



Young people road casualties in Wales, 2016

17 May 2018
SB 32/2018

Key points

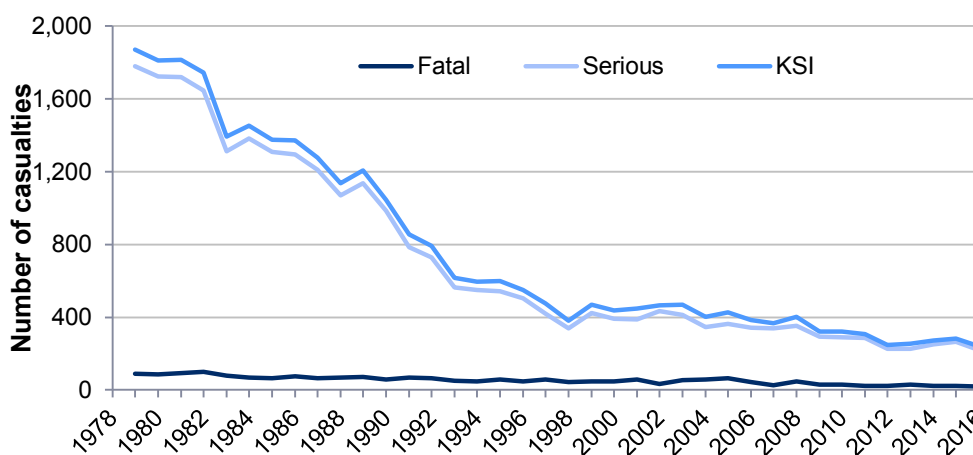
2016 saw the lowest number of young people killed or seriously injured (KSI) on Welsh roads. [Chart 1](#)

- There were 239 young person KSI casualties in 2016, a reduction of 39.6 per cent compared with the 2004-08 average. The Welsh Government target is a 40 per cent reduction by 2020.
- 2016 was the first year since 2012 which saw a fall in young person KSI casualties.

In 2016 young people aged 16-24 represented 12 per cent of the population of Wales but accounted for 22 per cent of KSI road casualties. [Chart 2](#)

- Young men were involved in more than twice as many accidents as young women.
- During the working week, young people were most likely to be involved in accidents during rush hour.

Chart 1: Casualties aged 16-24 by severity of injury, 1979 – 2016



Source: Road Accident Statistics, Welsh Government

About this release

This Statistical Bulletin looks at road traffic casualties, with a focus on young people, aged between 16 and 24.

It presents information relating to the number of young casualties and drivers involved in road accidents in 2016. It presents some contextual information as rates per 100,000 population, but does not contain any information on other explanatory factors such as the underlying number of road users or road usage.

Please note that casualties or drivers with unknown age have been excluded from this bulletin.

In this bulletin

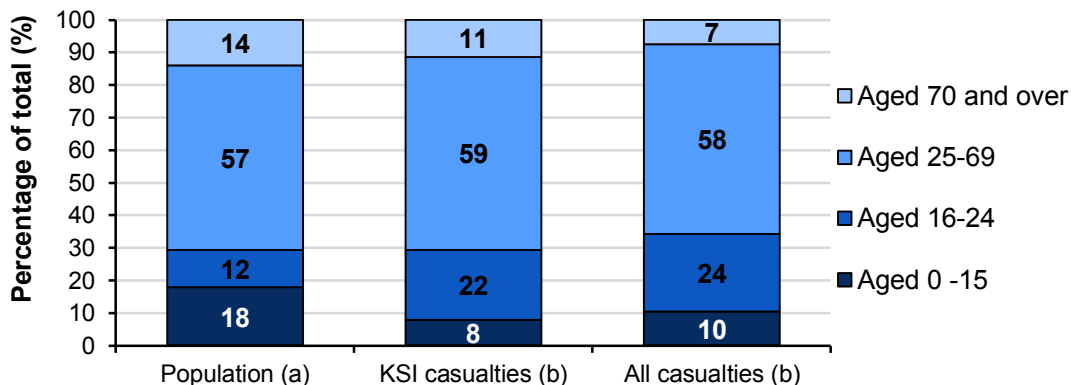
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Are young people involved in more accidents?

