



Police recorded road accidents in Wales, 2016

29 June 2017
SFR 72/2017

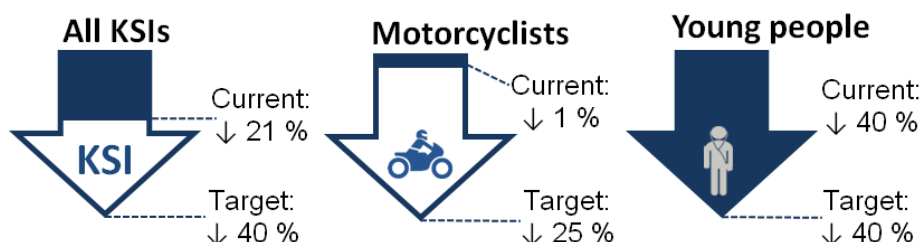
Key results

- There were 4,921 road accidents involving personal injury, 622 fewer (11 per cent) than in 2015 and continuing the long term decline in accidents.
- 103 people were killed, which was 2 fewer than in 2015
- 1,005 people were seriously injured, which was 76 fewer than in 2015.

Targets

Welsh Government have set targets to reduce the numbers of people killed or seriously injured (KSI) on Welsh roads by 2020 when compared to the average for 2004-08.

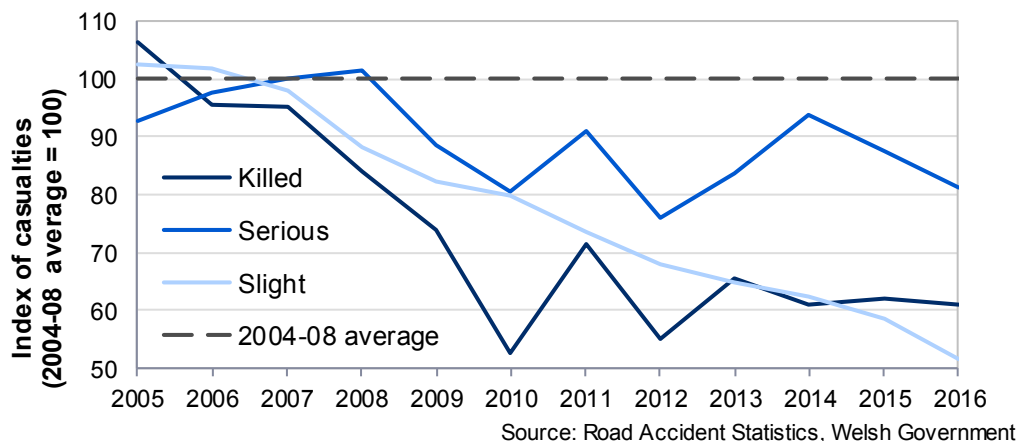
Infographic 1: Current (2016) progress towards the 2020 targets



The young people KSI target has been met for the first time this year and all KSIs are half way towards the target reduction. However, little progress has been made towards the motorcyclist KSI target.

[Figure 1](#) shows that overall casualties for all severities have dropped compared to the 2004-08 average

Figure 1: Index of casualties, 2005 - 2016, by severity



About this release

An annual release about road accidents and casualties in Wales providing the latest police recorded road casualty figures for 2016. The data comes from Welsh police forces and includes details of vehicles and casualties involved in personal injury accidents on Welsh roads.

