



## Road accidents and casualties 2017: Where, when and who?

13 March 2019

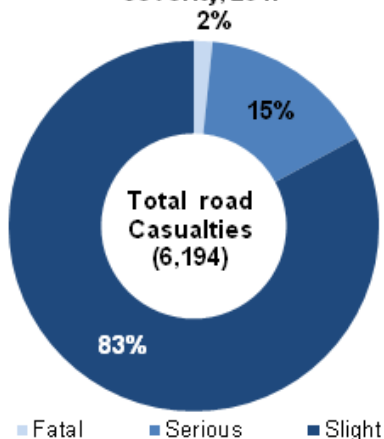
SB 8/2019

### Key points

#### There was a 9.6 per cent fall in reported casualties on Welsh roads in 2017

- In 2017 there were 6,194 road casualties reported by Police forces in Wales.
- 1,060 of the casualties were killed or seriously injured, a fall of 4.3 per cent compared with 2016.
- 5,134 had 'slight' injuries', 10.6 per cent lower than the figure for 2016.
- 57 per cent of the casualties in 2017 were male.

Chart 1: Proportion of reported casualties by severity, 2017



Source: Road Accident Statistics, Welsh Government

- There was a 15 per cent decrease in child casualties (those aged under 16) and a 16 per cent fall in young people casualties (aged 16 – 24), compared with 2016.
- When adjusting for distance travelled, motorcyclists and pedal cyclists are significantly 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 22 per cent of all casualties.
- 2017 saw the lowest number of motorcycle casualties since the 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 August 2018. This is the first edition of this supplementary bulletin, which replaces previous years' releases which separately covered motorcyclists, pedal cyclists, pedestrians and young people.

### In this bulletin

Road safety targets for Wales	2
Accidents and casualties	3
Motorcycle user casualties	8
Pedal cyclist casualties	13
Pedestrian casualties	18
Young persons casualties	23
Regional distribution	26

## Quality note

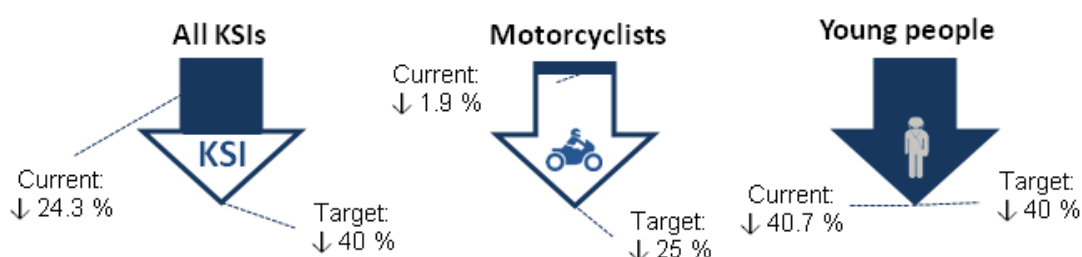
Please note that the data presented in this report reflect the personal injury road accidents *recorded by police forces* in Wales. While these data are the most detailed and reliable source of information on road accidents and casualties, they do not provide a complete record of all such incidents – 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.

## 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 2004-2008 average, there will be:

- A 40 per cent reduction in the number of people killed or seriously injured (KSI). In 2017, there was a 24.3 per cent reduction KSI casualties when compared with the 2004-2008 average.
- A 25 per cent reduction in the number of motorcyclists KSI. In 2017, there was a 1.9 per cent reduction in motorcyclists KSI when compared with the 2004-2008 average.
- A 40 per cent reduction in the number of young people (aged 16-24) KSI. In 2017, there was a 40.7 per cent reduction in young people KSI when compared with the 2004-2008 average.

**Figure 1: Current (2017) progress towards the 2020 targets**



## Accidents and casualties

In 2017, police forces in Wales recorded 4,556 road accidents involving personal injury, which resulted in 6,194 casualties. Of these, 101 people were killed (1.6%), 959 were seriously injured (15.5%) and 5,134 were slightly injured (82.9%). 23 per cent of the reported road accidents resulted in at least 1 KSI casualty. There have been significant falls in the number of people killed and injured on Welsh roads since the 1970's. The main road accidents statistical bulletin covers long term trends.

Table 1 shows the number of casualties by type of road user.

- Compared with 2016, there were falls in casualties among pedestrians, motorcyclists and car users.
- The number of pedal cyclist casualties was the same as in 2016 and there was a slight increase among 'other' road user casualties.
- Compared with the average for 2004 – 2008 there have been falls in casualties in all road user categories, with the highest fall for car users (down 56 per cent) and the lowest for pedal cyclists (down 4 per cent).

**Table 1: Casualties by type of road user, 2004-2008 average and 2013-2017**

<b>Total Casualties</b>						
	<b>Pedestrians</b>	<b>Pedal cyclists</b>	<b>Motorcyclists (a)</b>	<b>Car, taxi and minibus users</b>	<b>Other road users (b)</b>	<b>Total</b>
2004-08 average	<b>1,368</b>	<b>463</b>	<b>756</b>	<b>9,200</b>	<b>726</b>	<b>12,513</b>
2013	1,052	496	685	5,633	469	8,335
2014	922	567	749	5,511	459	8,208
2015	850	509	693	5,162	471	7,685
2016	793	446	662	4,630	322	6,853
2017	734	446	595	4,086	333	6,194
<b>% change (c)</b>	↓ <b>7</b>	↔ <b>0</b>	↓ <b>10</b>	↓ <b>12</b>	↑ <b>3</b>	↓ <b>10</b>

Source: Road Accident Statistics, Welsh Government

### Notes:

(a) Includes mopeds, motor scooters, motor cycles and combinations.

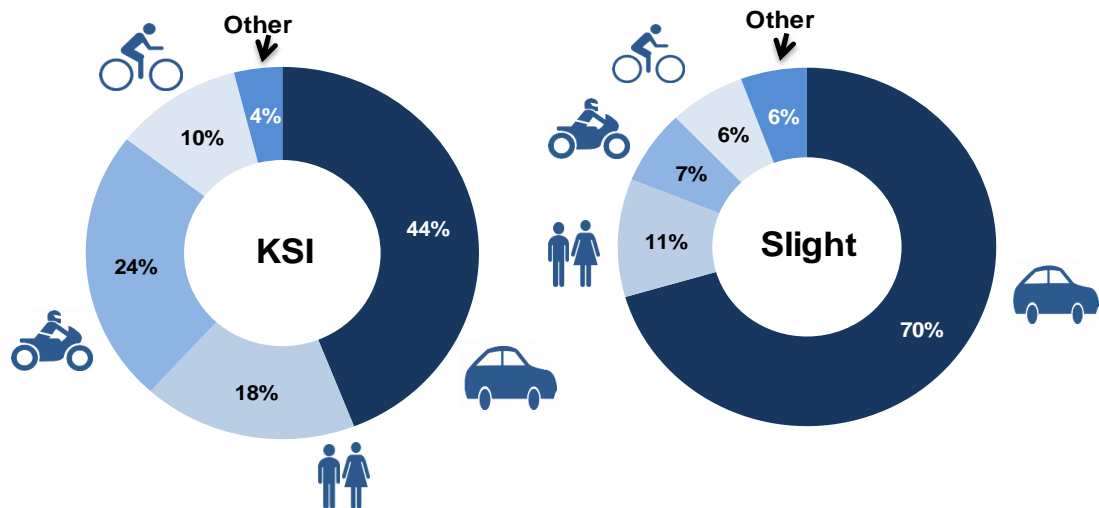
(b) Includes buses, coaches, goods vehicles, invalid vehicles, motor caravans, other and unknown vehicles.

(c) Percentage change = changes in 2017 when compared to 2016.

[Chart 2](#) shows road user breakdowns among KSI and slight casualties in 2017.

- Car, taxi and minibus users accounted for 44 per cent of KSI casualties and 70 per cent of slight casualties.
- Motorcyclists accounted for 24 per cent of KSI's and 7 per cent of slight casualties. Pedal cyclists were 10 per cent of KSI's and 6 per cent of slight casualties. This means that 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.

Chart 2: KSI and slight casualties by type of road user, 2017 (a)



**Notes:** Source: Road Accident Statistics, Welsh Government  
(a) 'Other', Includes buses, coaches, goods vehicles, invalid vehicles, motor caravans, other and unknown vehicles.

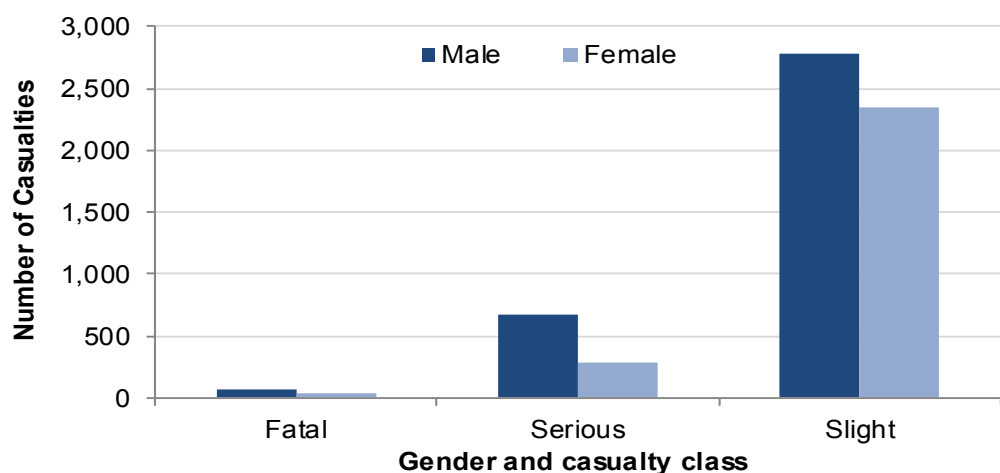
## Which factors affect risk for road users?

### Age, sex and mode of travel

The later sections in this bulletin focus on motorcyclist casualties, pedal cyclist casualties, pedestrian casualties and young people include analyses for those groups by age, sex and mode of travel. But 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 57 per cent of all casualties in Wales in 2017. For serious injuries and fatalities the difference between males and females was starker, with males accounting for 71 per cent of all people killed or seriously injured (Chart 3).

