



## Road accidents and casualties 2018: Where, when and who?

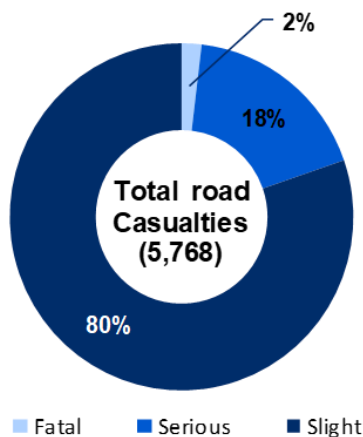
22 Oct 2019  
SB 42/2019

There was a 7.0 per cent fall in reported casualties on Welsh roads in 2018.

In 2018 there were 5,768 road casualties reported by police forces in Wales.

- 1,137 of the casualties were killed or seriously injured (KSI), an increase of 7.4 per cent compared with 2017.
- 4,631 had slight injuries, 9.8 per cent lower than the figure for 2017.
- 69 per cent of KSI casualties in 2018 were male.

**Chart 1: Proportion of reported casualties by severity, 2018**



Source: Road Accident Statistics, Welsh Government

- There was a 2 per cent decrease in child casualties (those aged under 16) and an 11 per cent decrease in young people casualties (aged 16-24), compared with 2017.
- When adjusting for distance travelled, motorcyclists and pedal cyclists are more likely than car users to be casualties.
- Young people aged 16-24 are disproportionately likely to be casualties in road accidents. They make up 11 per cent of the population but 21 per cent of all casualties.
- 2018 saw the lowest number of motorcycle casualties since comparable records began.

### About this bulletin

This statistical bulletin covers road traffic accidents and casualties in Wales. The data are based on Welsh police force records of accidents resulting in personal injury. It provides more detailed analysis of the data that was originally published in September 2019, and has a focus on motorcyclists, pedal cyclists, pedestrians and young people.

### In this bulletin

<a href="#">Quality and data coverage</a>	2
<a href="#">Road safety targets for Wales</a>	3
<a href="#">Accidents and casualties</a>	4
<a href="#">Motorcycle casualties</a>	9
<a href="#">Pedal casualties</a>	14
<a href="#">Pedestrian casualties</a>	19
<a href="#">Young persons casualties</a>	24
<a href="#">Regional Distribution</a>	27
<a href="#">Notes</a>	28

## Quality and data coverage

The data presented in this report reflect personal injury road accidents *recorded by police forces* in Wales. While these data are the most detailed and reliable source of information on road accidents and casualties, they do not provide a complete record of all such incidents – for example, hospital, survey and compensation claims data indicate that many non-fatal accidents are not reported to or recorded by the police. In addition, changes in police recording practices may mean that the statistics are not directly comparable over time.

The UK Department for Transport explores the additional sources in some detail in its [Reported Road Casualties report for Great Britain](#). Its analysis of National Travel Survey (NTS) data suggest that approximately 50 per cent of accidents involving some degree of personal injury, and two thirds of all non-fatal road casualties, are *not* reported to police. Examples of injuries reported in the NTS include whiplash and minor cuts and bruises, but it is not known how many of these would have qualified as recordable injuries had police attended the scene. Analysis of motor insurance claims statistics indicates that a very significant proportion of the injuries not reported to police are likely to be whiplash.

Overall, the available sources show that accidents reported to and recorded by police forces represent only a subset of all personal injury road accidents, but that coverage of serious injuries and fatalities is good.

### Drop in accidents recorded in South Wales

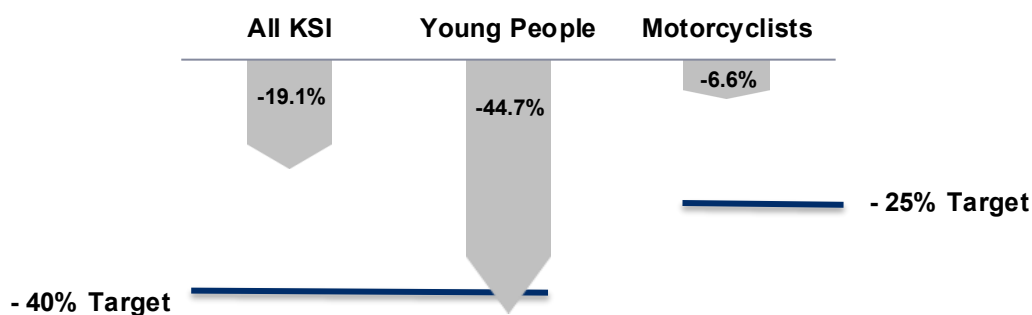
There was a significant fall in the number of accidents recorded by South Wales Police for the first half of 2018 when compared with the same period in the previous year (280 fewer accidents recorded). From August 2018, the number of recorded accidents increased to broadly similar levels as before. After examining all available information, South Wales Police are not able to confirm whether the fall reflects a genuine reduction in accidents or issues with recording during this period, or some combination of both. This means that, notwithstanding the well-known issues with under-reporting, there is additional uncertainty around the overall totals for Wales in 2018 and the change since 2017. Since coverage of serious and fatal incidents is historically very good, we can be confident that, to the extent there was under-recording in 2018, it would not materially affect the statistics in relation to the Welsh Government's targets, which are based on killed and seriously injured casualties. Nevertheless, the uncertainty should be borne in mind when interpreting the overall numbers of accidents.

## Road safety targets for Wales

The [Road Safety Framework for Wales](#), published in July 2013, sets out the Welsh Government's road safety targets. These targets are that by 2020, and compared with the 2004-2008 average, there will be:

- A 40 per cent reduction in the number of people killed or seriously injured (KSI). In 2018, there was a 19.1 per cent reduction KSI casualties when compared with the 2004-2008 average.
- A 40 per cent reduction in the number of young people aged 16-24 KSI. In 2018, there was a 44.7 per cent reduction in young people KSI when compared with the 2004-2008 average.
- A 25 per cent reduction in the number of motorcyclists KSI. In 2018, there was a 6.6 per cent reduction in motorcyclists KSI when compared with the 2004-2008 average.

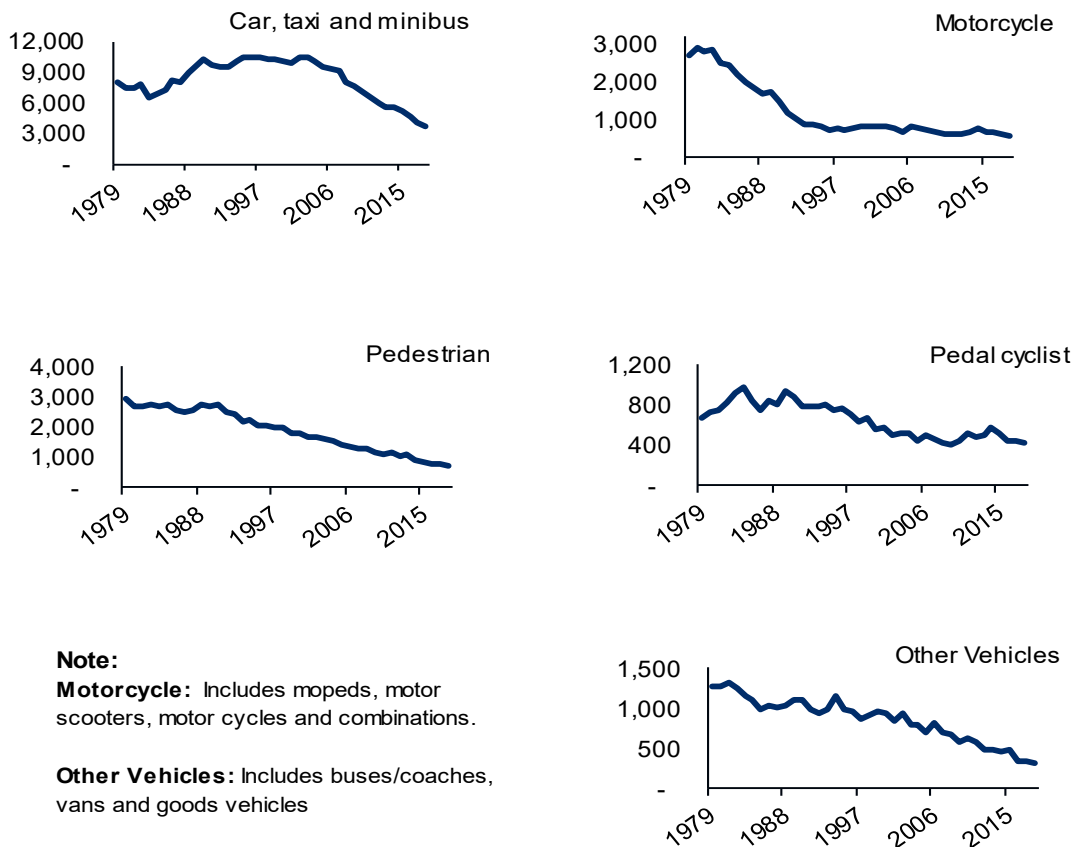
**Figure 1: Current (2018) progress towards the 2020 targets**



## Accidents and casualties

There have been large falls in the number of people killed and injured on Welsh roads since the 1970s (chart 2). In 2018, police forces in Wales recorded 4,222 road accidents involving personal injury, which resulted in 5,768 casualties. Of these, 108 people were killed (1.9 per cent), 1,029 were seriously injured (17.8 percent) and 4,631 were slightly injured (80.3 per cent). 27 per cent of the reported road accidents resulted in at least one KSI casualty. In 2018 there were falls in casualty numbers for all categories of road user.

**Chart 2: Reported road casualties in Wales by road user, 1979 to 2018**

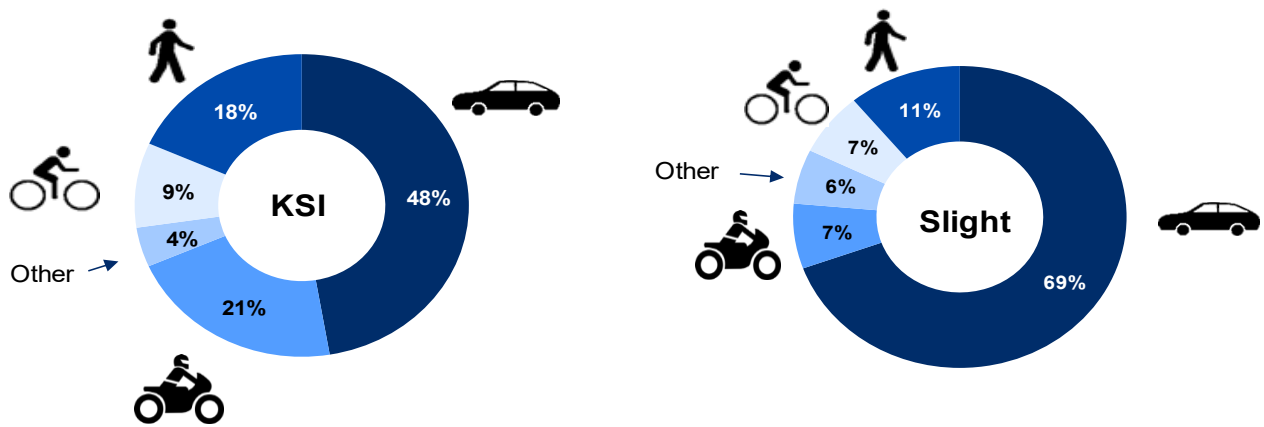


Source: Road Accident Statistics, Welsh Government

[Chart 3](#) shows road user breakdowns among KSI and slight casualties in 2018.

- Car, taxi and minibus users accounted for 48 per cent of KSI casualties and 69 per cent of slight casualties.
- Motorcyclists accounted for 21 per cent of KSI casualties and 7 per cent of slight casualties. Pedal cyclists made up 9 per cent of KSI casualties and 7 per cent of slight casualties. Motorcyclists and pedal cyclists involved in road traffic accidents are more likely to be killed or seriously injured than car users.
- Pedestrians accounted for 18 per cent of KSI casualties and 11 per cent of slight casualties, similar to last year.

**Chart 3: KSI and slight casualties by type of road user, 2018 (a)**



Notes:

Source: Road Accident Statistics, Welsh Government

(a) 'Other', Includes buses, coaches, goods vehicles, invalid vehicles, motor caravans, other and unknow vehicles.

