	2
16-19	1,425	1,192	1,017	952	-33	-6
20-24	1,613	1,215	1,144	1,047	-35	-8
25-29	1,295	778	765	688	-47	-10
30-39	1,856	1,183	1,113	997	-46	-10
40-49	1,269	1,124	1,058	954	-25	-10
50-59	864	721	708	617	-29	-13
60 or over	1,128	905	861	846	-25	-2

- In 2011, 18 percent of car occupant casualties occur in accidents involving only one vehicle, compared to 11 per cent during the 1994-98 average.
- In 2011, 63 per cent of all car occupant casualties were drivers and 37 per cent were passengers. This percentage split is almost identical to the KSI level data, with 64 per cent being drivers and 36 per cent being passengers.
- Of the 9,334 car drivers involved in road accidents in 2011, just over one in five were aged 24 or under.

More information on young drivers can be found here
[insert link: http://wales.gov.uk/topics/statistics/headlines/transport2012/1207031/?lang=en]

- Around one in 20 drivers involved in road accidents in Wales are aged 70 or older and around 1 in 10 road accident casualties occurs in accidents where at least one driver is aged 70 or older.

More information on older drivers can be found here
[insert link: http://wales.gov.uk/topics/statistics/headlines/transport2012/120703/?lang=en]

Pedestrians

- In 2011 pedestrian casualties represented 21 per cent of KSI road traffic casualties and 11 per cent of slight casualties in Wales.
- In 2011, there were 24 pedestrian fatalities, 237 serious pedestrian casualties and 893 slight pedestrian casualties, as a total this is the third lowest level since 1979
- The casualty rates (rate of casualties per 100,000 population) for men and boys is higher than that for women and girls up to the age of around 40 (other than slight casualties for the aged 12 to 15 band); they are then fairly similar.
- The risk of becoming a KSI pedestrian casualty is highest for older children (aged 8 to 11) and young teenagers (aged 12 to 15); at those ages, the risk of a young person becoming a pedestrian casualty is higher than their risk from pedal cycling or car use.
- Pedestrian casualties for 'working age' adults are associated with times when individuals leave work, or leave public houses and night clubs.
- In 2002, hit and run incidents accounted for 281 pedestrian casualties in total; this rose to a peak of 299 in 2003, in 2011 it stood at 220

More information on pedestrian casualties can be found here
[insert link: http://wales.gov.uk/topics/statistics/headlines/transport2012/1206262/?lang=en]

Motorcycle Users

- Motorcyclists represent 0.8 per cent of traffic in Wales whist motorcycle riders comprised 39 per cent of fatal and serious casualties of all motor vehicle drivers.
- In 2011, the chance of a motorcycle rider being killed or seriously injured, per kilometre travelled, is around 61 times greater than for a car driver.
- Since 2003 approximately 89 per cent of motorcyclist casualties are male.
- Since 2003, casualties aged 30 and over have exceeded those aged under 30.
- Casualties aged 30 and over tend to be ride machines of over 500cc engine capacity, and account for just under 70 per cent of the casualties within this group.
- In 2011, the highest numbers of motorcyclist casualties were in Powys and Swansea.

More information on motorcycle user casualties can be found here
[insert link: http://wales.gov.uk/topics/statistics/headlines/transport2012/120626/?lang=en]

Pedal Cyclists

- In 2011 pedal cyclist casualties represented 9 per cent of Killed and Seriously Injured (KSI) road traffic casualties and 5 per cent of slight casualties in Wales.
- In 2011, there were 11 pedal cyclist fatalities, 107 serious casualties and 403 slightly injured pedal cyclist casualties.
- There was a sharp increase in KSI casualties during 2011 for cyclists aged between 30 and 49.
- Over the past ten years, the decline in total pedal cyclist casualties has been greatest amongst children.
- On weekdays, pedal cyclist casualties are highest at the end of the school-day and the working-day; there is a lower peak in mornings during the period people are cycling to work or school.
- Since 2002, just under one in five pedal cyclist casualties have occurred in the Cardiff local authority.