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All road accidents

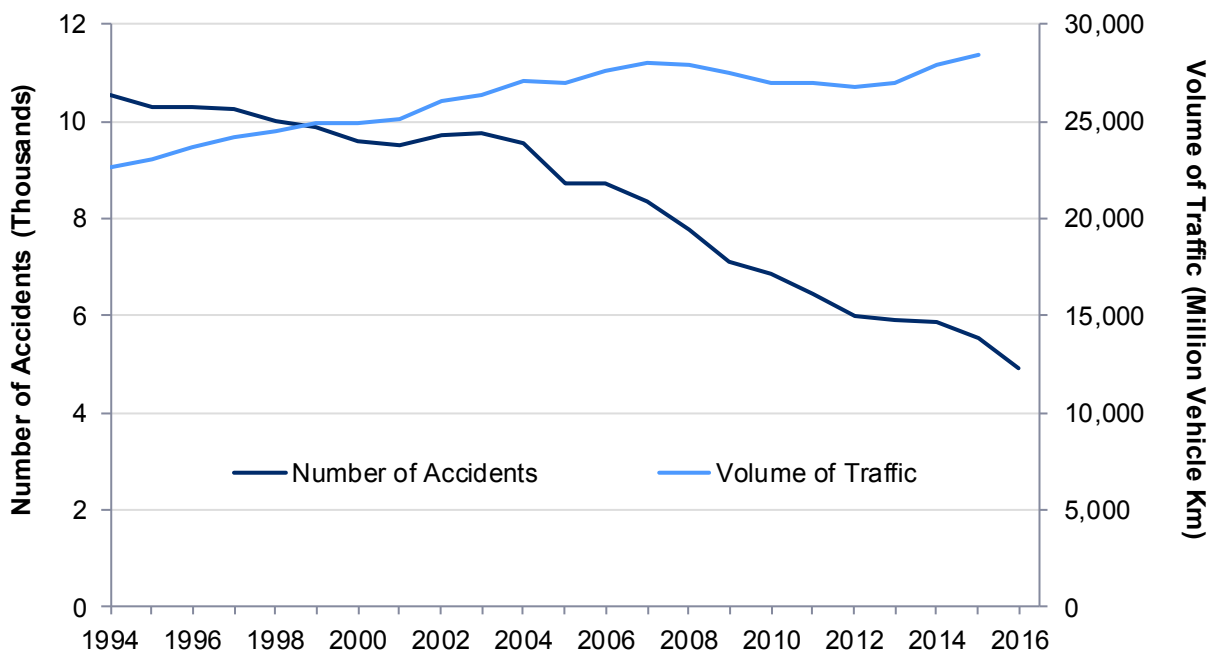
During 2016 there were 4,921 road accidents involving personal injury, which was 11 per cent lower than in 2015. Of these accidents; 95 were classed as fatal, 880 were classed as serious and the remaining 3,946 were classed as slight. Accident severity is determined by the most seriously injured casualty in that accident. For example if there are five casualties and one fatality, the accident is classed as fatal.



Comparing rolling 3-year averages, the average number of accidents was 6 per cent lower for 2014-2016 than the previous average (2013-2015), a fall of 325 accidents.

[Figure 2](#) illustrates the long run downward trend in number of accidents on Welsh roads since 1994. and it contrasts with the gradual increase in the volume of road traffic over the same period. The introduction of compulsory wearing of seat belts in the 1980s and improvements to vehicle technology may have contributed to the reduction in number of accidents with personal injury.

Figure 2: Number of accidents and the volume of traffic on Welsh Roads, 1994 – 2016

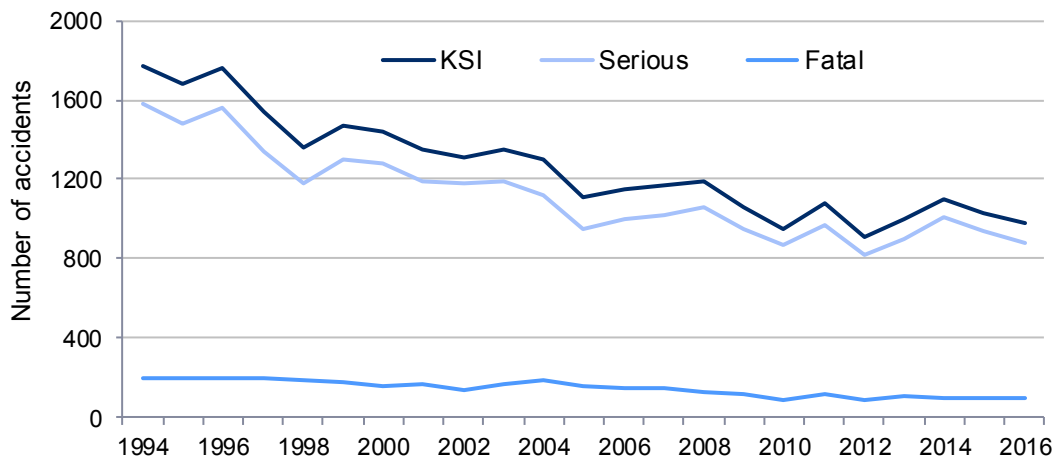


Source: Road Accident Statistics, Welsh Government
Road traffic counts, Department for Transport

Killed or seriously injured accidents

From 1994 to 2009 there was an average of 1,376 **KSI accidents** ranging from a peak of 1,776 in 1994 to a low of 1,061 in 2009. Between 2010 and 2016, there was an average of 1,007 KSI accidents ranging from 1,101 in 2014 to a low of 906 in 2012. There was a 27 per cent reduction in the average number of KSI accidents during the period 2010 to 2016 when compared to the period 1994 to 2009 ([Figure 3a](#)).

