

SDR 117/2008

7 August 2008

Road Casualties in Wales: Quarterly Provisional Estimates March Quarter 2008

Introduction

This First Release provides estimates to March 2008 of casualties in Wales resulting from personal injury road accidents. These estimates are published here for the first time, and this has been done in order to monitor emerging trends between the publication of annual figures. This series will continue with updates for future quarters to be published in November 2008 and February 2009.

Attention is drawn to figures for the latest four quarters taken together. This is because of the seasonal pattern in, and irregular fluctuation of figures, for individual quarters. The figures cover only road accidents reported to the police and involving personal injury.

Summary

Provisional estimates show that during the March quarter 2008, in Wales (Table 1):

- 22 road casualties were reported as killed
- 295 were reported as seriously injured, and
- 2,286 as slightly injured

Comparing the most recent 12 month period, that is April 2007 to March 2008, with the previous 12 month period, April 2006 to March 2007 (Table 1), shows:

- All road casualties were down by 4 per cent; and within this total
- The numbers killed were 3 per cent lower
- Seriously injured were 3 per cent higher
- Slightly injured were 5 per cent lower

The Welsh Assembly Government has three casualty reduction targets to be achieved by 2010 based on reductions from the average for the years 1994 to 1998. Progress towards these targets during the most recent 12 month period, that is April 2007 to March 2008, was:

Target 1 → A **40 per cent reduction in the number of killed or seriously injured (KSI) casualties.**

- The number of total KSI casualties over this period, at 1,412 people, was 2 per cent higher than the previous 12 month period and 30 per cent lower than the average for 1994-98.

Target 2 → A **50 per cent reduction in the number of children killed or seriously injured.**

- The number of child KSI casualties over this period, at 142 children, was 4 per cent lower than the previous 12 month period and 51 per cent lower than the average for 1994-98.

Target 3 → A **10 per cent reduction in the number of people slightly injured per 100 million vehicle kilometres.**

- Only annual figures are available. People slightly injured during 2007 per 100 million vehicle kilometres, estimated at 39 people, was 28 per cent lower in than the average for 1994-98.

Contact: Tel: 029 2082 5085 **E-mail:** stats.transport@wales.gsi.gov.uk **Next Update:** November 2008 (provisional)



Detail

This section looks at the recent developments in road casualties in more detail.

The charts below show quarterly casualty figures together with average casualties for each four quarter period. Using these “rolling averages” reduces the effect of the seasonal pattern and irregular fluctuation of the figures for individual quarters. The charts show, for example for March 2008, both figures for March 2008 itself and the average for the period April 2007 to March 2008. In the context of meeting the casualty reduction targets, the figures shown on these charts have been standardised as indices based on the average for 1994 to 1998; that is as index numbers with baseline index of “100” for 1994-98. The actual numbers of casualties for each quarter are shown in Tables 1 to 4.

Chart 1 shows the pattern of Killed and Seriously Injured (KSI) casualties and Chart 2 shows the pattern for slight casualties. Both are based on data from Table 1. Both charts show the strong seasonal pattern in casualties with lower figures in the March quarter and higher figures in the September quarter. Chart 1 shows that KSI casualties fell in the late 1990s and between 2003 and end-2005; they have stabilised in 2006 and 2007. Chart 2 shows a continuing decline in slight casualties in Wales from 2003 onwards, with the March quarter 2008 figure at the lowest level for any March quarter over the whole period.

**Chart 1: Killed and seriously injured (KSI) casualties: As Indices
Quarterly figures and rolling four quarter averages: Wales**