More information on pedal cyclist casualties can be found here
[insert link: http://wales.gov.uk/topics/statistics/headlines/transport2012/1206261/?lang=en]

Casualty Reduction Targets

Targets to 2010
In 2000, the Welsh Government set targets for the reduction in road casualties in the period up to 2010. The Targets were (compared with the average for 1994-1998):

- a 40% reduction in the total number of people killed and seriously injured;
- a 50% reduction in the total number of children killed or seriously injured; and
- a 10% reduction in the rate of slight casualties per 100 million vehicle kilometres travelled.

By the end of 2010, these targets had been achieved and exceeded. The number of people killed or seriously injured had fallen by 46% and the number of children killed or seriously injured had fallen by 63%. The slight casualty rate had fallen by 42%.

Table 16: Progress towards casualty reduction targets 2012

Number and percentage

	Killed or seriously injured casualties (a)	Killed or seriously injured children (b)
1994-98 average	2,008	289
1999	1,871	244
2000	1,823	225
2001	1,725	205
2002	1,632	191
2003	1,655	192
2004	1,537	170
2005	1,326	135
2006	1,372	144
2007	1,399	148
2008	1,396	115
2009	1,221	136
2010	1,087	108
2011	1,247	132
Percentage change 2011 on 1994-98 average	*-38*	*-54*

(a) Target is a 50 per cent reduction by 2010 compared to 1994-98 average
(b) Target is a 65 per cent reduction by 2010 compared to 1994-98 average

Interim 2012 targets
New safety targets, which are to be achieved by the end of 2012, move the previous targets forward and show the further reductions in road traffic casualties that we hope to achieve, as compared with the average over the base period of 1994 to 1998. The targets are:

- An overall reduction in the number of people killed and seriously injured on Welsh roads by 50% (this will mean 83 fewer people badly hurt or killed, as compared with the record low achieved in 2010).
- The number of children killed or seriously injured on Welsh roads reduced by 65% (this will mean seven fewer children being badly hurt or killed, as compared with the record low in 2010).

