

## Road Safety 2012

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.

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

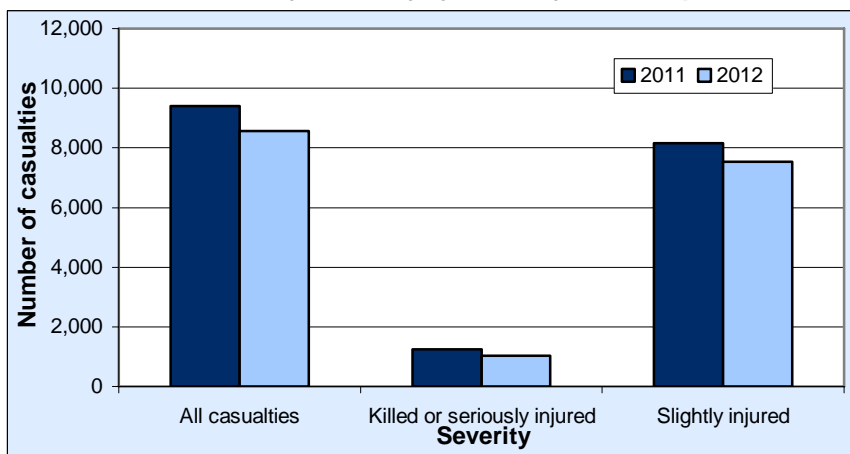
### Key Points

In 2012 there were a total of 8,565 reported casualties of all severities, 9 per cent lower compared with 2011. Within this total:

- 93 people were killed, 23 per cent less than in 2011;
- 941 people were seriously injured, 16 per cent less than 2011;
- 7,531 people were slightly injured, 8 per cent less than 2011.

This chart demonstrates that the number of casualties fell between 2011 and 2012 for all severities.

**Chart 1: Casualties by severity, year on year comparison**



A note about the figures for 2012: From April 2012 onwards, South Wales police made changes to their procedures for recording road traffic accidents and casualties where their officers attended road traffic collisions.

These changes have led to a lower number of slight and serious casualties being recorded for South Wales than we believe would have been the case with the procedures used in previous years.

This means that these 2012 figures are not directly comparable with those for earlier years. This issue does not affect road traffic fatalities in South Wales. The 2012 figures can be directly compared with earlier years.

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## Summary of Road Safety in Wales

The road accident and casualty figures for Wales for 2012 show that there were 5,971 road accidents involving personal injury recorded by the police in Wales, 463 (7 per cent) fewer than in 2011. These accidents resulted in 8,565 casualties, 841 (9 per cent) fewer than in 2011. Within this total:

- 93 people were killed, 23 per cent less than in 2011,
- 941 people were seriously injured, 16 per cent less than 2011,
- 7,531 people were slightly injured, 8 per cent less than 2011.

Table 1 summarises recent figures for casualties, and child casualties, by severity. Table 2 summarises recent figures for all casualties, and killed or seriously injured (KSI) casualties, by type of road user.

**Table 1: Casualties and child casualties by severity, 1994-98 average and 2004-2012**

	All casualties				Child casualties (aged 0-15)				<i>Number</i>
	Killed	Seriously injured	Slightly injured	All casualties	Killed	Seriously injured	Slightly injured	All casualties	
	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	
2012	93	941	7,531	8,565	4	88	726	818	

**Table 2: Casualties by type of road user and severity, 1994-98 average and 2004-2012**

						<i>Number</i>
	Pedestrians	Pedal cyclists	Motorcyclists	Car, taxi and minibus users	Other road users	Total
<b>All casualties</b>						
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
2012	1,007	474	627	5,986	471	8,565
<b>KSI casualties</b>						
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
2012	203	84	213	494	40	1,034

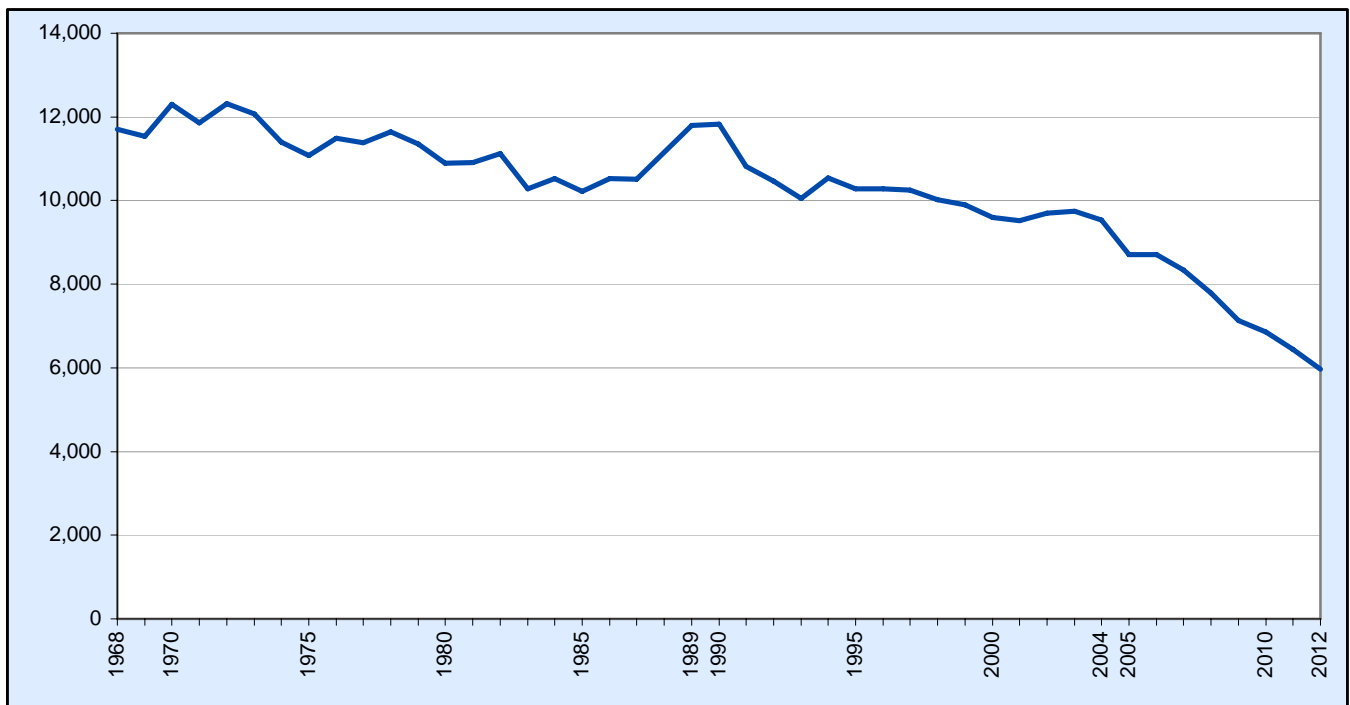
## Trends in reported road accident casualties in Wales

### Accidents

Chart 2 shows the number of personal injury road traffic accidents in Wales from 1968 to 2012. 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 2004, 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 8 years from 2004 to 2012, the number of accidents fell by 3,600 from 9,500 in 2004 down to 6,000 in 2012. This was a fall of 37.4 per cent over the 8 year period.

**Chart 2: Road traffic accidents in Wales, 1968-2012**



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 and 1999 this rate fell from 432.5 per 100,000 population to 341.2, and then fell again to 194.2 in 2012. 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.

Table 3 on pages 8 and 9 shows trends between 1968 and 2012 in police reported personal injury road traffic accidents and the associated road traffic casualties.