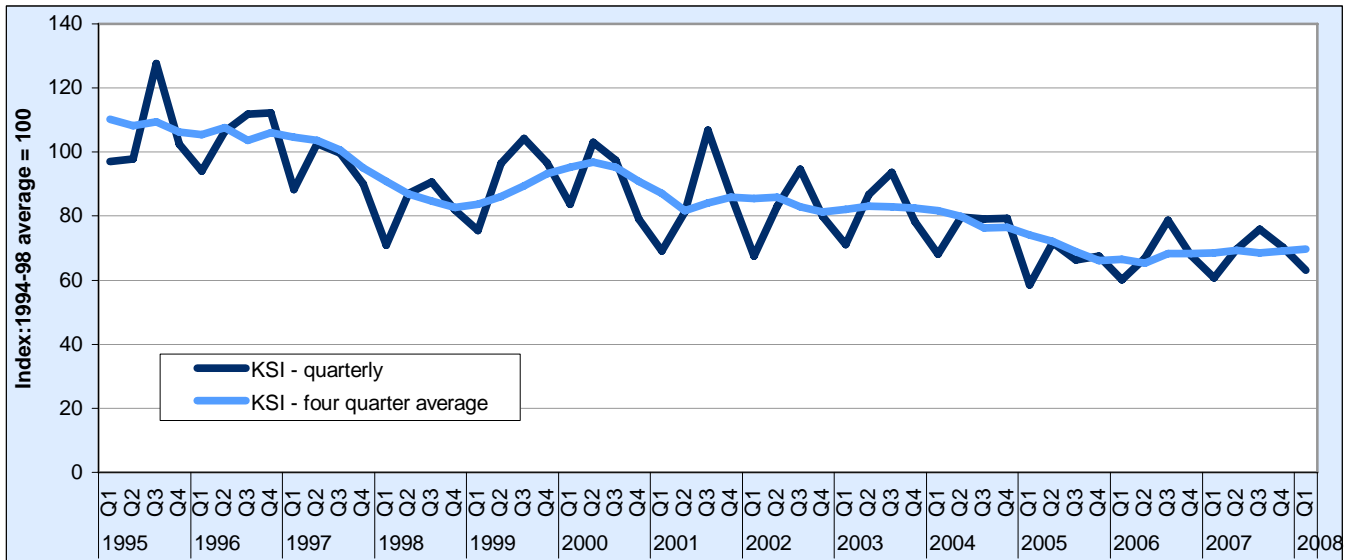
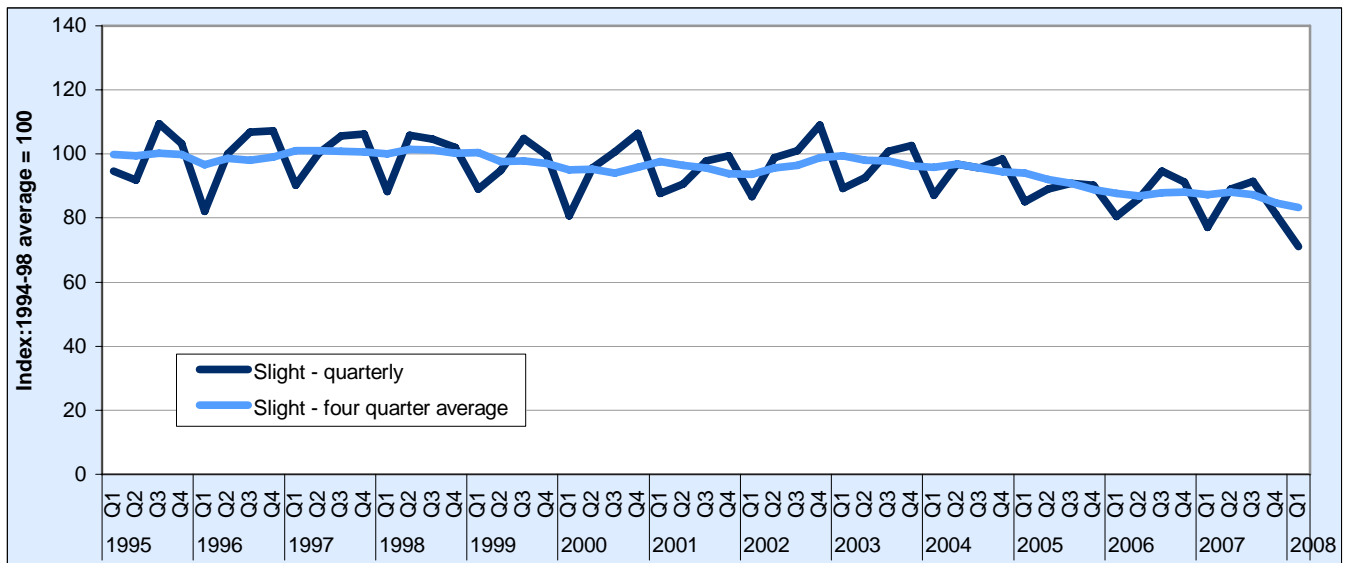


Chart 2: Slight casualties: As Indices
Quarterly figures and rolling four quarter averages: Wales



Charts 3 to 7 show how the pattern of casualties varies by type of road user. There are different trends and different seasonal patterns in casualties between each group of road users. These charts are all based on data from Table 3 and show total casualties.