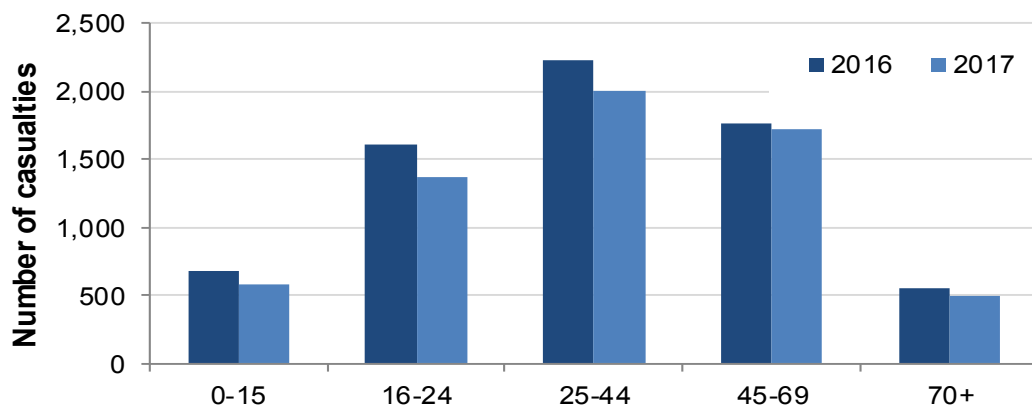
**Chart 3: Fatal, serious and slight casualties by gender, 2017**



Source: Road Accident Statistics, Welsh Government

Chart 4 shows casualties by age group for 2016 and 2017. For all age groups there were falls in the number of casualties in the latest year. The highest relative reduction was in the 0-15 group (down 16 per cent) and the lowest was in the 45-69 group (down 2 per cent).

**Chart 4: Casualties by age groups, 2016–2017 (a) (b)**



Source: Road Accident Statistics, Welsh Government

**Notes:**

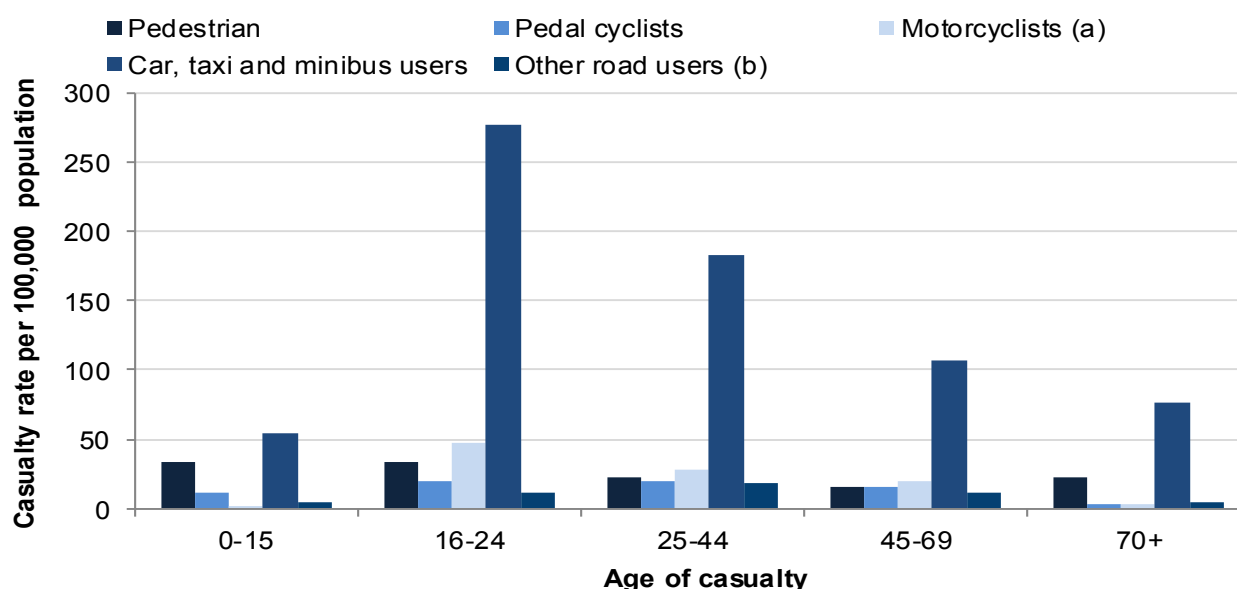
(a) Vulnerable road user groups

(b) 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 5 shows the risk (rate per 100,000 population) 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 more likely than all other age groups to be casualties as car users (277 per 100,000 population) or motorcyclists (47).
- Pedestrian casualty risk is highest for the 0-15 and 16-24 age groups.
- Pedal cyclist risk is highest for the 16-24 and 25-44 age groups.

**Chart 5: Casualties rate per 100,000 of population by age group and road user type, 2017**



Source: Road Accident Statistics, Welsh Government and mid-year population estimates - 2017, ONS

**Notes:**

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

(b) includes buses, coaches, goods vehicles, ridden horses, agricultural vehicles, trams or light rails, invalid vehicles, motor caravans, other and unknown vehicles

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 13 times more likely than car and taxi occupants to be casualties and pedal cyclists were 14 times more likely.
- Motorcyclists were nearly 50 times more likely than car and taxi occupants to be killed or seriously injured and pedal cyclists were 31 times more likely.

**Table 2: Number and rate (per billion vehicle kilometres) of vehicle occupant casualties, 2017**

<i>Number and Rate per billion vehicle kilometres</i>								
Number of vehicle occupant casualties, 2017					Vehicle occupant casualties per billion vehicle kilometres (a)			
Casualty type	Motorcycles	Cars and taxis	Other powered vehicles (b)	Pedal cyclists	Motorcycles	Cars and taxis	Other powered vehicles	Pedal cyclists
Fatal	23	52	1	4	92	2	0	23
Serious	229	413	43	108	912	18	7	614
Total KSI	252	465	44	112	1,004	20	7	636
Slight	343	3,597	313	334	1,367	158	51	1,898
<b>Total</b>	<b>595</b>	<b>4,062</b>	<b>357</b>	<b>446</b>	<b>2,371</b>	<b>179</b>	<b>59</b>	<b>2,534</b>

Source: Road Accident Statistics, Welsh Government

**Notes:**

(a) Calculated using 2017 casualty data and 2017 traffic volume data

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

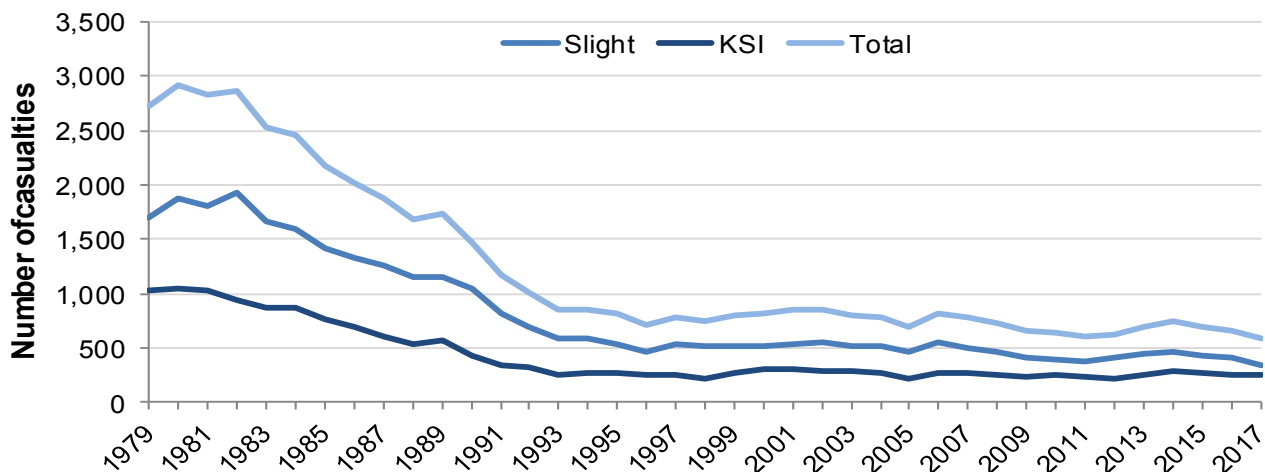
## Motorcycle user casualties



23	Fatal
229	Serious
343	Slight

There were 595 motorcyclist casualties in 2017, 9.6 per cent of all casualties in Wales. This was a 10.1 per cent fall compared with 2016 and is the lowest recorded figure since comparable records began. Of the 595 casualties 252 were KSI and 343 were slightly injured. In 2017 fatalities increased by 4.5 per cent while the number of serious and slight injuries fell by 1.3 per cent and 15.9 per cent respectively. Between the early 1980's and mid 90's 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 6).

**Chart 6: Motorcyclist casualties by severity, 1979-2017**



Source: Road Accident Statistics, Welsh Government



## What age and gender are motorcycle casualties?

- The relative proportions of slight injuries, serious injuries and fatalities are similar between the 16-24 age group and the 25-44 age group (Chart 7). For motorcycle casualties aged 45-69 there was a higher proportion of serious injuries and a lower proportion of slights.
- Very few motorcycle casualties are aged under 16 or over 69.