## Casualties

Chart 3 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 2. 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 8 years from 2004 to 2012, the number of slight casualties fell by 4,600 from 12,200 in 2004 down to 7,500 in 2012; a fall of 38 per cent (very similar to that for accidents over the same 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. As stated above, KSI casualties have tended to fall during the whole period from 1970 to 2012. It is difficult to identify the reasons for this fall and their relative contributions to the decline in KSI casualties in Wales.

**Chart 3: Road traffic casualties in Wales by severity, 1968-2012**

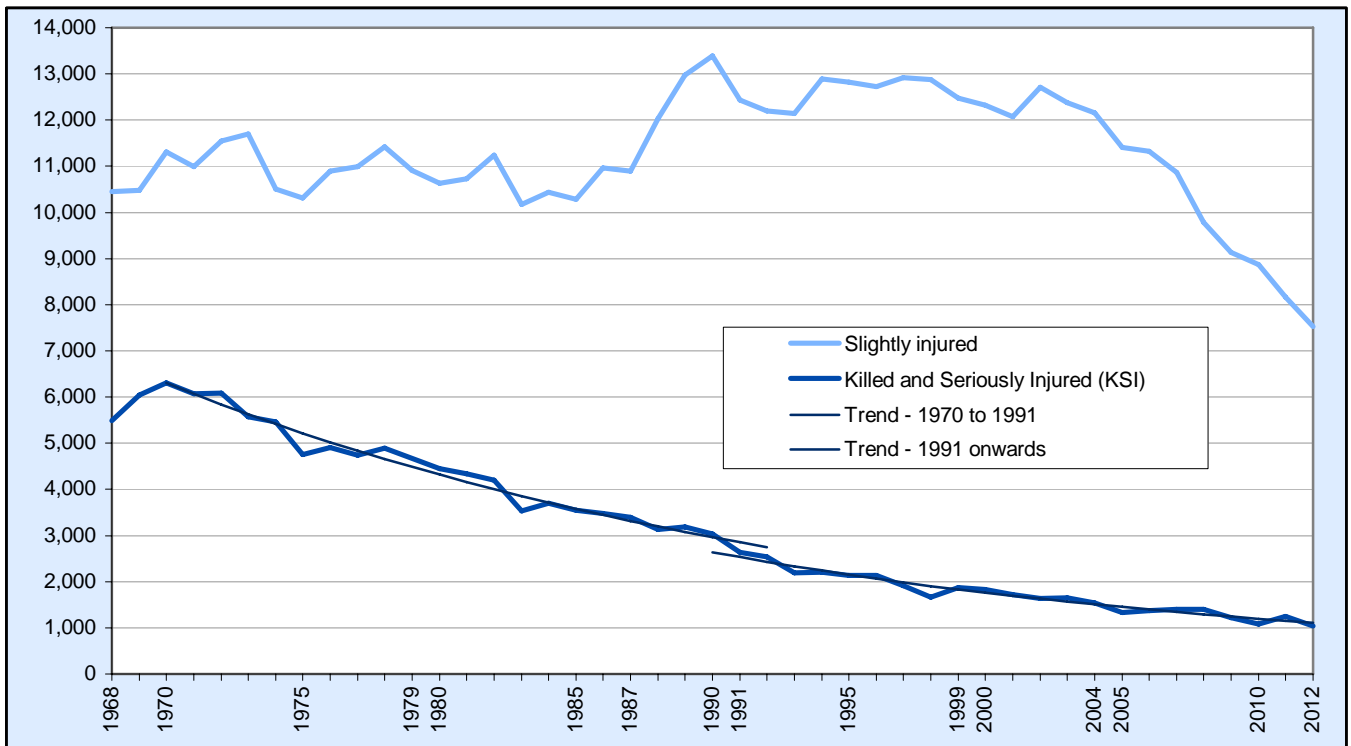


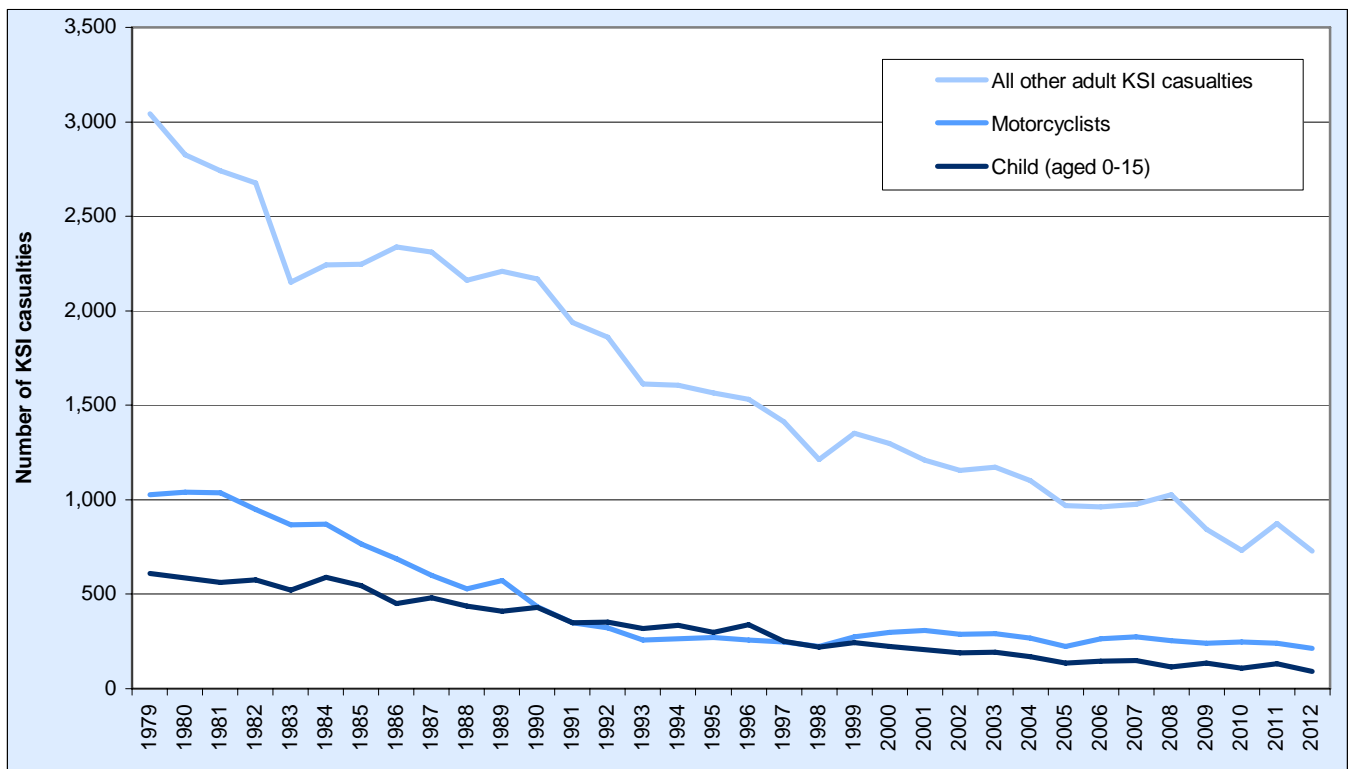
Chart 4 below shows changes in KSI casualties over the period from 1979 to 2012 for children (aged 0-15), for motorcyclists, and for all other road users taken together. The patterns in this chart suggest some of the different factors at play. For example there is a steady fall in the number of child KSI casualties and part of this is probably associated with changes in children's behaviour over the period from 1979 to 2012, 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.