KSI casualties: Contributory factors

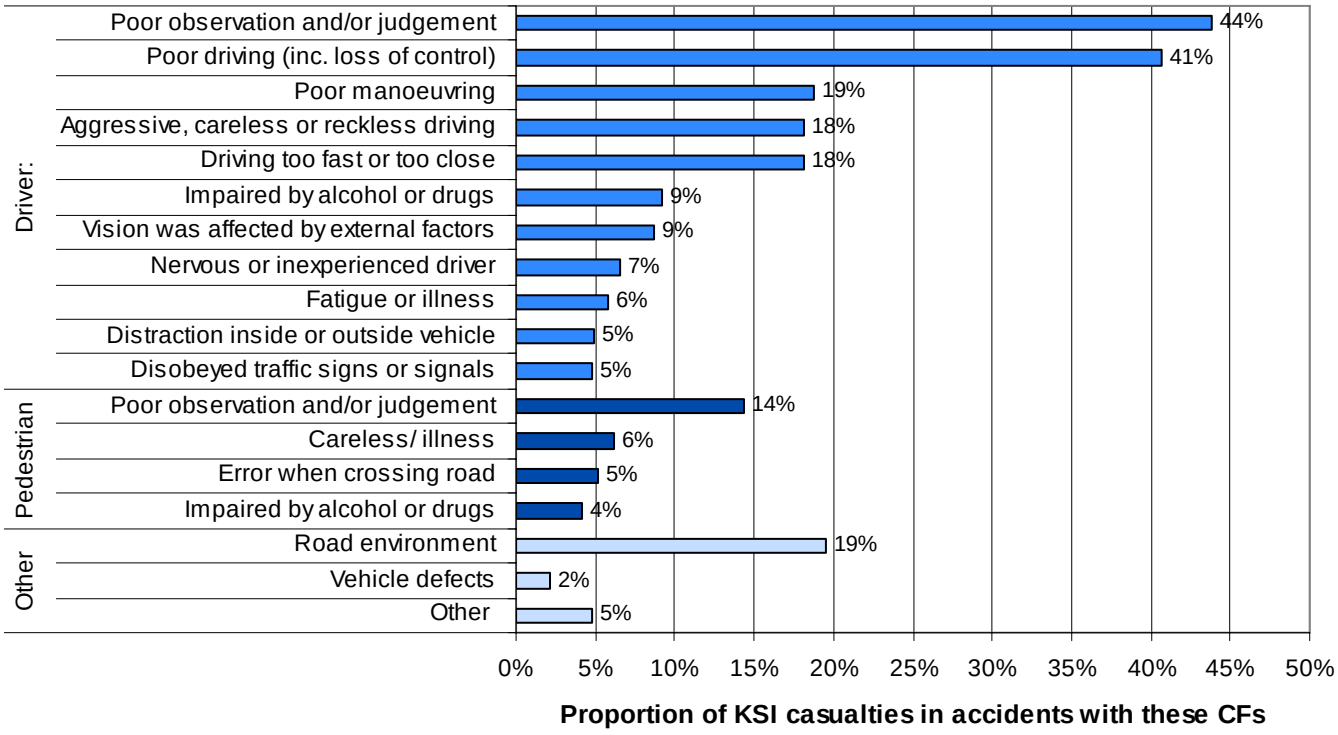
Introduction

Since 2005 police forces in Wales (and Great Britain) have been reporting contributory factors (CFs) as part of the STATS19 collection system. These were developed to provide some insight into the wider circumstances of road accidents. They are, however, largely subjective reflecting the opinion of the reporting police officer, and are not necessarily the result of extensive investigation. And some factors are less likely to be recorded since evidence may not be available after the event.

Contributory Factors in 2011

Chart 9 below shows the first analysis of contributory factors for accidents in Wales. It shows the role of broad groups of CFs relating to driver behaviour, to pedestrian behaviour (where a pedestrian is involved in an accident) and to the road environment, vehicle defects and so on.

Chart 9: Proportion of total KSI casualties by broad groups of contributory factors (CFs) associated with their road traffic accident, Wales 2011



In Wales in 2011, there were 121 road traffic fatalities, and 1,126 serious casualties; we have CFs for all but one of the casualties. The total number of CFs counted for the chart (see Box 1 below for details of this calculation) came to 2,942 CFs. These were allocated to the broad categories below (so the percentages in the chart add up to 235.9 per cent (that is 2942/1247). There are 77 individual CF categories and the top 15 of these amounted to 72% of the total count (of 2,942).

The chart shows that the leading contributory factors associated with KSI casualties are those clustered around drivers' poor observation and judgement (i.e. failed to look properly, or judge the other person's path and speed) and poor driving (mostly 'loss of control'). Poor observation and judgement by pedestrians also has a significant associated with KSI casualties, mostly of pedestrians.

Driver behaviour that represents either delinquent or law breaking is also reflected in these CFs. For example in aggressive, careless or reckless driving; driving too fast or too close; and driver impaired by alcohol or drugs.

The road environment has a much lower association with KSI casualties than road user behaviour (mostly the road layout or 'slippery road'); and vehicle defects appear to have little role in KISI casualties.

Box 1 below gives some more information about contributory factors and the way the figures used to derive the chart above were obtained.

Box 1: What is a CF?

The contributory factor system allows the recording of up to six factors in injury road accidents where the police attended the scene. Multiple factors may be recorded against an individual participant in the accident. These participants include a vehicle, a casualty or an uninjured pedestrian. Factors relating to a driver/rider should be assigned to their vehicle. Any given factor may be assigned to a number of participants. Both accidents and vehicles can have more than one contributory factor attributed to them.

The form used by the police to report contributory factors includes a list of 77 contributory factors. The groupings in the chart have not been presented elsewhere, and are intended to group CFs that relate to a particular aspect of road user behaviour, or to particular characteristics of the road environment or of vehicle characteristics.