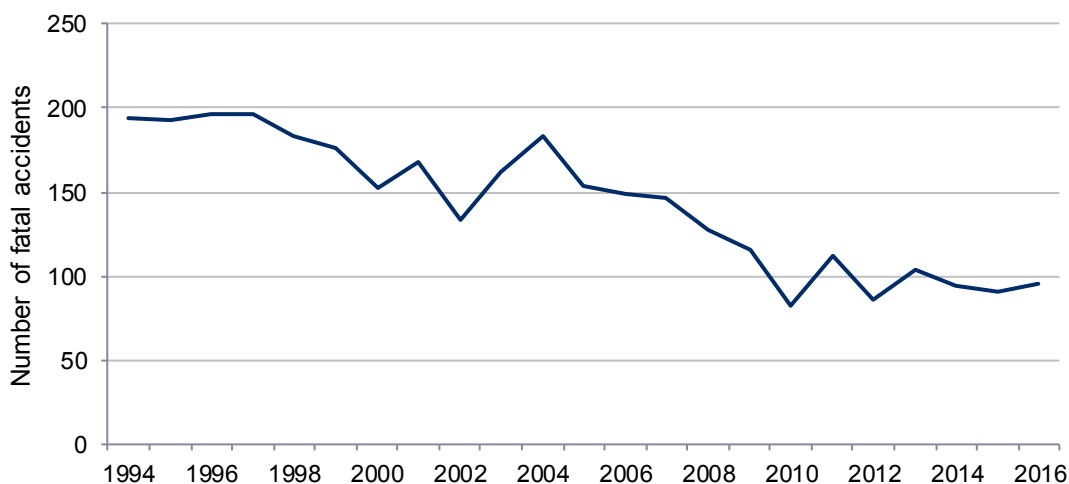
Figure 3a: Number of KSI road accidents on Welsh Roads 1994-2016



Source: Road Accident Statistics, Welsh Government

There have been fewer than 200 **fatal accidents** per year since 1993. From 1994 to 2009 there was an average of 164 fatal accidents ranging from a peak of 197 in 1997 to a low of 115 in 2009. Between 2010 and 2016, there was an average of 95 fatal accidents, ranging from 112 in 2011 to a historical low of 82 in 2010. There was a 42 per cent reduction in the average number of fatal accidents during the period 2010 to 2016 when compared to the 1994 to 2009 period ([Figure 3b](#)).

Figure 3b: Number of fatal road accidents on Welsh Roads 1994-2016

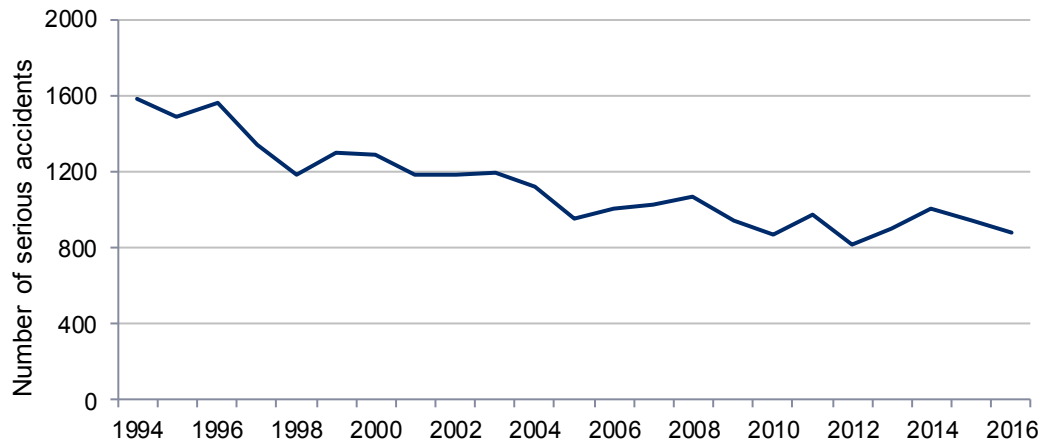


Source: Road Accident Statistics, Welsh Government

Please note, care should be taken when interpreting changes in small numbers, such as fatal accidents per year, and we recommend using KSI accidents when looking at more detailed breakdowns or when calculating percentage changes.

The number of **serious accidents** has followed the same trend. From 1994 and 2009 there was an average of 1,212 serious accidents recorded ranging from a peak of 1,582 in 1994 to a low of 946 in 2009. Between 2010 and 2016 there was an average of 912 serious accidents, ranging from a high of 1,007 in 2014 to a low of 820 in 2012. There was a 25 per cent reduction in the average number of serious accidents during the period 2010 to 2016 when compared to the 1993 to 2009 period ([Figure 3c](#)).

Figure 3c: Number of serious road accidents on Welsh Roads 1994-2016



Source: Road Accident Statistics, Welsh Government

Police officer attendance at accidents

In 2016, police officers attended 100 per cent of fatal accidents, 95 per cent of serious accidents and 86 per cent of slight accidents ([Table 1](#)). Between 2012 and 2016 the police officers attendance at accident sites has ranged from 99 to 100 per cent for fatal accidents, 93 to 95 per cent for serious accidents and 86-87 per cent for slight accidents.