The decline in KSI casualties for all other road users is affected by car users. Here, for example, the introduction of compulsory front seat 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 4: KSI casualties in Wales, 1979-2012**



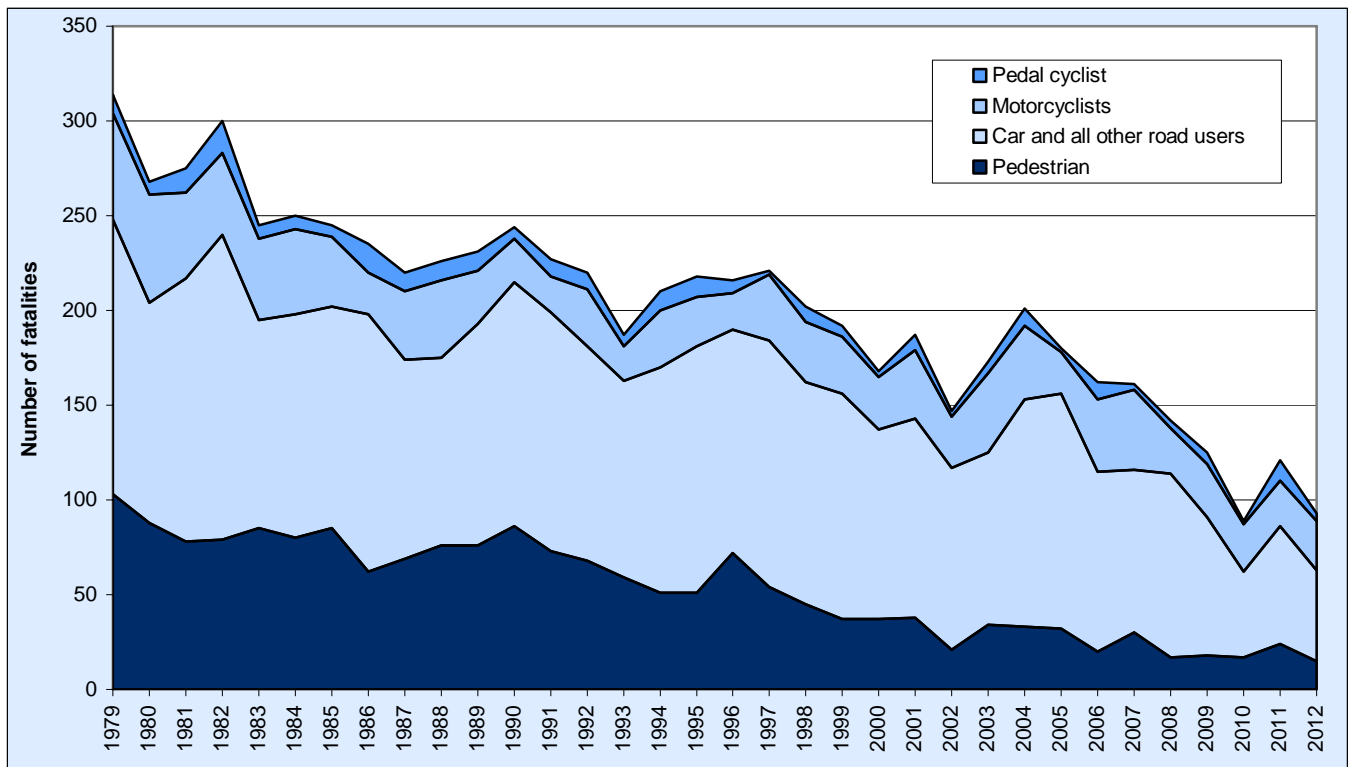
In a pattern that mirrors the accident rates, the number of casualties per 100,000 population has decreased dramatically between 1968 to 1999, falling from 589.2 to 494.7, and then falling to 278.6 in 2012.

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).

## Fatalities

The number killed on the roads in Wales peaked in 1973 at 424 people. This had fallen to 93 people by 2012. Chart 5 below shows that since 1979, the greatest proportionate fall in fatalities has been for pedestrians, with the 2012 level one seventh of that in 1979. Car (and other 4-wheeled motor vehicle) users are at a third of that in 1979 and motorcyclist fatalities have 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 5: Road traffic fatalities by type of road user, 1979-2012**



**Table 3: Accident and casualty summary, 1968 to 2012**

Year	Population (thousands)	Road vehicles licensed (thousands)	Road vehicles per 1,000 population	Road length (km)	Accidents			
					Number	Rate per 100,000	Rate per 1,000	Rate per 100 km
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	2,923 r	1,496.7	512.9	33,825	9,700	332.4	6.5	28.7
2003	2,938 r	1,547.3	528.3	33,876	9,744	332.7	6.3	28.8
2004	2,957 r	1,616.9	549.4	33,987	9,535	323.9	5.9	28.1
2005	2,969 r	1,663.8	564.0	34,038	8,710	295.2	5.2	25.6
2006	2,986 r	1,697.8	573.2	34,070	8,701	293.8	5.1	25.5
2007	3,006 r	1,728.8	580.9	34,111	8,339	280.2	4.8	24.4
2008	3,026 r	1,742.4	582.7	34,174	7,784	260.3	4.5	22.8
2009	3,039 r	1,745.1	581.9	34,164	7,126	237.6	4.1	20.9
2010	3,050 r	1,733.0	568.2	34,283 r	6,850	224.6	4.0	20.0
2011	3,064 r	1,742.4	568.7	34,347 r	6,434	210.0	3.7	18.7
2012	3,074	1,757.0	571.6	34,399	5,971	194.2	3.4	17.4

(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.



**Table 3 (continued): Accident and casualty summary, 1968 to 2012**

Casualties							
Killed	Seriously injured	Slightly injured	All casualties	Rate per 100,000 population	Rate per 1,000 vehicles licensed	Rate per 100 km of road	Year
366	5,127	10,452	15,945	589.2	22.9	53.6	1968
337	5,712	10,485	16,534	609.8	23.6	55.4	1969
373	5,939	11,313	17,625	648.7	24.2	58.7	1970
387	5,687	10,993	17,067	622.8	22.6	56.6	1971
415	5,664	11,553	17,632	640.0	22.3	58.2	1972
424	5,147	11,704	17,275	623.0	20.7	56.6	1973
368	5,096	10,504	15,968	573.3	18.4	51.9	1974
318	4,433	10,308	15,059	538.7	17.5	48.9	1975
322	4,584	10,899	15,805	564.6	18.0	51.3	1976
320	4,415	10,991	15,726	561.5	..	50.8	1977
338	4,551	11,427	16,316	581.8	18.9	52.4	1978
314	4,364	10,913	15,591	554.8	17.3	49.9	1979
268	4,182	10,629	15,079	535.5	16.1	48.1	1980
275	4,066	10,725	15,066	535.5	16.1	47.3	1981
300	3,902	11,235	15,437	550.5	16.1	48.2	1982
245	3,296	10,175	13,716	489.3	14.0	42.4	1983
250	3,453	10,443	14,146	505.1	14.1	43.7	1984
245	3,310	10,282	13,837	493.6	13.3	42.5	1985
235	3,243	10,967	14,445	513.9	13.6	44.2	1986
220	3,173	10,890	14,283	506.0	13.1	43.6	1987
226	2,901	12,034	15,161	533.6	13.2	46.2	1988
231	2,960	12,970	16,162	566.1	13.6	48.7	1989 (d)
244	2,787	13,397	16,428	574.1	13.4	49.3	1990
227	2,408	12,430	15,065	524.4	12.5	45.2	1991
220	2,314	12,195	14,729	511.8	12.0	43.9	1992
187	2,003	12,138	14,328	496.9	12.2	42.6	1993
210	1,998	12,897	15,105	523.1	12.8	44.8	1994
218	1,915	12,818	14,951	517.6	12.7	44.2	1995
216	1,914	12,723	14,853	513.7	11.7	43.6	1996
221	1,689	12,925	14,835	512.5	11.4	43.3	1997
202	1,457	12,879	14,538	501.4	10.9	42.3	1998
192	1,679	12,479	14,350	494.7	10.4	42.7	1999
168	1,655	12,317	14,140	486.4	10.2	41.9	2000
187	1,538	12,070	13,795	474.0	9.6	40.9	2001
147	1,485	12,704	14,336	491.3	9.6	42.4	2002
173	1,482	12,381	14,036	479.2	9.1	41.4	2003
201	1,336	12,150	13,687	465.0	8.5	40.3	2004
180	1,146	11,407	12,733	431.6	7.7	37.4	2005
162	1,210	11,320	12,692	428.5	7.5	37.3	2006
161	1,238	10,870	12,269	412.2	7.5	37.3	2007
142	1,254	9,790	11,186	374.1	6.4	32.7	2008
125	1,096	9,133	10,354	345.2	5.9	30.3	2009
89	998	8,868	9,955	326.4	5.7	29.0	2010
121	1,126	8,159	9,406	307.0	5.4	27.4	2011
93	941	7,531	8,565	278.6	4.9	24.9	2012

## Killed or Seriously Injured casualties

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 and fell again in 2012 to 93 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 Table 4 below, compiled by the Department for Transport, which summarises the total costs to society of each type of casualty.

