



Motoring offenders in Wales, 2017

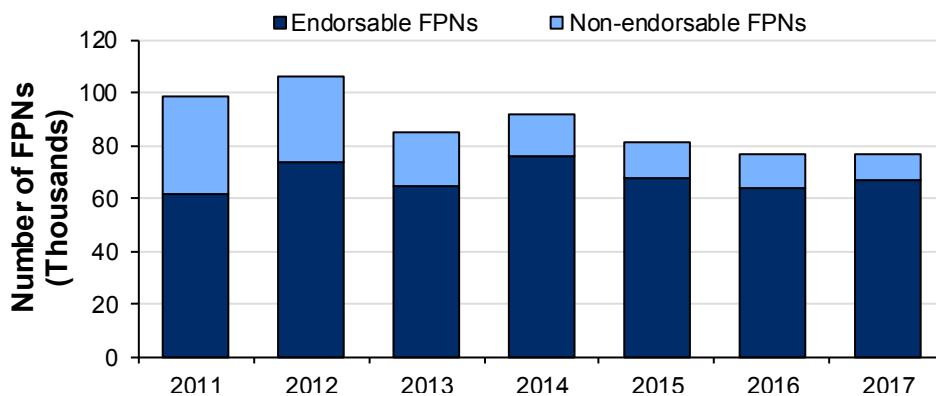
5 December 2018
SB 77/2018

Key points

Fixed Penalty Notices (FPNs)

- In 2017, police and traffic wardens issued 76,600 FPNs in Wales, an increase of 0.4 per cent compared with 2016.
- Speed limit offences accounted for 77.7 per cent (59,500) of these ([Chart 1](#) and [Chart 3](#)).

Chart 1: Endorsable and non-endorsable FPNs issued in Wales, 2011-2017 (a)



Source: Welsh Government analysis of Home Office (PentiP) data

Notes:

(a) This does not include cancelled (endorsable and non-endorsable) FPNs.

Court proceedings

- 46,900 motoring offenders were dealt with by **Magistrates courts** in Wales in 2017. This was a fall of 27.6 per cent since 2016, however this does not necessarily reflect a genuine fall in the number prosecutable offences committed in Wales.
- The most common groups of offence were “speed limit offences” (14,500) and “vehicle insurance offences” (10,500). “Vehicle test offences” (15) was the least common offence group.

Screening breath tests

- In 2017, 37,000 screening breath tests were carried out in Wales. 4,500 of these tests (11 per cent) had a positive result, a fall of 2.2 per cent compared with 2016 ([Table 6](#)).

About this bulletin

This annual statistical bulletin contains data relating to motoring offences on:

- Fixed Penalty Notices by police & traffic wardens (2011–2017)
- court proceedings against motoring offenders (2012–2017)
- screening breath tests (2000–2017).

Both endorsable and non-endorsable FPNs are referred to in this bulletin.

Civil parking enforcements, carried out by local authorities, are not covered.

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Introduction

Court proceedings relating to FPNs cover the use of police powers to issue on-the-spot fines for various motoring offences (e.g. parking offences or speeding offences). These FPNs can either be **endorsable** (points added to a driving licence), or **non-endorable** (no points added to a driving licence).

Motoring offences can be dealt with by official police action either through **FPNs** or through **court proceedings**. In addition to official police action, Welsh local authorities have civil parking enforcement powers. Motoring offences dealt with by local authorities are not included in these statistics. [Section 3.1](#) provides more information on when each local authority gained parking enforcement powers.

Fixed Penalty Notices (FPNs)

How many FPNs were issued by the police in Wales in 2017?

In 2017, police (including traffic wardens) issued 76,626 FPNs (not including cancelled FPNs) for motoring offences in Wales, a 0.4 per cent increase on 2016. There was a 5.3 per cent increase in endorsable FPNs (up 3,371) and a 23.8 per cent fall in non-endorable FPNs (down 3,072) ([Table 1](#) and [Chart 1](#)).

Endorsable FPNs accounted for 87.2 per cent (66,811) of FPNs and non-endorable FPNs accounted for 12.8 per cent (9,815). Speed limit offences accounted for 59,531 FPNs (77.7 per cent), whilst obstruction, waiting and parking offences accounted for 5,047 (6.6 per cent) of all FPNs issued. There were 2,332 FPNs (3.0 per cent) for neglect of traffic directions, 1,047 FPNs (1.4 per cent) for seat belt offences and 1,467 FPNs (1.9 per cent) for use of hand held mobile phone devices whilst driving (See [StatsWales website](#)).

Outcomes of FPNs in Wales in 2017 ([Table 1](#))

In 2017, of all the FPNs issued by the police in Wales:

- 79.4 per cent (60,850 FPNs) were paid
- 17.8 per cent (13,604 FPNs) had court action
- 1.4 per cent (1,066 FPNs) had driver retraining
- 1.4 per cent (1,040 FPNs) had fines registered
- whilst the remaining 0.1 per cent (66 FPNs) were incomplete.

When compared with 2016:

- driver retraining FPNs decreased by 50.0 per cent (1,066 FPNs)
- fines registered increased by 39.8 per cent (296 FPNs)
- court action increased by 13.2 per cent (1,584 FPNs)
- fines paid decreased by 0.9 per cent (566 FPNs)
- incomplete FPNs increased to 66 from 15.