Table 1: Police officer attendance at road accidents by severity of casualty, 2012-2016

Year	Police officers attended			Police officers did not attend ¹			Police officers attended (%)		
	Fatal	Serious	Slight	Fatal	Serious	Slight	Fatal	Serious	Slight
2012	86	770	4,429	0	50	636	100	94	87
2013	104	829	4,211	0	67	684	100	93	86
2014	93	933	4,168	1	74	607	99	93	87
2015	91	875	3,866	0	65	646	100	93	86
2016	95	833	3,407	0	47	539	100	95	86

Source: Road Accident Statistics, Welsh Government

Notes:

1. Police officers did not attend category includes accident details that are completed by a member of the public using "self reporting" form

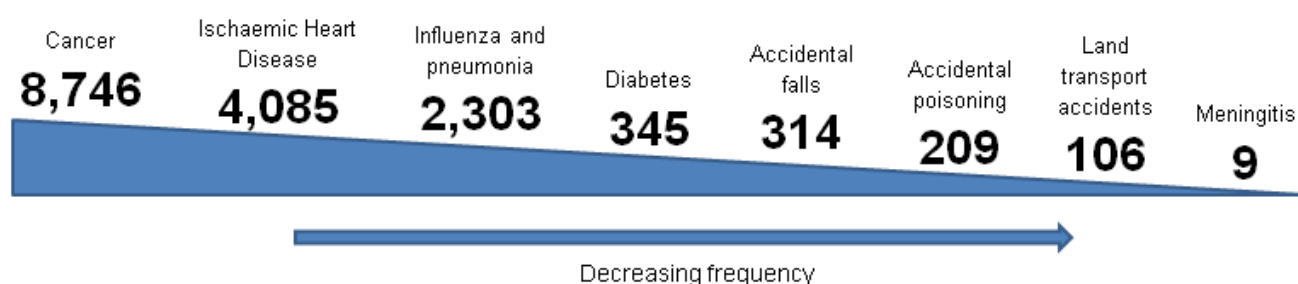
Casualties

During 2016, Police recorded road accidents resulted in 6,853 casualties; of these 103 were fatal, 1,005 people were seriously injured and 5,745 casualties were slightly injured. The number of fatalities in 2016 was 2 fewer than in 2015 and there were 76 fewer seriously injured casualties (7 per cent fewer), whilst the number of slightly injured casualties was 751 fewer (12 per cent fewer).

As a comparison with a selection of other causes of death, as reported by the Office for National Statistics (ONS), [figure 4](#) shows that for 2015, land transport accidents accounted for approximately half as many deaths as accidental poisoning¹. For each fatality in a land transport accident there were approximately 22 deaths due to influenza and pneumonia, 39 deaths due to ischaemic heart disease and 83 deaths due to cancer.

In 2016, there was one child casualty (aged under 16). In context of all recorded child deaths as reported by the ONS there were 167 child deaths (aged under 15) in 2015. The death register data show that child land transport fatalities account for approximately one per cent of all child fatalities.

Figure 4: Number of deaths by selected cause of death, 2015²



Source: Office for National Statistics

The ONS figures for deaths in land transport accidents may differ slightly from the police recorded number of fatal road accidents due to differences in definitions; however the data for 2015 are broadly similar, with the Road Accident Statistics data recording 105 deaths and the ONS figures recording 106 death due to land transport accidents.

¹ The figures for other causes of death are for year ending 2015, figures for 2016 are not yet available. This was additional Welsh Government Analysis of Death Register data published by the Office for National Statistics.

² ICD-10 codes used for analysis: Cancer (malignant neoplasms): LC02, Ischaemic heart diseases: I20-I25, Influenza and pneumonia: J09-J18, Diabetes (Diabetes mellitus): E10-E14, Accidental falls: LC01b, Accidental poisoning by and exposure to noxious substances: X40-X49, Land transport accidents: V01-V89, Meningitis and meningococcal infection: LC32.

Killed or seriously injured casualties



The number of KSI casualties (1,108 casualties) was 7 per cent lower in 2016 than the average for the previous 3 years (2013-2015), a decrease of 90 casualties.

The number of KSI children aged under 16 (87 casualties) was 13 per cent lower in 2016 than the average for the previous 3 years (2013-2015), a fall of 13 casualties.