**Table 4: Average value of prevention per reported casualty and per reported road accident: Great Britain 2009**

Accident/Casualty type	£ June 2009	
	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 1,034 killed or seriously injured casualties (KSI) on Welsh roads in 2012, the lowest recorded KSI total on record. This represents an average of 2.8 KSI casualties per day. The 2012 KSI total was a decrease of 213 on the previous years figure.

*For comparison: There were a total of 7,531 slightly injured casualties on Welsh roads in 2012. This represents an average of 20.6 slight casualties per day and the lowest number of slight casualties on record. The 2012 slight total was a decrease of 628 on the previous years figure.*

Chart 6 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 6: Casualties by type of road user, 2012**

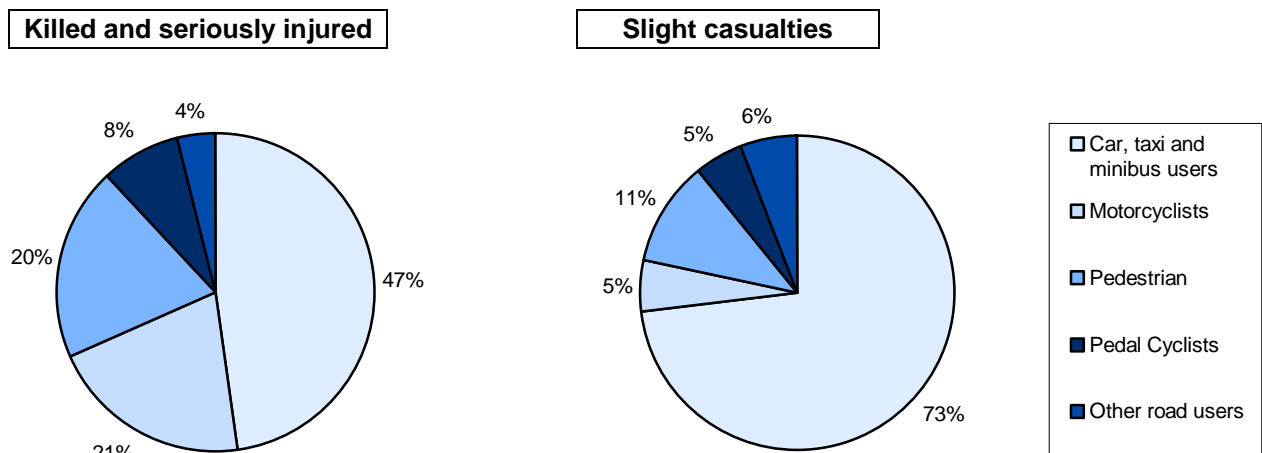


Table 5 below is a reference table that compares casualties in Wales with those across the countries of the rest of the United Kingdom.

**Table 5: United Kingdom casualties by severity, type of road user and country, 2012 (a)**

						<i>Number</i>
	Wales	England	Scotland	Northern Ireland	United Kingdom	
Pedestrians:						
Killed	15	351	54	9		429
Seriously injured	188	4,915	456	182		5,741
Slightly injured	804	16,996	1,440	613		19,853
All severities	1,007	22,262	1,950	804		26,023
Pedal cyclists:						
Killed	4	105	9	2		120
Seriously injured	80	2,975	167	55		3,277
Slightly injured	390	14,639	722	222		15,973
All severities	474	17,719	898	279		19,370
Motorcyclists:						
Killed	26	281	21	4		332
Seriously injured	187	4,471	342	99		5,099
Slightly injured	414	13,067	501	200		14,182
All severities	627	17,819	864	303		19,613
Car, taxi and minibus users:						
Killed	43	686	72	29		830
Seriously injured	451	6,915	867	423		8,656
Slightly injured	5,492	98,310	6,872	6,621		117,295
All severities	5,986	105,911	7,811	7,073		126,781
Other road users:						
Killed	5	68	14	4		91
Seriously injured	35	863	127	36		1,061
Slightly injured	431	9,941	911	511		11,794
All severities	471	10,872	1,052	551		12,946
All road users:						
Killed	93	1,491	170	48		1,802
Seriously injured	941	20,139	1,959	795		23,834
Slightly injured	7,531	152,953	10,446	8,167		179,097
All severities	8,565	174,583	12,575	9,010		204,733

(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

This section presents some information about KSI casualties by type of road user. Table 6 shows that car occupants, motorcycle users and pedestrians account for the vast majority of KSI casualties in 2012 (48 per cent, 21 per cent and 20 per cent respectively). Car occupant casualties were 56 per cent below the 1994-1998 average and pedestrian casualties 53 per cent lower, but motorcycle casualties were only 16 per cent lower.

**Table 6: KSI casualties by road user type, 2012**

	Number				2012 percentage change over	
	1994-98 average	2010	2011	2012	1994-98 average	2011
Pedestrians	434	213	261	203	-53	-22
Pedal cyclists	107	68	118	84	-21	-29
Motorcyclists	253	247	242	213	-16	-12
Car, taxi, and minibus users	1,115	499	573	494	-56	-14
Other road users	99	60	53	40	-60	-25
All road users	2,008	1,087	1,247	1,034	-49	-17
Of which children	289	108	132	92	-68	-30

Between 2011 and 2012 car occupants and pedestrians saw a decrease of 14 per cent and 22 per cent in KSI casualties respectively and motorcycle user KSI casualties witnessed a fall of 12 per cent.

Pedal cyclists accounted for 8 per cent of KSI casualties in 2012; this is almost doubled when compared to 1994-1998 average figure of around 5 per cent. The 2012 pedal cycle casualties figure was 21 per cent lower than the 1994-1998 average figure, and it was 29 per cent lower than the 2011 figure.

### Car users

- In 2012 car occupant casualties represented 48 per cent of KSI road traffic casualties and 73 per cent of slight casualties in Wales.
- In 2012, there were 43 car occupant fatalities, 451 serious car occupant casualties and 5,492 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 more than halved their numbers (Table 7).
- In 2012 the 16-19 age group saw a fall of 24 per cent compared with their counterpart 2011 figure, while the 20-24 and 25-29 age groups saw falls of 11 per cent and 10 per cent respectively over the same period.