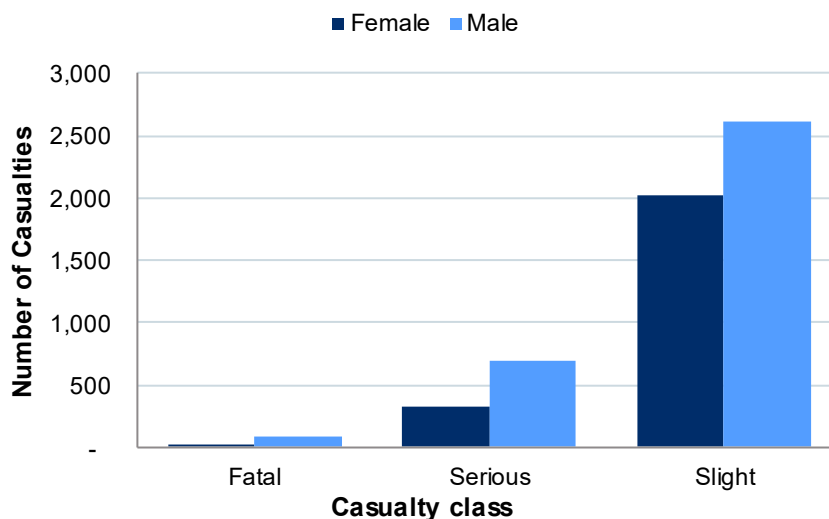
### Which factors affect risk for road users?

#### Age, sex and mode of travel

The later sections in this bulletin focus on motorcyclist casualties, pedal cyclist casualties, pedestrian casualties and young people and include analyses for those groups by age, sex and mode of travel. Here we present high level summaries of those factors for all casualties in Wales.

Males were more likely than females to be casualties, accounting for 59 per cent of all casualties and 69 per cent of all people killed or seriously injured in Wales in 2018 (chart 4).

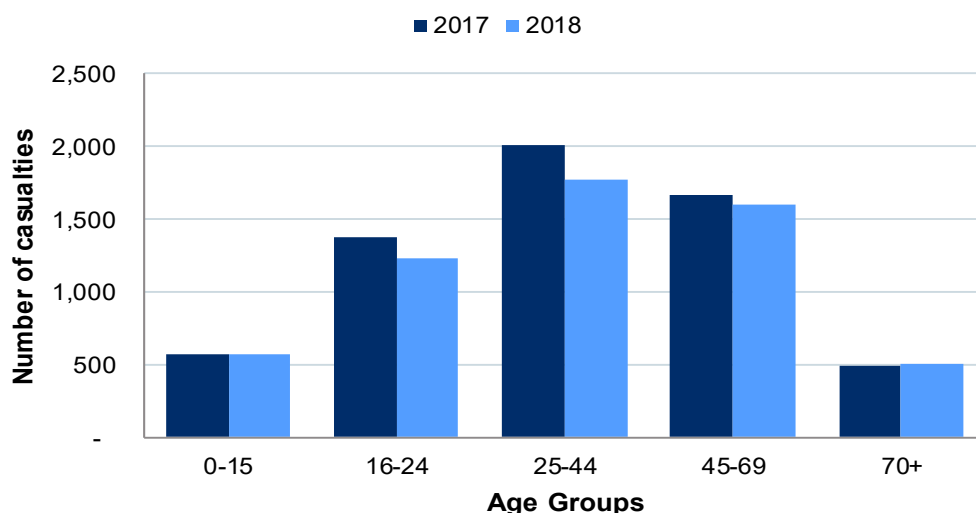
**Chart 4: Fatal, serious and slight casualties by gender, 2018**



Source: Road Accident Statistics, Welsh Government

Chart 5 shows casualties by age group for 2017 and 2018. All but one age group saw falls in the number of casualties in the latest year. The highest relative reduction was in the 25-44 group (down 12 per cent), while the 70+ age group increased slightly by 1 per cent compared with 2017.

**Chart 5: Casualties by age groups, 2016–2018 (a) (b)**



Source: Road Accident Statistics, Welsh Government

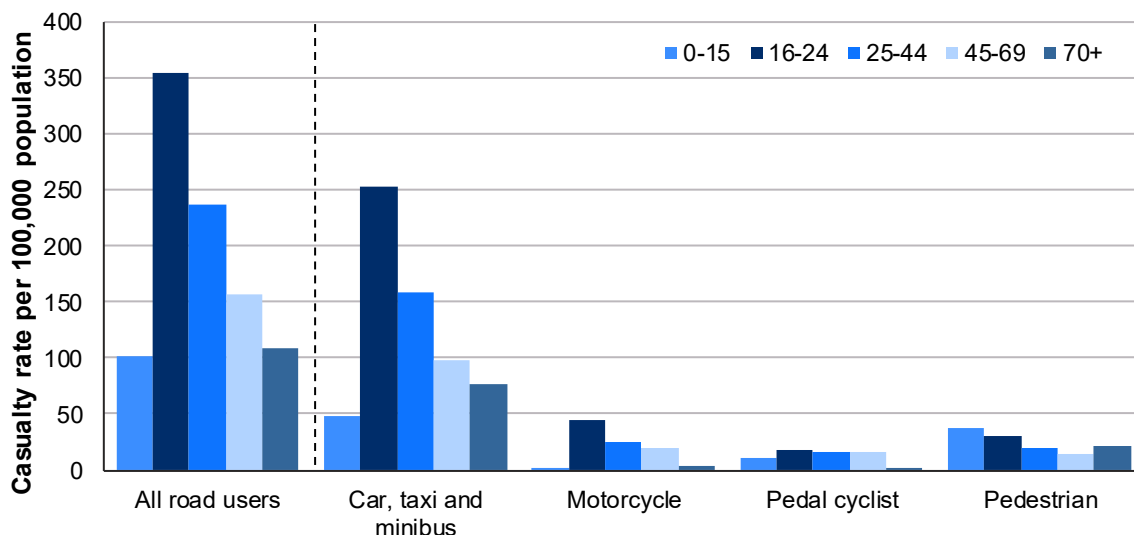
**Notes:**

Totals may not add up due to unknown age groups

One way to examine risk is by looking at the number of casualties as a proportion of the population at large. [Chart 6](#) shows the rate per 100,000 people in each age group of being a road accident casualty, by type of road user. These rates do not necessarily reflect the risk per trip or per kilometre travelled because there may be differences in the number of road users in each category by age.

- Young people (aged 16-24) are the most at risk age group, with 354 casualties per 100,000 young people in the population.
- Young people are also the most likely age group to be car user casualties (253 per 100,000 young people) or motorcyclist casualties (45 per 100,000 young people).
- Pedestrian casualty risk is highest for the 0-15 and 16-24 age groups.
- Pedal cyclist risk is highest for the 16-24 age group.

**Chart 6: Casualty rates per 100,000 of age group population and road user type, 2018**



Source: Road Accident Statistics, Welsh Government and mid-year population estimates - 2018, ONS

**Notes:**

(a) Motorcycle: includes mopeds, motor scooters, motorcycles and combinations

We can also look at exposure to risk, expressed as the number of casualties per billion vehicle kilometres travelled ([Table 2](#)). This shows that for the equivalent distance travelled:

- Although car users account for the vast majority of casualties, the relative risk for motorcyclists and pedal cyclists is much higher.
- Motorcyclists were 14 times more likely than car and taxi occupants to be casualties and pedal cyclists were 14 times more likely.
- Motorcyclists were nearly 40 times more likely than car and taxi occupants to be killed or seriously injured and pedal cyclists were 25 times more likely.

**Table 2: Number and rate (per billion vehicle kilometres) of vehicle occupant casualties, 2018**

Casualty type	Number of vehicle occupant casualties, 2018				Vehicle occupant casualties per billion vehicle kilometres (a)				
	Motorcycles	Cars and taxis	Other powered vehicles (b)		Motorcycles	Cars and taxis	Other powered vehicles		Pedal cyclists
			Pedal cyclists				vehicles	vehicles	
Fatal	17	57	5	3	57	2	1	17	
Serious	223	481	43	100	753	21	7	556	
KSI	240	538	48	103	811	24	8	572	
Slight	322	3,218	269	314	1,088	141	43	1,744	
<b>Total</b>	<b>562</b>	<b>3,756</b>	<b>317</b>	<b>417</b>	<b>1,899</b>	<b>164</b>	<b>51</b>	<b>2,317</b>	

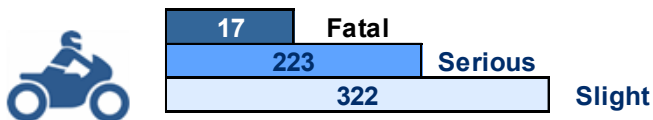
Source: Road Accident Statistics, Welsh Government

**Notes:**

(a) Calculated using 2018 casualty data and 2018 traffic volume data

(b) Includes buses/coaches, vans and goods vehicles

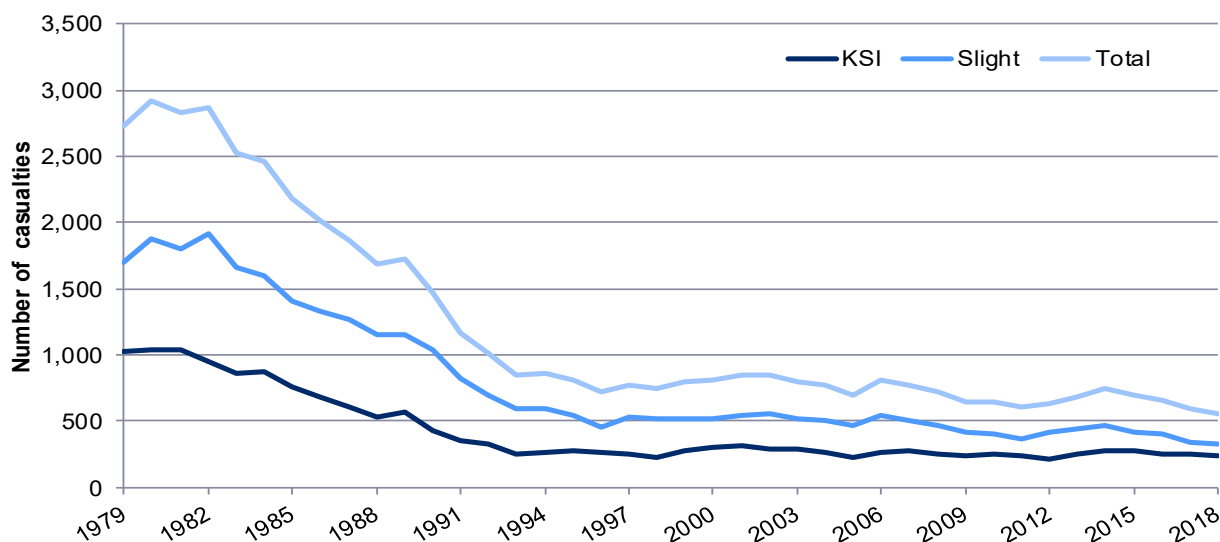
## Motorcycle user casualties



There were 562 motorcyclist casualties in 2018, representing 9.7 per cent of all casualties in Wales. This was a 6 per cent fall compared with 2017 and is the lowest recorded figure since records began in 1979. Of the 562 casualties, 240 were KSI and 322 were slightly injured.

In 2018, fatalities fell by 26.1 per cent while the number of serious and slight injuries fell by 2.6 per cent and 6.1 per cent respectively. Between the early 1980s and mid 1990s there was a dramatic fall in the number of motorcycle casualties on Welsh roads. Subsequently, the trend broadly stabilised with only a relatively small fall over the long term (chart 7).