Table 1: Trends in endorsable and non-endorsable FPNs, by outcome, Wales, 2011-2017 (a)

	<i>Number of FPNs</i>						
	2011	2012	2013	2014	2015	2016	2017
Endorsable FPNs	61,548	73,713	64,834	75,737	67,374	63,440	66,811
Driver retraining	59	0	0	1,676	1,731	2,132	1,066
Fine paid	52,454	62,019	54,962	62,748	54,584	51,540	53,482
Fine registered	2,457	2,097	1,529	541	117	0	4
Court action	6,555	9,351	8,309	10,750	10,926	9,766	12,255
Incomplete	23	246	34	22	16	2	4
Non-endorsable FPNs	36,621	32,361	20,278	15,777	13,450	12,887	9,815
Driver retraining	0	0	0	0	0	0	0
Fine paid	27,768	24,314	15,502	11,881	10,156	9,876	7,368
Fine registered	7,858	6,881	3,905	2,313	834	744	1,036
Court action	823	885	629	1,491	2,437	2,254	1,349
Incomplete	172	281	242	92	23	13	62
Cancelled	2,240	1,677	5,383	9,211	8,818	8,965	8,769
Total FPNs	98,169	106,074	85,112	91,514	80,824	76,327	76,626
Total FPNs (Incl. cancelled)	103,447	112,386	90,495	100,725	89,642	85,292	85,395

Source: Welsh Government analysis of Home Office "Police Powers and Procedures England and Wales" (PentiP) data

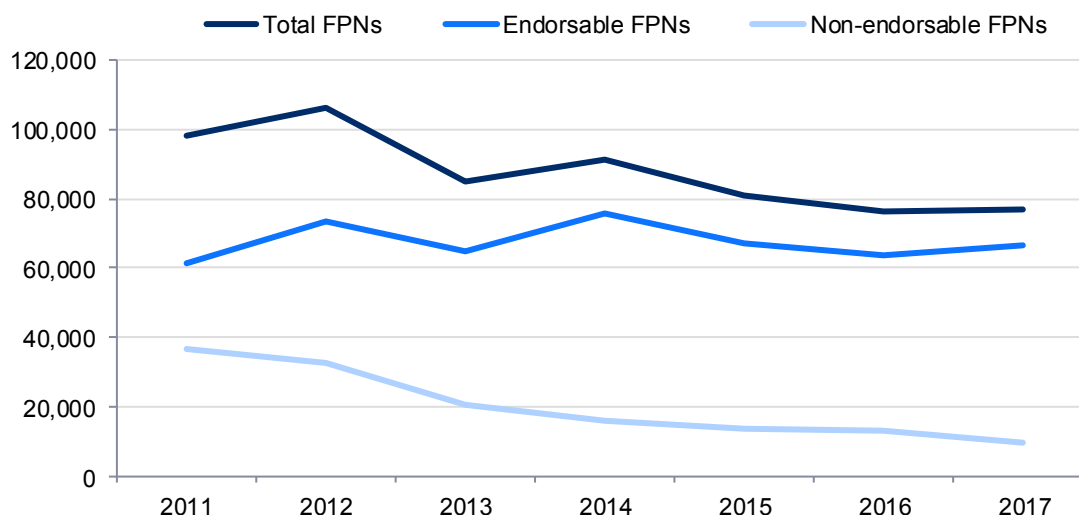
Notes:

(a) The Home Office widened the scope of the dataset for FPNs for motoring offences to include cases where a driver retraining course, such as a speed awareness course, was attended by the individual, as well as cases where an individual faced court action. However, information on the outcome of those summoned to court is not provided and therefore data do not contain the number of individuals prosecuted for motoring offences in 2016 (and backdated to 2011).

What are the trends in FPNs for motoring offences?

The number of FPN motoring offences has been broadly stable for the last three years, having fallen from a peak in 2012. Non-endorsable offences have followed a more consistent downward trend since 2013. The fall in FPNs, particularly for non-endorsable FPNs, is likely to be a reflection of the change in responsibility for civil parking enforcement from police to local authorities. By 2013, all local authorities had taken on this responsibility. Motoring offences recorded by local authorities are not covered by these statistics.