**Table 7: Car occupant casualties by age group, 2012**

	Number				2012 percentage change over	
	1994-98 average	2010	2011	2012	1994-98 average	2011
0-15	883	442	449	417	-53	-7
16-19	1,425	1,017	952	727	-49	-24
20-24	1,613	1,144	1,047	937	-42	-11
25-29	1,295	765	688	619	-52	-10
30-39	1,856	1,113	997	947	-49	-5
40-49	1,269	1,058	954	902	-29	-5
50-59	864	708	617	601	-30	-3
60 or Over	1,128	861	846	830	-26	-2

- In 2012, 18 per cent of car occupant casualties occur in accidents involving only one vehicle, compared to 11 per cent during the 1994-98 average.
- In 2012, 66 per cent of all car occupant casualties were drivers and 34 per cent were passengers. This percentage split is almost identical to the KSI level data, with 65 per cent being drivers and 35 per cent being passengers.
- Of the 8,293 car drivers involved in road accidents in 2012, just over one in five were aged 24 or under.
- Around one in 14 drivers involved in road accidents in Wales are aged 70 or older and around 1 in 14 road accident casualties occurs in accidents where at least one driver is aged 70 or older.

### **Pedestrians**

- In 2012 pedestrian casualties represented 20 per cent of KSI road traffic casualties and 11 per cent of slight casualties in Wales.
- In 2012, there were 15 pedestrian fatalities, 188 serious pedestrian casualties and 804 slight pedestrian casualties, as a total this is the lowest level since 1979.
- The slight casualty rates (rate of casualties per 100,000 population) for men and boys are higher than that for women and girls (other than for the 12-15 and 25-29 age groups).
- The risk of becoming a KSI pedestrian casualty is highest for older children (aged 8 to 11), young teenagers (aged 12 to 15) and for older adults (over 80).
- Pedestrian casualties for 'working age' adults are associated with times when individuals leave work, or leave public houses and night clubs.
- In 2003, hit and run incidents accounted for 299 pedestrian casualties in total; this has almost halved to 150 in 2012.

### **Motorcyclists**

- Motorcyclists represent 0.8 per cent of traffic in Wales whilst motorcycle riders comprised 37 per cent of fatal and serious casualties of all motor vehicle drivers.
- In 2012, the chance of a motorcycle rider being killed or seriously injured, per kilometre travelled, is around 70 times greater than for a car driver.
- Since 2004 approximately 90 per cent of motorcyclist casualties are male.
- Since 1998, casualties aged 30 and over have exceeded those aged under 30.
- Casualties aged 30 and over tend to ride machines of over 500cc engine capacity, and account for 68 per cent of the casualties within this group.
- In 2012, the highest numbers of motorcyclist casualties were in Carmarthenshire and Powys.

### **Pedal cyclists**

- In 2012 pedal cyclist casualties represented 8 per cent of Killed and Seriously Injured (KSI) road traffic casualties and 5 per cent of slight casualties in Wales.
- In 2012, there were 4 pedal cyclist fatalities, 80 serious casualties and 390 slightly injured pedal cyclist casualties.
- There was a large increase in KSI casualties between 2010 and 2012 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 2003, one in five pedal cyclist casualties have occurred in the Cardiff local authority.

Table 8 provides more detailed information about casualties by type of road user over the period from 2006 to 2012.

**Table 8: Casualties by type of road user and severity**

	<i>Number and percentage</i>							
	1994-98 average	2007	2008	2009	2010	2011	2012	% change 2012 over 1994-98 average
<b>Pedestrians:</b>								
Killed	55	30	17	18	17	24	15	-72.5
Seriously injured	379	247	232	239	196	237	188	-50.4
KSI	434	277	249	257	213	261	203	-53.2
Slightly injured	1,606	1,013	1,034	857	895	893	804	-49.9
All severities	2,040	1,290	1,283	1,114	1,108	1,154	1,007	-50.6
<b>Pedal cyclists:</b>								
Killed	8	3	4	6	2	11	4	-47.4
Seriously injured	100	77	61	78	66	107	80	-19.7
KSI	107	80	65	84	68	118	84	-21.6
Slightly injured	623	370	357	319	379	403	390	-37.4
All severities	730	450	422	403	447	521	474	-35.1
<b>Motorcyclists:</b>								
Killed	28	42	24	28	25	24	26	-8.5
Seriously injured	225	233	231	213	222	218	187	-16.9
KSI	253	275	255	241	247	242	213	-15.9
Slightly injured	529	499	468	410	398	370	414	-21.7
All severities	782	774	723	651	645	612	627	-19.8
<b>Car, taxi and minibus users: (b)</b>								
Killed	113	79	91	67	38	57	43	-62.0
Seriously injured	1,001	633	680	528	461	516	451	-55.0
KSI	1,115	712	771	595	499	573	494	-55.7
Slightly injured	9,229	8,352	7,321	7,012	6,632	5,980	5,492	-40.5
All severities	10,343	9,064	8,092	7,607	7,131	6,553	5,986	-42.1
<b>Other road users:</b>								
Killed	10	7	6	6	7	5	5	-47.9
Seriously injured	89	48	50	38	53	48	35	-60.8
KSI	99	55	56	44	60	53	40	-59.5
Slightly injured	862	636	610	535	564	513	431	-50.0
All severities	961	691	666	579	624	566	471	-51.0
<b>All road users:</b>								
Killed	213	161	142	125	89	121	93	-56.4
Seriously injured	1,795	1,238	1,254	1,096	998	1,126	941	-47.6
KSI	2,008	1,399	1,396	1,221	1,087	1,247	1,034	-48.5
Slightly injured	12,848	10,870	9,790	9,133	8,868	8,159	7,531	-41.4
All severities	14,856	12,269	11,186	10,354	9,955	9,406	8,565	-42.3

(a) Percentage changes shown in brackets are not statistically significant.

(b) Includes invalid vehicles and motor caravans up to and including 1998.

Table 9 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 steady decline in HGV involvement in fatal and serious accidents between 2006 and 2011; 2012 sees a return to the numbers witnessed in 2010. This declining trend is less evident for light goods vehicles.

**Table 9: HGV summary**

	Accidents				Traffic volume billion vehicle kms	Number and rate	
	Fatal	Serious	Slight	All accidents		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	3.43	160.8	1.62
2005	12	60	512	584	3.53	165.3	1.72
2006	15	57	535	607	3.67	165.3	1.78
2007	12	62	518	592	3.83	154.4	1.74
2008	7	67	423	497	3.86	128.6	1.45
2009	7	61	374	442	3.80	116.2	1.29
2010	5	50	399	454	3.86	117.6	1.32
2011	10	53	390	453	3.87	116.9	1.32
2012	11	51	385	447	3.84	116.3	1.30
Heavy goods vehicles (b)							
1994-98 Average	30	111	496	636	1.28	497.0	1.87
2004	27	63	365	455	1.28	355.6	1.34
2005	15	46	394	455	1.28	355.2	1.34
2006	16	73	423	512	1.27	401.9	1.50
2007	15	64	375	454	1.30	348.3	1.33
2008	17	45	311	373	1.28	291.2	1.09
2009	11	42	261	314	1.16	269.8	0.92
2010	6	47	215	268	1.14	234.3	0.78
2011	8	37	220	265	1.10	241.8	0.77
2012	11	42	199	252	1.07	235.4	0.73

(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

The number of children killed or seriously injured in road accidents has fallen considerably more than the overall KSI figure, by 68 per cent from the 1994-98 average. While the overall KSI figure between 2011 and 2012 decreased by 17 per cent, the child KSI figure decreased by 30 per cent.

More KSI casualties occurred on rural roads (51 per cent) than on urban roads (47 per cent) in 2012. The remaining 2 per cent of casualties occurred on motorways.

Rural A roads accounted for 37 per cent of KSI casualties while minor urban roads accounted for around one in three KSI casualties.

Minor urban roads also accounted for 39 per cent of slight casualties in 2012, but rural A roads only accounted for around one in four.

## KSI casualties by age group

Table 10 below looks at KSI casualties for the main road user types by the age groups. Further detail is given in Tables 11 and 12 below.