**Chart 7: Motorcyclist casualties by severity and age group, 2017**

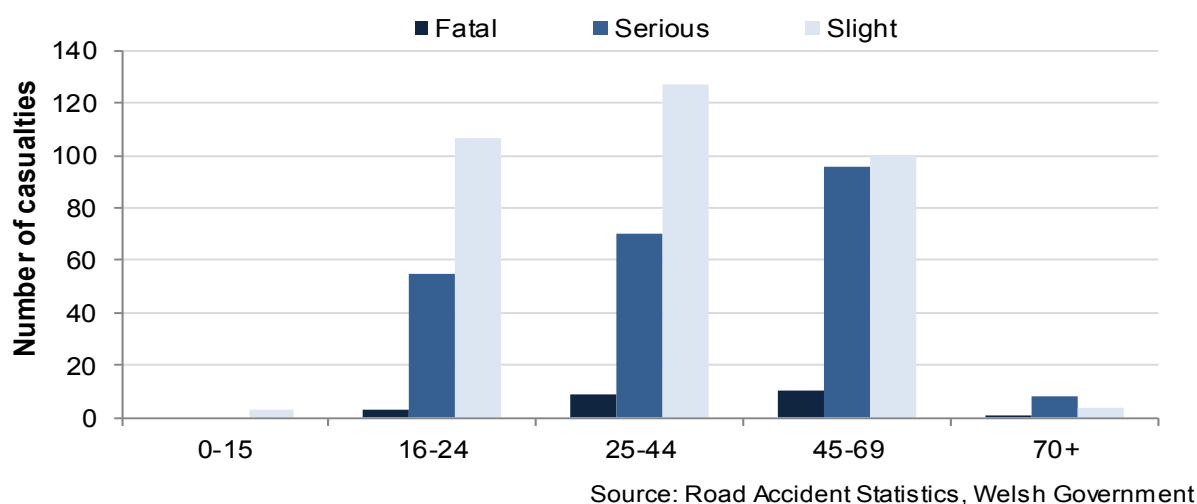
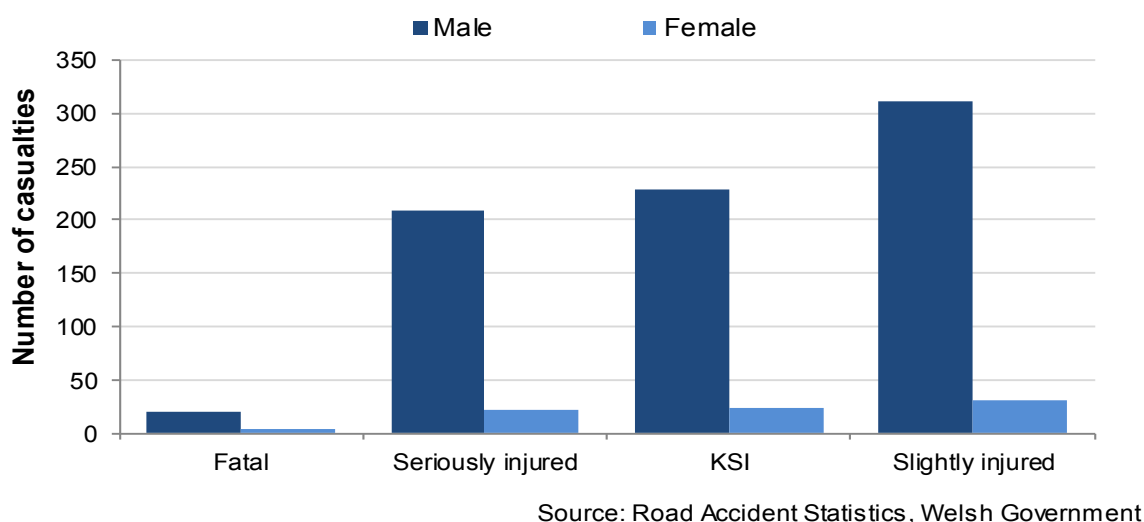


Chart 8 shows the gender splits for motorcyclist casualties in Wales. The majority of motorcyclists that were killed or seriously injured (90 per cent) or slightly injured (91 per cent) were males.

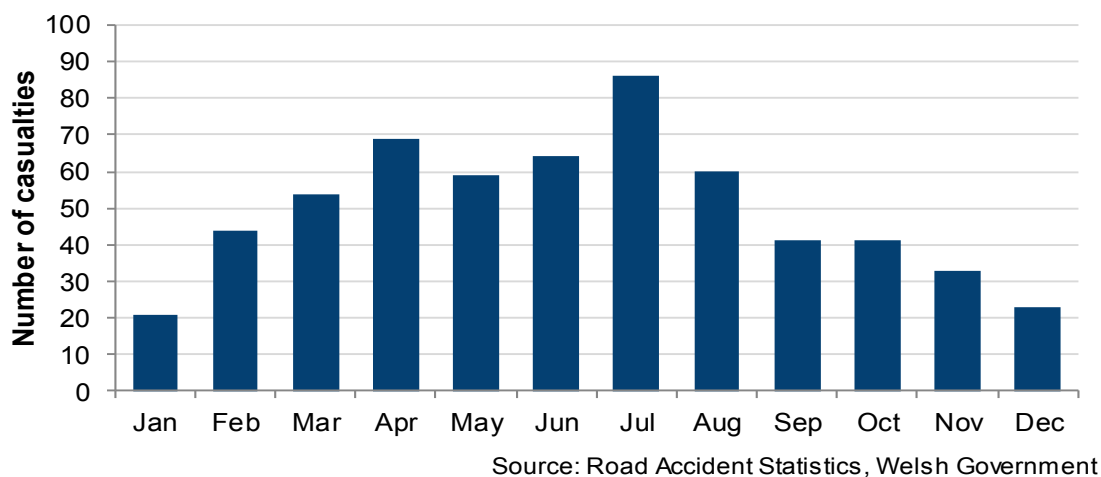
**Chart 8: Motorcyclist casualties, by severity and gender in 2017**



## When and where do motorcycle accidents occur?

- July saw the highest number of motorcyclist casualties (14 per cent of all casualties) and January had the lowest (3.5 per cent) (Chart 9).
- Casualties were most common on Sundays (21 per cent of all casualties). There was relatively little difference between the other days of the week though the lowest number occurred on Tuesdays (11 per cent) (Chart 10).
- 57 per cent of motorcycle casualties resulted from accidents at junctions. The most common type of junctions for such accidents were T-junctions (45 per cent of all junction related casualties).
- Accidents involving motorcycles with engine sizes over 500cc were more likely to result in serious injuries or fatalities than motorcycle accidents with smaller engine sizes.

**Chart 9: Motorcyclist casualties by month, 2017**



**Chart 10: Motorcyclist casualties by day of week, 2017**

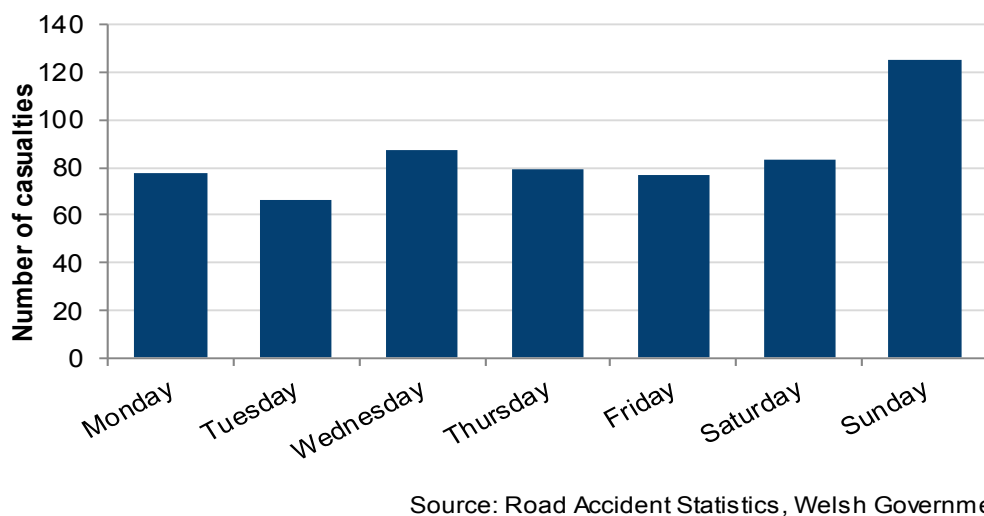
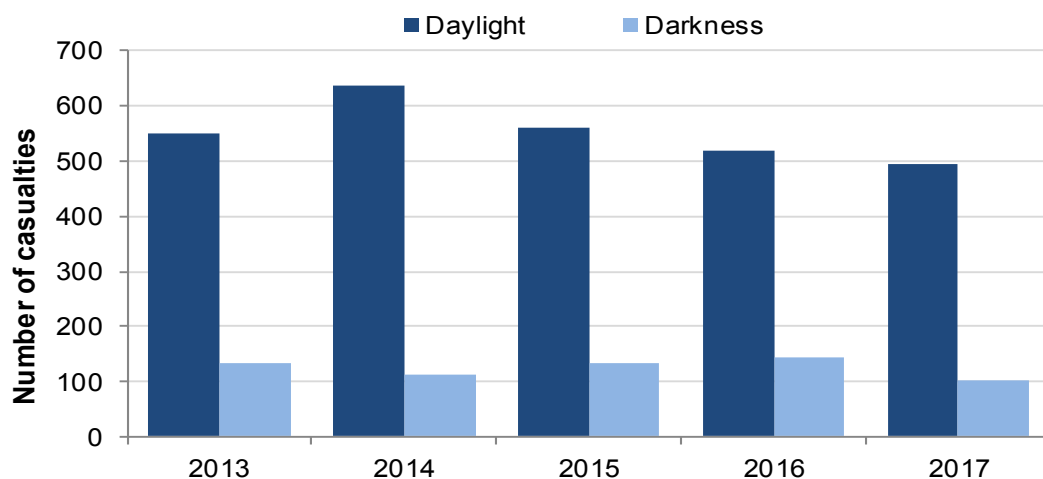


Chart 11 shows that 83 per cent of motorcycle casualties occurred in daylight and 17 per cent occurred in darkness in 2017. The number of daylight casualties has fallen in recent years but the number of casualties in dark conditions is changeable, with no discernable trend.