Young people aged 16 to 24 are at higher risk of becoming road casualties than older people and children.

[Chart 2](#) shows the proportion of the total population and the proportion of road traffic casualties for broad age groups in 2016. Despite making up just 12 per cent of the population in 2016, young people aged 16-24 accounted for 22 per cent of KSI casualties on Welsh roads.

Chart 2: Population and casualties, by broad age group, 2016



Sources:

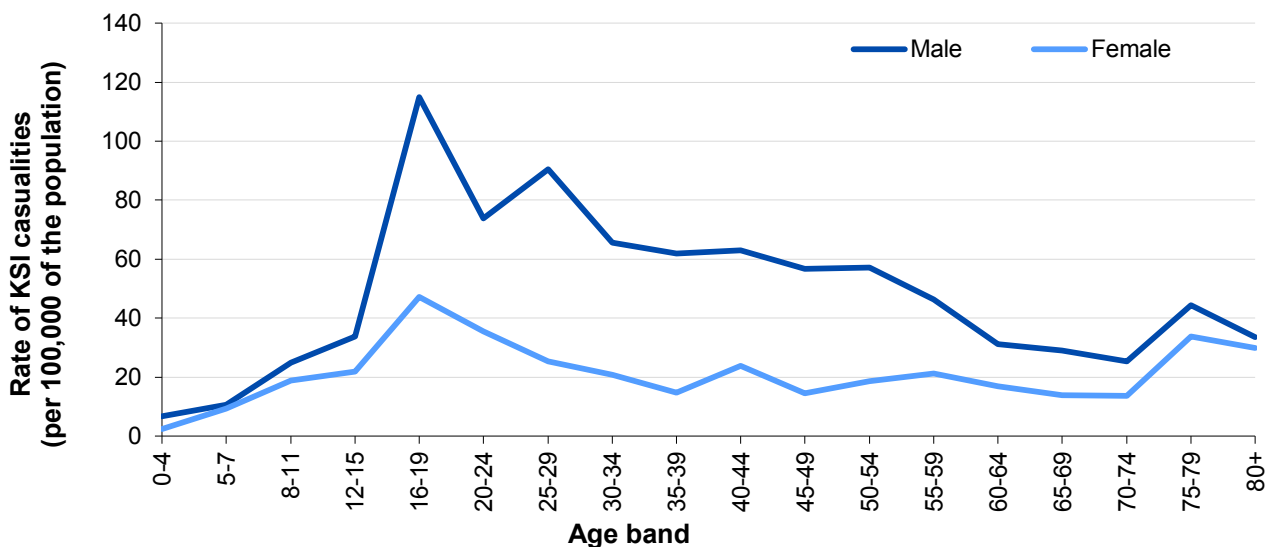
(a) Mid year population estimates-2016, Office for National Statistics (ONS)

(b) Road Accident Statistics, Welsh Government

[Chart 3](#) shows the rate of road traffic casualties per head of population by gender and age band. It shows:

- Young people have a higher rate of KSI road casualties compared both with older people and with children.
- The rate of casualties per head for men was higher than women for all age groups, though the rates are much closer together for the youngest and oldest age groups.

Chart 3: KSI casualties per 100,000 population by age band and gender, 2016



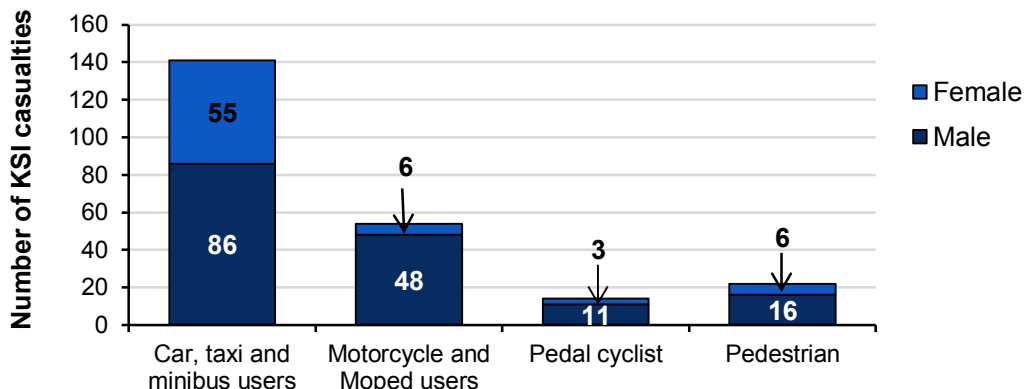
Source: Road Accident Statistics, Welsh Government and mid-year population estimates-2016, ONS

Are young casualties most likely to be car users, motorcyclists, cyclists or pedestrians?