For the chart, an accident will be counted once for each combination of CF (excluding "repeats") and for each killed or seriously injured casualty. For example, an accident with four different CFs and three serious injuries would be counted twelve times in this chart - each serious injury would be counted against the first CF, then against the second CF, and so on. As a result, the percentages shown here add up to much more than 100 per cent.

However, "repeats" are excluded: If the same CF applies to two different participants, each serious injury will be counted only once against that CF. What this means is best shown by an example. A "repeat" might occur when, say, factor 103, slippery road, is allocated as a CF to both vehicle 1 and vehicle 2 in an accident. In this case, each KSI casualty would only be linked to a single 'factor 103', not to two 'factor 103s'.

Table 17 below provides more information. It shows how the individual CFs were grouped together to get the broad categories in the chart. It shows the number of KSI casualties associated with each of the individual factors, and lastly it shows the top 15 of these individual factors that cover 72 per cnet of the total.

Table 17: Number of total KSI casualties by contributory factors (CFs) associated with their road traffic accident, Wales 2011

	Broad groups of Contributory Factors		Individual Contributory Factor	No. of KSI casualties	Rank (top 15 CFs only)
405-406	Driver: Poor observation and judgement	405	Driver/rider failed to look properly	356	1
		406	Driver/rider failed to judge other person's path/speed	190	3
407-410	Driver: Poor driving (inc. loss of control)	407	Passing too close to cyclist/horse/pedestrian	24	
		408	Sudden braking	79	11
		409	Swerved	68	13
		410	Loss of control	337	2
401-404	Driver: Poor manoeuvring	401	Junction overshoot	18	
		402	Junction restart (moving off at junction)	16	
		403	Poor turn or manoeuvre	186	4
		404	Driver/rider failed to signal/misleading signal	14	
306-308	Driver: Driving too fast or too close	306	Exceeding speed limit	92	10
		307	Travelling too fast for the conditions	114	8
		308	Following too close	20	
601-602	Driver: Aggressive, careless, reckless	601	Aggressive driving	72	12
		602	Driver/rider careless/reckless/in a hurry	154	5
501-502	Driver: Impaired by alcohol or drugs	501	Driver/rider impaired by alcohol	96	9
		502	Driver/rider impaired by drugs (illicit/medicinal)	19	
701-710	Driver: Vision affected by	701	Stationary or parked vehicle(s)	22	
		702	Vegetation	4	
		703	Road layout (e.g. bend, winding road, hill crest)	21	
		704	Buildings, road signs, street furniture	2	
		705	Dazzling headlights	10	
		706	Dazzling sun	25	
		707	Rain, sleet, snow or fog	20	
		708	Spray from other vehicles	0	
		709	Visor or windscreen dirty or scratched	1	
		710	Vehicle blind spot	4	
603-607	Driver: Nervous or inexperienced	603	Driver/rider nervous/uncertain/panic	12	
		604	Driving too slow for conditions/slow vehicle	2	
		605	Inexperienced or learner driver/rider	58	15
		606	Inexperience of driving on the left	5	
		607	Inexperience with type of vehicle	5	
503-505	Driver: Fatigue or illness	503	Driver/rider fatigue	26	
		504	Driver/rider - uncorrected defective eyesight	3	
		505	Driver/rider - illness or disability (mental/physical)	44	
506-510	Driver: Distraction inside or outside vehicle	506	Not displaying lights at night/in poor visibility	6	
		507	Cyclist wearing dark clothing at night	6	
		508	Driver using mobile phone	2	
		509	Distraction in vehicle	29	
		510	Distraction outside vehicle	19	
301-305, 309-310	Driver: Disobeying other traffic rules	301	Disobeyed automatic traffic signal	5	
		302	Disobeyed Give Way or Stop sign or markings	16	
		303	Disobeyed double white line	10	
		304	Disobeyed pedestrian crossing facility	1	
		305	Illegal turn or direction of travel	13	
		309	Vehicle travelling along pavement	3	
		310	Cyclist entering road from pavement	11	