**Chart 11: Motorcyclist casualties, by light condition, from 2013 to 2017 (a)**



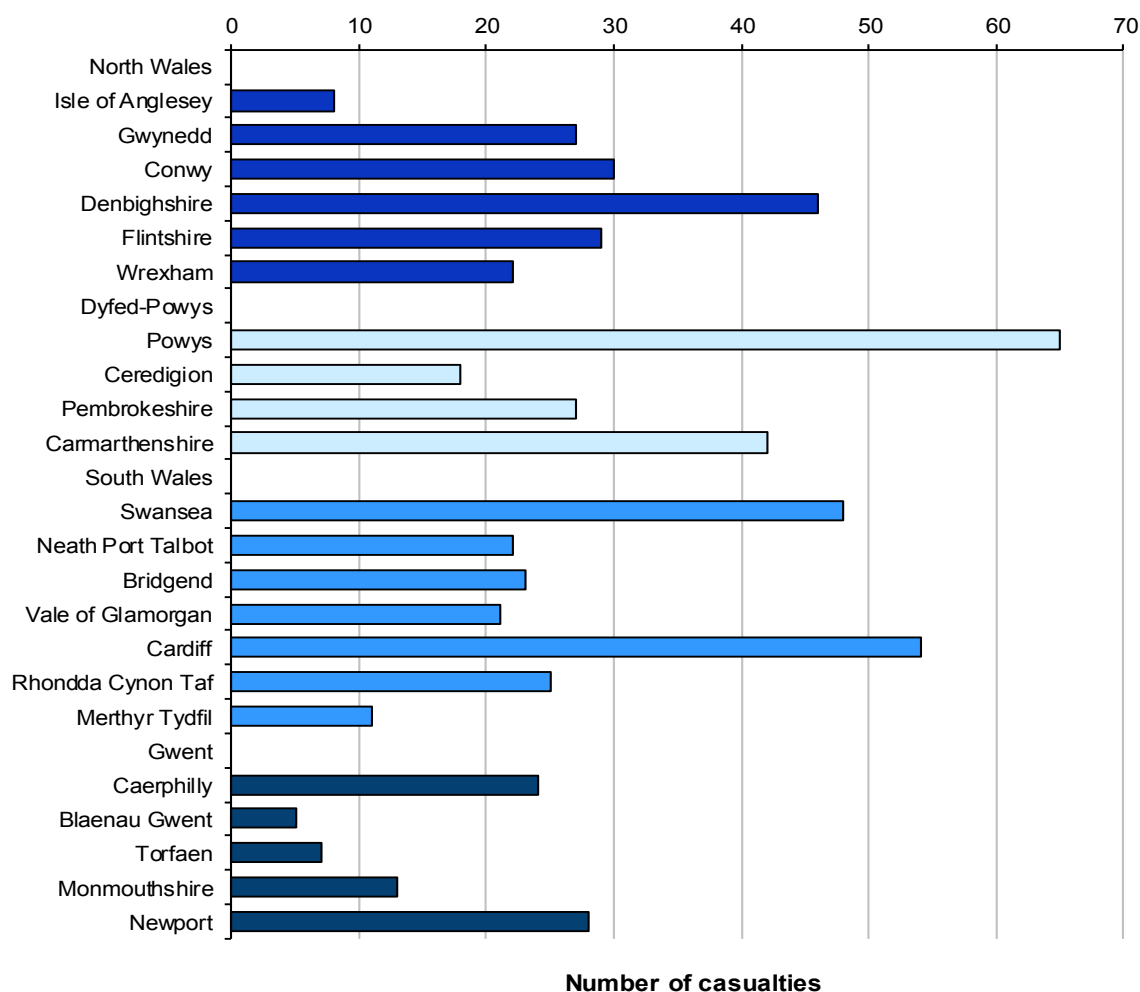
**Notes:**

Source: Road Accident Statistics, Welsh Government

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

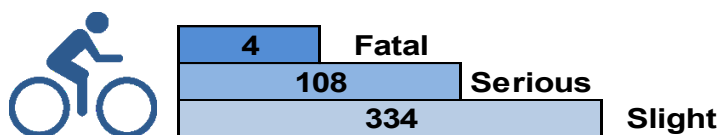
Powys and Cardiff had the highest number of motorcycle casualties in 2017. The lowest numbers were in Blaenau Gwent, Torfaen and Isle of Anglesey (Chart 12).

**Chart 12: Motorcyclist casualties by local authority, 2017 (a)(b)**



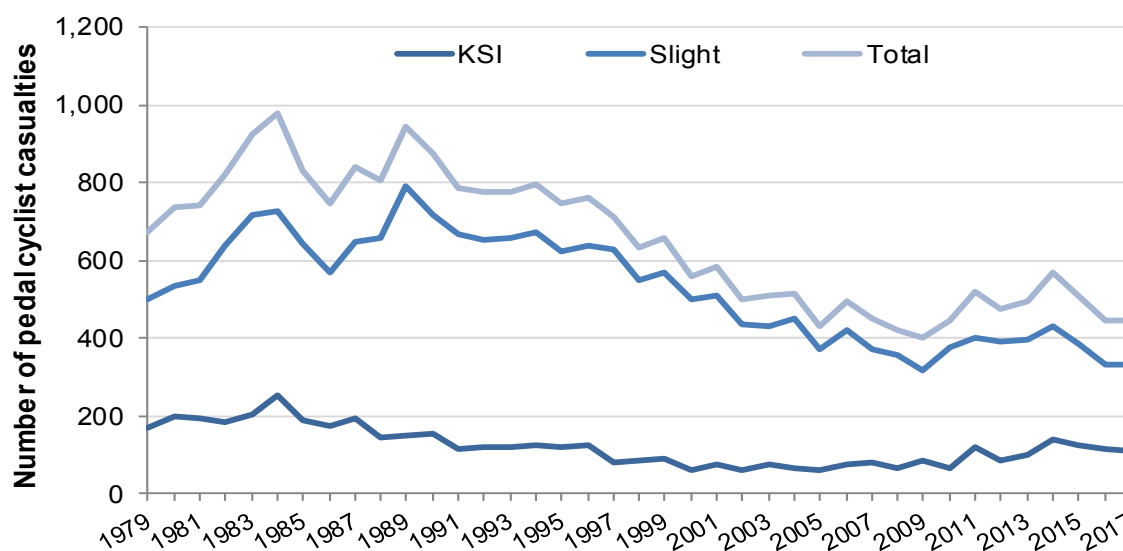
Source: Road Accident Statistics, Welsh Government

## Pedal cyclist casualties



There were 446 pedal cyclist casualties in 2017, representing only 7.2 per cent of all casualties in Wales. Of these 112 were KSI and 334 were slightly injured. These figures represent very little change compared with 2016 (Chart 13). There was a significant fall in pedal cyclist casualties from the late eighties onwards, with the lowest total recorded in 2009. For fatalities and serious injuries there was a slight upward trend to 2014, and a plateau thereafter. The number of KSIs has changed relatively little since the early 1990s.

**Chart 13: Pedal cyclist casualties by severity, 1979 to 2017**

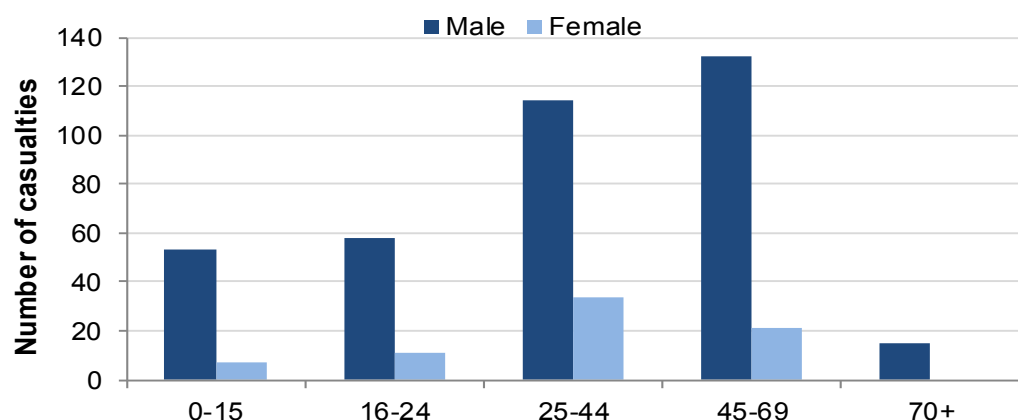


Source: Road Accident Statistics, Welsh Government

## What age and gender are pedal cyclist casualties?

- The vast majority of pedal cyclists (84 per cent) are male (Chart 14). The highest number of casualties occurred in the 45-69 age group.
- For females, who make up just 16 per cent of all pedal cyclist casualties, the highest number of casualties was in the 25-44 age group.
- Casualties among children have fallen over recent years, while for all older age groups there have been increases.

**Chart 14: Pedal cyclist casualties by age and gender in 2017**

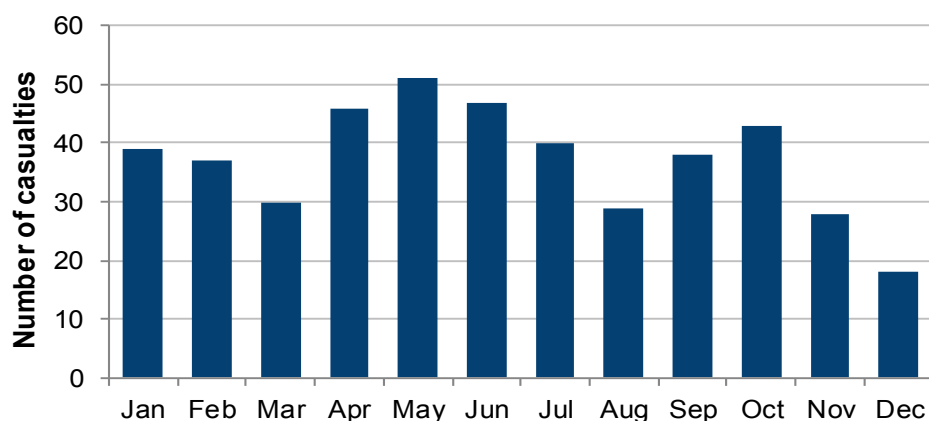


Source: Road Accident Statistics, Welsh Government

## Where and when do pedal cycle casualties occur?

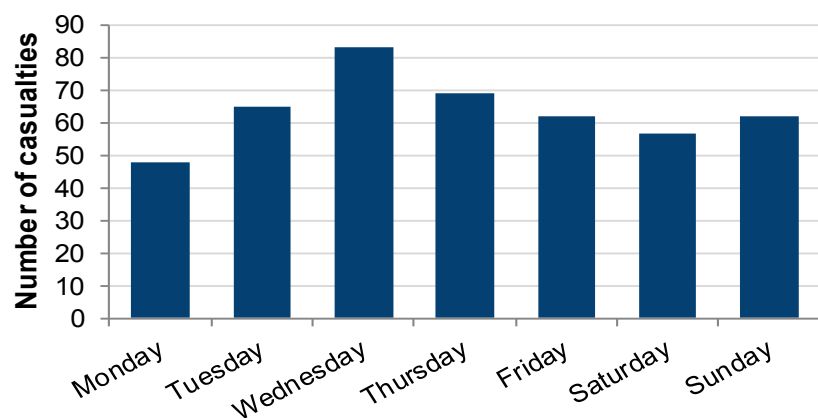
- May saw the highest number of pedal cyclist casualties (11 per cent of all casualties) and December had the lowest (4 per cent) (Chart 15).
- Wednesdays saw the highest number of casualties (19 per cent of the total) and Mondays saw the lowest (11 per cent) (Chart 16).