Car, taxi and minibus users aged 16-19 are the most likely to be KSI casualties.

[Chart 4](#) shows the number of KSI casualties aged 16-24 by gender in 2016 for the main groups of road users – that is, for pedestrians, cyclists, motorcyclists and car users separately ('other vehicles' are not included in this analysis). It shows that young people were most likely to be car, taxi and minibus users, with casualties more likely to be male than female for all types of road user.

Chart 4: KSI casualties aged 16-24 by gender and type of road user, 2016

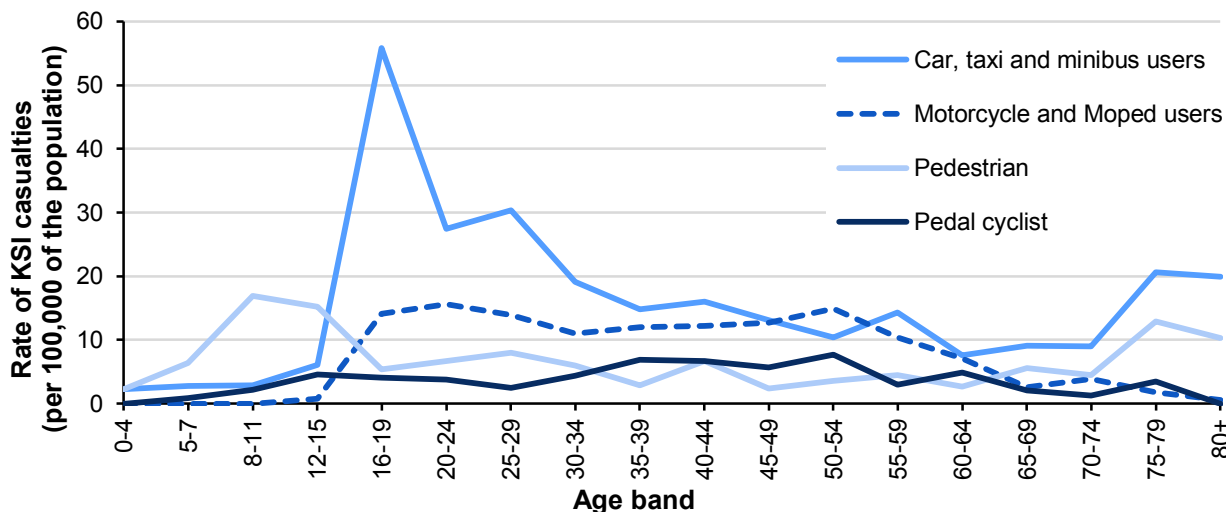


Source: Road Accident Statistics, Welsh Government

[Chart 5](#) shows the rate of road traffic casualties per head of population by age band for the main groups of road users. (This chart does not show the relative risks for these categories of road users because it is not adjusted for the underlying number of users in each category).

- Car, taxi and minibus users aged 16-19 had by far the highest rate of KSI casualties among all age groups and types of road user.
- For motorcyclists, pedal cyclists and pedestrians, casualty rates were similar for young people and older age groups.