**Chart 7: Motorcyclist casualties by severity, 1979-2018**



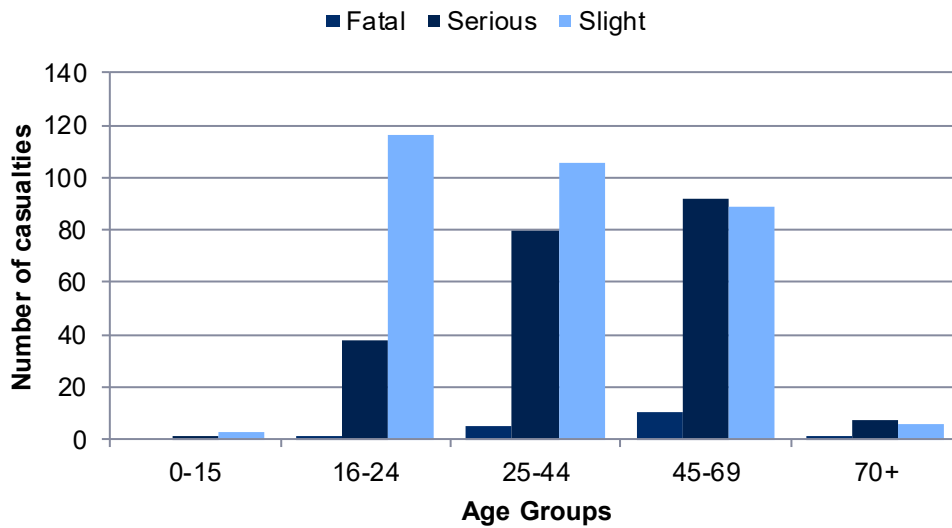
Source: Road Accident Statistics, Welsh Government

### What age and gender are motorcycle casualties?

- The share of motorcycle casualties who are killed or seriously injured generally increases with age. For motorcyclists aged 16-24, a quarter of all casualties were KSI. The proportions of KSI casualties were higher for the 25-44 (45 per cent) and 45-69 (53 per cent) age groups.
- Very few motorcycle casualties are aged under 16 or over 69.



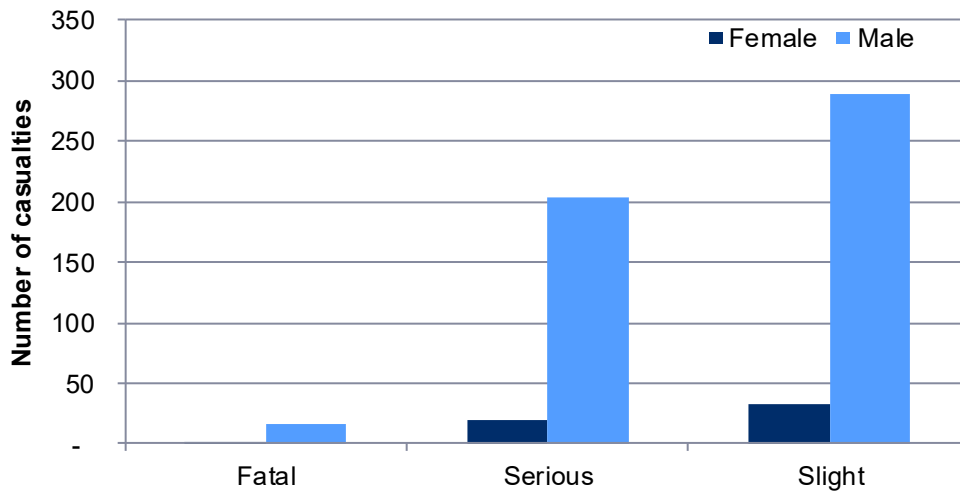
**Chart 8: Motorcyclist casualties by severity and age group, 2018**



Source: Road Accident Statistics, Welsh Government

Chart 9 shows the gender splits for motorcyclist casualties in Wales. The majority of motorcyclists that were killed or seriously injured (92 per cent) or slightly injured (90 per cent) were males.

**Chart 9: Motorcyclist casualties, by severity and gender in 2018**

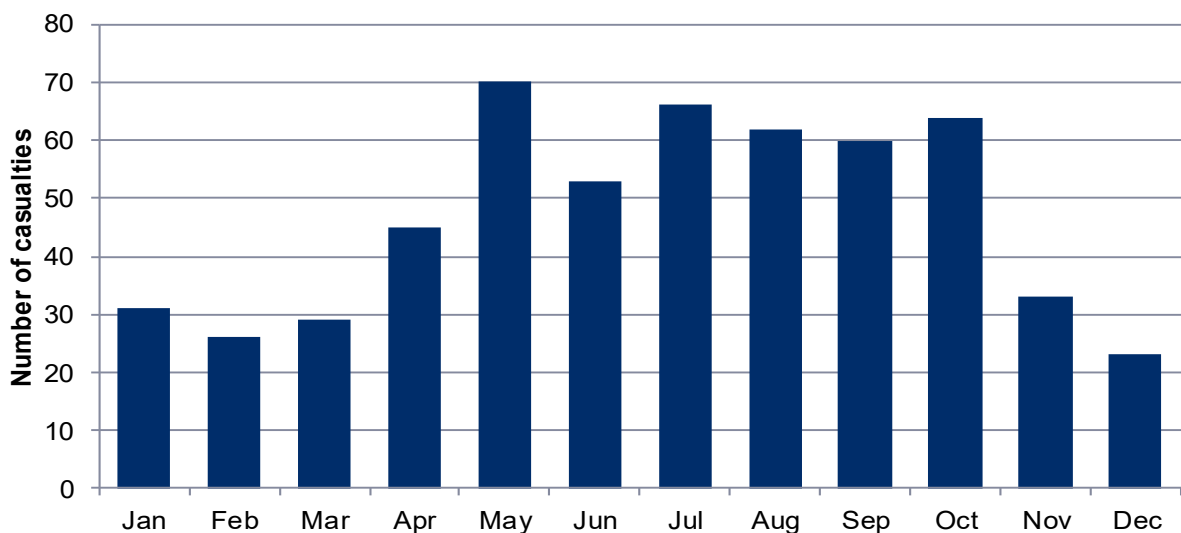


Source: Road Accident Statistics, Welsh Government

## When and where do motorcycle accidents occur?

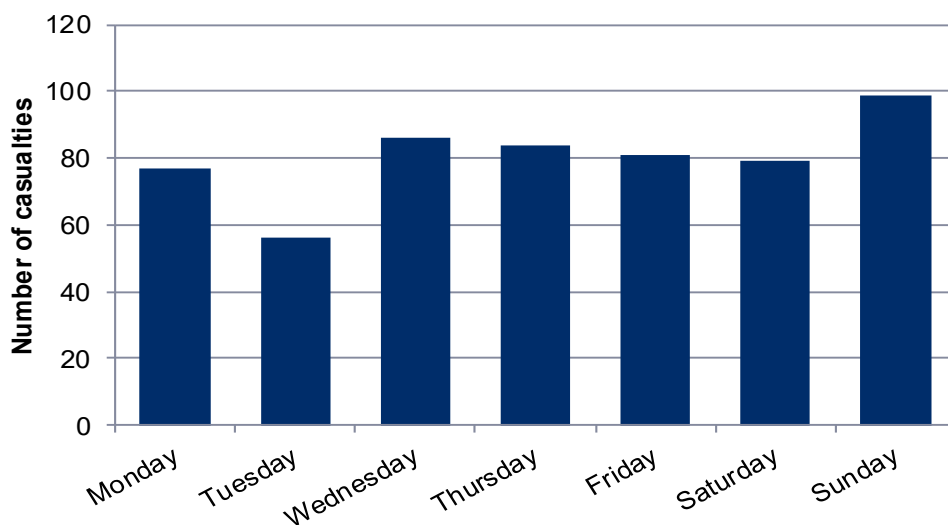
- May saw the highest number of motorcyclist casualties (12.5 per cent of all casualties) and December had the lowest (4.1 per cent) ([Chart 10](#)).
- Casualties were most common on Sundays (17.6 per cent of all motorcycle casualties). There was relatively little difference between the other days of the week though the lowest number occurred on Tuesdays (10.0 per cent) ([Chart 11](#)).
- 55.3 per cent of motorcycle casualties resulted from accidents at junctions. The most common type of junctions for such accidents were T-junctions (46.9 per cent of all junction related casualties).

**Chart 10: Motorcyclist casualties by month, 2018**



Source: Road Accident Statistics, Welsh Government

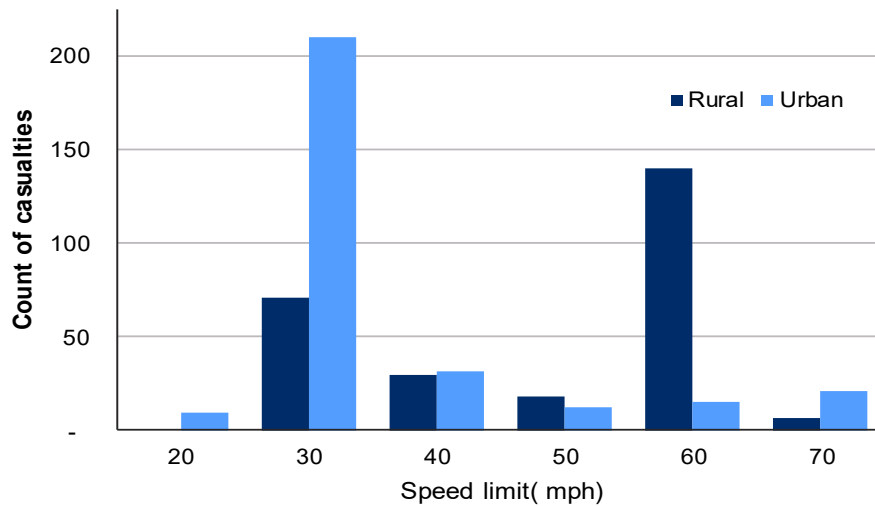
**Chart 11: Motorcyclist casualties by day of week, 2018**



Source: Road Accident Statistics, Welsh Government

Most of the motorcycle casualties in urban areas occurred on roads with 30 mph speed limits, whilst in rural areas they occurred on roads with 60 mph speed limits (chart 12). Overall 52 per cent of motorcycle casualties occurred on roads with a speed limit of 30 mph or lower.

**Chart 12: Motorcycle Casualties by speed limit**

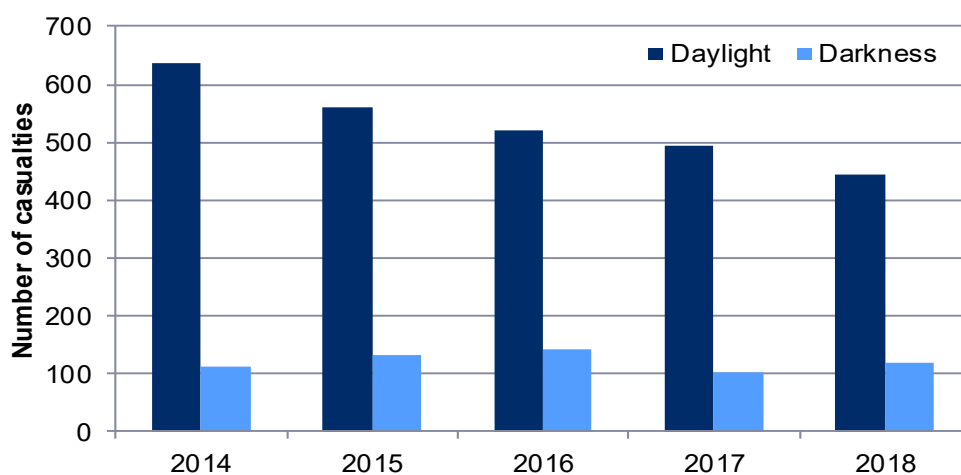


Source: Road Accident Statistics, Welsh Government

79 per cent of motorcycle casualties occurred in daylight and 21 per cent occurred in darkness in 2018. The number of daylight casualties has fallen in recent years but the number of casualties in dark conditions is changeable, with no discernible trend.