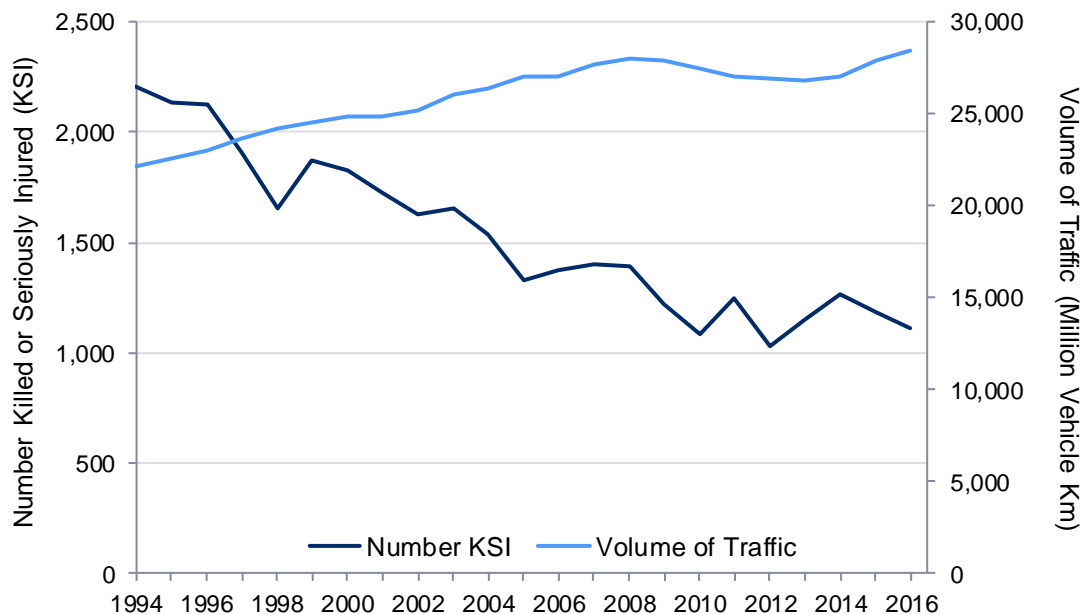
The number of KSI young people aged 16-24 (239 casualties) was 11 per cent lower in 2016 than the average for previous 3 years (2013-2015), a decrease of 31 casualties.

The number of KSI older people aged 65+ (169 casualties) was 6 per cent lower in 2016 than the average of the previous 3 years (2013-2015), a decrease of 11 casualties.



[Figure 5](#) illustrates the downward trend in the number of KSI casualties since the early 1990s. The number of KSI casualties peaked at 2,208 in 1994 before starting its downward trend with the lowest number occurring in 2012 at 1,034. This is in spite of the gradual increase in the volume of road traffic during that period. Since 2012, the number of KSI casualties has fluctuated but remained below 1,300 (approximately half what it was in 1994).

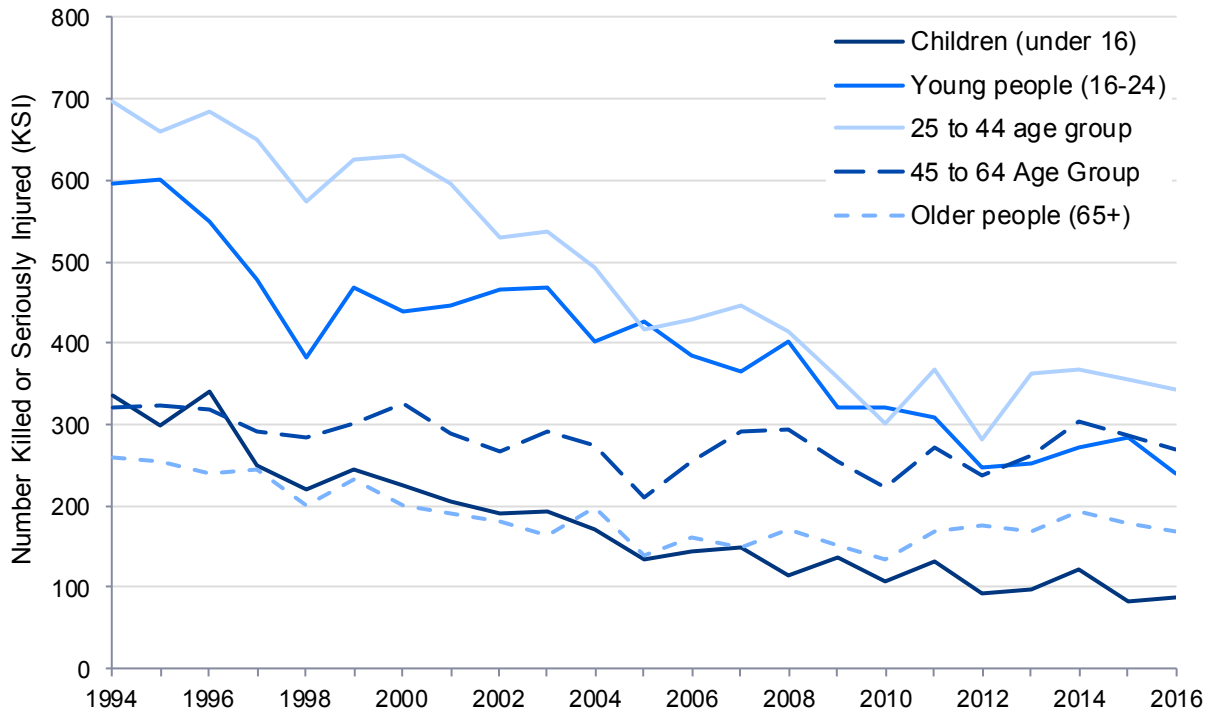
Figure 5: Number of KSI casualties and the volume of traffic on Welsh roads, 1994 – 2016