**Chart 15: Pedal cyclist casualties by month, 2017**



Source: Road Accident Statistics, Welsh Government

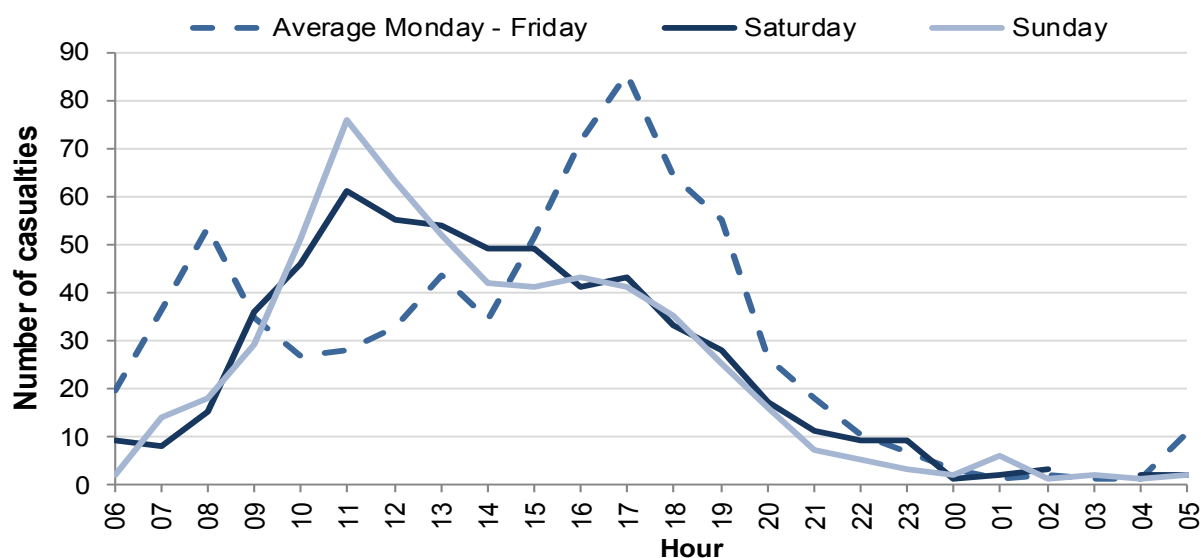
**Chart 16: Pedal cyclist casualties by day of week, 2017**



Source: Road Accident Statistics, Welsh Government

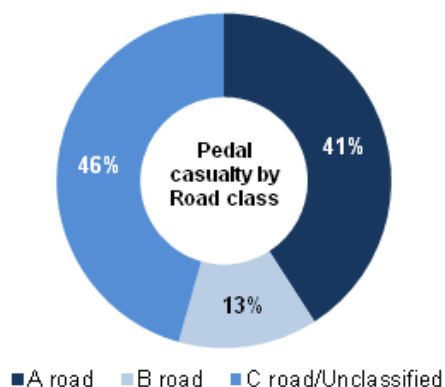
- On weekdays there are peaks around the morning and evening rush hours and lunch times. On Saturdays, the highest peaks were between 11:00 and 14:00 hours and 17:00 and 19:00 hours. On Sundays the peak was between 14:00 and 19:00 hours (Chart 17).

**Chart 17: Pedal cycle casualties, by time of day, 2008-2017**



Source: Road Accident Statistics, Welsh Government

**Chart 18: Pedal cycle casualties by road class, 2017**

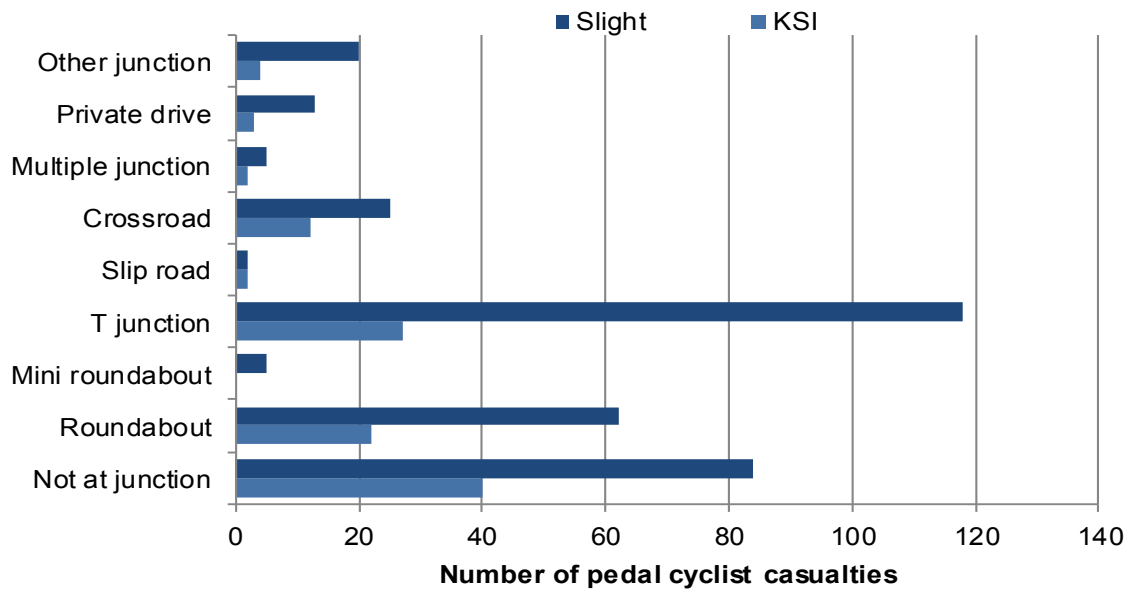


41 per cent of casualties occurred on A roads, 13 per cent on B roads and 46 per cent on C / unclassified roads (Chart 18). Casualties on C and unclassified roads were less likely to be serious than those on B roads and A roads.

Source: Road Accident Statistics, Welsh Government

- 64.3 per cent of KSI casualties and nearly two thirds of slight casualties occurred at or within 20 metres of a junction. The most common type of junctions for pedal cyclist casualties were T-junctions and roundabouts (Chart 19).

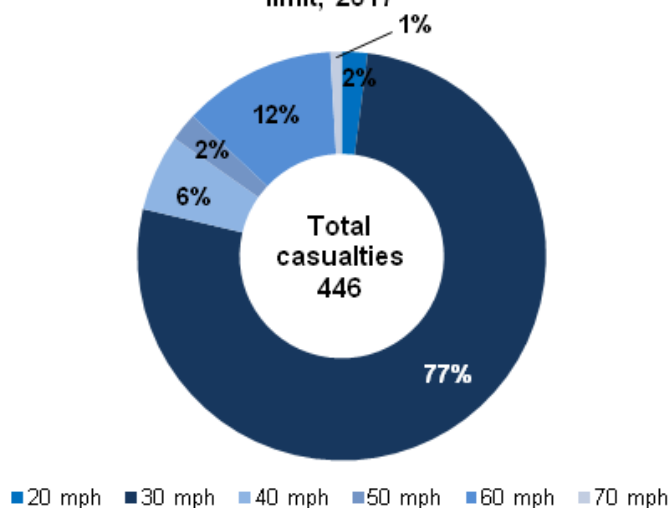
**Chart 19: Pedal cyclist casualties by type of junction, 2017**



Source: Road Accident Statistics, Welsh Government

- Three quarters of pedal cyclist casualties occur in 30mph zones (chart 20). The second most common speed zone for cyclist casualties is 60mph roads (12 per cent of all casualties).

**Chart 20: Pedal cyclist casualties by road speed limit, 2017**

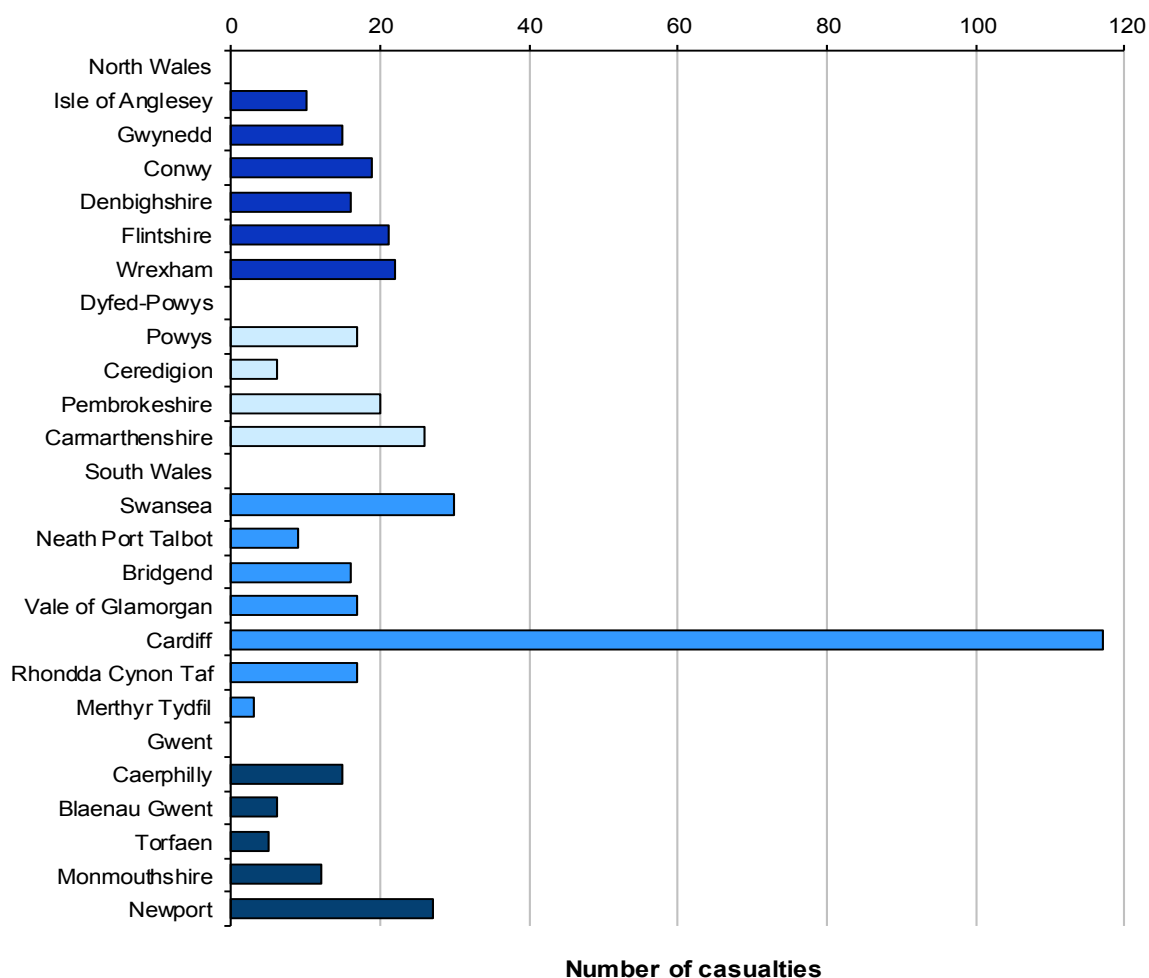


Source: Road Accident Statistics, Welsh Government



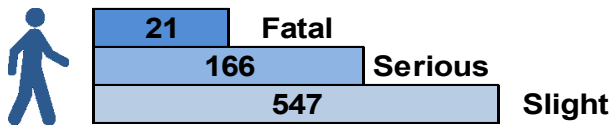
Cardiff (117 casualties) had significantly more casualties than any other Local Authority, with 26 per cent of the Wales total (Chart 21).