**Chart 13: Motorcyclist casualties, by light condition, from 2014 to 2018 (a)**

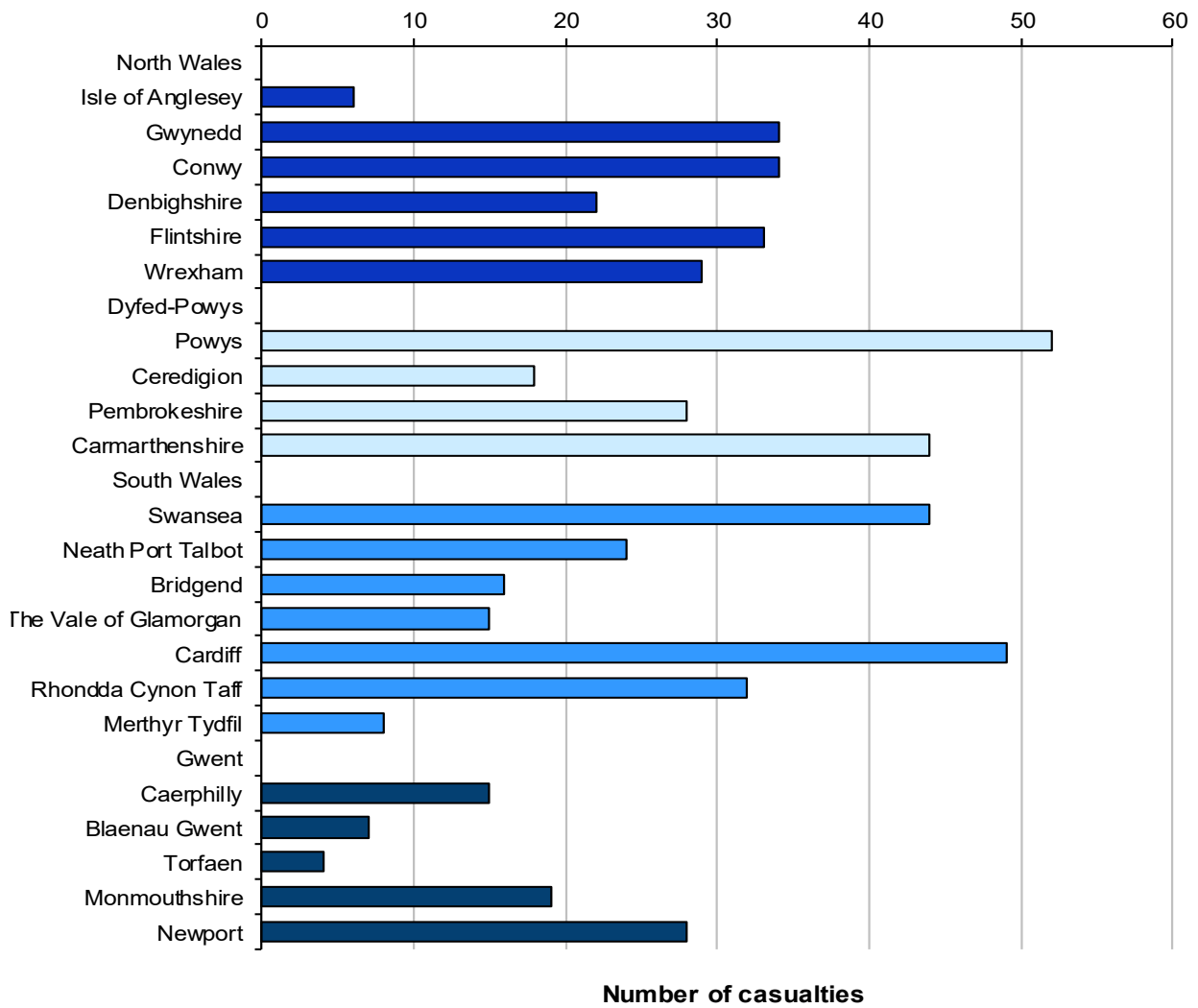


Notes: Source: Road Accident Statistics, Welsh Government

(a) Includes casualties from the "unknown age" category

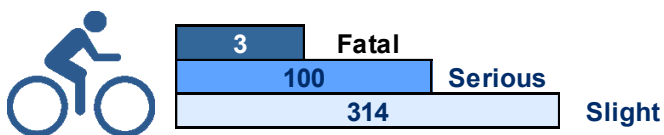
Powys and Cardiff had the highest number of motorcycle casualties in 2018. The lowest numbers were in Blaenau Gwent, Torfaen and Isle of Anglesey (chart 14).

**Chart 14: Motorcyclist casualties by local authority, 2018 (a)(b)**



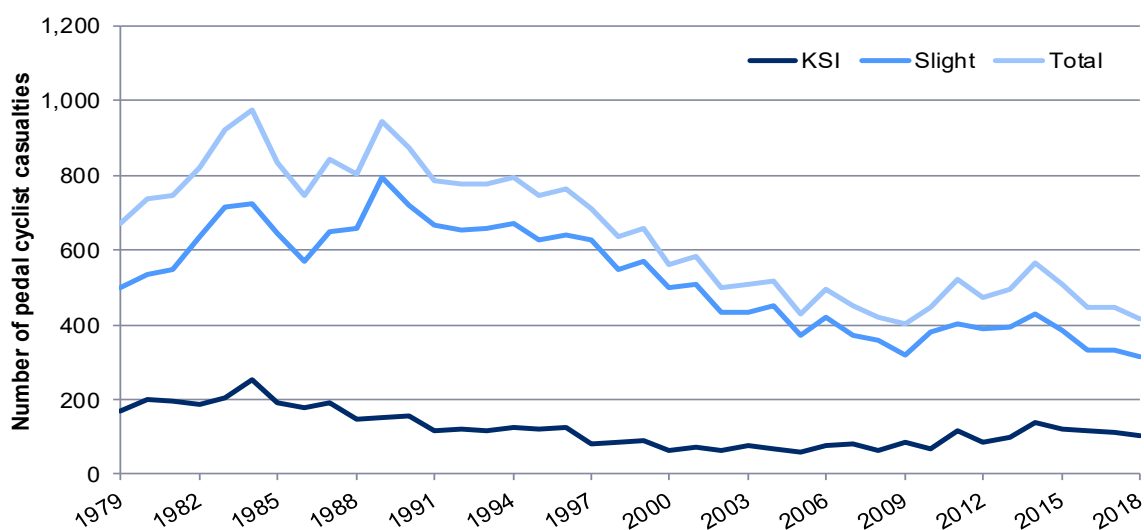
Source: Road Accident Statistics, Welsh Government

## Pedal cyclist casualties



There were 417 pedal cyclist casualties in 2018, representing 7.2 per cent of all casualties in Wales. Of these 103 were KSI and 314 were slightly injured. There was a significant fall in pedal cyclist casualties from the late 80s onwards, with the lowest total recorded in 2009. For fatalities and serious injuries there was a slight upward trend to 2014 and a slight fall thereafter. The number of KSIs has changed relatively little since the early 1990s (chart 15).

**Chart 15: Pedal cyclist casualties by severity, 1979 to 2018**

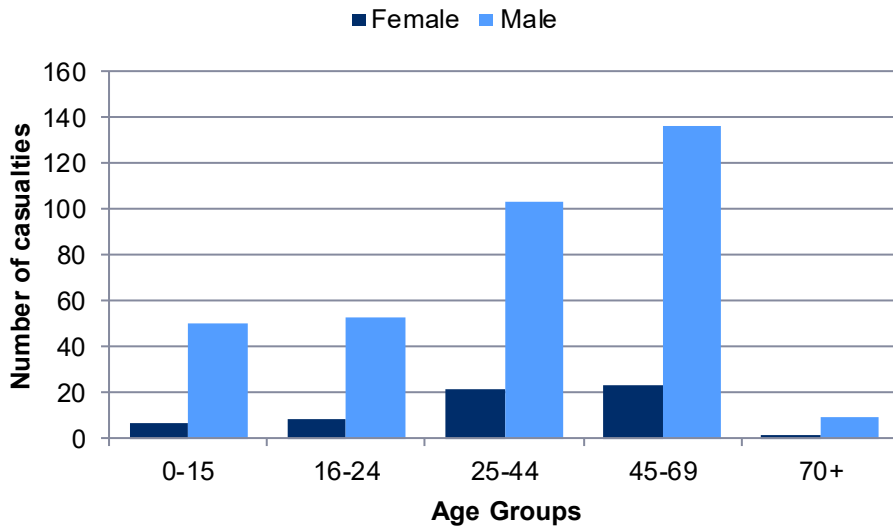


Source: Road Accident Statistics, Welsh Government

### What age and gender are pedal cyclist casualties?

- The vast majority of pedal cyclist casualties (85 per cent) are male ([Chart 16](#)).
- The highest number of casualties occurred in the 45-69 age group.
- Casualties among children have fallen over recent years, while for the 70+ age group there has been an increase.

**Chart 16: Pedal cyclist casualties by age and gender in 2018**



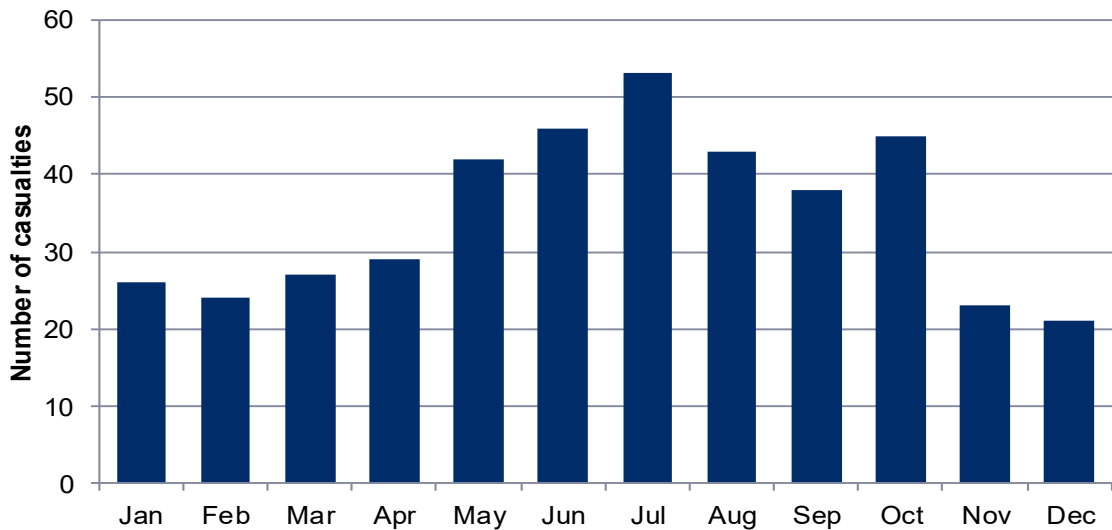
Source: Road Accident Statistics, Welsh Government

**Note:** Unknown age group not included

**Where and when do pedal cycle casualties occur?**

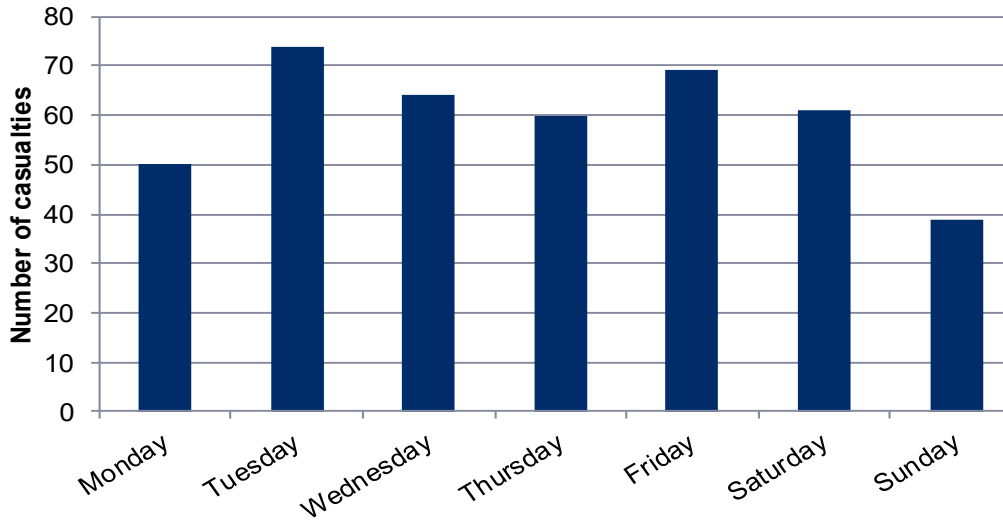
- July saw the highest number of pedal cyclist casualties (12.7 per cent of all casualties) and December had the lowest (5.0 per cent) (Chart 17).
- Tuesdays saw the highest number of casualties (17.7 per cent of the total) and Sundays saw the lowest (9.4 per cent) ([Chart 18](#)).