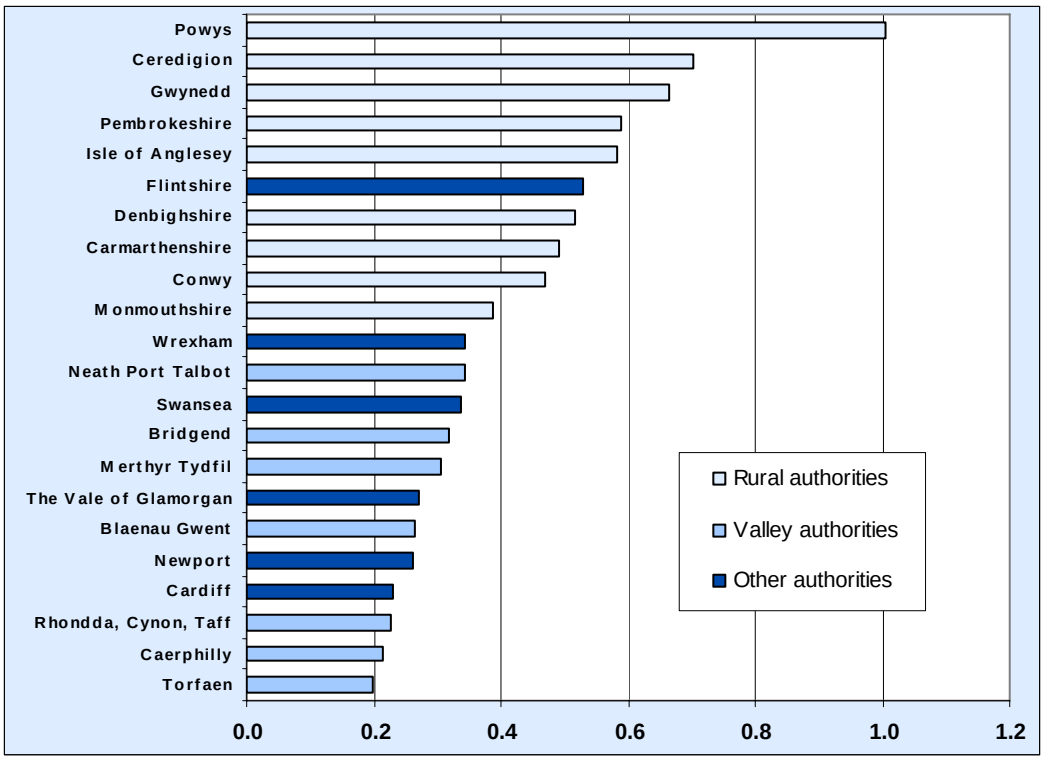
Table 17 (continued) : Number of total KSI casualties by contributory factors (CFs) associated with their road traffic accident, Wales 2011

	Broad groups of Contributory Factors		Individual Contributory Factor	No. of KSI casualties	Rank (top 15 CFs only)
802-803	Pedestrian: Poor observation and judgement	802	Pedestrian failed to look properly	136	6
		803	Pedestrian failed to judge vehicle's path or speed	43	
808-810	Pedestrian: Careless/ illness	808	Pedestrian careless/reckless/in a hurry	51	
		809	Pedestrian wearing dark clothing at night	18	
		810	Pedestrian disability or illness (mental/physical)	8	
801, 804-805	Pedestrian: Error crossing road	801	Crossed road masked by stationary/parked vehicle	28	
		804	Wrong use of pedestrian crossing facility	10	
		805	Dangerous action in carriageway (e.g. playing)	27	
806-807	Pedestrian: Impaired by alcohol or drugs	806	Pedestrian impaired by alcohol	48	
		807	Pedestrian impaired by drugs (illicit/medicinal)	4	
101-109	Road environment	101	Poor or defective road surface	9	
		102	Deposit on road (e.g. oil, mud, chippings)	19	
		103	Slippery road (due to weather)	66	14
		104	Inadequate/masked signs or road markings	1	
		105	Defective traffic signals	2	
		106	Traffic calming (e.g. road humps, chicanes)	2	
		107	Temporary road layout (e.g. contraflow)	2	
		108	Road layout (e.g. bend, hill, narrow c-way)	122	7
		109	Animal or other object in carriageway	20	
201-206	Vehicle defects	201	Tyres illegal, defective or under-inflated	13	
		202	Defective lights or indicators	2	
		203	Defective brakes	7	
		204	Defective steering or suspension	3	
		205	Defective or missing mirrors	0	
		206	Overloaded or poorly loaded vehicle/trailer	2	
901-904	Other	901	Stolen vehicle	8	
		902	Vehicle in course of crime	3	
		903	Emergency vehicle on call	4	
		904	Vehicle door opened or closed negligently	0	
		999	Other	44	