Chart 3 shows total casualties for all road users. Comparing the path of total casualties below with the pattern shown in Charts 1 and 2, shows that changes in total casualties are dominated by changes in slight casualties, as they make up almost 9 out of 10 casualties.

Chart 3: All casualties: As Indices
Quarterly figures and rolling four quarter averages: Wales

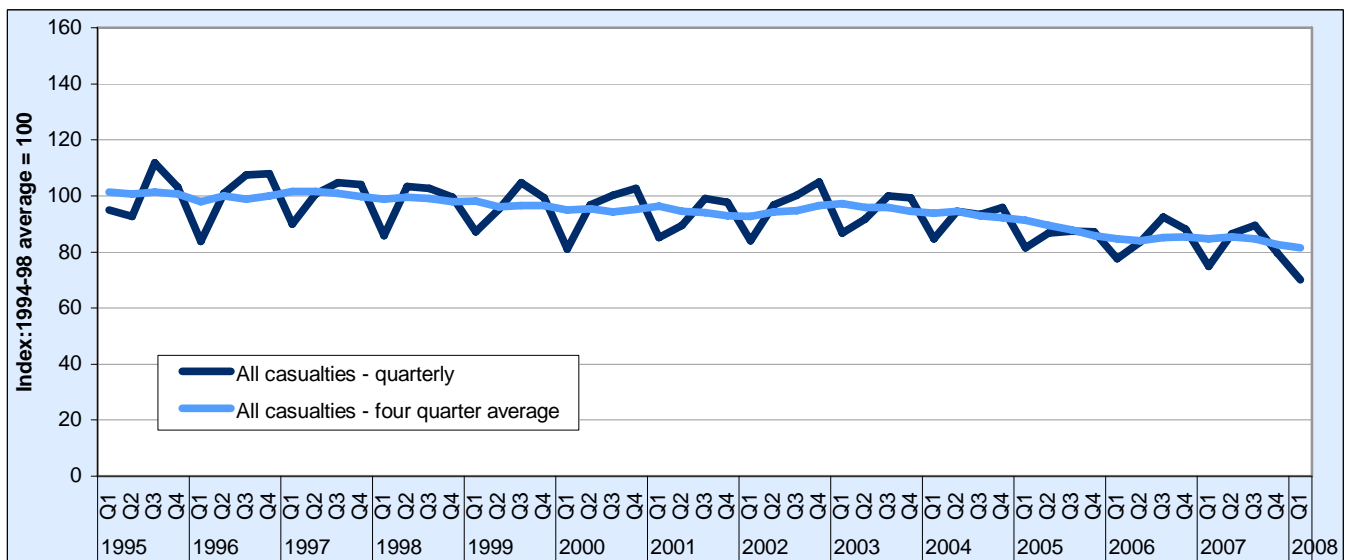


Chart 4 shows pedestrian casualties. There has been a steady decline in pedestrian casualties over the whole period. The most recent 12 month period, that is April 2007 to March 2008, is five per cent lower than the previous 12 month period, April 2006 to March 2007; it is 37 per cent lower than the average for 1994 to 1998.

There is a weak seasonal pattern in the figures with slightly higher casualties in the December quarter of each year. The total for the March quarter 2008, at 299 pedestrian casualties, is similar to figures for the March quarter in recent years.

Chart 4: All pedestrian casualties: As Indices
Quarterly figures and rolling four quarter averages: Wales