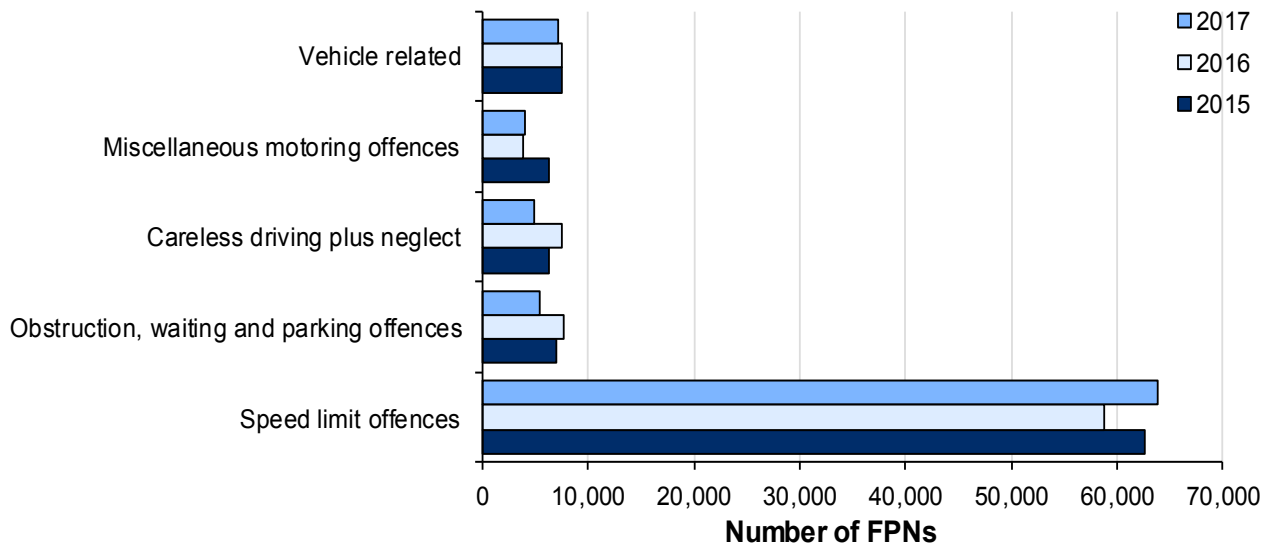
Chart 2: Endorsable and non-endorsable FPNs issued in Wales, 2011-2017



Source: Welsh Government analysis of Home Office (PentiP) data

[Chart 3](#) shows the broad categories of FPNs issued in Wales. By far the largest category were speed limit offences, which in 2017 accounted for 75 per cent of all offences, highlighting speed limit offences as the largest group, 9 times more than the next largest category. ([StatsWales](#) sets out how these broad categories are derived from more detailed offence sub-groups).

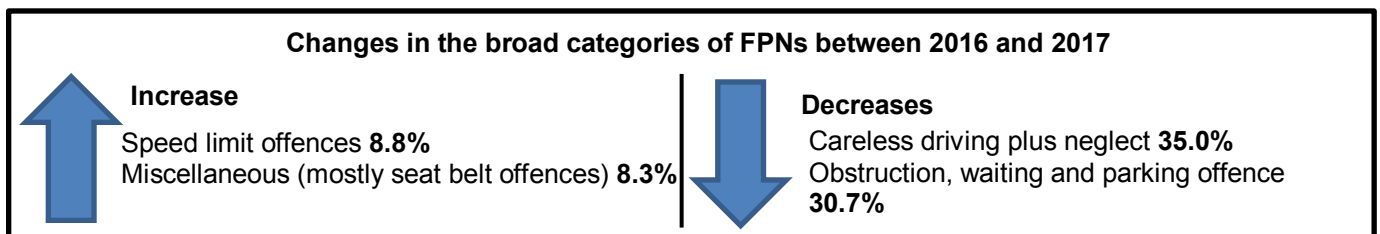
Chart 3: Broad categories of FPNs, Wales, 2015 to 2017 (a)



Source: Welsh Government analysis of Home Office data

Notes:

(a) This does not include cancelled (endorsable and non-endorsable) FPNs.



Court proceedings

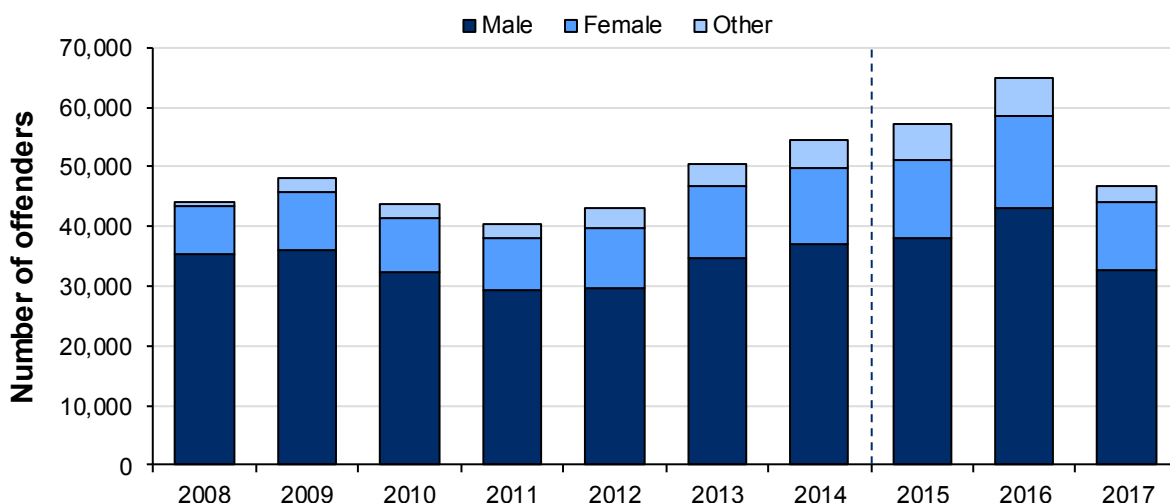
This part of the bulletin covers the number of motoring offenders prosecuted. Data on the number of motoring offenders prosecuted was collected for the first time in 2008.

How many motoring offenders were prosecuted by magistrates' courts in Wales?