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



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

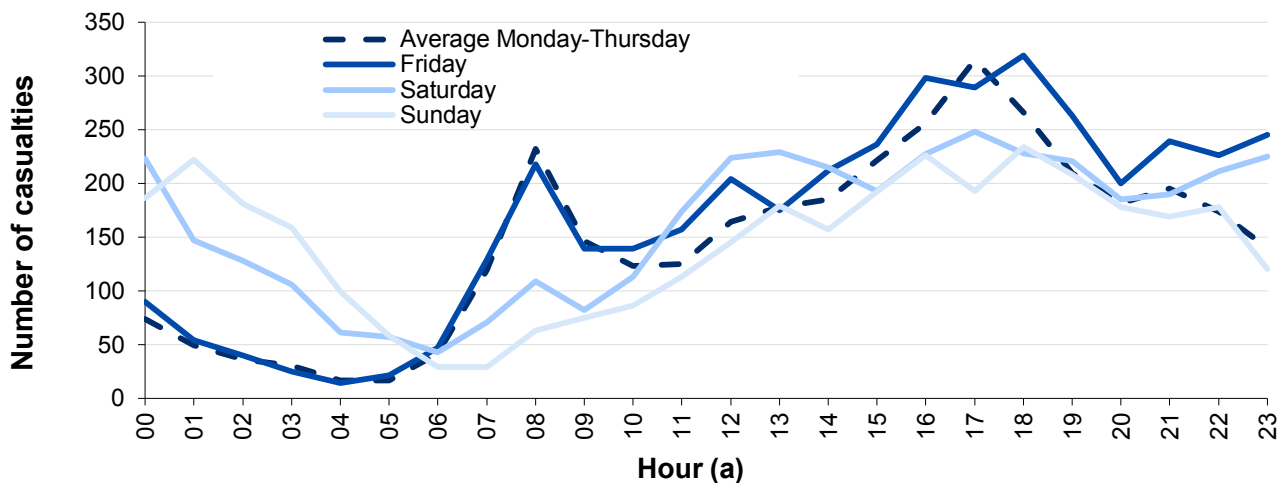
What time of day do young people become casualties?

Young people are most likely to become casualties between 17:00 and 17:59 in the working week.

[Chart 6](#) shows the number of casualties aged 16-24 in the 10 years to 2016, by time and day. A 10 year time period was chosen to smooth out volatility caused by small numbers. The time shown is the hour in which the accidents took place, for example 09 means the accident occurred between 09:00 and 09:59.

- For the average of Monday to Thursday there are peaks in the number of casualties at 08:00 to 08:59 and 17:00 to 17:59, coinciding with travel to and from work.
- The number of casualties on Friday and Saturday increases during the evening (from 20:00 until midnight) for young people, whereas other days of the week see a decline at these times.
- The number of casualties on Fridays is consistent with the rest of the working week until around 09:00, after which point there are generally more casualties on Fridays.

Chart 6: Casualties aged 16-24 by hour of the day and day of the week, 2007 to 2016



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

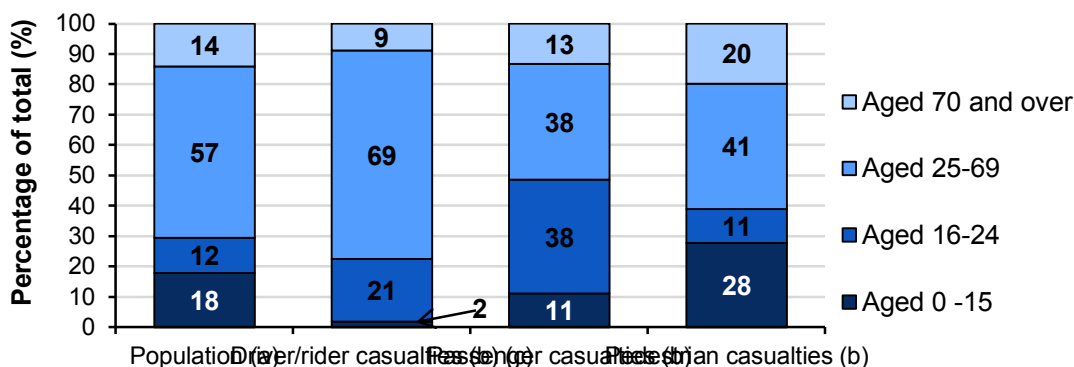
(a) Please note that the time shown is the hour in which the accidents took place, for example 09 means the accident occurred between 09:00 and 09:59.

Are young casualties more likely to be drivers, passengers or pedestrians?

Young people (aged 16-24) make up 38 per cent of passenger casualties, 21 per cent of driver casualties and 11 per cent of pedestrian casualties.