**Chart 21: Number of pedal cyclist casualties by local authority, 2017**



Source: Road Accident Statistics, Welsh Government

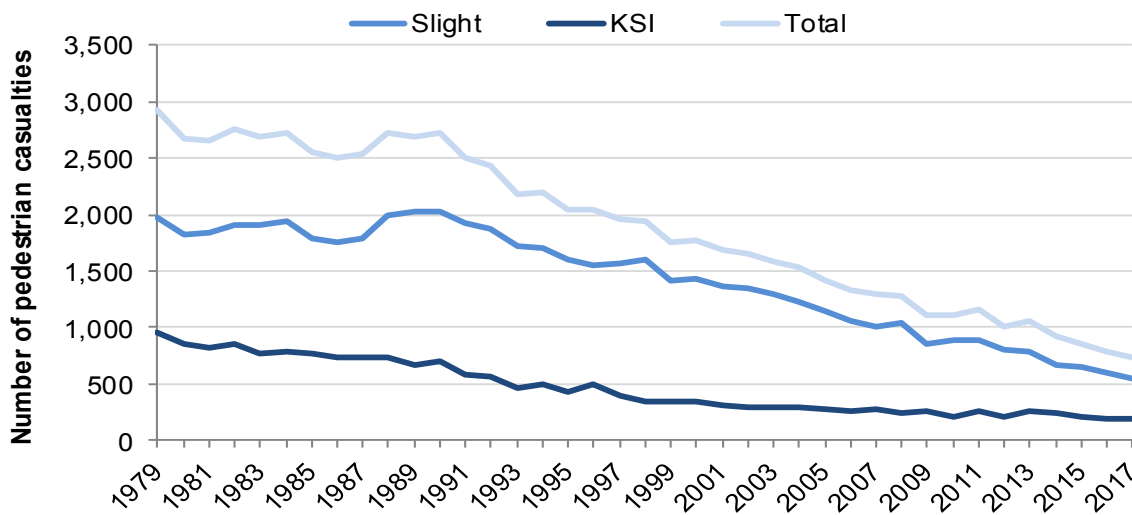
## Pedestrian casualties



In 2017 there were 734 pedestrian casualties, a fall of 7.4 per cent compared with 2016. Pedestrian casualties represent 11.9 per cent of all casualties in Wales. 21 pedestrians were killed, 166 were seriously injured and 547 were slightly injured. There was an increase in fatalities from 14 to 21, though the numbers are changeable from year to year and the latest figure is not high in historical context.

There has been a significant fall in pedestrian casualties since the late 1980's, and the 2017 figure is the lowest on record (Chart 22).

**Chart 22: Pedestrian casualties by severity, 1979 to 2017**

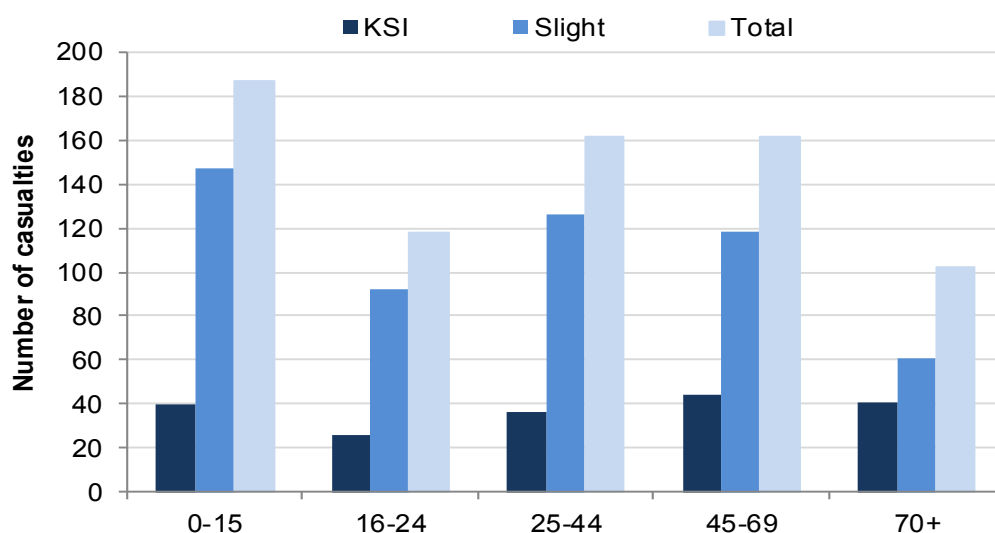


Source: Road Accident Statistics, Welsh Government

## Characteristics of pedestrian casualties

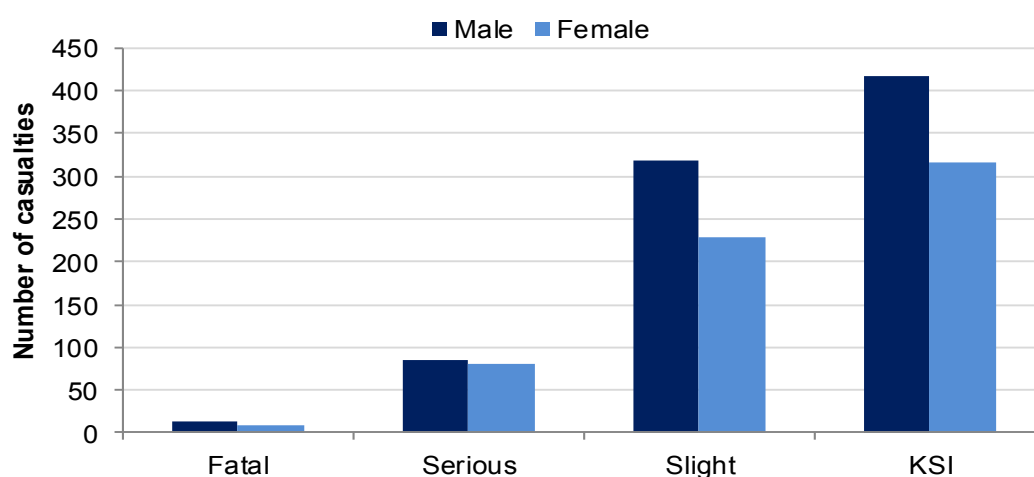
- In 2017 there were more pedestrian casualties aged 0-15 (26 per cent of total) than in any other age group, though numbers of killed and seriously injured pedestrians were slightly higher for the 45-69 and 70+ age groups (Chart 23).
- 57 per cent of pedestrian casualties were male. Figures for males were higher than for females across all severities of casualty (Chart 24).

**Chart 23: Pedestrian casualties by age and severity, 2017**



Source: Road Accident Statistics, Welsh Government

**Chart 24: Pedestrian casualties by severity and gender in 2017**

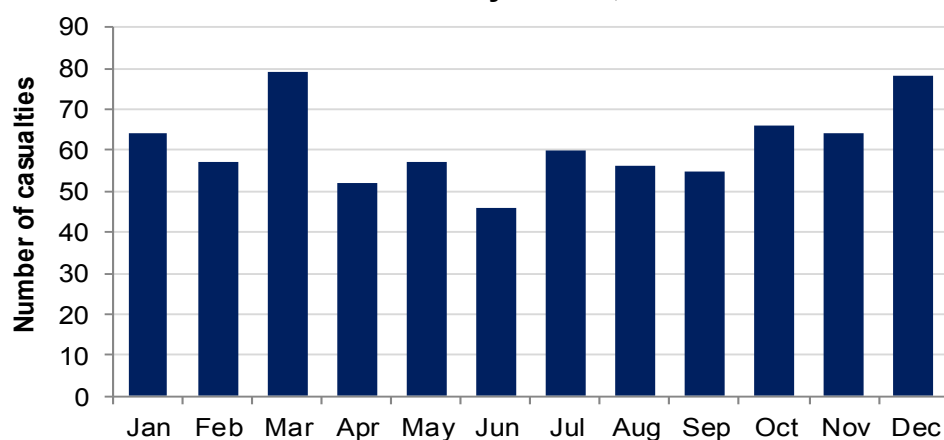


Source: Road Accident Statistics, Welsh Government

## Where and when do pedestrian casualties occur?

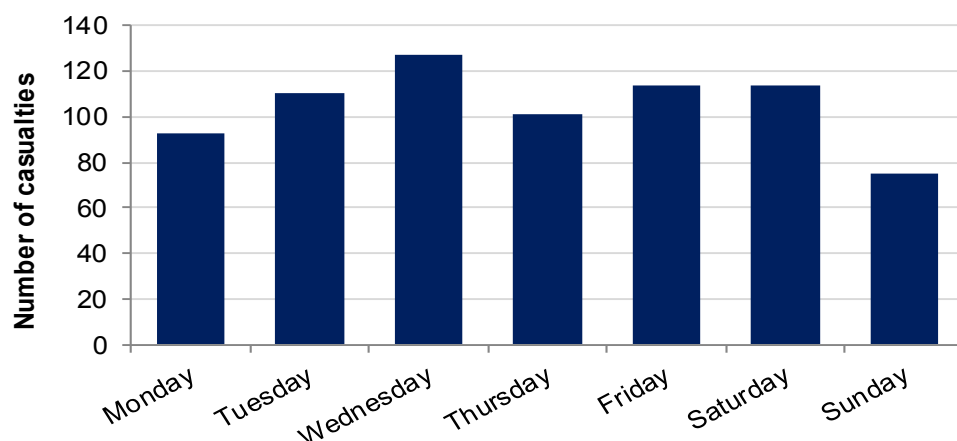
- On a monthly basis the figures ranged from 46 to 79, with relatively fewer casualties in summer months than in winter months (Chart 25). Wednesdays saw the highest number of casualties (17 per cent of the total) and Sundays had the lowest (10 per cent) (Chart 26).
- 57 per cent (422) of pedestrian casualties occurred on C roads and unclassified roads, 30 per cent (218) occurred on A roads and 13 per cent (92) occurred on B roads. Pedestrian casualties on motorways are not common, with one fatality and one serious injury in 2017.
- 87 per cent of pedestrian casualties occurred in 30mph zones, 5 per cent in 20mph zones and 5 per cent in 60mph zones. In general, the faster the speed limit of the road, the more likely the injury is to be serious or fatal.