**Table 10: KSI casualties by age group and main road user types, 2010 to 2012**

Age group	Pedestrians			Pedal cyclists			Motorcyclists			Car, taxi and minibus users		
	2010	2011	2012	2010	2011	2012	2010	2011	2012	2010	2011	2012
0-15	71	82	53	18	21	12	1	2	1	16	24	26
16-19	23	20	12	5	5	8	35	34	26	89	74	67
20-24	24	27	14	5	6	8	32	23	27	101	113	81
25-29	12	23	17	5	9	8	22	22	13	50	60	39
30-39	13	21	21	7	18	8	52	35	31	61	61	70
40-49	14	17	15	11	37	18	53	64	48	53	71	53
50-59	14	11	18	10	15	16	34	40	43	37	52	37
60 or over	42	60	53	7	7	6	18	22	24	92	118	121
Total	213	261	203	68	118	84	247	242	213	499	573	494

For pedestrians a decrease of 29 casualties in the 0-15 age group was the largest decrease for this road user type, with decreases in the majority of the age groups. The 50-59 age group saw the only increase, of some 7 casualties, in the pedestrian category. Pedal cyclists also saw decreases in most of the age groups, the greatest being a decrease of 19 casualties in the 40-49 age group. The 40-49 year old group saw a decrease of 16 casualties in the motorcycle user category. This was a reversal of the increase of 11 casualties seen in 2011 in this age.

The car occupant KSI decrease between 2011 and 2012 is mainly down to the decrease in the 20-24 (32 less casualties), 25-29 (21 less casualties) and the 40-49 (18 less casualties) age group categories. These decreases are a return to the type of numbers witnessed in 2010. For car users aged 30-39 there was an increase between 2011 and 2012, with a rise of 9 casualties.

**Table 11: Casualties by broad age bands and severity (a)**

	1994-98 average	2007	2008	2009	2010	2011	2012	Change 2012 over 1994-98 average
<b>Children (aged 0-15):</b>								
Killed	14	5	4	5	4	6	4	-71.0
Seriously injured	275	143	111	131	104	126	88	-68.0
Slightly injured	1,977	1,056	989	873	918	877	726	-63.3
Total	2,266	1,204	1,104	1,009	1,026	1,009	818	-63.9
<b>Adults (aged 16-59):</b>								
Killed	144	116	102	87	70	87	72	-50.1
Seriously injured	1,270	944	956	789	733	804	653	-48.6
Slightly injured	9,521	8,646	7,717	7,187	6,875	6,256	5,844	-38.6
Total	10,935	9,706	8,775	8,063	7,678	7,147	6,569	-39.9
<b>Older adults (aged 60 and over):</b>								
Killed	55	40	36	33	15	28	17	-69.2
Seriously injured	249	151	186	176	161	196	200	-19.7
Slightly injured	1,349	1,155	1,078	1,067	1,033	1,013	948	-29.7
Total	1,653	1,346	1,300	1,276	1,209	1,237	1,165	-29.5

(a) Excludes casualties of unknown age.



**Table 12: Casualties by age**

Age	Number							Change 2012 over 1994-98 average
	1994-98 average	2007	2008	2009	2010	2011	2012	
0-4	325	173	139	140	139	143	126	-61.3
5-7	400	199	165	166	166	164	139	-65.2
8-11	721	365	388	302	300	298	238	-67.0
12-15	820	467	412	401	421	404	315	-61.6
16-19	1,842	1,762	1,741	1,531	1,325	1,225	1,005	-45.4
20-24	2,064	1,821	1,552	1,434	1,432	1,352	1,212	-41.3
25-29	1,727	1,187	1,095	964	978	895	829	-52.0
30-34	1,447	964	882	811	764	712	730	-49.6
35-39	1,063	1,009	866	779	728	651	558	-47.5
40-44	869	962	871	836	788	720	685	-21.2
45-49	792	816	735	715	684	692	640	-19.2
50-54	662	629	570	557	534	472	525	-20.7
55-59	469	556	463	436	445	428	385	-17.9
60-64	438	394	409	391	365	357	302	-31.0
65-69	354	296	239	253	265	268	290	-18.1
70-74	354	219	226	225	209	211	185	-47.7
75-79	256	207	198	179	178	191	138	-46.1
80 and over	252	230	228	228	192	210	250	-0.7
Not known	2	13	7	6	42	13	13	
All ages	14,856	12,269	11,186	10,354	9,955	9,406	8,565	-42.3

**Child (aged 0-15) KSI casualties**

Table 13 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 and compared to the 2011 figures, apart from a small rise in car occupant child KSI with an increase of 8 per cent between 2011 and 2012. The total child KSI figure is the lowest on record.

Male KSI child casualties far out-weigh the number of female KSI casualties. In the years shown, there are 50 per cent or more boy casualties than girls. All child age groups have seen a significant fall in KSI casualties when compared to the 1994-98 average, ranging from a fall of 65 per cent (12-15 year olds) to a fall of 78 per cent (0-4 year olds). All child age groups also saw a fall between 2011 and 2012.

**Table 13: Child KSI casualties by road user type, gender and age group**

	Number				Percentage change 2012 over	
	1994-98 average	2010	2011	2012	1994-98 average	2011
Pedestrians	162	71	82	53	-67	-35
Pedal cyclists	47	18	21	12	-74	-43
Motorcyclists	3	1	2	1	-71	-50
Car, taxi and minibus users	69	16	24	26	-62	8
Other road users	8	2	3	0	-100	-100
Male	189	71	88	65	-66	-26
Female	100	37	44	27	-73	-39
0-4	40	11	16	9	-78	-44
5-7	48	18	21	14	-71	-33
8-11	88	33	41	29	-67	-29
12-15	113	46	54	40	-65	-26
Total	289	108	132	92	-68	-30

Table 14 is an overview of child casualties since 1979. It shows the prolonged fall in those killed and seriously injured over this 33 year period.

**Table 14: Child casualty (aged 0-15 years) summary**

	Killed or seriously injured (KSI)					Slightly injured	All casualties	<i>Number</i>
	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		
2012	4	88	92		726	818		

### Young adult (aged 16-25) KSI casualties

Table 15 on the following page shows the number of KSI young adult casualties by road user type and severity.

It shows that the number of KSI casualties in this age group has fallen by almost a third between 2007 and 2012. The decline over this period appears to be amongst car and taxi users. There is no clear downward trend evident for pedestrians, for pedal cyclists or for motorcyclists, even though the year-to-year figures fluctuate.

**Table 15: Casualties aged 16-25 by type of road user and severity**

	<i>Number</i>						
	1994-98 average	2007	2008	2009	2010	2011	2012
<b>Pedestrians:</b>							
Killed	9	3	3	4	7	5	1
Seriously injured	62	45	33	36	42	48	29
Slightly injured	292	212	192	190	170	187	162
All severities	363	260	228	230	219	240	192
<b>Pedal cyclists:</b>							
Killed	1	0	0	1	1	0	0
Seriously injured	22	14	11	16	9	14	17
Slightly injured	143	70	57	61	81	82	83
All severities	166	84	68	78	91	96	100
<b>Motorcyclists: (a)</b>							
Killed	8	5	6	4	3	3	6
Seriously injured	76	66	67	46	69	61	49
Slightly injured	209	187	173	140	169	140	177
All severities	293	258	246	190	241	204	232
<b>Cars and taxis users:</b>							
Killed	38	23	41	21	17	19	16
Seriously injured	345	233	255	202	189	182	148
Slightly injured	2,965	2,893	2,569	2,366	2,133	1,966	1,645
All severities	3,348	3,149	2,865	2,589	2,339	2,167	1,809
<b>Minibus users: (b)</b>							
Killed	0	0	0	0	0	0	0
Seriously injured	2	1	0	0	0	2	1
Slightly injured	18	12	8	5	14	3	10
All severities	19	13	8	5	14	5	11
<b>Public service vehicle users:</b>							
Killed	0	0	0	0	0	0	0
Seriously injured	2	1	4	2	0	2	0
Slightly injured	41	32	50	45	45	19	18
All severities	43	33	54	47	45	21	18
<b>Goods vehicle users:</b>							
Killed	1	0	2	1	0	1	0
Seriously injured	13	6	4	2	4	2	3
Slightly injured	84	69	61	40	41	52	40
All severities	98	75	67	43	45	55	43
<b>Other road users:</b>							
Killed	0	0	0	0	2	1	0
Seriously injured	2	0	4	3	2	2	2
Slightly injured	14	11	15	10	9	8	13
All severities	17	11	19	13	13	11	15
<b>All road users:</b>							
Killed	57	31	52	31	30	29	23
Seriously injured	524	366	378	307	315	313	249
Slightly injured	3,767	3,486	3,125	2,857	2,662	2,457	2,148
All severities	4,347	3,883	3,555	3,195	3,007	2,799	2,420

(a) Riders and passengers of motorcycles, combinations, scooters and mopeds.