Chart 7 shows how the proportion of the population in each age group compares with the proportion in three broad categories of casualty; drivers/riders (of cars, motorcycles, pedal cycles and other vehicles); passengers; pedestrians. It shows that despite accounting for only 12 per cent of the population, young people made up 21 per cent of casualties among drivers and 38 per cent of passenger casualties. By contrast, young people made up just 11 per cent of pedestrian casualties.

Chart 7: Population and KSI casualties for drivers, passengers and pedestrians by age, 2016



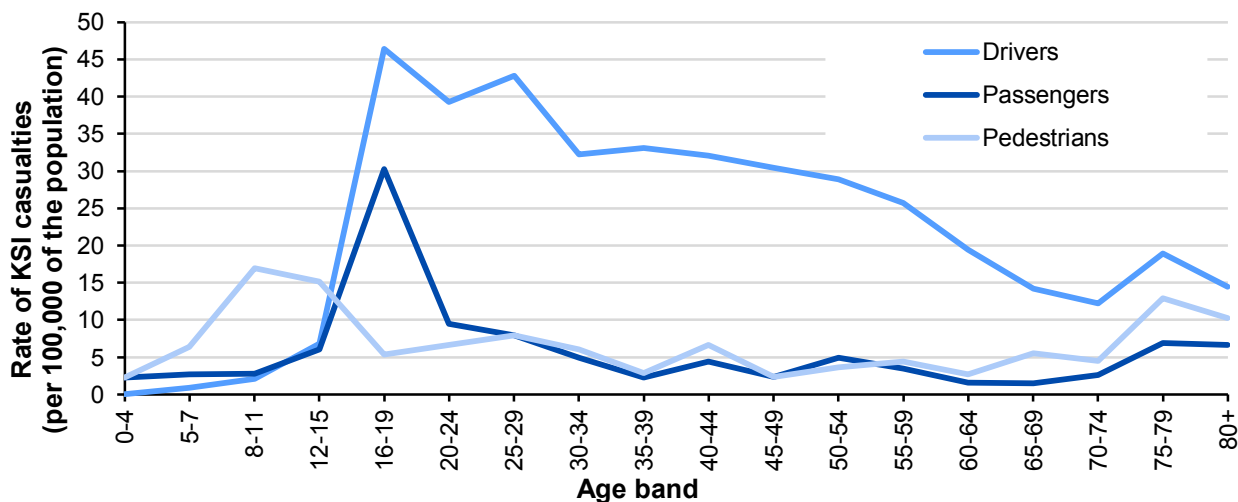
Sources:

- (a) Mid year population estimates-2016, Office for National Statistics
- (b) Road Accident Statistics, Welsh Government
- (c) Includes drivers/riders of cars, motorcycles, pedal cycles and other vehicles

Chart 8 shows the rate of KSI casualties per 100,000 population by age band for each casualty class.

- Drivers aged 16-19 had the highest rate of casualties out of all age groups and casualty classes.
- The rate of passenger casualties for those aged 16-19 was more than triple any other age group.
- The rate of pedestrian casualties for young people was relatively low when compared with other age groups, with children and older people having higher rates.

Chart 8: KSI casualties per 100,000 of the population by age band for drivers, passengers and pedestrians, 2016