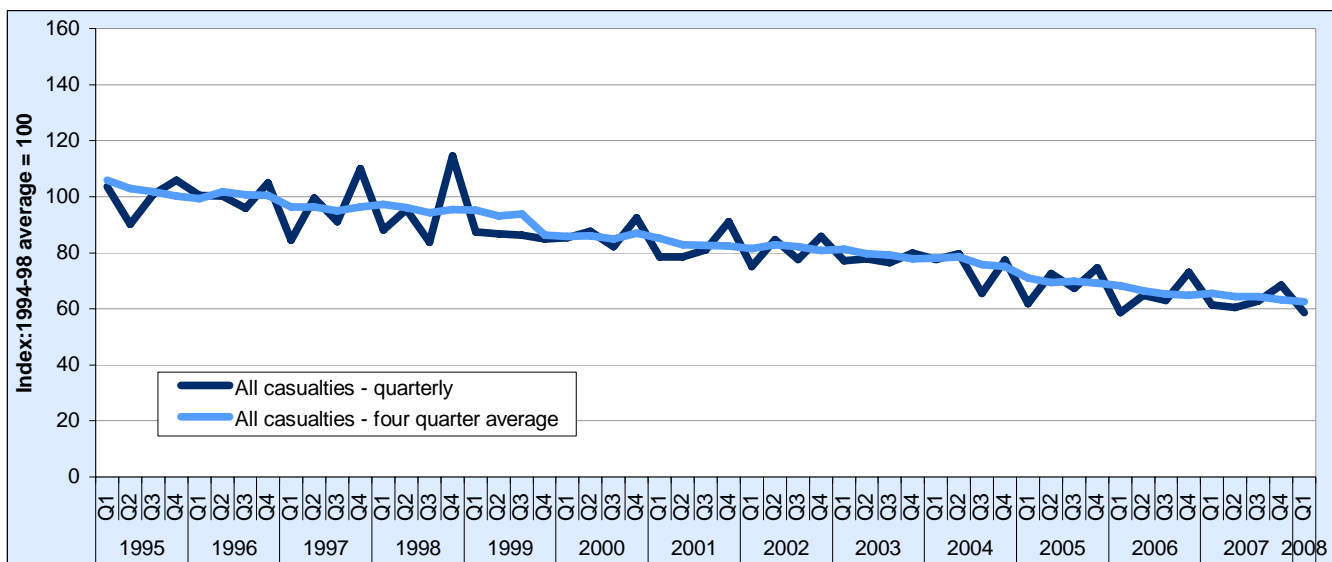


Chart 5 shows pedal cyclist casualties. There has been an irregular decline in pedal cyclist casualties over the period. The most recent 12 month period, that is April 2007 to March 2008, is five per cent lower than the previous 12 month period, April 2006 to March 2007; it is 38 per cent lower than the average for 1994 to 1998.

There is a strong seasonal pattern in the figures with higher casualties in the June and September quarters of each year; and lower casualties in the December and March quarters. The total for the March quarter 2008, at 88 pedal cyclist casualties, is similar to the March quarter figures for 2007.

Chart 5: All pedal cyclist casualties: As Indices
Quarterly figures and rolling four quarter averages: Wales