In 2017, 46,866 motoring offenders were prosecuted by magistrates' courts in Wales, a decrease of 27.6 per cent compared with 2016. The fall in 2017 was driven largely by decreases in insurance, speeding and registration and license offences prosecuted in Wales. It is likely that this, at least to some extent, reflects the introduction of the Single Justice Procedure (SJP). The SJP enables courts to deal with some non-imprisonable offences (including a substantial proportion of motoring offences) remotely. As a consequence, some offences committed in Wales are dealt with by courts outside of Wales, and vice versa. The statistics in this section reflect the location of the courts, not necessarily the location of the offences. The SJP had a phased introduction from 2015, resulting in some volatility in this series thereafter. Results from 2015 onwards are not directly comparable with the prior series, and annual changes from 2015 onwards do not necessarily reflect genuine changes in the number of prosecutable offences committed in Wales.

Of the 46,866 motoring offenders, "speed limit offences" (14,477) and "vehicle insurance offences" (10,545) were the highest offence groups prosecuted. The next two highest offence groups prosecuted were "vehicle registration and excise licence offences" (7,260) and "driving etc. after consuming alcohol or taking drugs" (2,873). Similarly to previous years, "vehicle test offences" (15) was the lowest prosecuted offence group ([Table 2](#)). Additional breakdowns of this data are available on [StatsWales](#).

Chart 4: Motoring offenders proceeded at magistrates' courts by gender, 2008 to 2017 (a)



Source: Welsh Government analysis of criminal justice statistics, Ministry of Justice data

Notes:

- (a) Other includes offences committed by "other defendants" such as companies and public bodies with "unstated" gender
- (b) Results from 2015 onwards are not directly comparable with the series prior to 2015. See description in commentary above.

Table 2: Motoring offenders: proceedings at magistrates' courts, 2013 to 2017 (a)

	<i>Number</i>				
Motoring offences broader groups	2013	2014	2015	2016	2017
Causing death or bodily harm	22	39	39	62	58
Dangerous driving	189	208	209	208	213
Driving, etc. after consuming alcohol or taking drugs	3,100	3,127	3,285	3,224	2,873
Careless driving	856	823	898	829	683
Accident offences	428	354	340	344	342
Unauthorised taking or theft of motor vehicles	397	437	446	392	330
Driving licence related offences	1,415	1,211	1,291	1,425	1,132
Vehicle insurance offences	13,499	17,496	18,596	18,240	10,545
Vehicle registration and excise licence offences	5,914	4,251	7,099	9,988	7,260
Work record and employment	61	58	42	44	34
Vehicle test offences	19	30	20	16	15
Vehicle/driver records fraud and forgery	402	469	493	632	376
Vehicle or part in dangerous or defective condition	478	240	400	522	332
Speed limit offences	15,145	16,962	15,918	16,883	14,477
Neglecting road regulations	1,291	1,192	939	2,168	1,998
Miscellaneous offences	7,334	7,552	7,336	9,792	6,198
Total offences	50,550	54,449	57,351	64,769	46,866

Source: Welsh Government analysis of criminal justice statistics, Ministry of Justice data

Notes:

(a) Excludes motoring offences dealt with by fixed penalty notices rather than court proceedings. A person appearing in court can be charged with one or more offences at the same time. The above table shows the number of offences involved rather than the number of persons appearing in courts. Includes offences committed by 'other defendants' such as companies and public bodies and persons with 'unstated' gender, which are not included in other tables.

Motoring offenders by gender

Of the 46,866 motoring offenders in 2017, 70.0 per cent were male, 24.3 per cent were female and the remaining 5.7 per cent were categorised as 'other' defendants (these include companies and public bodies) ([Chart 4](#)). These proportions are similar to previous years. The majority of both male and female offenders were prosecuted for vehicle insurance offences, speed limit offences, vehicle registration and excise licence offences and driving after consuming alcohol or taking drugs.

[Table 3](#) shows the percentage of male and female offenders in each broad category of offence.

Table 3: Percentage of motoring offenders: proceedings at magistrates' courts, males and females, 2016 to 2017 (a)

Motoring offences broader groups	Percentage			
	2016		2017	
	Male	Female	Male	Female
Causing death or bodily harm	85%	15%	84%	16%
Dangerous driving	94%	5%	92%	8%
Driving, etc. after consuming alcohol or taking drugs	79%	20%	78%	22%
Careless driving	82%	17%	79%	21%
Accident offences	81%	18%	82%	18%
Unauthorised taking or theft of motor vehicles	93%	6%	92%	8%
Driving licence related offences	85%	14%	88%	11%
Vehicle insurance offences	62%	24%	70%	24%
Vehicle registration and excise licence offences	53%	24%	61%	25%
Work record and employment	95%	0%	79%	0%
Vehicle test offences	100%	0%	53%	7%
Vehicle/driver records fraud and forgery	83%	16%	85%	14%
Vehicle or part in dangerous or defective condition	78%	20%	80%	20%
Speed limit offences	71%	27%	70%	28%
Neglecting road regulations	64%	30%	74%	24%
Miscellaneous offences	70%	21%	67%	22%
Total offences	67%	24%	70%	24%

Source: Welsh Government analysis of criminal justice statistics, Ministry of Justice data

Notes:

(a) Excludes motoring offences dealt with by fixed penalty notices rather than court proceedings. A person appearing in court can be charged with one or more offences at the same time. The above table shows the number of offences involved rather than the number of persons appearing in courts. Includes offences committed by 'other defendants' such as companies and public bodies and persons with 'unstated' gender, which are not included in other tables.