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

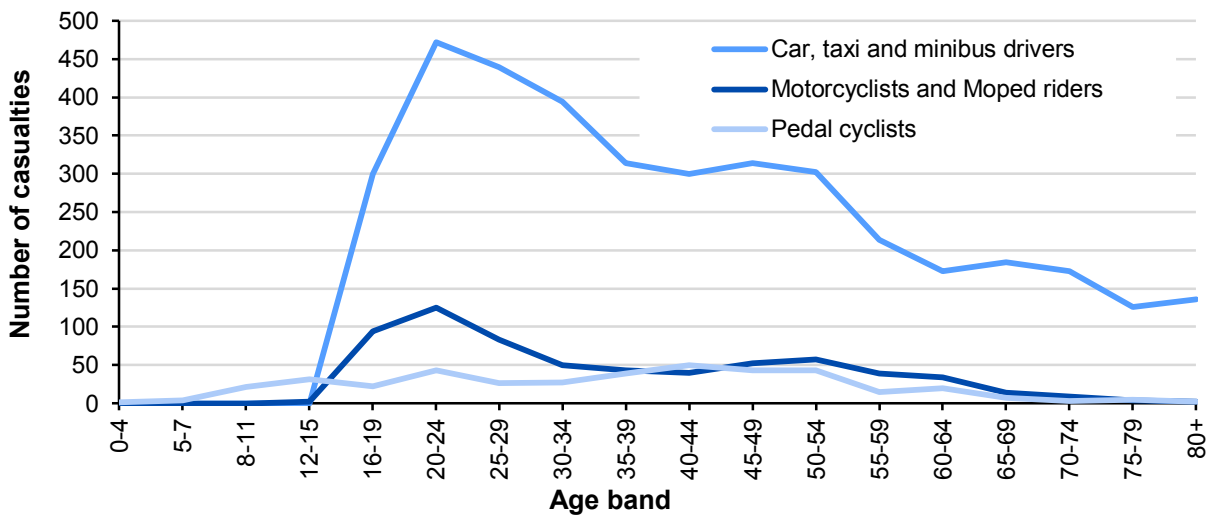
Are accidents more likely to involve young drivers?

Accidents are most likely to involve drivers of cars, taxis and minibuses aged 20-24.

[Chart 9a](#) and [Chart 9b](#) show the number of drivers/riders involved in accidents by gender and age band for three main groups of vehicle.

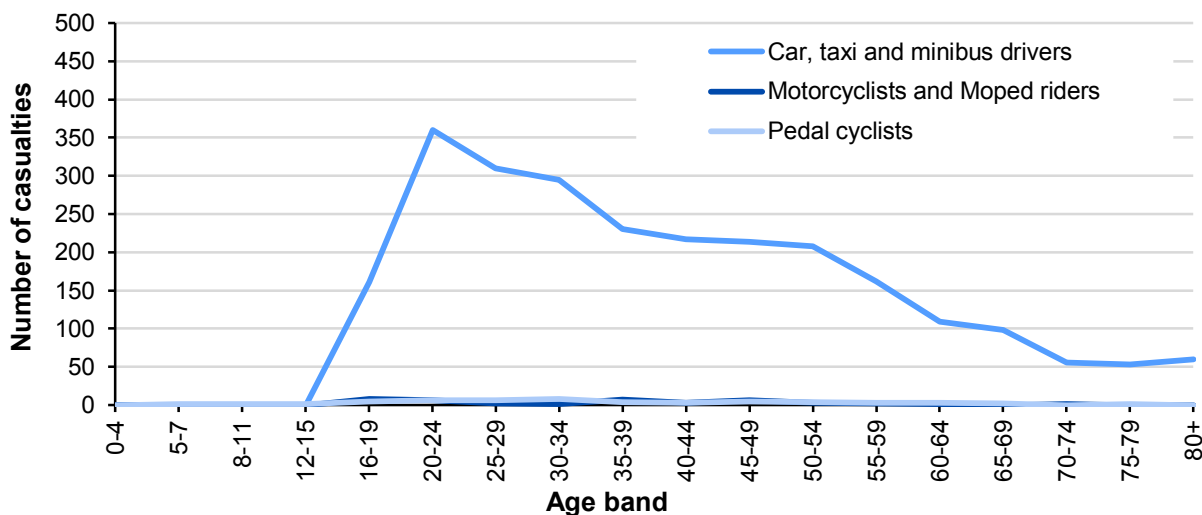
- Drivers aged 20-24 were involved in more accidents than any other age group in 2016.
- The number of female motorcyclists and pedal cyclists involved in accidents was very low across all age bands.