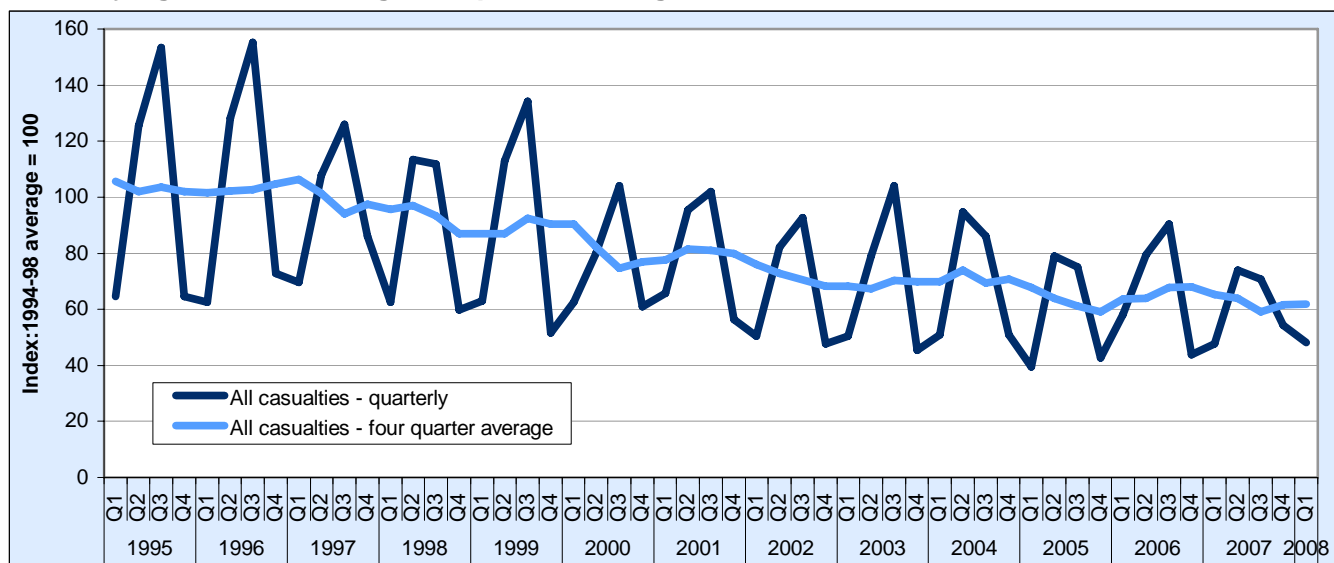


Chart 6 shows motorcycle user casualties. Motorcycle user casualties have fluctuated over the whole period without any signs of a consistent downward trend. The most recent 12 month period, that is April 2007 to March 2008, is seven per cent lower than the previous 12 month period, April 2006 to March 2007; it is only one per cent lower than the average for 1994 to 1998.

There is a strong seasonal pattern in the figures with higher casualties in the June and September quarters of each year; and lower casualties in the December and March quarters. The total for the March quarter 2008, at 136 motorcycle user casualties, is similar to the March quarter figures for 2007.

Chart 6: All motorcyclist casualties: As Indices
Quarterly figures and rolling four quarter averages: Wales

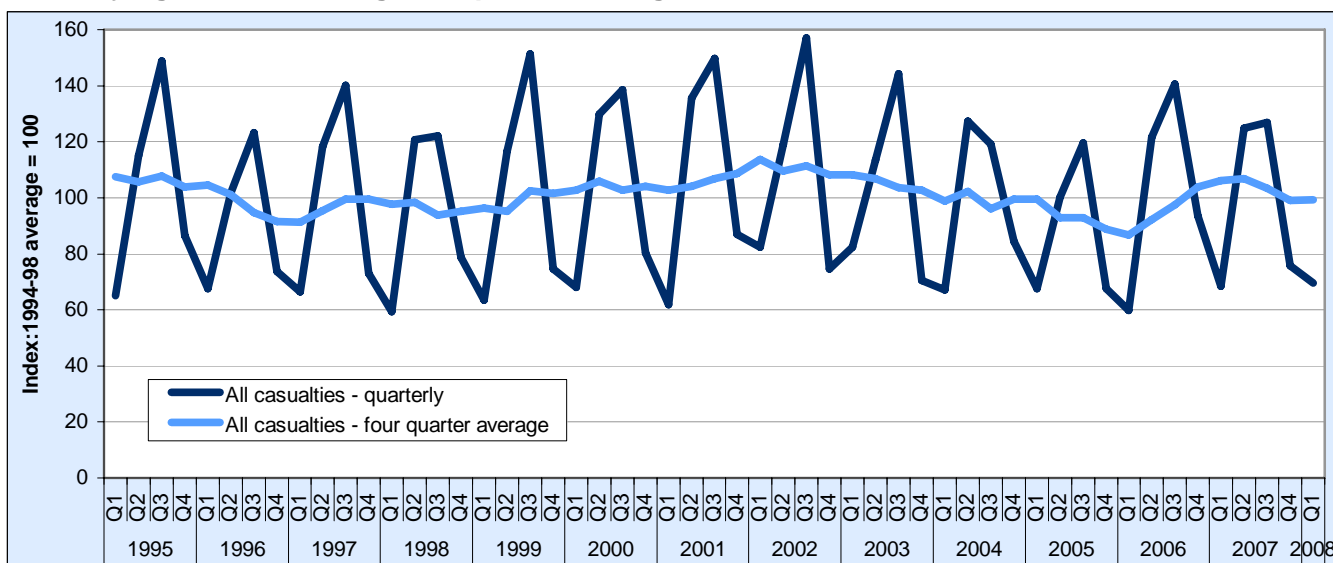


Chart 7 shows car, taxi or minibus user casualties. The number of these casualties was broadly stable between 1995 and the end of 2003, but with a steady decline from the beginning of 2004. The most recent 12 month period, that is April 2007 to March 2008, is three per cent lower than the previous 12 month period, April 2006 to March 2007; it is 14 per cent lower than the average for 1994 to 1998.

There is a seasonal pattern in the figures with the lowest casualties in the March quarter each year; the figures then rise each quarter through the year to reach a peak in the December quarter. The total for the March quarter 2008, at 1,935 car, taxi or minibus user casualties, is the lowest March quarter figure in the entire series. This follows a low figure for the December 2007 quarter, at 2,161 casualties, which was the lowest December quarter figure in the entire series. It is possible that these falls reflect the impact of lower traffic volumes and traffic speeds that have resulted from fuel prices increases.