**Chart 17: Pedal cyclist casualties by month, 2018**



Source: Road Accident Statistics, Welsh Government

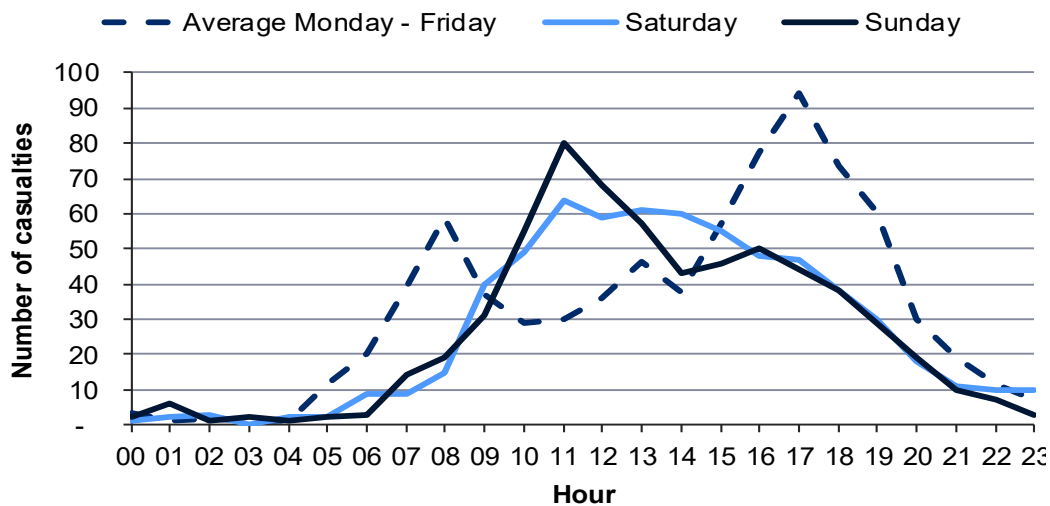
**Chart 18: Pedal cyclist casualties by day of week, 2018**



Source: Road Accident Statistics, Welsh Government

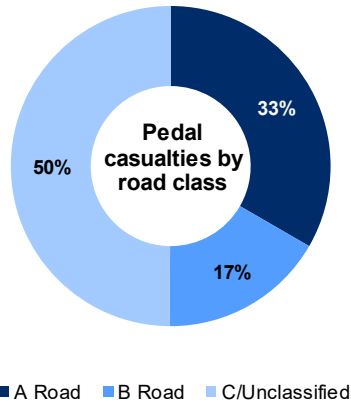
Chart 19 shows how pedal cyclist casualties since 2009 are distributed throughout the day. On weekdays there are peaks around the morning and evening rush hours and lunch times. On Saturdays, the peak was between 11:00 and 14:00 hours. On Sundays the peak was at 11 am (chart 19).

**Chart 19: Pedal cycle casualties by time of day, 2009-2018**



Source: Road Accident Statistics, Welsh Government

**Chart 20: Pedal cycle casualties by road class, 2018**



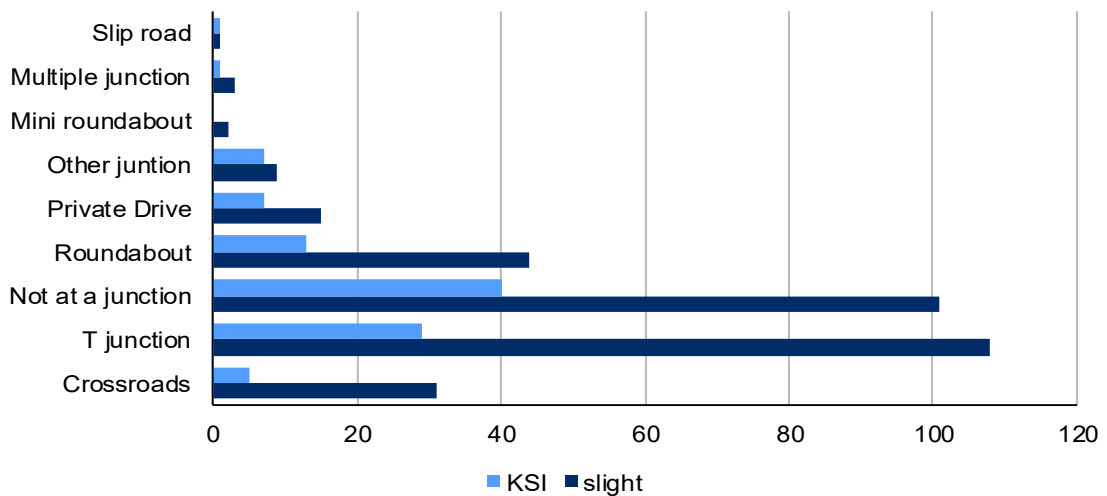
Source: Road Accident Statistics, Welsh Government

33 per cent of casualties occurred on A roads, 17 per cent on B roads and 50 per cent on C / unclassified roads (chart 20). Casualties on C and unclassified roads were less likely to be serious than those on B roads and A roads.

The most common type of junctions for pedal cyclist casualties were T-junctions and roundabouts (chart 21).

- 66.2 per cent of all pedal cycle casualties occurred at junctions.
- T-junctions accounted for 49.6 per cent of all pedal casualties at junctions in 2018.

**Chart 21: Pedal cyclist casualties by type of junction, 2018**

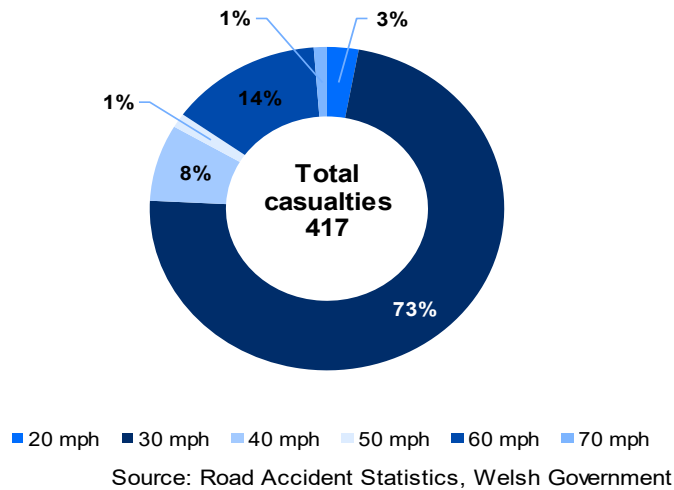


Source: Road Accident Statistics, Welsh Government

More than three quarters of pedal cycle casualties occurred on roads with a speed limit of 30 mph or lower. 5 per cent of casualties were on 60 mph rural roads ([Chart 22](#)).

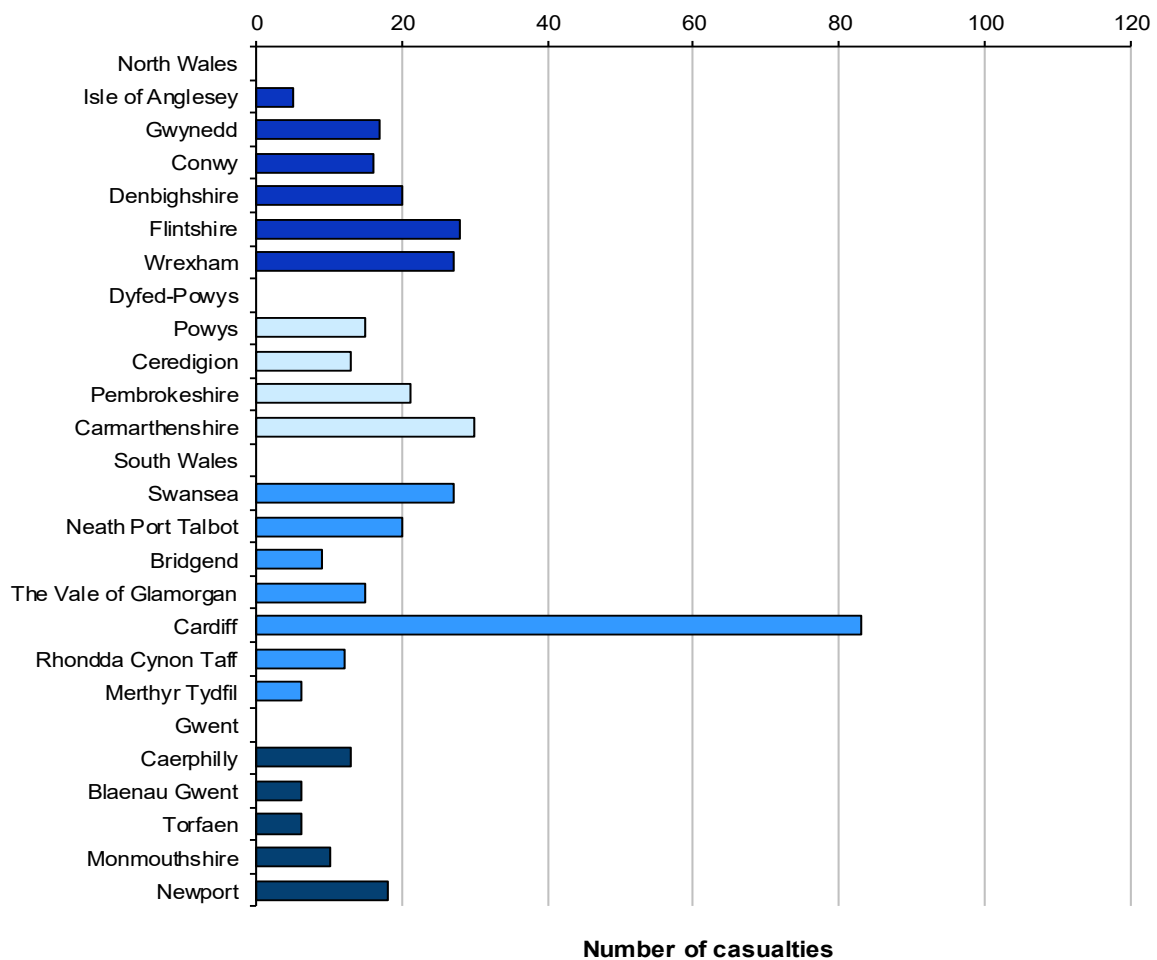


**Chart 22: Pedal Cyclist casualties by road speed limit, 2018**

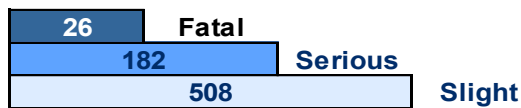


Cardiff had many more pedal cycle casualties than any other local authority, with 20 per cent of the Wales total (Chart 23). Isle of Anglesey, Merthyr Tydfil, Blaenau Gwent and Torfaen had the lowest number of pedal cycle casualties.

**Chart 23: Number of pedal cyclist casualties by local authority, 2018**



## Pedestrian casualties

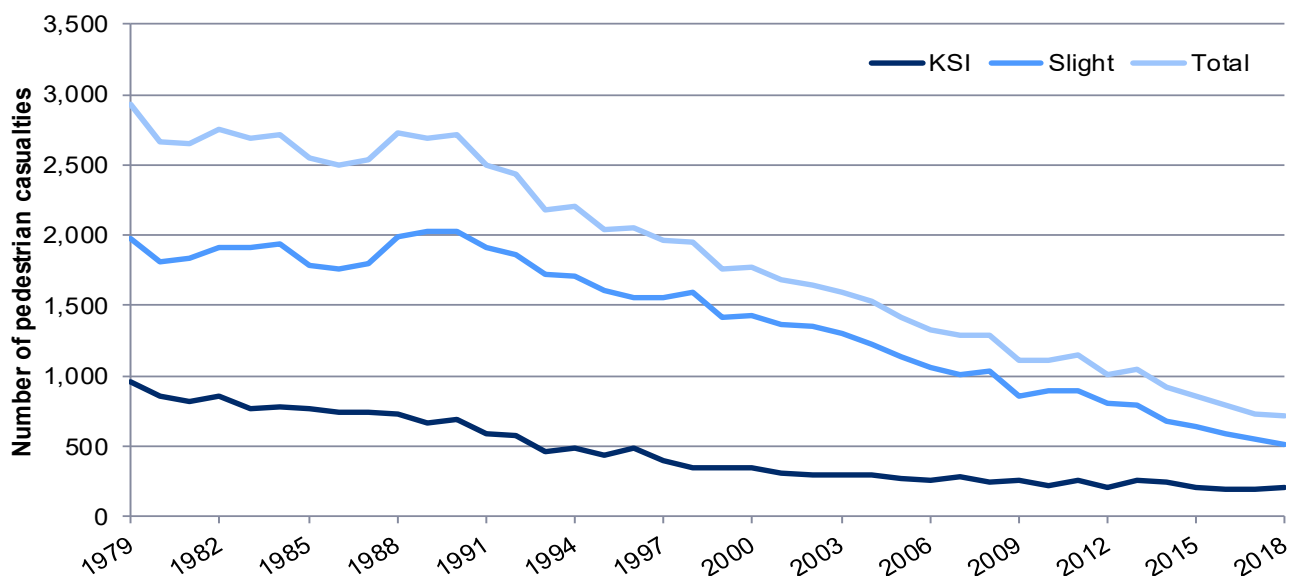


In 2018 there were 716 pedestrian casualties, a fall of 2.5 per cent compared with 2017.