Source: Road Accident Statistics, Welsh Government and AADF data

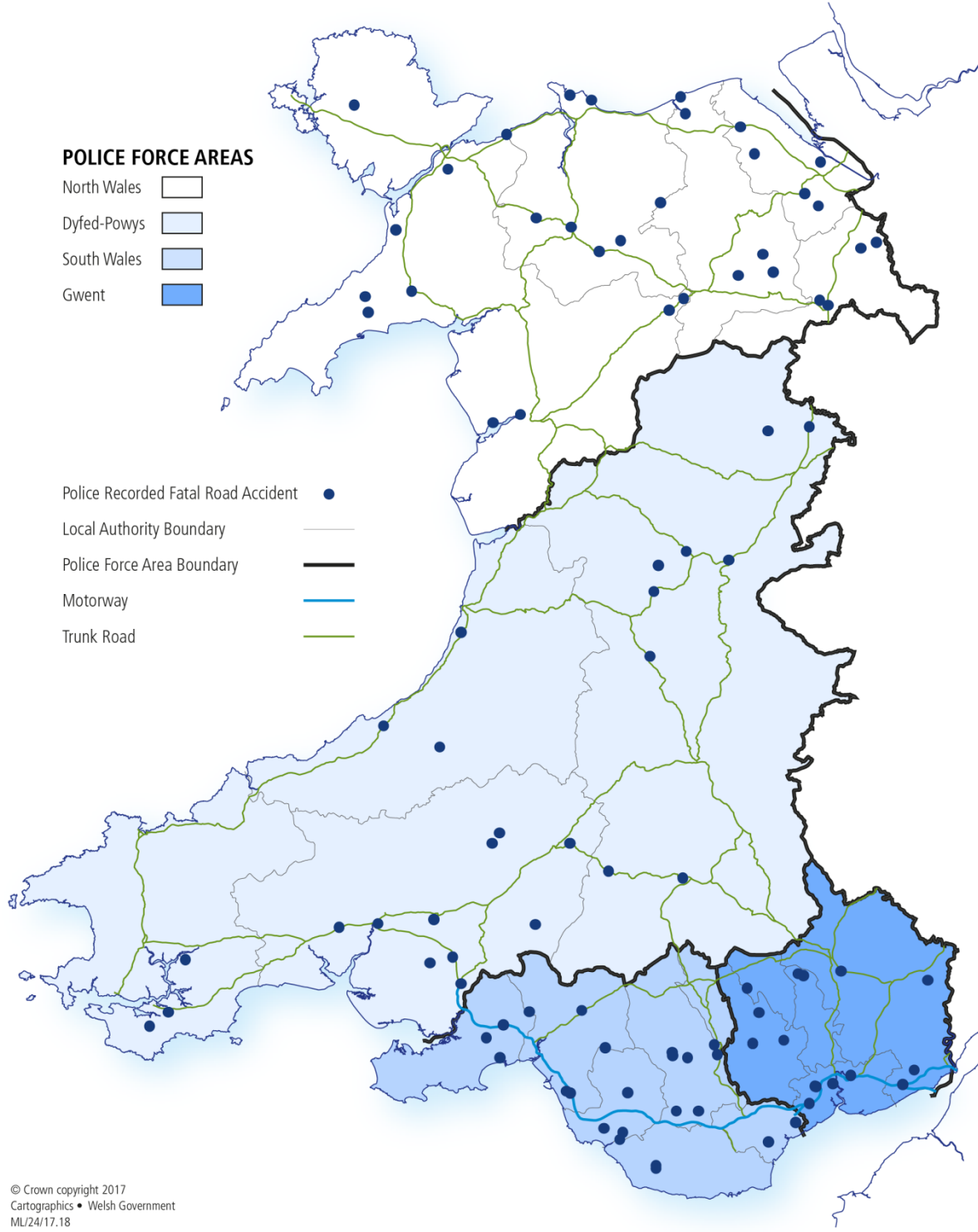
Figure 6 shows the downward long term trend in the number of KSI casualties by age group. The chart highlights the disproportionately high number of KSI casualties among young people (16-24) compared to other age groups. Since 1994 the numbers have fallen across all age groups with Children (under 16) having the largest relative decrease (74 per cent), followed by the 16 to 24 age group (60 per cent).