Chart 7: All car, taxi or minibus casualties: As Indices
Quarterly figures and rolling four quarter averages: Wales

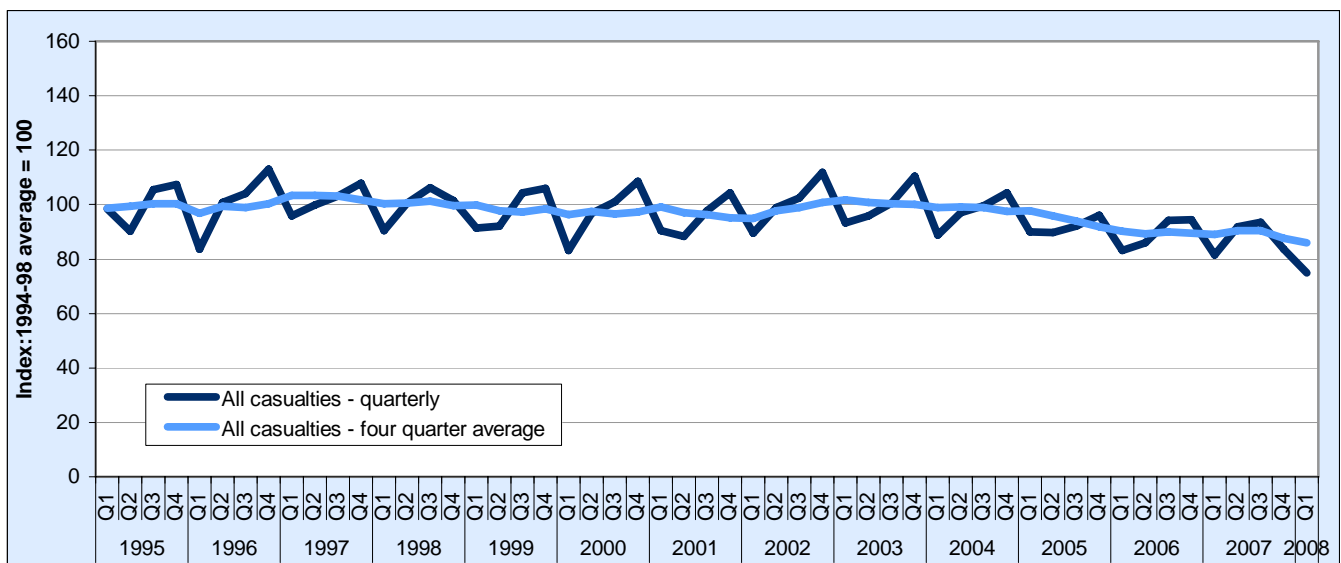


Table 4 shows casualties by police force area in Wales. It shows that the decline in total casualties in Wales has been concentrated in the North Wales and Gwent police force areas.

Taking North Wales and Gwent together: Comparing the most recent 12 month period, that is April 2007 to March 2008, with the previous 12 month period, April 2006 to March 2007, shows that the total number of casualties has declined by 11 per cent in North Wales and by 9 per cent in Gwent police force areas. They are, respectively, 34 per cent and 37 per cent lower than the average for 1994 to 1998.

Taking South Wales and Dyfed Powys together: Comparing the most recent 12 month period, that is April 2007 to March 2008, with the previous 12 month period, April 2006 to March 2007, shows that the total number of casualties has risen by 1 per cent in South Wales and fallen by 2 per cent in Dyfed Powys police force areas. They are, respectively, 9 per cent lower and 1 per cent higher than the average for 1994 to 1998.