KSI casualties: By local authority area

.Within Wales the there are wide variations between the KSI casualty rates per head of population in different types of local authority area. Chart 10 shows that KSI casualty rates are highest in rural areas and lower in more built-up areas. This also reflects the way that rural roads are more this on different types of road...

Chart 10: Types of area, rate of KSI casualties (annual rate per 1,000 population): Wales, average 2009 to 2011



Source: WAG Road accidents and casualties database; DfT

Tables 18 and 19 below summarise recent trends in KSI and slightly injured casualties between 2006 and 2011. Table 21 presents more detailed information for 2011, showing additional information about road user type and severity for 2011.

Table 18: Killed or seriously injured casualties by unitary authority and police force area

Number and percentage

	1994-98 average	2006	2007	2008	2009	2010	2011	Change 2011 over 1994-98
Isle of Anglesey	54	29	30	30	55	29	37	-31.0
Gwynedd	126	60	65	112	70	81	85	-32.5
Conwy	73	53	65	64	54	43	58	-20.1
Denbighshire	88	35	58	54	41	49	59	-33.3
Flintshire	103	47	60	106	80	72	85	-17.5
Wrexham	75	46	34	56	51	35	53	-29.5
North Wales police force	519	270	312	422	351	309	377	-27.3
Powys	177	143	142	125	129	118	150	-15.1
Ceredigion	81	67	57	39	52	50	60	-25.7
Pembrokeshire	118	101	106	96	80	65	62	-47.3
Carmarthenshire	192	109	94	97	95	85	87	-54.6
Dyfed Powys police force	567	420	399	357	356	318	359	-36.7
Swansea	66	104	81	78	84	74	77	17.0
Neath Port Talbot	46	73	70	51	47	55	40	-13.4
Bridgend	56	59	44	56	45	28	56	-0.4
The Vale of Glamorgan	56	42	45	47	48	27	26	-53.7
Cardiff	127	104	101	78	69	79	86	-32.1
Rhondda Cynon Taf	109	96	90	59	50	48	61	-43.8
Merthyr Tydfil	26	14	23	17	16	22	14	-45.7
South Wales police force	485	492	454	386	359	333	360	-25.8
Caerphilly	78	59	76	72	40	34	36	-54.0
Blaenau Gwent	48	27	33	35	19	19	17	-64.3
Torfaen	58	25	28	14	23	17	15	-74.1
Monmouthshire	129	50	32	54	27	28	46	-64.4
Newport	124	29	65	56	46	29	37	-70.2
Gwent police force	437	190	234	231	155	127	151	-65.4
Wales	2,008	1,372	1,399	1,396	1,221	1,087	1,247	-37.9