Figure 6: Number of KSI casualties by age group 1994 – 2016



Source: Road Accident Statistics, Welsh Government

Police Recorded Fatal Road Casualties in Wales, 2016

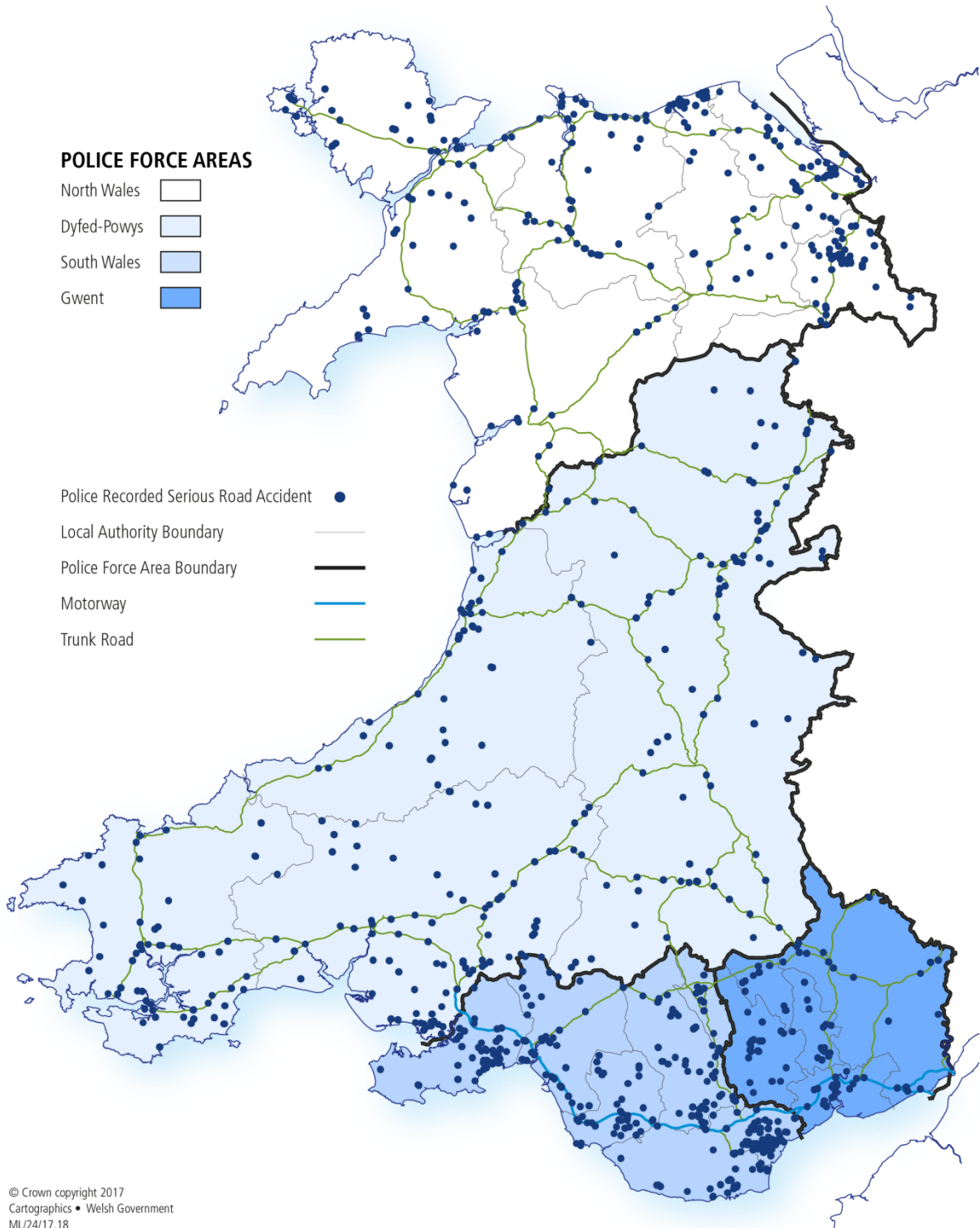


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Police Recorded Serious Road Casualties in Wales, 2016



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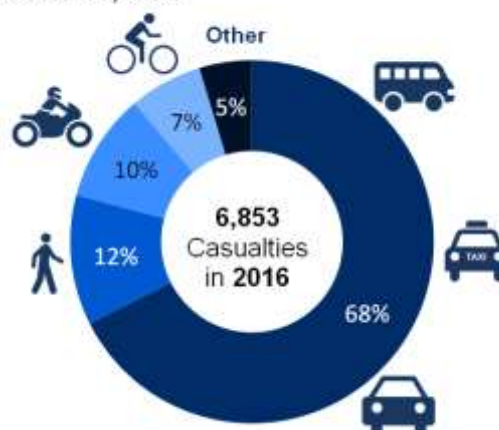
OGL

Casualties by road user type

This section deals with casualties by the type of road user. Each category of road user has a different chance of having a serious injury. Pedestrians, motorcyclists and pedal cyclists are considered to be vulnerable road users as they are at a higher risk of involvement in an accident (relative to distance travelled) or are more vulnerable in terms of becoming a casualty, or killed or seriously injured, if involved in an accident.