Pedestrian casualties represented 12.4 per cent of all casualties in Wales. 26 pedestrians were killed, 182 were seriously injured and 508 were slightly injured. There was an increase in fatalities from 21 to 26, though the numbers fluctuate from year to year and the latest figure is not high in a historical context.

There has been a significant fall in pedestrian casualties since the late 1980s, and the 2018 figure is the lowest on record (Chart 24).

**Chart 24: Pedestrian casualties by severity, 1979 to 2018**

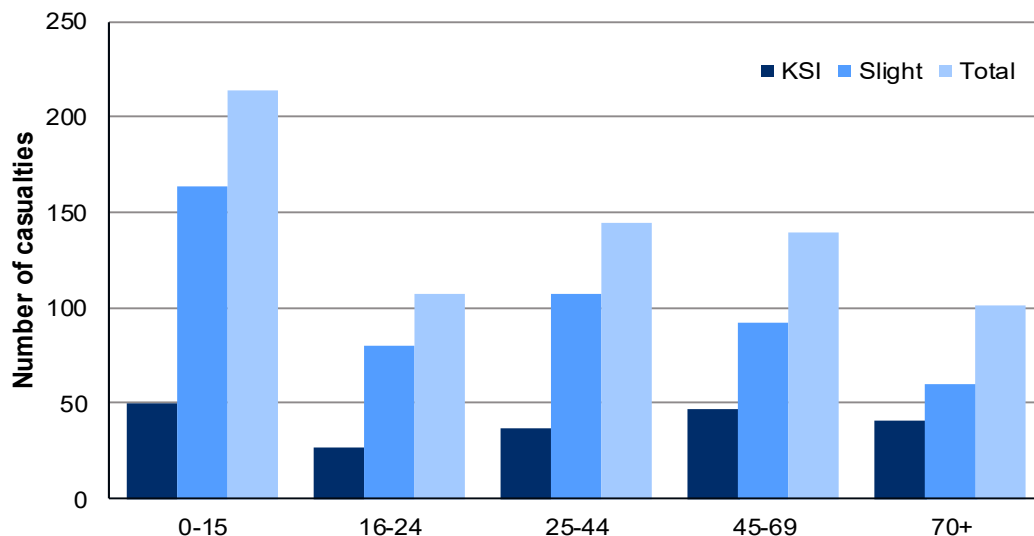


Source: Road Accident Statistics, Welsh Government

### Characteristics of pedestrian casualties

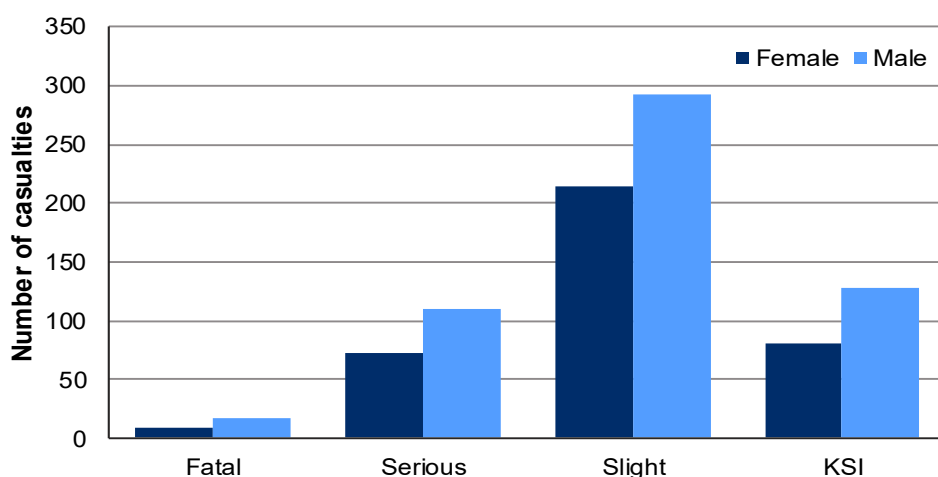
- In 2018 there were more pedestrian casualties aged 0-15 (30 per cent of total) than in any other age group. ([Chart 25](#)).
- 59 per cent of pedestrian casualties were male. Figures for males were higher than for females across all severities of casualty ([Chart 26](#)).

**Chart 25: Pedestrian casualties by age and severity, 2018**



Source: Road Accident Statistics, Welsh Government

**Chart 26: Pedestrian casualties by severity and gender in 2018**

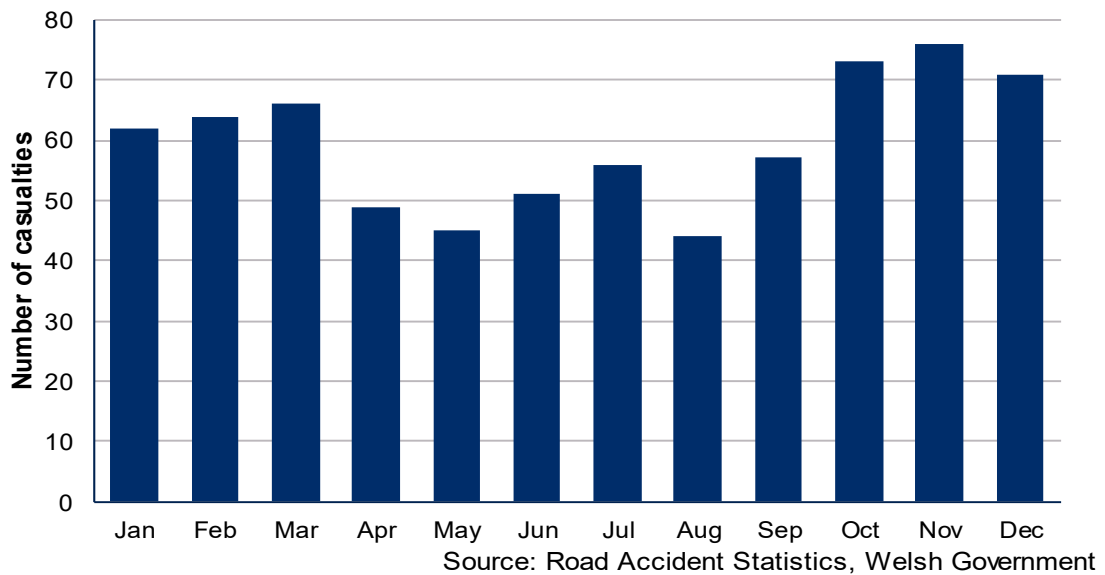


Source: Road Accident Statistics, Welsh Government

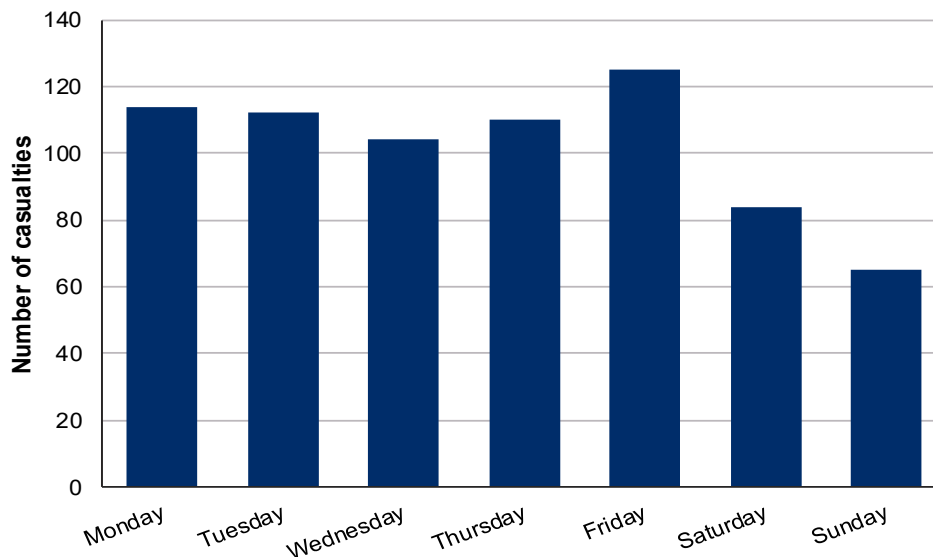
**Where and when do pedestrian casualties occur?**

- On a monthly basis the number of pedestrian casualties ranged from 44 to 76, with relatively fewer casualties in summer months than in winter months ([Chart 27](#)). Friday saw the highest number of casualties (18 per cent of the total) and Sundays had the lowest (9 per cent) (chart 28).
- 55 per cent (396) of pedestrian casualties occurred on C roads and unclassified roads, 30 per cent (213) occurred on A roads and 15 per cent (104) occurred on B roads. Pedestrian casualties on motorways are not common, with one fatality and two seriously injured in 2018.
- 86 per cent of pedestrian casualties occurred on 30mph roads, 5 per cent on 20mph road and 4 per cent on 60mph roads.

**Chart 27: Pedestrian casualties by month, 2018**

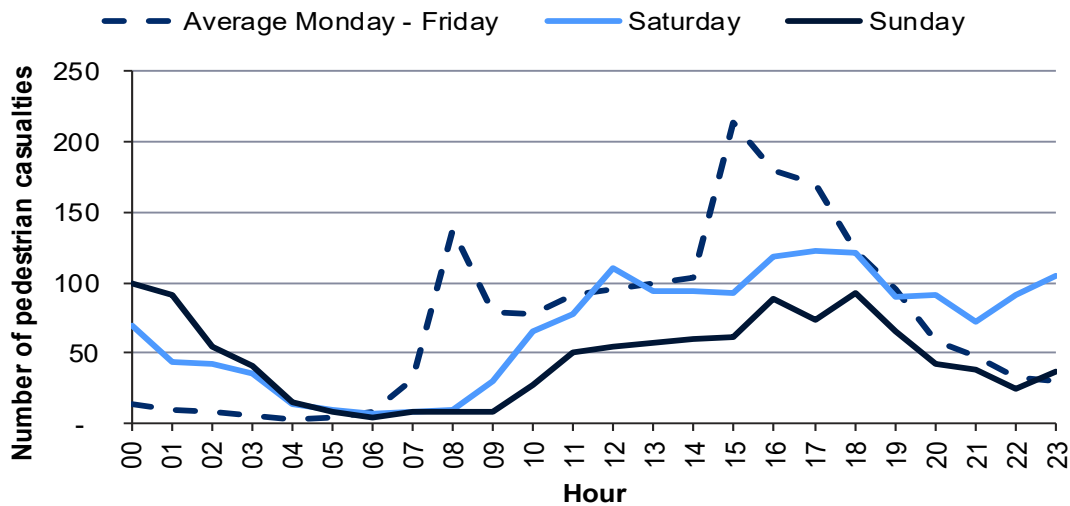


**Chart 28: Pedestrian casualties by day of week, 2018**



On weekdays there are clear spikes in incidence between 07:00 to 09:00 and again from 15:00 until 18:00, in line with the beginning and end of school and working days ([Chart 29](#)).

**Chart 29: Pedestrian casualties by time of day and day of week, 2009- 2018**



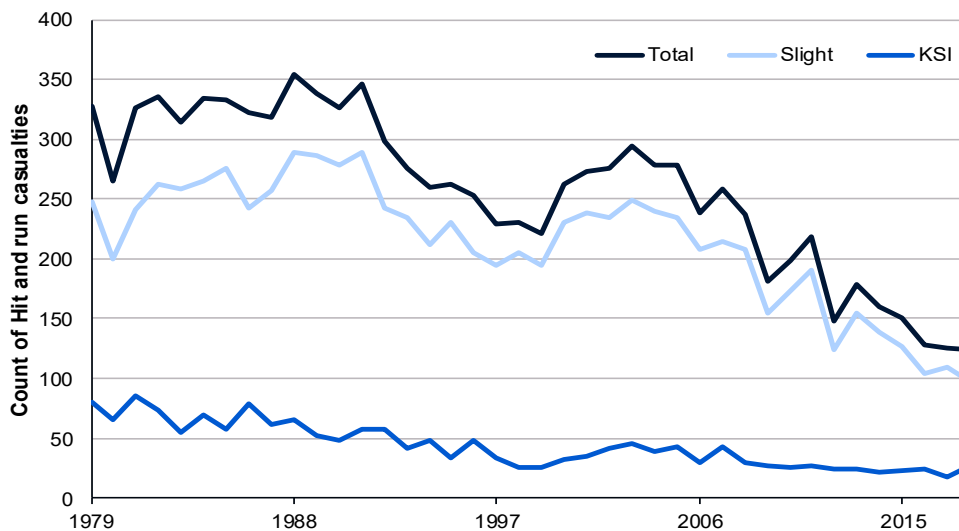
Source: Road Accident Statistics, Welsh Government

**Pedestrian casualties and “hit and run” incidents**

A significant minority of pedestrian casualties arise from “hit and run” accidents (chart 30).