Table 19: Slightly injured casualties by unitary authority and police force area

Number and percentage

	1994-98 average	2006	2007	2008	2009	2010	2011	Change 2011 over 1994-98
Isle of Anglesey	311	211	173	134	170	129	136	-56.3
Gwynedd	584	496	469	432	408	427	325	-44.4
Conwy	553	470	395	448	443	351	340	-38.5
Denbighshire	571	406	406	446	367	357	329	-42.3
Flintshire	888	649	603	545	461	500	444	-50.0
Wrexham	642	550	420	413	410	397	346	-46.1
North Wales police force	3,549	2,782	2,466	2,418	2,259	2161	1920	-45.9
Powys	555	676	629	546	538	485	445	-19.8
Ceredigion	304	311	370	275	254	290	260	-14.4
Pembrokeshire	468	519	519	378	468	411	358	-23.5
Carmarthenshire	727	786 r	763	713	663	602	600	-17.5
Dyfed Powys police force	2,054	2,292 r	2,281	1,912	1,923	1788	1,663	-19.0
Swansea	1,154	1,158	993	890	752	887	822	-28.7
Neath Port Talbot	600	572	548	450	406	428	384	-36.0
Bridgend	551	453	434	400	399	340	291	-47.2
The Vale of Glamorgan	436	337	337	302	318	282	343	-21.3
Cardiff	1,394	1,286	1,331	1,148	1046	1,038	1039	-25.4
Rhondda Cynon Taf	874	756	969	795	692	634	668	-23.6
Merthyr Tydfil	237	216	198	185	135	163	165	-30.5
South Wales police force	5,246	4,778	4,810	4,170	3,748	3772	3712	-29.2
Caerphilly	554	394	345	402	324	263	224	-59.6
Blaenau Gwent	193	233	189	205	149	184	103	-46.7
Torfaen	254	154	131	124	140	160	106	-58.2
Monmouthshire	396	240	230	158	178	165	147	-62.8
Newport	603	447	418	401	412	375	284	-52.9
Gwent police force	2,000	1,468	1,313	1,290	1,203	1147	864	-56.8
Wales	12,848	11,320	10,870	9,790	9,133	8,868	8,159	-36.5

Table 20: Casualties by type of road user and severity, unitary authority and police force area, 2011

Number

	Pedestrians		Pedal cyclists		Motorcyclists		Car, taxi and		Other road users		All road-users	
	KSI	Slight	KSI	Slight	KSI	Slight	KSI	Slight	KSI	Slight	KSI	Slight
Isle of Anglesey	6	10	8	8	5	13	17	99	1	6	37	136
Gwynedd	12	34	12	22	18	17	40	229	3	23	85	325
Conwy	9	40	4	12	10	18	33	230	2	40	58	340
Denbighshire	10	34	3	13	20	18	23	247	3	17	59	329
Flintshire	10	32	9	23	17	19	45	333	4	37	85	444
Wrexham	14	36	7	25	7	10	23	261	2	14	53	346
North Wales police force	61	186	43	103	77	95	181	1,399	15	137	377	1,920
Powys	14	22	5	13	41	27	79	354	11	29	150	445
Ceredigion	9	20	6	13	12	9	32	204	1	14	60	260
Pembrokeshire	19	26	9	8	13	17	18	269	3	38	62	358
Carmarthenshire	13	39	6	26	18	35	47	461	3	39	87	600
Dyfed Powys police force	55	107	26	60	84	88	176	1,288	18	120	359	1,663
Swansea	26	106	10	26	10	41	28	591	3	58	77	822
Neath Port Talbot	11	43	4	18	4	22	20	277	1	24	40	384
Bridgend	7	35	4	17	8	14	35	213	2	12	56	291
The Vale of Glamorgan	11	42	2	24	6	12	7	249	0	16	26	343
Cardiff	30	149	14	102	7	36	30	683	5	69	86	1,039
Rhondda Cynon Taf	17	101	4	19	7	25	29	476	4	47	61	668
Merthyr Tydfil	5	24	0	2	2	6	5	128	2	5	14	165
South Wales police force	107	500	38	208	44	156	154	2,617	17	231	360	3,712
Caerphilly	9	28	1	7	8	4	18	178	0	7	36	224
Blaenau Gwent	4	9	1	4	3	3	8	85	1	2	17	103
Torfaen	7	12	2	4	4	6	2	83	0	1	15	106
Monmouthshire	5	11	4	7	15	9	20	114	2	6	46	147
Newport	13	40	3	10	7	9	14	216	0	9	37	284
Gwent police force	38	100	11	32	37	31	62	676	3	25	151	864
Wales	261	893	118	403	242	370	573	5,980	53	513	1,247	8,159

Slight Casualties in 2011

There were a total of 8,189 slightly injured casualties on Welsh roads in 2011. This represents an average of 22.3 slight casualties per day and the lowest number of slight casualties on record. The 2011 slight total was a decrease of 709 on the previous years figure.