When compared with 2016, in 2017:

- The number of male offenders prosecuted for speeding and vehicle insurance has decreased by 15.1 per cent and 34.5 per cent respectively. This differs to female offenders which have decreased by 11.2 per cent and 42.7 per cent for the same offenders.
- The number of convictions for driving under the influence of alcohol or drugs has decreased in males (12.5 per cent) and females (4.3 per cent).
- The number of prosecutions for "neglecting road regulations" increased in males (6.2 per cent) and decreased in females (26.5 per cent).

Further tables on this are available on [StatsWales](#).

Motoring offenders by police force area

Table 4 shows the number of motoring offenders prosecuted at the magistrates' courts for each of the police force in Wales. The number of prosecutions decreased in all four police areas in 2017. The number of offenders fell by 42.0 per cent in Dyfed-Powys, 31.9 per cent in South Wales, 13.9 per cent in North Wales and 5.1 per cent in Gwent. South Wales had a higher share of Wales' total motoring offences (59 per cent) than its share of the population (42 per cent), and Dyfed Powys and Gwent both had lower shares of total offences than their shares of Wales' population.

Table 4: Motoring offenders: proceedings at magistrates' courts by police force area, 2016 and 2017 (a)

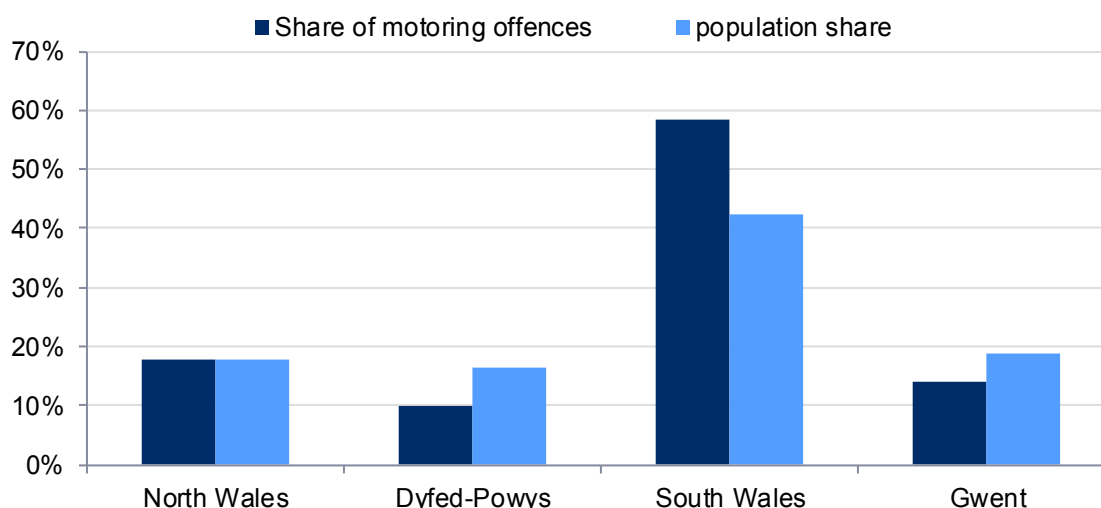
Motoring offences broader groups	Number							
	North Wales		Dyfed-Powys		South Wales		Gwent	
	2016	2017	2016	2017	2016	2017	2016	2017
Causing death or bodily harm	11	20	13	13	23	17	15	8
Dangerous driving	55	62	15	22	73	69	65	60
Driving, etc. after consuming alcohol or taking drugs	776	680	487	488	1,406	1,215	555	490
Careless driving	256	228	262	182	203	174	108	99
Accident offences	104	90	42	54	155	158	43	40
Unauthorised taking or theft of motor vehicles	75	58	46	32	199	167	72	73
Driving licence related offences	303	246	282	132	639	551	201	203
Vehicle insurance offences	1,710	1,191	1,571	1,004	14,162	7,206	797	1,144
Vehicle registration and excise licence offences	574	125	397	70	9,001	7,022	16	43
Work record and employment	12	22	24	4	8	7	-	1
Vehicle test offences	4	7	6	-	5	8	1	-
Vehicle/driver records fraud and forgery	126	76	316	151	93	74	97	75
Vehicle or part in dangerous or defective condition	159	96	131	78	133	81	99	77
Speed limit offences	3,479	3,489	2,581	1,597	8,814	7,704	2,009	1,687
Neglecting road regulations	238	205	164	48	493	416	1,273	1,329
Miscellaneous offences	1,707	1,664	1,657	762	4,928	2,600	1,500	1,172
Total offences	9,589	8,259	7,994	4,637	40,335	27,469	6,851	6,501

Source: Welsh Government analysis of criminal justice statistics, Ministry of Justice data

Notes:

(a) Excludes motoring offences dealt with by fixed penalty notices rather than court proceedings. A person appearing in court can be charged with one or more offences at the same time. The above table shows the number of offences involved rather than the number of persons appearing in courts. Includes offences committed by "other defendants" such as companies and public bodies and persons with "unstated" gender, which are not included in other tables.

Chart 5: Share of Wales total motoring offences in magistrates courts and share of population by police force area, 2017



Source: Welsh Government analysis of criminal justice statistics, Ministry of Justice data

There was some regional variation in the type of offences prosecuted. For example, there were 43 “vehicle registration and excise licence” in Gwent and 7,022 in South Wales. For “driving etc. after consuming alcohol or taking drugs” there were decreases in North Wales (down 12.4 per cent), South Wales (down 13.6 per cent) and Gwent (down 11.7 per cent), but virtually no change in Dyfed-Powys.