**Chart 25: Pedestrian casualties by month, 2017**



Source: Road Accident Statistics, Welsh Government

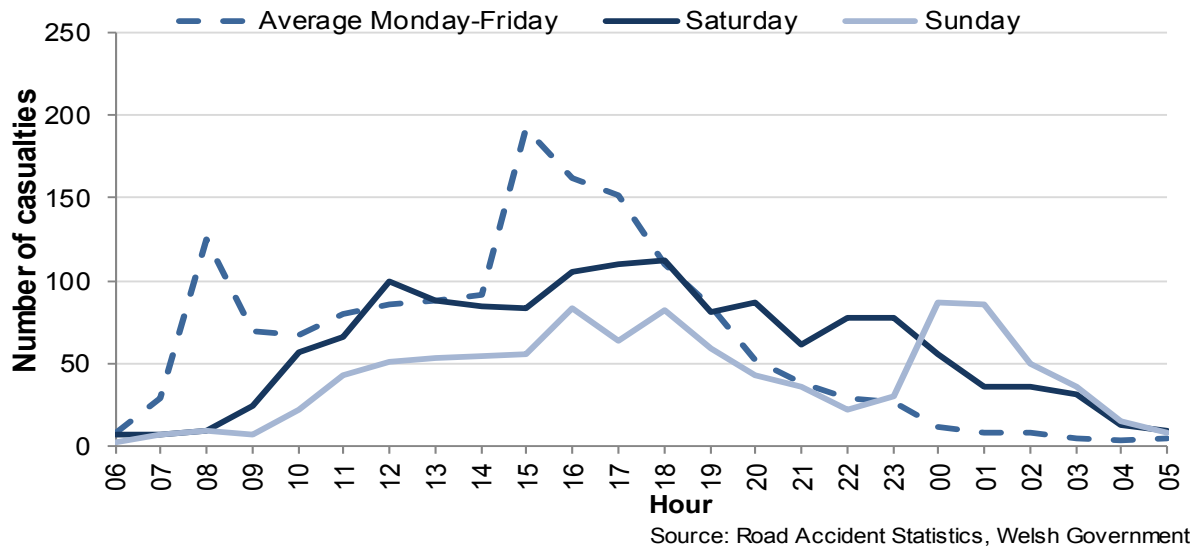
**Chart 26: Pedestrian casualties by day of week, 2017**



Source: Road Accident Statistics, Welsh Government

- 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 27).

**Chart 27: Pedestrian casualties by time of day and day of week, 2008- 2017**



### Pedestrian casualties and hit and runs incidents

A significant minority of pedestrian casualties arise from hit and run accidents (Table 3).

- In 2017, hit and runs (126) accounted for 17 per cent of all pedestrian casualties.
- There has been a steady fall in hit and run pedestrian casualties in recent years, though very little change in the latest year.

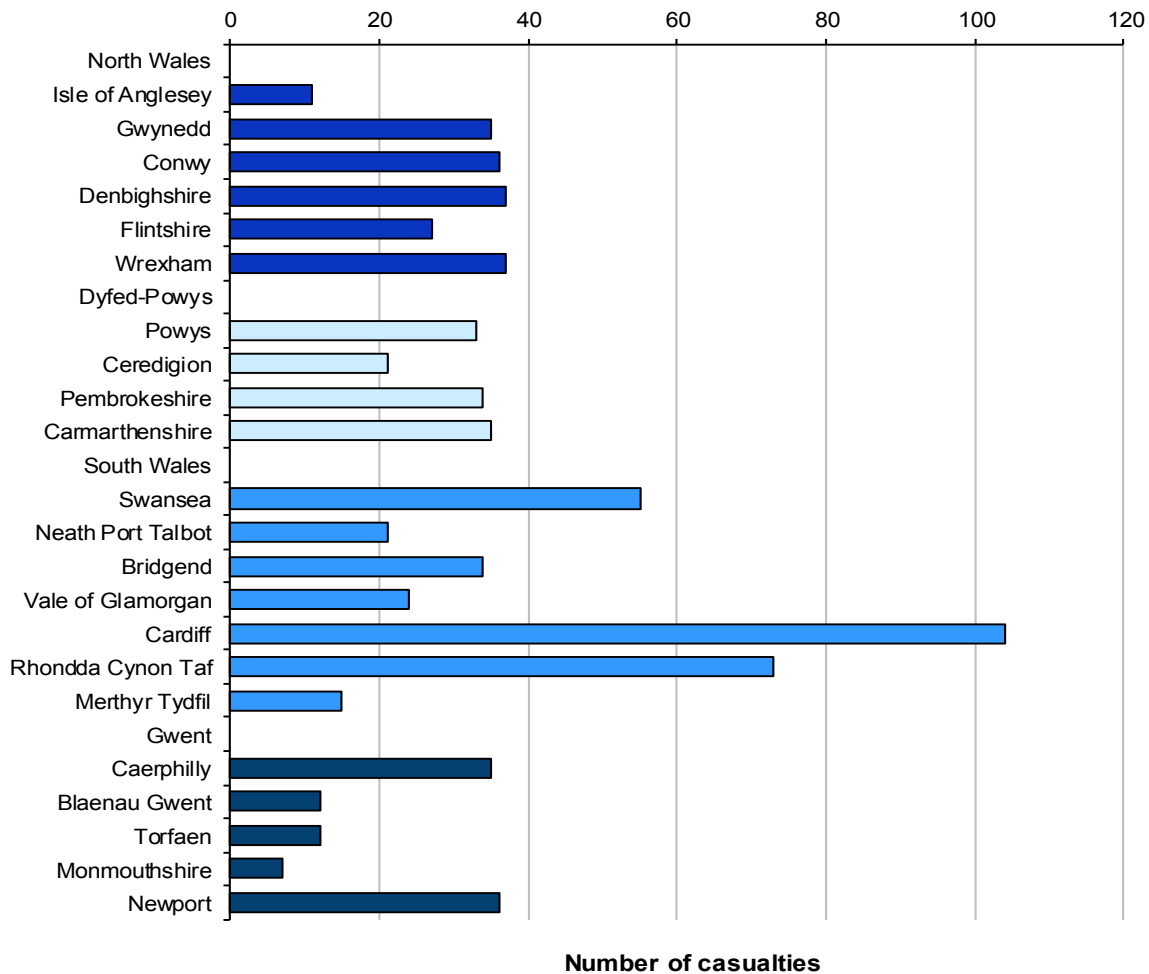
**Table 3: Pedestrian casualties by "hit and run", 2013-2017**

	<i>Number</i>				
	2013	2014	2015	2016	2017
Fatal	2	1	1	1	3
Serious	23	20	22	23	14
Slight	158	140	129	104	109
<b>Total Hit and Run</b>	<b>183</b>	<b>161</b>	<b>152</b>	<b>128</b>	<b>126</b>

Source: Road Accident Statistics, Welsh Government

- The Local Authorities with the highest number of pedestrian casualties were Cardiff (104) and Rhondda Cynon Taff (73) (Chart 28).

**Chart 28: Pedestrian casualties by local authority, 2017**

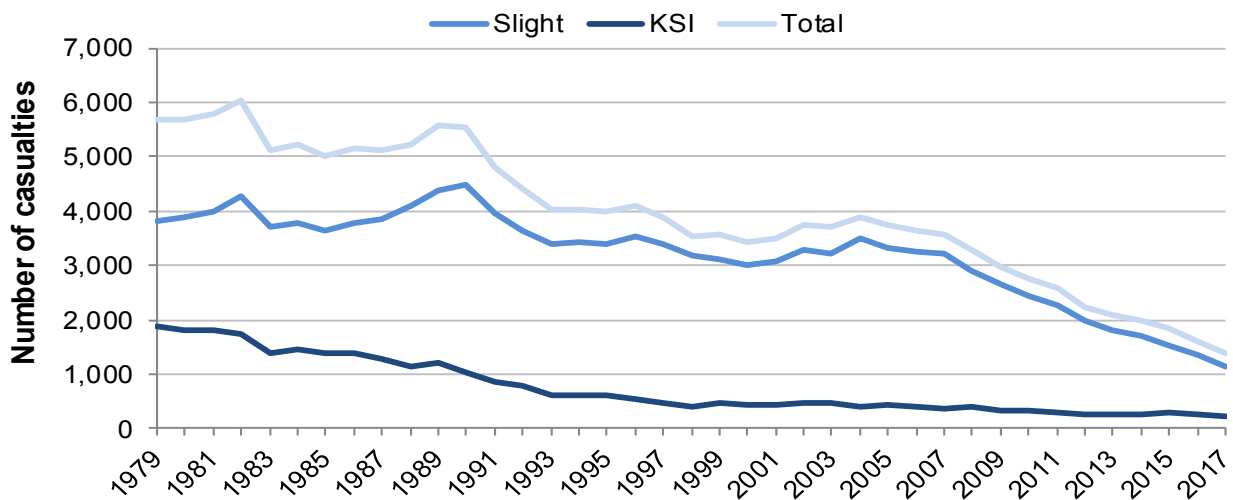


Source: Road Accident Statistics, Welsh Government

## Young persons casualties (16 – 24 age group)

- In 2017 there were 1,371 road casualties aged 16-24 in Wales, a 15 per cent fall compared with 2016.
- 235 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 2017 figure represents a 40.7 per cent reduction on the 2004-2008 average (Chart 29).
- 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 2017 are the lowest on record.

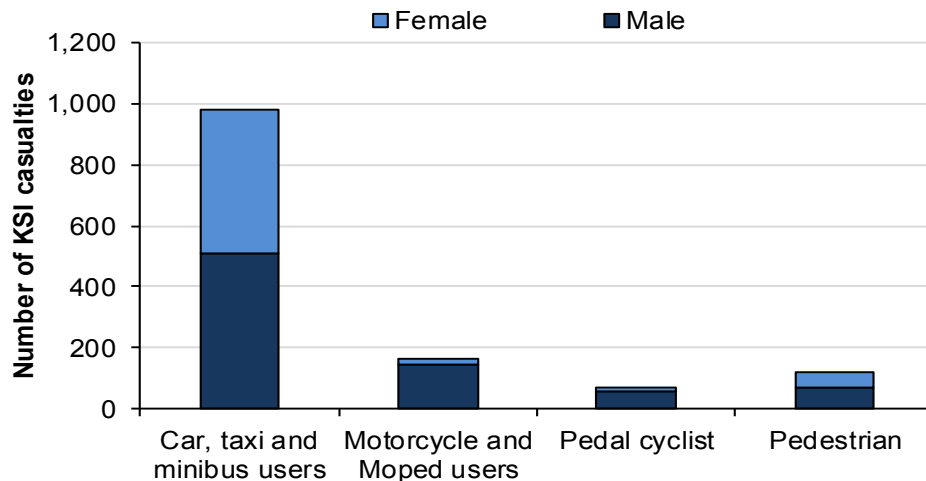
**Chart 29: Time series of young casualties Statistics 1979 – 2017**



Source: Road Accident Statistics, Welsh Government

- 59 per cent of young casualties were male and 41 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 nearly 7 times as many male casualties than female (Chart 30).
- 74 per cent of young person casualties were accounted for by car, taxi and minibus users.