Table 1:
Road Casualties by severity of casualty: Wales

Number and <i>percentage</i>				
	<u>Killed</u>	<u>Seriously injured</u>	<u>Slightly injured</u>	<u>All severities</u>
1994-98 average	213	1,795	12,848	14,856
1997	221	1,689	12,925	14,835
1998	202	1,457	12,879	14,538
1999	192	1,679	12,479	14,350
2000	168	1,655	12,317	14,140
2001	187	1,538	12,070	13,795
2002	147	1,485	12,704	14,336
2003	173	1,482	12,381	14,036
2004	201	1,336	12,150	13,687
2005	180	1,146	11,407	12,733
2006	163	1,210	11,319	12,692
2007	161	1,241	10,868	12,270
2003 Q1	44	313	2,868	3,225
Q2	47	388	2,976	3,411
Q3	43	427	3,240	3,710
Q4	39	354	3,297	3,690
2004 Q1	41	301	2,799	3,141
Q2	56	344	3,112	3,512
Q3	39	358	3,074	3,471
Q4	65	333	3,165	3,563
2005 Q1	40	254	2,732	3,026
Q2	39	321	2,860	3,220
Q3	51	282	2,917	3,250
Q4	50	289	2,898	3,237
2006 Q1	37	265	2,583	2,885
Q2	38	298	2,767	3,103
Q3	38	357	3,039	3,434
Q4	50	290	2,930	3,270
2007 Q1	31	276	2,476	2,783
Q2	34	319	2,858	3,211
Q3	50	339	2,932	3,321
Q4	46	307	2,602	2,955
2008 Q1 p	22	295	2,286	2,603
<i>Percentage change 2008¹ over 2007²</i>	-3	3	-5	-4
<i>Percentage change 2008¹ over 1994-98 average</i>	-29	-30	-17	-19

p-provisional

¹2007 Q2 to 2008 Q1

²2006 Q2 to 2007 Q1

Table 2:
Progress towards 2010 casualty reduction targets: Wales

Number and *percentage*

	KSI	KSI Children	Slight Casualty rate per 100 million vehicle km.(a)
1994-98 average	2,008	289	54
1997	1,910	250	53
1998	1,659	221	53
1999	1,871	244	50
2000	1,823	225	50
2001	1,725	205	48
2002	1,632	191	48
2003	1,655	192	47
2004	1,537	170	44
2005	1,326	135	42
2006	1,373	144	41
2007	1,402	148	39
2003 Q1	357	38	
Q2	435	50	
Q3	470	62	
Q4	393	42	
2004 Q1	342	43	
Q2	400	41	
Q3	397	51	
Q4	398	35	
2005 Q1	294	24	
Q2	360	50	
Q3	333	32	
Q4	339	29	
2006 Q1	302	28	
Q2	336	28	
Q3	395	55	
Q4	340	33	
2007 Q1	307	32	
Q2	353	49	
Q3	389	40	
Q4	353	27	
2008 Q1 p	317	26	
<i>Percentage change 2008¹ over 2007²</i>	2	-4	
<i>Percentage change 2008¹ over 1994-98 average</i>	-30	-51	
<i>Target reduction by 2010 compared with 1994-98 average (per cent)</i>	-30	-51	-10

p-provisional

¹2007 Q2 to 2008 Q1

²2006 Q2 to 2007 Q1

(a) The road traffic volume (100 million vehicle km) for 2006 has been estimated.
The estimate is based on 2005 volume plus 1 % per annum growth.

Table 3:
Road casualties by type of road user: Wales

Number and *percentage*

	All Severities					
	Pedestrian	Pedal cyclist	Motorcycle user	Car, taxi or minibus driver	Other road user	All road users
1994-98 average	2,040	730	782	10,343	961	14,856
1997	1,965	711	778	10,527	854	14,835
1998	1,947	634	745	10,306	906	14,538
1999	1,761	660	794	10,181	954	14,350
2000 (a)	1,772	561	815	10,068	923	14,140
2001	1,679	583	849	9,851	833	13,795
2002	1,649	498	847	10,416	926	14,336
2003	1,588	509	803	10,352	784	14,036
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	9,065	691	12,270
2003 Q1	393	92	161	2,413	166	3,225
Q2	397	144	222	2,481	167	3,411
Q3	390	190	282	2,602	246	3,710
Q4	408	83	138	2,856	205	3,690
2004 Q1	396	93	131	2,298	223	3,141
Q2	406	173	249	2,510	174	3,512
Q3	334	157	233	2,575	172	3,471
Q4	395	93	165	2,699	211	3,563
2005 Q1	315	72	132	2,324	183	3,026
Q2	370	144	196	2,319	191	3,220
Q3	344	137	234	2,380	155	3,250
Q4	381	78	132	2,486	160	3,237
2006 Q1	299	106	117	2,153	210	2,885
Q2	331	145	238	2,221	168	3,103
Q3	321	165	275	2,439	234	3,434
Q4	373	80	183	2,442	192	3,270
2007 Q1	313	87	134	2,107	142	2,783
Q2	308	135	244	2,376	148	3,211
Q3	320	129	248	2,421	203	3,321
Q4	349	99	148	2,161	198	2,955
2008 Q1 p (a)	299	88	136	1,935	144	2,603
<i>Percentage change 2008¹ over 2007²</i>	-5	-5	-7	-3	-6	-4
<i>Percentage change 2008¹ over 1994-98 average</i>	-37	-38	-1	-14	-28	-19

p-provisional

¹2007 Q2 to 2008 Q1

²2006 Q2 to 2007 Q1

(a) Total includes 1 casualty of unknown vehicle type.