[Table 5](#) shows the number of offenders found guilty of indictable motoring offences, which cover dangerous driving and vehicle fraud, at magistrates’ and crown courts. The total number of persons found guilty of indictable motoring offences in 2017 was 316. Women accounted for only 1 in 11 of these offenders.

Table 5: Persons found guilty of indictable motoring offences, by gender and police force area, 2017 (a) (b)

	<i>Number</i>				
	North Wales	Dyfed-Powys	South Wales	Gwent	Wales
Magistrates' courts					
Males	15	19	68	55	157
Females	4	3	7	5	19
Other (b)	4	0	2	0	6
Total	23	22	77	60	182
Crown courts					
Males	15	12	58	43	128
Females	1	1	3	1	6
Other (b)	0	0	0	0	0
Total	16	13	61	44	134

Source: Welsh Government analysis of criminal justice statistics, Ministry of Justice data

Notes:

(a) These offences cover dangerous driving and vehicle document fraud.

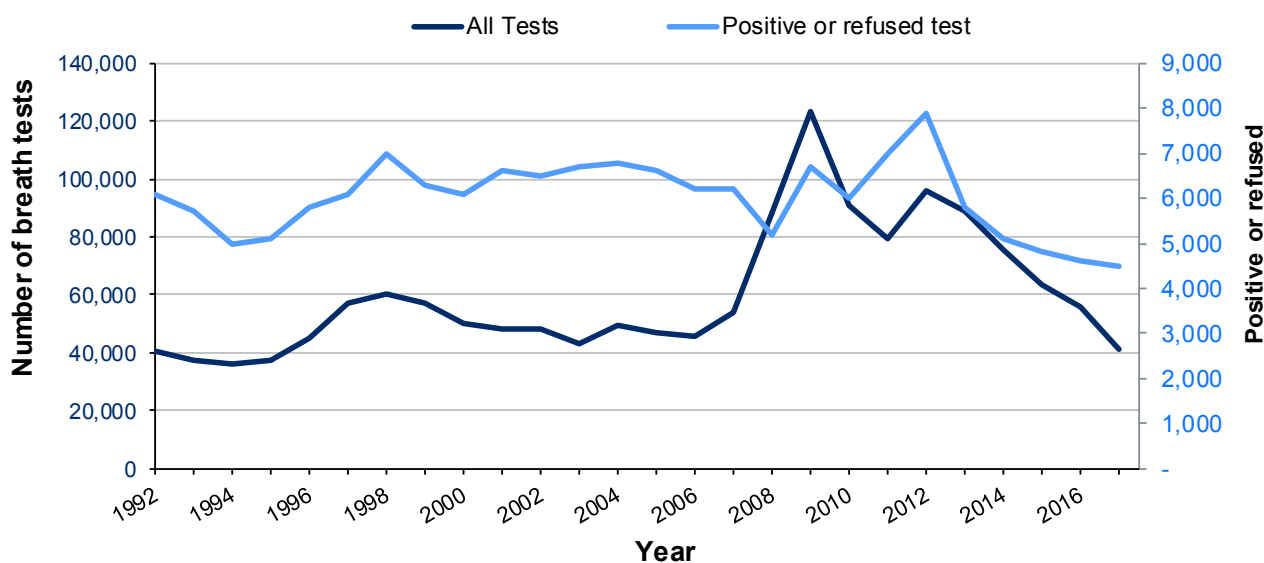
(b) Other includes offences committed by "other defendants" such as companies and public bodies with "unstated genders"

Screening breath tests

The number of annual breath tests increased dramatically between 2007 and 2009, before falling back to the 2000-2007 levels in the last two years. This increase was due to a new digital breath test system being implemented by many police forces. Previously, with paper reporting, negative breath tests tended to be under-reported by forces. At its peak in 2009 there were 123,000 tests, and in 2017 there were 41,500, a 26 per cent fall compared with 2016 ([Chart 6](#)).

There were 4,500 positive or refused tests in 2017. This was the lowest figure since the series began in 1992, however the *rate* of positive or refused tests (11 per cent) was the highest since 2007. There was a 43 per cent fall in the number of positive or refused tests since 2012, but this largely reflects the fall in the number of tests carried out over the same period (down 57 per cent). The relationship between the total amount of testing and the number of positive or refused tests is not straight forward (chart 6). It is not possible to identify how much of the change in positive / refused tests is attributable to changes in testing overall, changes in the actual number of offences committed or changes in recording practices.

Chart 6: Motoring Offences: Screening breath tests, 1992 – 2017 (a) (b) (c)



Source: Welsh Government analysis of Home Office data

Notes:

- (a) Every effort is made to ensure that the figures presented are accurate and complete. However, it is important to know that these data have been extracted from large administrative data systems generated by police forces.
- (b) Due to under-reporting, the positive breath tests figure has been replaced by court proceedings for Dyfed-Powys and South Wales police forces since 1988, and for Gwent police force since 2001.
- (c) From April 2003 Gwent changed to a different system of recording breath tests which resulted in a shortfall of total screenings.