Chart 9a: Number of male drivers involved in accidents by age band, 2016



Source: Road Accident Statistics, Welsh Government

Chart 9b: Number of female drivers involved in accidents by age band, 2016



Source: Road Accident Statistics, Welsh Government

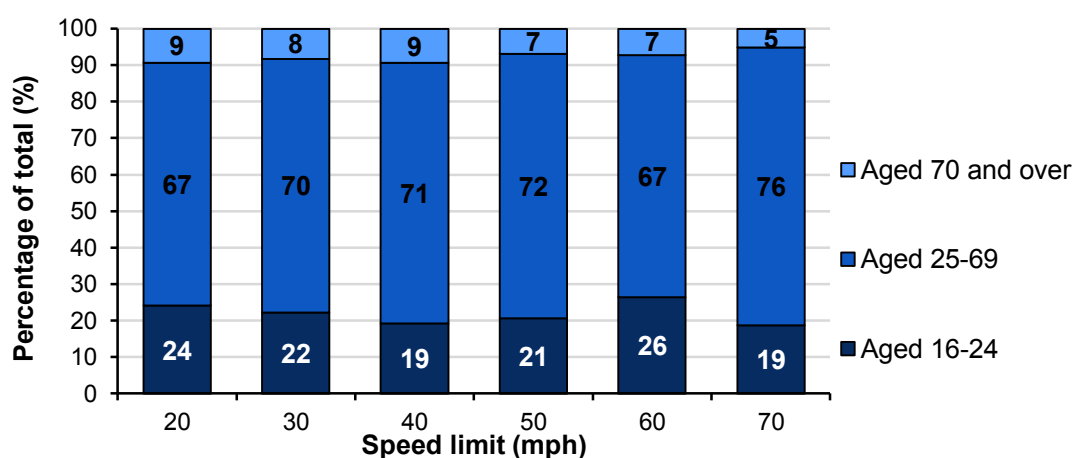
Are young drivers more likely to be involved in accidents on high speed roads?

Accidents on 60mph roads are the most likely to involve young drivers.

[Chart 10](#) summarises the relationship between the speed limits of roads where accidents took place and the age of drivers in 2016. Pedal cyclists and those aged under 15 have been excluded from this analysis.

The chart shows that over a quarter (26 per cent) of accidents on 60mph roads involved young drivers. By contrast, young drivers were involved in less than a fifth (19 per cent) of accidents on 40 and 70 mph roads.

Chart 10: Percentage of drivers involved in accidents by speed limit of road and age band, 2016



Source: Road Accident Statistics, Welsh Government

Are young drivers more likely to fail a breathalyser test after an accident?

Drivers aged 20-24 are among the most likely to fail breath tests following accidents.

Table 1: Percentage of drivers involved in accidents to have failed a breath test, 2012 - 2016

Age band	Year					2012 - 2016
	2012	2013	2014	2015	2016	
16-19	1.6	1.4	2.6	0.8	1.3	1.6
20-24	3.6	3.2	3.8	3.7	3.2	3.5
25-29	4.1	4.7	3.5	3.6	2.8	3.8
30-34	3.4	3.6	2.1	3.1	2.8	3.0
35-39	1.2	1.7	1.9	1.9	2.6	1.8
40-44	1.2	2.1	1.4	2.5	3.5	2.0
45-49	2.0	1.9	1.3	1.3	1.5	1.6
50-54	1.0	1.1	1.6	1.3	1.6	1.3
55-59	1.4	0.7	0.9	1.5	0.4	1.0
60-64	0.8	0.7	0.8	1.8	0.8	1.0
65-69	1.1	1.2	0.5	0.6	0.6	0.7
70-74	2.8	0.9	0.0	0.4	0.0	0.7
75-79	0.0	0.0	0.6	0.5	0.0	0.3
80+	0.0	0.0	0.5	0.0	0.0	0.1

Source: Road Accident Statistics, Welsh Government

[Table 1](#) shows how many drivers failed breath tests as a percentage of total drivers involved in accidents over the last 5 years.

In general, young people aged 16 -19 were much less likely to fail breath tests than those aged 20-24, which consistently have among the highest failure rates.

Notes

1 Context

This is to provide information relevant to road safety policy in relation to young people road casualties; also to provide a starting point for any further, in-depth investigation of the accidents resulting in young people road casualties.

Road safety targets for Wales

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

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

1.1 Related publications

Related publications are available from the following link:

[Statistics & Research: Transport](#)

Results for Great Britain were published by the Department for Transport in June & September 2017; available from the following link:

[Reported road casualties Great Britain, annual report: 2016](#)

2 Definitions

- Casualties: A person killed or injured in an accident. One accident may give rise to several casualties. Casualties are subdivided into killed, seriously injured and slightly injured categories.
- Children: Persons under 16 years of age.
- Young Person: Person between the age of 16 and 24 years old.