For comparison: There were a total of 1,247 killed or seriously injured casualties (KSI) on Welsh roads in 2011. This represents an average of 3.4 KSI casualties per day. The 2011 KSI total was an increase of 160 on the previous years figure. While 2010 was the lowest recorded KSI total on record (mainly due to weather conditions at the start and end of 2010), 2011 still represented the third lowest annual KSI total.

Table 21: Slight casualties by road user type, 2011

	Number				2011 Percentage Change Over:	
	1994-98 Average	2009	2010	2011	1994-98 Average	2010
Pedestrian	1,606	857	895	893	-44	0
Pedal cyclist	623	319	379	403	-35	6
Motorcycle users	529	410	398	370	-30	-7
Car, taxi and minibus users	9,229	7,012	6,632	5,980	-35	-10
Other vehicles	862	535	564	513	-41	-9
All Road Users	12,848	9,133	8,868	8,159	-36	-8
of which children	1,977	873	918	877	-56	-4

Car occupant casualties accounted for the vast majority of slight casualties in 2011 (73 per cent). Car occupant casualties were 35 per cent below the 1994-1998 average and 10 percent lower than the 2010 figure.

In 2011 pedestrians were 44 per cent below the 1994-98 average, but stayed consistent to the 2010 figure, which had seen a substantial increase on 2009 figure.

Pedal cyclists were 35 per cent below the 1994-98 average, but were the only road user type to see an increase (6 per cent) in slight casualties between 2010 and 2011.

Motorcycle user casualties were 30 per cent below the 1994-98 average, which was the smallest fall of any road user grouping. Between 2010 and 2011 they fell by 7 per cent.

The number of children slightly injured in road accidents has fallen considerably more than the overall (36 per cent) slight figure (56 per cent) from the 1994-98 average. Yet unlike the KSI figure between 2010 and 2011, both the overall slight (8 per cent less) and the child slight casualties (4 per cent less) witnessed a fall.

Key quality information:

Source:	Police reported road casualties in Wales
Status:	National Statistics
Description:	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. 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.
Uses of data	There are a variety of organisations that use the Welsh road traffic accident and casualty data. The Welsh Government uses road traffic collision and casualty data to help set road safety policy. It is also used for performance indicators, both for the Welsh Government's Transport Strategy and for some Health Performance indicators. They are also component indicators in the Welsh Government's Child Poverty and Sustainable Development indicators. 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.
Quality:	The figures shown may change in future if there are late amendments. Similarly, the figures for earlier years may differ from those previously published. The figures cover only road accidents reported to the police and involving personal injury. There is some possibility of under-reporting and under-recording as well as for the misclassification of accidents. These issues are discussed in a Statistical Article 'Quality Report for Welsh Road Casualties'. This article also summarises the 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. It is available from the following link: http://wales.gov.uk/topics/statistics/articles/?lang=en
Links to further information:	There are a number of Statistical Bulletins that are intended to provide users with more information about road accident and casualties in Wales during 2011. Most of these Bulletins focus on particular groups of road users that are either at higher risk of involvement in an accident or are more vulnerable in terms of becoming a casualty, if involved in an accident. They coverthe following topics: • Young Drivers • Older Drivers

- Pedal Cyclists
- Pedestrians
- Motorcyclists

All these Bulletins will be available from the following link:
http://wales.gov.uk/topics/statistics/headlines/transport2012/?lang=en

Results for Great Britain were published by the Department for Transport on 28 June 2012 in 'Reported Road Casualties in Great Britain Main Results: 2011'; available from the link:
http://www.dft.gov.uk/statistics/