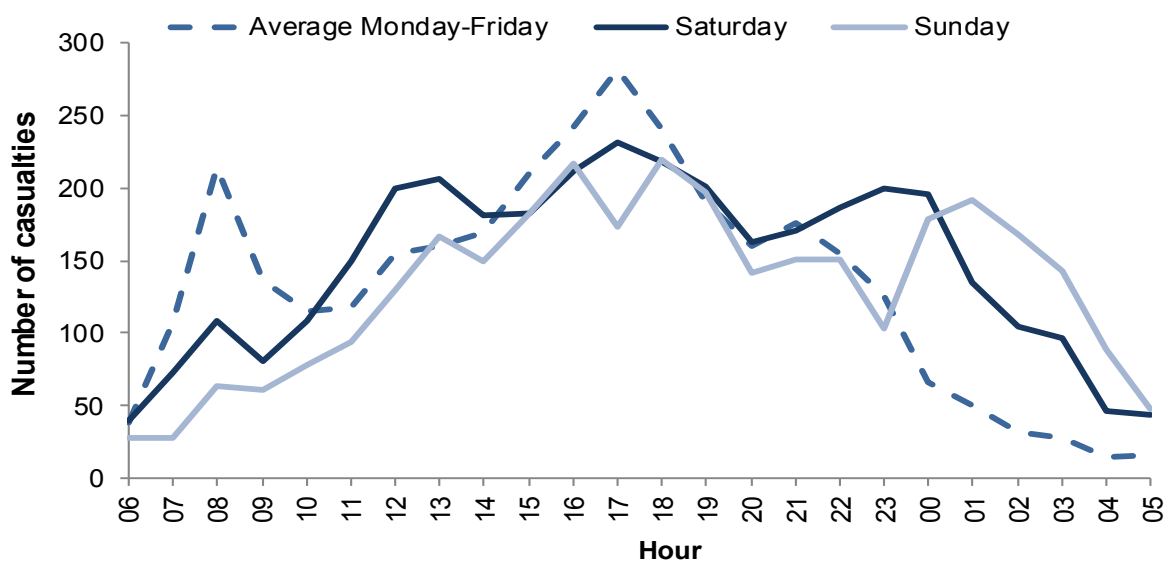
**Chart 30: Casualties aged 16-24 by gender and road user category, 2017**



Source: Road Accident Statistics, Welsh Government

- Data from 2007 to 2017 show that casualties among young people are dispersed throughout the day, with a peak between 5pm and 6pm on weekdays (Chart 31).
- 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 31: Young person casualties by time of day, Wales, 2008 to 2017**



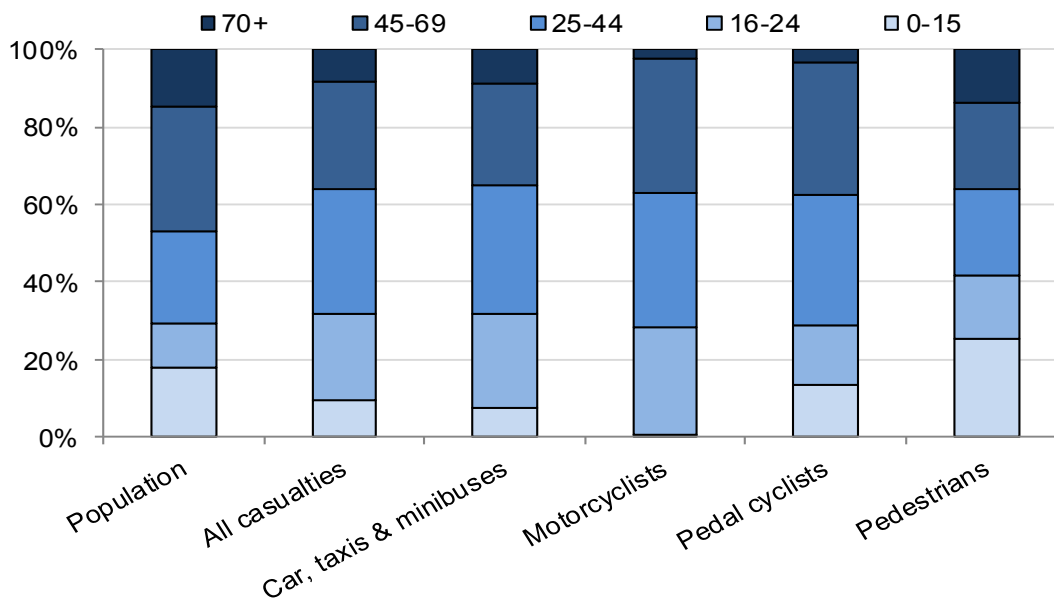
Source: Road Accident Statistics, Welsh Government



Chart 32 shows how the proportion of the population in each age group compares 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 22 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 significantly higher than the 11 per cent population share.

**Chart 32: Proportions of total population and casualties by age and road user category, 2017**

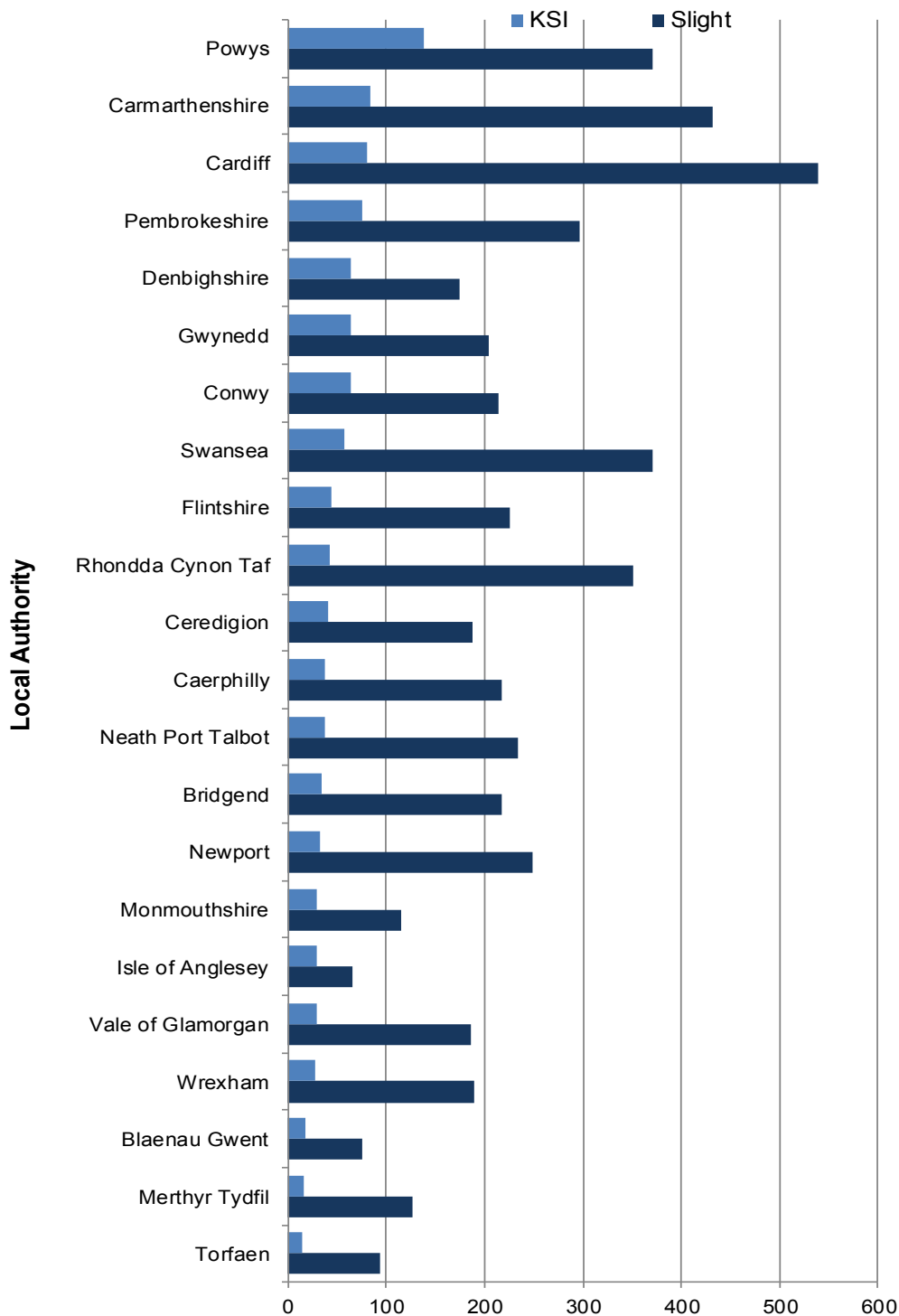


Source: Road Accident Statistics, Welsh Government

## Regional distribution of KSI and slight casualties

There are interesting geographical differences in the distribution of KSI casualties and slight casualties (Chart 33). The Local Authority with the highest number of KSI casualties in 2017 was Powys (138), and the lowest was Torfaen with 15. For slight casualties, the highest was Cardiff (539).

**Chart 33: 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. They are also component indicators in the Welsh Government's Child Poverty, Programme for Government and Sustainable Development 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.

### **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 infographic below shows names of local authorities that fall under each of Welsh Police forces where data for casualties are obtained.

Local Authority	Police Force
Isle of Anglesey	North Wales police force
Gwynedd	
Conwy	
Denbighshire	
Flintshire	
Wrexham	
Powys	Dyfed powys police force
Ceredigion	
Pembrokeshire	
Carmarthenshire	
Swansea	South Wales police force
Neath Port Talbot	
Bridgend	
Vale of Glamorgan	
Cardiff	
Rhondda Cynon Taf	
Merthyr Tydfil	Gwent police force
Caerphilly	
Blaenau Gwent	
Torfaen	
Monmouthshire	
Newport	

Source: Road Accident Statistics, Welsh Government

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](#)'.

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**

Statistics on Police recorded road accidents and casualties for Wales in 2017 were published on the 30 August 2018. Historically the main release was followed by a number of supplementary statistical bulletins covering certain topics in greater detail. This year the content of those supplementary bulletins has been consolidated into this single release 'Road accidents and casualties: Where, when and who?'.

### **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.

## **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

<https://gov.wales/statistics-and-research/road-accidents-and-casualties-where-when-and-who/?lang=en>

## **Next update**

March 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)

## **Open Government Licence**

All content is available under the [Open Government Licence v3.0](#), except where otherwise stated.