Table 6: Motoring offences: Screening breath tests, 2000-2017 (a) (b)

Number (nearest hundred), Per cent

Year	Negative test results	Percentage positive or refused	All tests
2000	44,100	12.2%	50,200
2001	41,300	13.8%	47,900
2002	41,700	13.6%	48,200
2003	36,300	15.6%	43,000
2004	42,500	13.8%	49,200
2005	40,400	14.0%	47,000
2006	39,500	13.5%	45,700
2007	47,700	11.5%	53,900
2008	83,000	5.9%	88,200
2009	116,300	5.5%	123,000
2010	84,900	6.6%	90,900
2011	72,600	8.8%	79,600
2012	88,200	8.2%	96,100
2013	83,000	6.5%	88,800
2014	70,700	6.7%	75,800
2015	58,700	7.6%	63,500
2016	51,300	8.2%	55,900
2017	37,000	11.0%	41,500

Source: Welsh Government analysis of Home Office data

Notes:

(a) Every effort is made to ensure that the figures presented are accurate and complete. However, it is important to note that these data have been extracted from large administrative data systems generated by police forces.

(b) From April 2003 Gwent changed to a different system of recording breath tests which resulted in a shortfall of total screenings.

Notes

1 Context

1.1 Related publications

Equivalent data for England can be found at the links for the Home Office and the Ministry of Justice in section 2 below.

Transport Scotland publish the number of motor vehicle offences recorded by the police by type of offence in the 'Road Transport Vehicles' chapter of the compendium publication titled '[Scottish Transport Statistics](#)'.

The Scottish Government publishes the number of people proceeded against in court for motor vehicle offences in the Statistical Bulletin titled '[Criminal Proceedings in Scotland](#)'.

The Police Service of Northern Ireland produces statistics on fixed penalty notices: [Fixed penalty notice \(FPN\) and discretionary disposal statistics for traffic offences](#)

The Northern Ireland Courts and Tribunals Service publish the number of defendants disposed of in the magistrates' courts for motoring offences: [Magistrates' Court Bulletin](#)

2 Data source

The information about fixed penalty notices for driving offences comes from the data series compiled by the Home Office in '[Police Powers and Procedures England and Wales](#)

The Ministry of Justice produce a motoring: pivot table analytical tool for England and Wales in their [criminal justice statistics](#). This data comes from the court proceeding database and the statistics on prosecutions, convictions and sentencing are either derived from the LIBRA case management system, which holds the magistrates' courts records, or the Crown Court's CREST system which holds the trial and sentencing data. The data includes offences where there has been no police involvement, such as those prosecutions instigated by government departments, private organisations and individuals.

The information on screened breath tests comes from a data series compiled by the Home Office in '[Police Powers and Procedures England and Wales](#)'

3 Definitions

3.1 Coverage

The coverage in 'Police Powers and Procedures' includes the use of police powers to issue fixed penalty notices for motoring offences. This is broken down by offence type and how they were dealt with (e.g. penalty paid or fine registered at court). The data presented are drawn from returns from police forces in England and Wales.

The figures also include notices issued by police employed traffic wardens for parking offences. It should be stressed here that most traffic wardens are now employed by local authorities, and their activities are not covered here.

The information below shows the local authorities in Wales who have taken over the responsibility for parking enforcement and when this occurred:

Neath Port Talbot	1 June 1999	Pembrokeshire	1 Feb 2011
Carmarthenshire	1 Feb 2004	Powys	1 April 2011
Denbighshire	1 July 2004	Merthyr Tydfil	11 Jan 2012
Conwy	1 Sept 2006	Ceredigion	4 June 2012
Gwynedd	1 April 2007	Rhondda Cynon Taff	1 Aug 2012
Isle of Anglesey	1 April 2007	Bridgend	1 April 2013
Wrexham	1 March 2008	Vale of Glamorgan	1 April 2013
Swansea	1 Sept 2008	Flintshire	1 Oct 2013
Cardiff	5 July 2010		

Statistics on Vehicle Defect Rectification notices for motoring offences no longer appear in this bulletin as they were withdrawn from 2009.

[Table 7](#) below shows the broad categories definition table for FPNs.

Table 7: Broad categories definition table

Broad Category	Offence Group	Detailed category
Vehicle related	Licence, insurance and record keeping offences	- <i>Driving licence related offences</i>
		- <i>Using or keeping a heavy goods vehicle if levy not paid</i>
		- <i>Vehicle insurance offences</i>
		- <i>Vehicle registration and excise licence offences</i>
		- <i>Work record or employment offences</i>
	Operators license offences	- <i>Operators licence offences</i>
Vehicle test and condition offences	- <i>Vehicle test offences</i>	
	- <i>Vehicle or part in dangerous or defective condition</i>	
Lighting and noise offences	- <i>Lighting offences</i>	
	- <i>Noise offences</i>	
Other offences	- <i>Load offences</i>	
	- <i>Offences peculiar to motor cycles</i>	
Speed limit offences	- <i>Speed limit offences</i>	
Careless driving plus neglect etc	Careless driving	- <i>Use offences involving careless driving (excluding use of hand-held mobile phone when driving)</i>
		- <i>Use of hand-held mobile phone while driving</i>
	Neglect of traffic signs and directions and of pedestrian rights	- <i>Motorway offences (other than speeding)</i> - <i>Neglect of traffic directions</i> - <i>Neglect of pedestrian rights</i>
Obstruction, waiting and parking offences	- <i>Obstruction, waiting and parking offences</i>	
Miscellaneous motoring offences	- <i>Miscellaneous motoring offences (excl seat belt offences)</i> - <i>Seat belt offences</i>	

3.2 Endorsable FPNs

Where a financial penalty is accompanied by points on a driving licence. Endorsable offences include those detected by automatic cameras for which a conditional offer of a fixed penalty was made and which can only be counted if made substantive i.e. if paid.