- In 2018, hit and runs accounted for 17 per cent of all pedestrian casualties. There were no fatalities as a result of hit and runs in 2018.
- Over the long term there has been a significant fall in hit and run casualties, and this decline appears to be continuing, driven mainly by the fall in slight casualties.

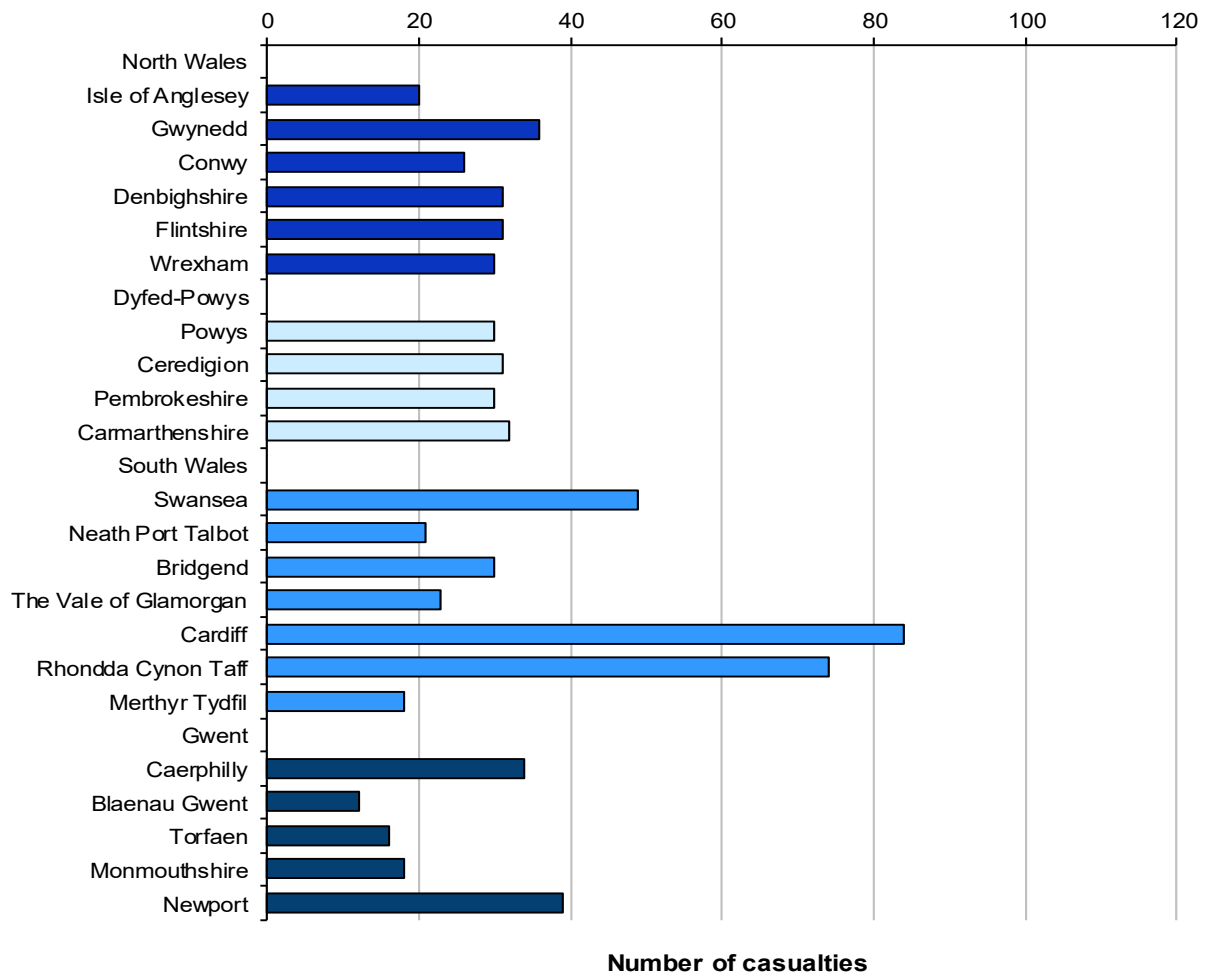
**Chart 30: Pedestrian casualties by “hit and run” incidents, 1979-2018**



Source: Road Accident Statistics, Welsh Government

The local authorities with the highest number of pedestrian casualties in 2018 were Cardiff (84) and Rhondda Cynon Taff (74) (Chart 31). Blaenau Gwent recorded the lowest pedestrian casualties.

**Chart 31: Pedestrian casualties by local authority, 2018**

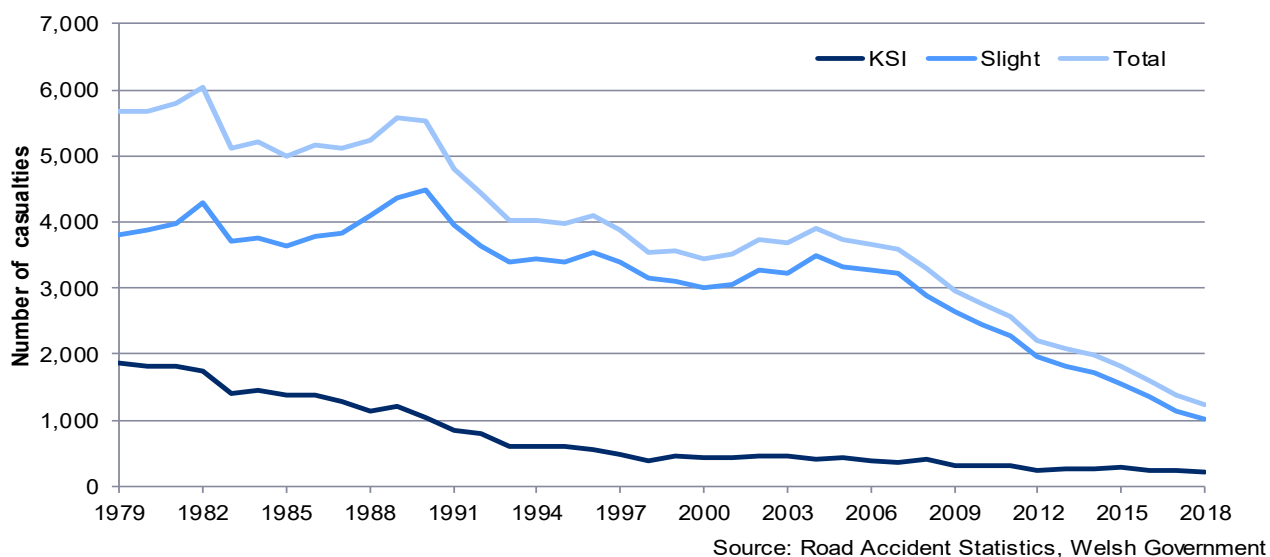


Source: Road Accident Statistics, Welsh Government

## Young Persons Casualties (16-24 age group)

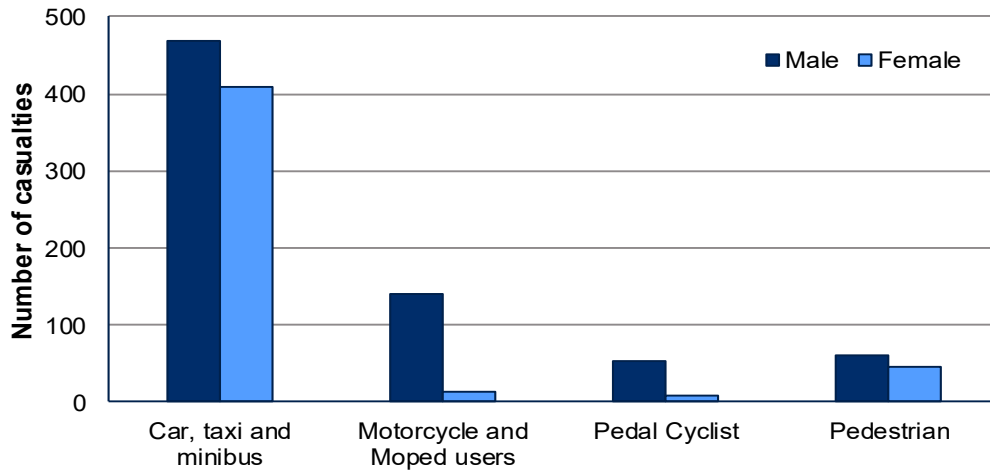
- In 2018 there were 1,226 road casualties aged 16-24 in Wales, an 11 per cent fall compared with 2017.
- 219 young people were killed or seriously injured. The Welsh Government set a target to reduce the number of young people KSI by 40 per cent compared with the 2004-2008 average by 2020. The 2018 figure represents a 44.7 per cent reduction on the 2004-2008 average (Chart 32).
- The long-term trend shows a sharp overall decline back to the late 1970's. Casualty numbers appear to be continuing to fall, and this is the case for fatalities and serious injuries as well as slight injuries. For slights and KSIs the numbers recorded in 2018 are the lowest on record.

**Chart 32: Young casualties, 1979-2018**



- 61 per cent of young casualties were male and 39 per cent were female. Males are more likely than females to be casualties in all road user categories, but for motorcyclists the difference is stark, with 10 times as many male casualties as female (Chart 33).
- 72 per cent of young person casualties were accounted for by car, taxi and minibus users.

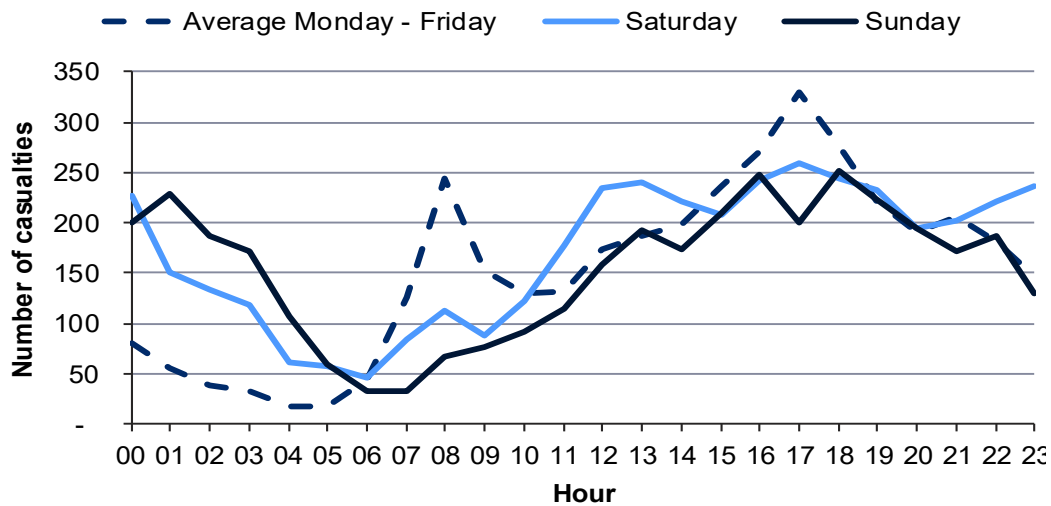
**Chart 33: Casualties aged 16-24 by gender and road user category, 2018**



Source: Road Accident Statistics, Welsh Government

- Data from 2009 to 2018 show that casualties among young people are dispersed throughout the day, with a peak between 5pm and 6pm on weekdays (Chart 34).
- For the average of Monday to Friday there are peaks in the number of casualties between 8am and 9am and 5pm and 6pm, coinciding with travel to and from work.
- Fridays and Saturdays see more casualties in the late evening and early hours of the morning than the other days of the week.