Key quality information

Relevance

A variety of organisations 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. They are also used for performance indicators, both for the Welsh Government's Transport Strategy and for some Health Performance indicators. They are also component indicators in the Welsh Government's Child Poverty, Programme for Government and Sustainable Development indicators.

Other users include Highway Authorities who are responsible for the motorway and trunk road network in Wales, 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.

Accuracy

The statistics refer to casualties resulting from personal injury accidents on public roads reported to the police and forwarded to the Welsh Government. The police compile statistical data about road traffic accidents and casualties (called Stats19 data) for the Welsh Government and the Department for Transport (DfT). This follows police attendance at accidents that involve any personal injury, together with members of the public reporting personal injury accidents directly to the police. The figures are based on information available to the Government 14 weeks after the end of the latest quarter.

The figures shown may change in future if there are late amendments. Similarly, the figures for earlier years may differ from those previously published. The figures cover only road accidents reported to the police involving personal injury.

There is some possibility of under-reporting and under-recording as well as for the misclassification of accidents though these are minimised by local authorities and the Welsh Government conducting a number of data validations. For example, Welsh Government data analysts may query the location of an accident with a police force when the grid reference of an accident is in a different local authority to the one specified in the data return. These issues are discussed in more detail in a Statistical Article '[Quality Report for Welsh Road Casualties](#)'.

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

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.

Timeliness and punctuality

Statistics on [Police recorded road casualties for Wales in 2016](#) were first published on 29 June 2017 and are being followed by a number of Statistical Bulletins that are intended to provide users with more information. Most of these Bulletins focus on particular groups of road users that are either at higher risk of involvement in an accident or are more vulnerable in terms of becoming a casualty, if involved in an accident.

Accessibility and clarity

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

Comparability and coherence

A casualty is defined as, a person killed or injured in an accident. One accident may give rise to several casualties. Casualties are subdivided into killed, seriously injured and slightly injured categories. Casualties reported as killed include only those cases where death occurs in less than 30 days as a result of the accident. They do not include those who died as a result of natural causes (e.g. heart attack) rather than as a result of the accident, nor do they include confirmed suicides.

National Statistics status

The [United Kingdom Statistics Authority](#) has designated these statistics as National Statistics, in accordance with the Statistics and Registration Service Act 2007 and signifying compliance with the [Code of Practice for Statistics](#).

National Statistics status means that official statistics meet the highest standards of trustworthiness, quality and public value.

All official statistics should comply with all aspects of the Code of Practice for Statistics. They are awarded National Statistics status following an assessment by the UK Statistics Authority's regulatory arm. The Authority considers whether the statistics meet the highest standards of Code compliance, including the value they add to public decisions and debate.

It is Welsh Government's responsibility to maintain compliance with the standards expected of National Statistics. If we become concerned about whether these statistics are still meeting the appropriate standards, we will discuss any concerns with the Authority promptly. National Statistics status can be removed at any point when the highest standards are not maintained, and reinstated when standards are restored.

Well-being of Future Generations Act (WFG)

The Well-being of Future Generations Act 2015 is about improving the social, economic, environmental and cultural well-being of Wales. The Act puts in place seven well-being goals for Wales. These are for a more equal, prosperous, resilient, healthier and globally responsible Wales, with cohesive communities and a vibrant culture and thriving Welsh language. Under section (10)(1) of the Act, the Welsh Ministers must (a) publish indicators ("national indicators") that must be applied for the purpose of measuring progress towards the achievement of the Well-being goals, and (b) lay a copy of the national indicators before the National Assembly. The 46 national indicators were laid in March 2016.

Information on the indicators, along with narratives for each of the well-being goals and associated technical information is available in the [Well-being of Wales report](#).

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

The statistics included in this release could also provide supporting narrative to the national indicators and be used by public services boards in relation to their local well-being assessments and local well-being plans.

Further details

The document is available at

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

Next update

September 2018 (provisional).

We want your feedback

We welcome any feedback on any aspect of these statistics which can be provided by email to:

stats.transport@gov.wales

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