3.3 Non-endorsable FPNs

Where a financial penalty was issued, without any points being put on a driving licence.

3.4 Breath tests

The police can require a person to take a screening breath test if they have reasonable cause to suspect that the person has been driving or attempting to drive with alcohol in their body (Section 6.1 of the Road Traffic Act 1988), that they have committed a moving traffic offence (Section 6.1), or that the person has been involved in an accident (Section 6.2). A person failing to provide a breath test is guilty of an offence, unless there is a reasonable excuse.

3.5 Indictable motoring offences

Indictable motoring offences cover dangerous driving offences and vehicle document fraud. The table shows the number of people found guilty of the above offences. This differs from the other tables, where the numbers of proceedings are shown.

4 Symbols

The following symbol has been used throughout the bulletin:

- Zero

5 Key quality information

This section provides a summary of information on this output against five dimensions of quality: Relevance, Accuracy, Timeliness and Punctuality, Accessibility and Clarity, and Comparability.

5.1 Relevance

The statistics are used both within and outside the Welsh Government to monitor trends in driving offences and as a baseline for further analysis.

Breath test statistics are used to measure the effectiveness of drink–drive campaigns by police forces.

5.2 Accuracy

See section 5.5 below.

5.3 Timeliness and punctuality

The statistics on court proceedings relate to cases in the magistrates' courts in Wales during 12 months ending December 2017.

5.4 Accessibility and clarity

This statistical bulletin is pre-announced and then published on the [Statistics for Wales](#) website and is accompanied by tables on [Statswales](#). Historically, this information was released in Chapter 5 of 'Welsh Transport Statistics'.

5.5 Comparability and coherence

FPN data from police powers and procedures

- North Wales, South Wales and Gwent do not record all outcomes on the PentiP system.
- The majority of camera-detected FPNs dealt with in the Dyfed Powys, Gwent and South Wales police force areas currently cannot be separated on the PentiP system by police force area with the majority being shown as recorded by South Wales police. Therefore data should be combined for these which explain why a police force specific breakdown for this data is not presented in this bulletin.
- From June 2012, PentiP, a new national system for processing FPNs, was introduced in police forces across England and Wales, replacing the Vehicle Procedures and Fixed Penalty Office (VP/FPO) system. VP/FPO data, supplied to the Home Office by individual police forces, are presented in this bulletin for the years 2007 to 2011 so that comparisons can be made on the number of FPNs issued during that period. Data for all forces from 2011 have been extracted centrally from PentiP, allowing comparisons to be made from 2011 onwards. In general, PentiP figures are slightly lower than equivalent ones from VP/FPO; PentiP figures for FPNs issued in England and Wales in 2011 are approximately 5% lower than those drawn from VP/FPO. The user guide ([User Guide to Police Powers and Procedures](#)) contains further information relating to definitions, legislation, procedure and the change to PentiP.

Ministry of Justice Court Proceedings Database

- Due to a data processing issue figures are not available for the offence “Driving a motor vehicle with a proportion of specified controlled drug above specific limit” in calendar year 2017. Since Q2 2016 the data has been missing from the Court Proceedings Database at magistrates’ courts and investigations are being taken to identify and rectify the issues.
- The figures given in the table relate to defendants for whom these offences were the principal offences for which they were dealt with. When a defendant has been found guilty of two or more offences it is the offence for which the heaviest penalty is imposed. Where the same disposal is imposed for two or more offences, the offence selected is the offence for which the statutory maximum penalty is the most severe.
- Every effort is made to ensure that the figures presented are accurate and complete. However, it is important to note that these data have been extracted from large administrative data systems generated by the courts and police forces. As a consequence, care should be taken to ensure data collection processes and their inevitable limitations are taken into account when those data are used.
- A defendant who is committed from magistrates’ courts to the Crown Court may not have both courts’ processes complete within the same year, in which case they would be counted for each stage in the year that the court where it took place completed. This means that for a given year convictions may exceed prosecutions or sentences may not equal convictions. Defendants who appear before both courts may also be convicted at the Crown Court for a different offence to that for which they are counted as having been originally proceeded against at magistrates’ court, where the offence is changed after committal.

Breath test data from police powers and procedures

- Figures for 'total breath tests' show a large increase from 2007 to 2009 due to a new digital breath test system being implemented by many police forces. Previously, with paper reporting, negative breath tests tended to be under-reported by forces.
- In some cases, officers from neighbouring forces may carry out breath tests in territory covered by other forces. In such cases, a breath test will be recorded against the force who owns the equipment. It is not always possible to identify which force actually conducted the breath test.

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 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: <http://gov.wales/statistics-and-research/motoring-offences/?lang=en>

Further tables of data are available on [StatsWales](#).

Next update

Motoring offenders during 2018 Statistical Bulletin and StatsWales tables will be published December 2019 (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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