(b) Includes drivers and passengers of motor caravans up to and including 1998.

## Slight casualties

There were a total of 7,531 slightly injured casualties on Welsh roads in 2012. This represents an average of 20.6 slight casualties per day and the lowest number of slight casualties on record. The 2012 slight total was a decrease of 628 on the previous years figure.

*For comparison: There were a total of 1,034 killed or seriously injured casualties (KSI) on Welsh roads in 2012. This represents an average of 2.8 KSI casualties per day. The 2012 KSI total was a decrease of 213 on the previous years figure. 2012 was the lowest recorded KSI total on record.*

**Table 16: Slight casualties by road user type**

	Number				2012 percentage change over	
	1994-98 average	2010	2011	2012	1994-98 average	2011
Pedestrians	1,606	895	893	804	-50	-10
Pedal cyclists	623	379	403	390	-37	-3
Motorcyclists	529	398	370	414	-22	12
Car, taxi, and minibus users	9,229	6,632	5,980	5,492	-40	-8
Other road users	862	564	513	431	-50	-16
All road users	12,848	8,868	8,159	7,531	-41	-8
Of which children	1,977	918	877	726	-63	-17

Car occupant casualties accounted for the vast majority of slight casualties in 2012 (73 per cent). Car occupant casualties were 40 per cent below the 1994-1998 average and 8 per cent lower than the 2011 figure.

In 2012 pedestrians were 50 per cent below the 1994-98 average and 10 per cent lower than the 2011 figure.

Pedal cyclists were 37 per cent below the 1994-98 average, but only 3 per cent lower than the 2011 figure.

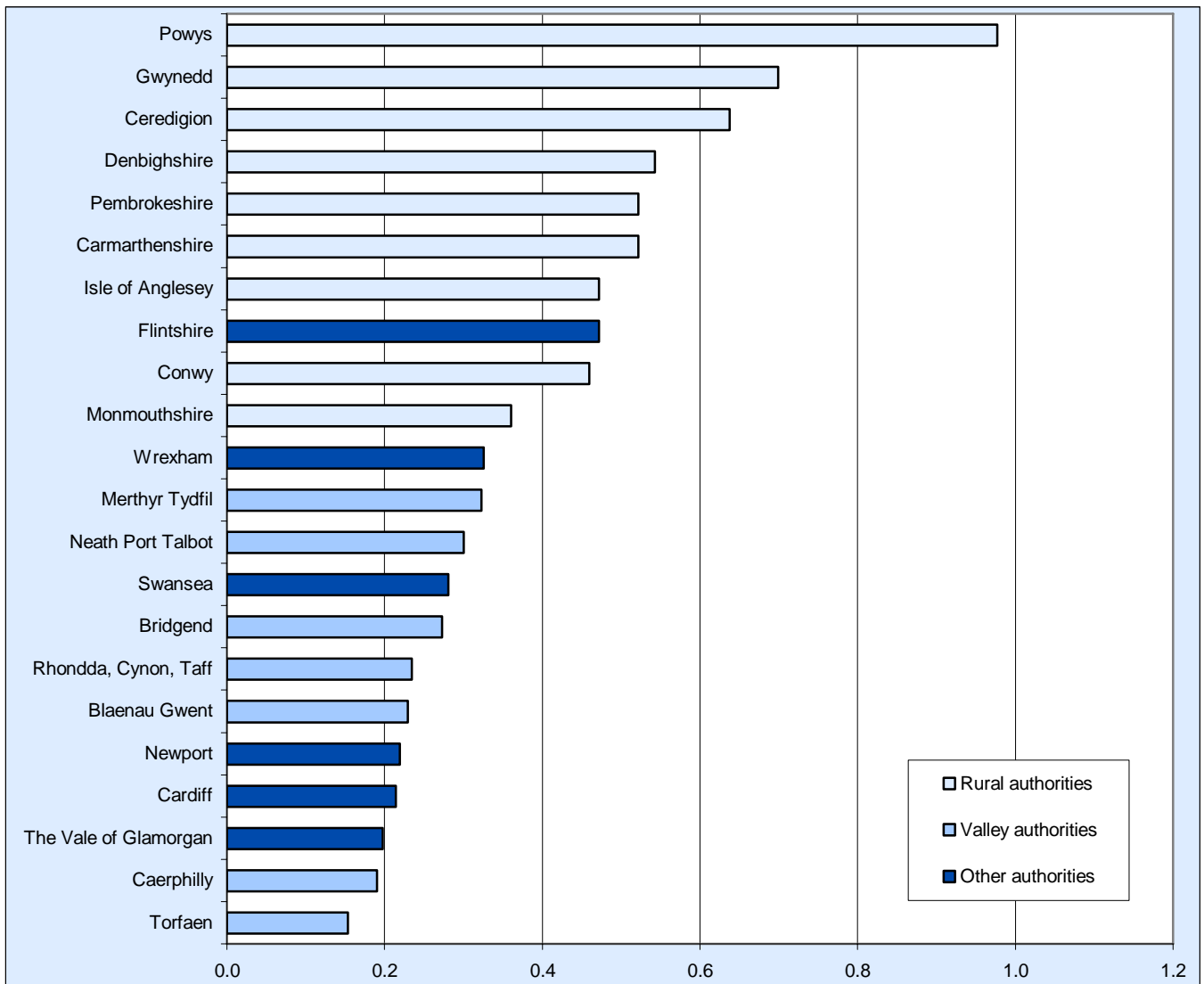
Motorcycle user casualties were 22 per cent below the 1994-98 average, but were the only road user type to see an increase (12 per cent) in slight casualties between 2011 and 2012.

The number of children slightly injured in road accidents has fallen considerably more than the overall (41 per cent) slight figure (63 per cent) from the 1994-98 average. Between 2011 and 2012, both the overall slight (8 per cent less) and the child slight casualties (17 per cent less) witnessed a fall.

## KSI casualties by local authority area

Within Wales there are wide variations between the KSI casualty rates per head of population in different types of local authority area. Chart 7 shows that KSI casualty rates are highest in rural areas and lower in more urban local authority areas.

**Chart 7: Rate of KSI casualties (annual rate per 1,000 population) by types of area, Wales, average 2010 to 2012**



Tables 17 and 18 below summarise recent trends in KSI and slightly injured casualties between 2007 and 2012. Table 19 presents more detailed information for 2012, showing additional information about road user type and severity for 2012.