Table 4:
Road casualties by police force area

Number and *percentage*

	All severities				Total
	North Wales Police Force	Dyfed Powys Police Force	South Wales Police Force	Gwent Police Force	
1994-98 average	4,068	2,621	5,731	2,437	14,856
1997	4,232	2,645	5,561	2,397	14,835
1998	4,163	2,586	5,307	2,482	14,538
1999	4,184	2,487	5,109	2,570	14,350
2000	3,983	2,533	5,275	2,349	14,140
2001	3,690	2,603	5,376	2,126	13,795
2002	3,647	2,689	5,706	2,294	14,336
2003	3,442	2,766	5,724	2,104	14,036
2004	3,203	2,800	5,557	2,127	13,687
2005	2,684	2,636	5,596	1,817	12,733
2006	3,052	2,712	5,270	1,658	12,692
2007	2,778	2,681	5,264	1,547	12,270
2003 Q1	737	553	1,458	477	3,225
Q2	864	677	1,299	571	3,411
Q3	1,022	808	1,361	519	3,710
Q4	819	728	1,606	537	3,690
2004 Q1	760	562	1,265	554	3,141
Q2	781	779	1,395	557	3,512
Q3	879	704	1,355	533	3,471
Q4	783	755	1,542	483	3,563
2005 Q1	591	665	1,297	473	3,026
Q2	603	691	1,475	451	3,220
Q3	758	675	1,371	446	3,250
Q4	732	605	1,453	447	3,237
2006 Q1	688	612	1,214	371	2,885
Q2	749	608	1,354	392	3,103
Q3	842	804	1,296	492	3,434
Q4	773	688	1,406	403	3,270
2007 Q1	652	590	1,146	395	2,783
Q2	730	744	1,350	387	3,211
Q3	754	735	1,423	409	3,321
Q4	642	612	1,345	356	2,955
2008 Q1 p	546	555	1,121	381	2,603
<i>Percentage change 2008¹ over 2007²</i>	-11	-2	1	-9	-4
<i>Percentage change 2008¹ over 1994-98 average</i>	-34	1	-9	-37	-19

p-provisional

¹2007 Q2 to 2008 Q1

²2006 Q2 to 2007 Q1

The following symbols may have been used in this Release.

- negligible (less than half the final digit shown)
- .. not available
- . not applicable
- ~ not yet available
- r revised
- p provisional

Key Quality Information

1. The statistics refer to casualties resulting from personal injury accidents on public roads reported to the police and forwarded to the Welsh Assembly Government.
2. The figures are based on information available to the assembly Government 14 weeks after the end of the latest quarter. It is possible that some of the figures shown in this Release may change in future publications if there are late amendments. Similarly, the figures in this Release for earlier years may differ from those previously published.
3. 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.

A casualty is **seriously injured** if the injuries sustained require that he/she is detained in hospital as an 'in-patient', or sustains any of the following injuries whether or not detained in hospital: fractures, concussion, internal injuries, crushing, severe cuts and lacerations, severe general shock requiring medical treatment, injuries causing death 30 or more days after the accident.

A casualty is **slightly injured** if the injuries sustained are of minor character, such as sprain, bruise or cut not judged to be severe, or slight shock requiring roadside attention.

An injured casualty is coded as seriously or slightly injured by the police on the basis of information available within a short time of the accident. Generally, this will not include the results of a medical examination, but may include the fact of being detained in hospital, the reasons for which may vary from area to area.

4. The national casualty reduction targets introduced in 2000 use the average over the years 1994-98 as their baseline. This average has been used as the starting point in the tables and charts in this bulletin. Further details on the targets can be found in 'Road Casualties: Wales'.
5. The police compile statistical data about road traffic accidents and casualties (called Stats19 data) for the Welsh Assembly Government and the Department for Transport (DfT). This follows police attendance at accidents that involve any personal injury.