**Chart 34: Young person casualties by time of day, Wales, 2009 to 2018**

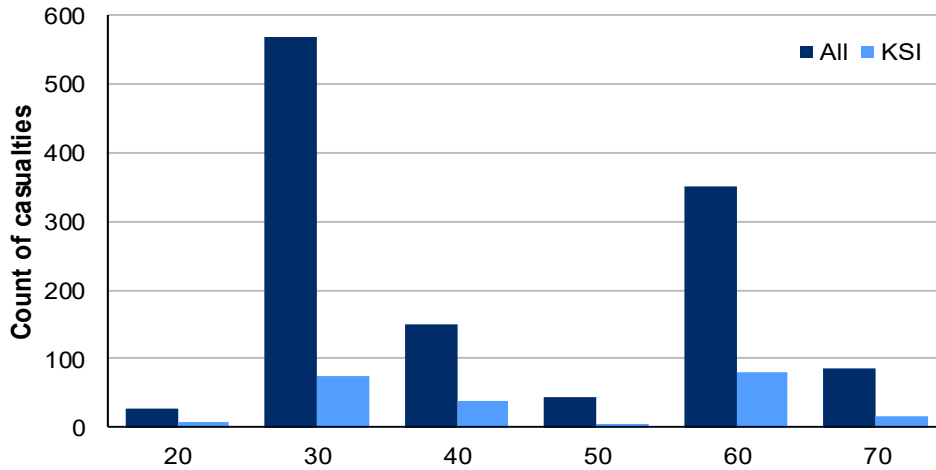


Source: Road Accident Statistics, Welsh Government

Most young person casualties occurred on roads with maximum speeds of 30mph speed limit (46 per cent) and 60mph speed limit (29 per cent) ([Chart 35](#)).



**Chart 35: Young person casualties by speed limit Wales, 2018**

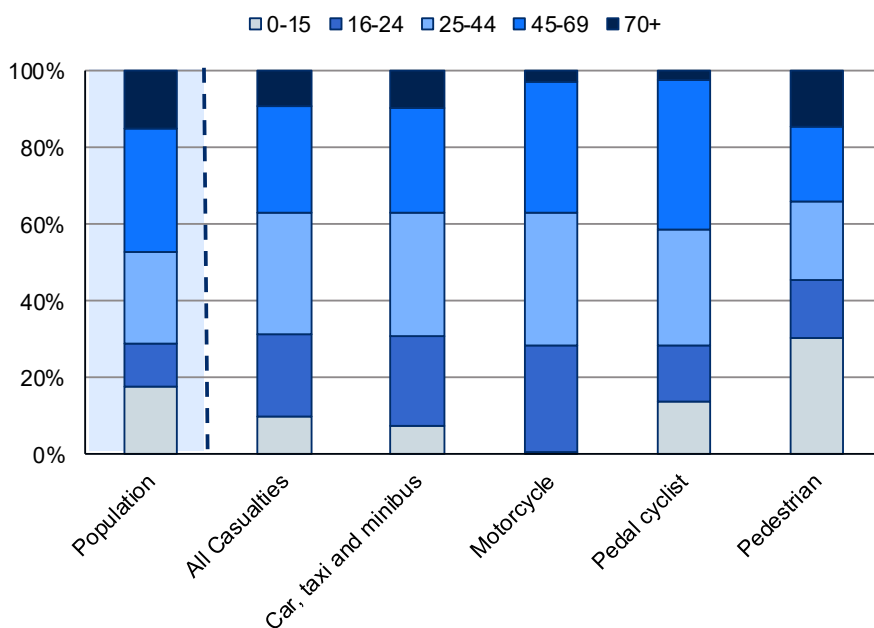


Source: Road Accident Statistics, Welsh Government

Chart 36 shows how the proportion of the population in each age group compared with the proportion of casualties in the four road user categories.

- Young people are disproportionately likely to be casualties in road accidents. They make up 11 per cent of the population but 21 per cent of all casualties on the roads.
- Young people make up a higher proportion of total casualties than their population share in all road user categories. In particular, the figures for cars, taxis and minibus casualties (24 per cent of total) and motorcyclist casualties (28 per cent of total) are much higher than the 11 per cent population share.

**Chart 36: Proportions of total population and casualties by age and road user category, 2018**

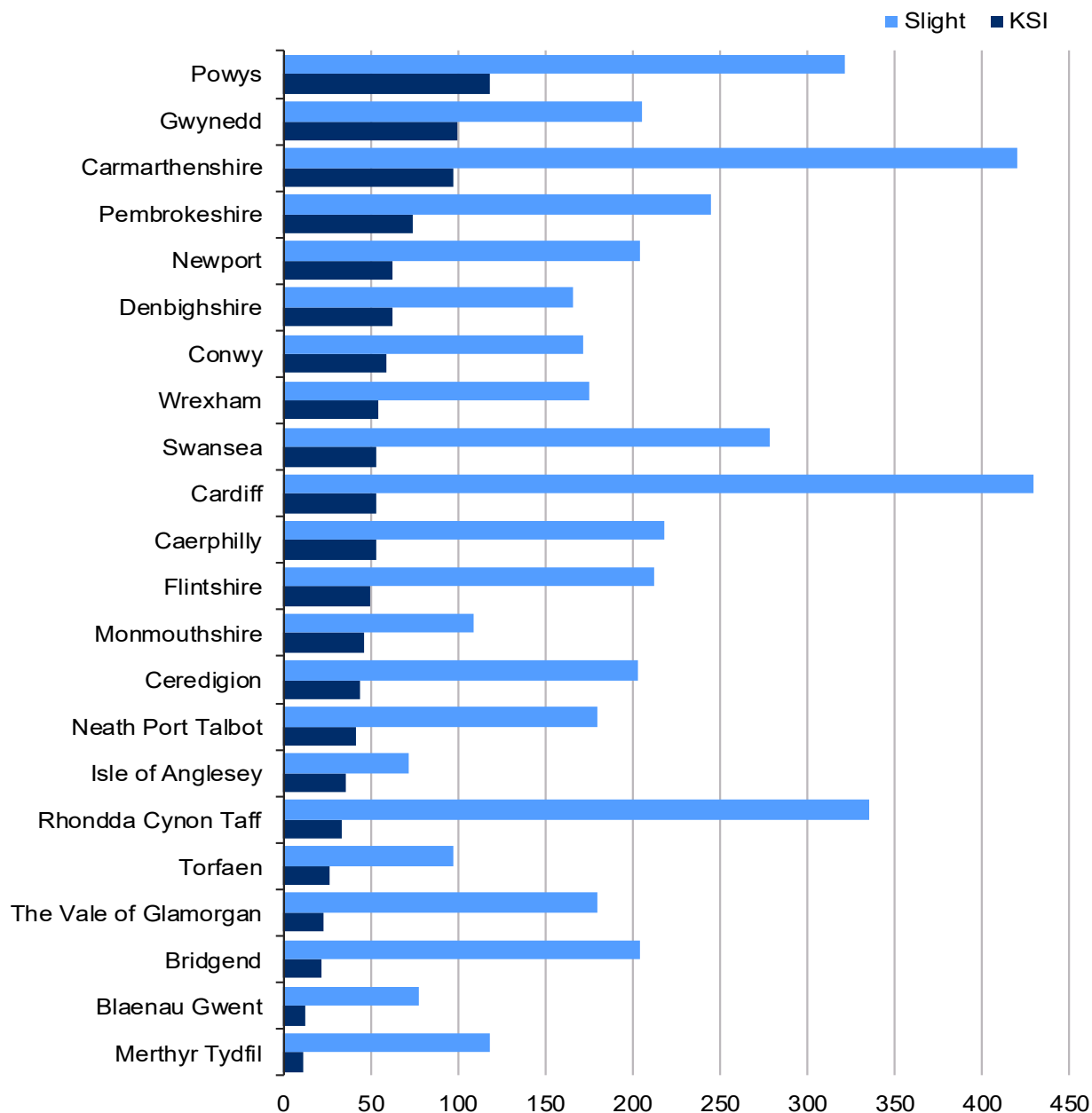


Source: Road Accident Statistics, Welsh Government

## Regional distribution of KSI and slight casualties

There are interesting geographical differences in the distribution of KSI casualties and slight casualties (Chart 37). The local authority with the highest number of KSI casualties in 2018 was Powys (118), and the lowest was Merthyr Tydfil with 12. For slight casualties, the highest was Cardiff (430).

**Chart 37: Distribution of KSI and Slight casualties in 2017, Wales**



Source: Road Accident Statistics, Welsh Government

# Notes

## 1 Relevance

There are a variety of organisations that use the Welsh road traffic accident and casualty data.

The Welsh Government uses road traffic collision and casualty data to help set road safety policy. It is also used for performance indicators, both for the Welsh Government's Transport Strategy and for some health performance indicators.

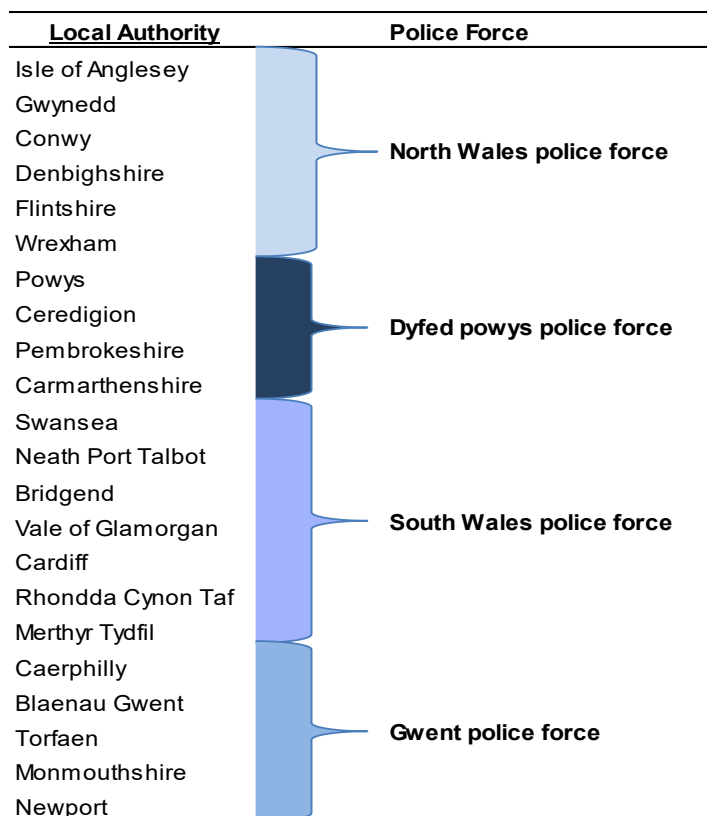
Other users include Highway Authorities, covering the Welsh Government, which is responsible for the motorway and trunk road network, and local authorities, which are responsible for other roads in Wales. Other bodies involved in road safety include the Safety Camera Partnership, Trunk Road Agents, and Police & Community Safety Partnerships. Welsh Government also provides data to transport planning organisations to support road safety assessments.

## 2 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.

The chart below shows the local authorities within each of the Welsh police force areas.



Source: Road Accident Statistics, Welsh Government

As discussed in the quality and data coverage section, there is known under-reporting and under-recording of personal injury road accidents, as well as potential for the misclassification of accidents. Misclassifications are minimised by local authorities and the Welsh Government conducting a number of data validations. For example, Welsh Government data analysts may query the location of an accident with a police force when the grid reference of an accident is in a different local authority to the one specified in the data return. These issues are discussed in more detail in a statistical article '[Quality Report for Welsh Road Casualties](#)'.

This data is 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.

### **3 Timeliness and punctuality**

This release is a supplementary statistical bulletin to the [Police recorded road accidents](#) release. It provides detailed analysis of road casualties that were reported by the police forces in Wales.

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

Road casualty statistics for Wales are available on [StatsWales](#).

### **4 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 is available on the [StatsWales website](#).

### **5 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. This definition is used consistently across the GB.

## **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, and it is our responsibility to maintain compliance with these standards.

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. The designation of these statistics as National Statistics was confirmed in July 2013 following a [full assessment against the Code of Practice](#).

Since the latest review by the Office for Statistics Regulation, we have continued to comply with the Code of Practice for Statistics, and have made the following improvements:

- Undertaken a substantial piece of work to improve our understanding of data quality, by using the [Quality Assurance of Administrative Data toolkit](#)
- Added to and refined information about dimensions of quality and described links to policy and Welsh Government targets
- Improved visuals by de-cluttering and standardising charts and tables

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 and this release does not include any of the national indicators.

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

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

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

## Further details

The document is available at

<https://gov.wales/road-accidents-and-casualties-where-when-and-who>

## Next update

September 2020 (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](mailto:stats.transport@gov.wales)

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