**Table 17: Killed or seriously injured casualties by local authority and police force area**

	<i>Number and percentage</i>							<i>% change 2012 over 1994-98</i>
	<i>1994-98 average</i>	<i>2007</i>	<i>2008</i>	<i>2009</i>	<i>2010</i>	<i>2011</i>	<i>2012</i>	
Isle of Anglesey	54	30	30	55	29	37	33	-38.4
Gwynedd	126	65	112	70	81	85	88	-30.2
Conwy	73	65	64	54	43	58	58	-20.1
Denbighshire	88	58	54	41	49	59	44	-50.2
Flintshire	103	60	106	80	72	85	60	-41.7
Wrexham	75	34	56	51	35	53	43	-42.8
North Wales police force	519	312	422	351	309	377	326	-37.2
Powys	177	142	125	129	118	150	121	-31.5
Ceredigion	81	57	39	52	50	60	33	-59.2
Pembrokeshire	118	106	96	80	65	62	64	-45.6
Carmarthenshire	192	94	97	95	85	87	115	-40.0
Dyfed Powys police force	567	399	357	356	318	359	333	-41.2
Swansea	66	81	78	84	74	77	51	-22.5
Neath Port Talbot	46	70	51	47	55	40	30	-35.1
Bridgend	56	44	56	45	28	56	30	-46.6
The Vale of Glamorgan	56	45	47	48	27	26	23	-59.1
Cardiff	127	101	78	69	79	86	56	-55.8
Rhondda Cynon Taf	109	90	59	50	48	61	56	-48.4
Merthyr Tydfil	26	23	17	16	22	14	20	-22.5
South Wales police force	485	454	386	359	333	360	266	-45.2
Caerphilly	78	76	72	40	34	36	33	-57.8
Blaenau Gwent	48	33	35	19	19	17	12	-74.8
Torfaen	58	28	14	23	17	15	9	-84.5
Monmouthshire	129	32	54	27	28	46	26	-79.9
Newport	124	65	56	46	29	37	29	-76.6
Gwent police force	437	234	231	155	127	151	109	-75.1
Wales	2,008	1,399	1,396	1,221	1,087	1,247	1,034	-48.5

**Table 18: Slightly injured casualties by local authority and police force**

	<i>Number and percentage</i>							<i>% change 2012 over 1994-98</i>
	<i>1994-98 average</i>	<i>2007</i>	<i>2008</i>	<i>2009</i>	<i>2010</i>	<i>2011</i>	<i>2012</i>	
Isle of Anglesey	311	173	134	170	129	136	115	-63.0
Gwynedd	584	469	432	408	427	325	307	-47.4
Conwy	553	395	448	443	351	340	329	-40.5
Denbighshire	571	406	446	367	357	329	297	-47.9
Flintshire	888	603	545	461	500	444	417	-53.0
Wrexham	642	420	413	410	397	346	415	-35.4
North Wales police force	3,549	2,466	2,418	2,259	2,161	1,920	1,880	-47.0
Powys	555	629	546	538	485	445	469	-15.5
Ceredigion	304	370	275	254	290	260	248	-18.3
Pembrokeshire	468	519	378	468	411	358	402	-14.1
Carmarthenshire	727	763	713	663	602	600	598	-17.8
Dyfed Powys police force	2,054	2,281	1,912	1,923	1,788	1,663	1,717	-16.4
Swansea	1,154	993	890	752	887	822	609	-47.2
Neath Port Talbot	600	548	450	406	428	384	367	-38.9
Bridgend	551	434	400	399	340	291	318	-42.3
The Vale of Glamorgan	436	337	302	318	282	343	263	-39.7
Cardiff	1,394	1,331	1,148	1,046	1,038	1,039	746	-46.5
Rhondda Cynon Taf	874	969	795	692	634	668	572	-34.6
Merthyr Tydfil	237	198	185	135	163	165	127	-46.5
South Wales police force	5,246	4,810	4,170	3,748	3,772	3,712	3,002	-42.8
Caerphilly	554	345	402	324	263	224	231	-58.3
Blaenau Gwent	193	189	205	149	184	103	134	-30.6
Torfaen	254	131	124	140	160	106	114	-55.0
Monmouthshire	396	230	158	178	165	147	153	-61.3
Newport	603	418	401	412	375	284	300	-50.3
Gwent police force	2,000	1,313	1,290	1,203	1,147	864	932	-53.4
Wales	12,848	10,870	9,790	9,133	8,868	8,159	7,531	-41.4

**Table 19: Casualties by type of road user and severity, local authority and police force area, 2012**

	<i>Number</i>											
	Pedestrians		Pedal cyclists		Motorcyclists		Car, taxi and minibus users		Other road users		All road users	
	KSI	Slight	KSI	Slight	KSI	Slight	KSI	Slight	KSI	Slight	KSI	Slight
Isle of Anglesey	5	8	1	3	3	2	21	98	3	4	33	115
Gwynedd	12	23	8	14	18	15	47	239	3	16	88	307
Conwy	15	27	2	15	16	17	23	244	2	26	58	329
Denbighshire	11	36	4	19	11	11	18	224	0	7	44	297
Flintshire	11	39	9	24	13	25	25	303	2	26	60	417
Wrexham	12	39	5	27	6	18	19	309	1	22	43	415
North Wales police force	66	172	29	102	67	88	153	1,417	11	101	326	1,880
Powys	7	27	8	16	23	35	76	353	7	38	121	469
Ceredigion	4	24	1	11	8	12	18	182	2	19	33	248
Pembrokeshire	10	32	3	14	11	28	35	312	5	16	64	402
Carmarthenshire	15	26	8	26	25	38	64	480	3	28	115	598
Dyfed Powys police force	36	109	20	67	67	113	193	1,327	17	101	333	1,717
Swansea	20	82	5	35	11	40	14	427	1	25	51	609
Neath Port Talbot	10	29	1	9	8	22	11	285	0	22	30	367
Bridgend	5	47	5	12	4	19	15	209	1	31	30	318
The Vale of Glamorgan	8	33	1	10	6	19	8	187	0	14	23	263
Cardiff	17	131	10	93	8	39	21	455	0	28	56	746
Rhondda Cynon Taf	16	75	1	10	9	20	26	435	4	32	56	572
Merthyr Tydfil	5	13	0	6	7	2	7	92	1	14	20	127
South Wales police force	81	410	23	175	53	161	102	2,090	7	166	266	3,002
Caerphilly	8	29	5	15	7	14	12	163	1	10	33	231
Blaenau Gwent	2	19	0	2	4	7	5	95	1	11	12	134
Torfaen	3	12	0	6	1	9	5	75	0	12	9	114
Monmouthshire	3	16	3	5	8	6	12	121	0	5	26	153
Newport	4	37	4	18	6	16	12	204	3	25	29	300
Gwent police force	20	113	12	46	26	52	46	658	5	63	109	932
Wales	203	804	84	390	213	414	494	5,492	40	431	1,034	7,531



## Key quality information

Source:	Police reported road casualties in Wales
Status:	National Statistics
Description:	<p>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.</p> <p>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.</p>
Uses of data:	<p>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.</p> <p>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 &amp; Community Safety Partnerships.</p>
Quality:	<p>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.</p> <p>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 <u>sources and methods</u> used to compile the road accident and casualty figures for Wales. It also reviews the <u>quality</u> 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: <a href="http://wales.gov.uk/topics/statistics/articles/?lang=en">http://wales.gov.uk/topics/statistics/articles/?lang=en</a></p>

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 2012. 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 cover the following topics:

- Pedal Cyclists
- Pedestrians
- Motorcyclists

All these Bulletins will be available from the following link:

<http://wales.gov.uk/topics/statistics/headlines/transport2013/?lang=en>

Results for Great Britain were published by the Department for Transport on 27 June 2013 in 'Reported Road Casualties in Great Britain Main Results: 2012'; available from the link:

<https://www.gov.uk/government/publications/reported-road-casualties-in-great-britain-main-results-2012>