In 2016, the numbers of casualties decreased for all road users when compared to 2015. Car, taxi and minibus users were the largest category of casualties (68 per cent) in 2016. Pedestrians (12 per cent), motorcycle (10 per cent) and pedal cycle users (7 per cent) account for 28 per cent of all casualties. The remaining 5 per cent covers other road users such as goods vehicles, mobility scooter, horse rider and bus/coach users (Table 2). These percentages are broadly similar to the 2015 data.

Infographic 2: Casualties by road user type in Wales, 2016



Source: Road Accident Statistics, Welsh Government

Table 2: All casualties by road user type, 2012 – 2016

Road user type	Number				
	2012	2013	2014	2015	2016
Car, Taxi and Minibus users	5,986	5,633	5,511	5,161	4,630
Pedestrian	1,007	1,052	922	848	793
Motorcyclists	627	685	749	693	662
Pedal Cyclists	474	496	567	509	446
Other road users ¹	471	469	459	471	322
Total	8,565	8,335	8,208	7,682	6,853

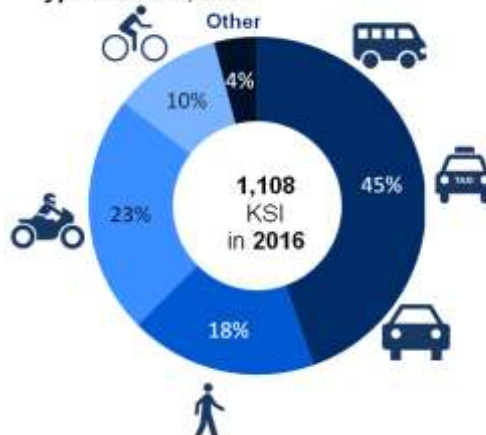
Source: Road Accident Statistics, Welsh Government

Notes:

1. Other road users includes buses and coaches, other motorised and non-motorised vehicles, ridden horses, agricultural vehicles, tram/light rail, van/goods vehicles and mobility scooters.

In 2016, the numbers of KSI casualties decrease when compared to 2015. Car, taxi and minibus users are the largest category of KSI casualties (45 per cent). However this is a lower proportion in comparison to the overall casualty numbers accounted for by this group. Pedestrians (18 per cent), motorcyclists (23 per cent) and pedal cyclists (10 per cent) account for 51 per cent of all KSIs in 2016. These percentages are broadly similar to the 2015 data. These groups of road users are either at higher risk of involvement in an accident or are more vulnerable in terms of becoming a casualty, or being killed or seriously injured, if involved in an accident (Table 3).

Infographic 3: KSI casualties by road user type in Wales, 2016



Source: Road Accident Statistics, Welsh Government

Table 3: KSI casualties by road user type, 2012 – 2016

Road user type	<i>Number</i>				
	2012	2013	2014	2015	2016
Car, Taxi and Minibus users	494	494	542	524	494
Pedestrian	203	260	249	207	199
Motorcyclists	213	246	282	273	254
Pedal Cyclists	84	100	138	123	115
Other road users ¹	40	44	52	59	46
Total	1,034	1,144	1,263	1,186	1,108

Source: Road Accident Statistics, Welsh Government

Notes:

1. Other road users includes buses and coaches, other motorised and non-motorised vehicles, ridden horses, agricultural vehicles, tram/light rail, van/goods vehicles and mobility scooters.

Road traffic is estimated from counts of traffic at points on the road network and multiplied up by the length of road each counted vehicle is travelling on to give a figure measured in vehicle-kilometres. The latest road traffic figures for Wales showed that traffic volume on Welsh Roads was 28.4 billion vehicle-kilometres in 2015³.

Cars, taxis and buses represented 80 per cent of this traffic volume and as charts 7a and 7b illustrate car, taxis and minibus users are the largest category of casualties. This category accounts for proportionally fewer casualties accounting for 68 per cent of all casualties. Pedal cyclists and motorcycle users account for 2 per cent of the traffic volume but account for 16 per cent of all casualties. They are therefore significantly more likely to suffer serious injury as a result of an accident relative to road use. [Table 4](#) shows that motorcyclists and pedal cyclists account for only 2 per cent of traffic volume but a much larger proportion of casualties and KSI casualties.

Table 4: Proportions of casualties and traffic volume by road user type

Proportions of:	<i>Percent</i>		
	Traffic volume (a)	All Casualties	KSI Casualties
Motorcyclist & pedal cyclist	2%	16%	33%
Car, taxi & minibus/bus (a)	80%	68%	45%

(a) For traffic volume, DfT include minibuses under bus/coach so 80% is for car, taxi & bus. For road accident data the category is just car, taxi and minibus.

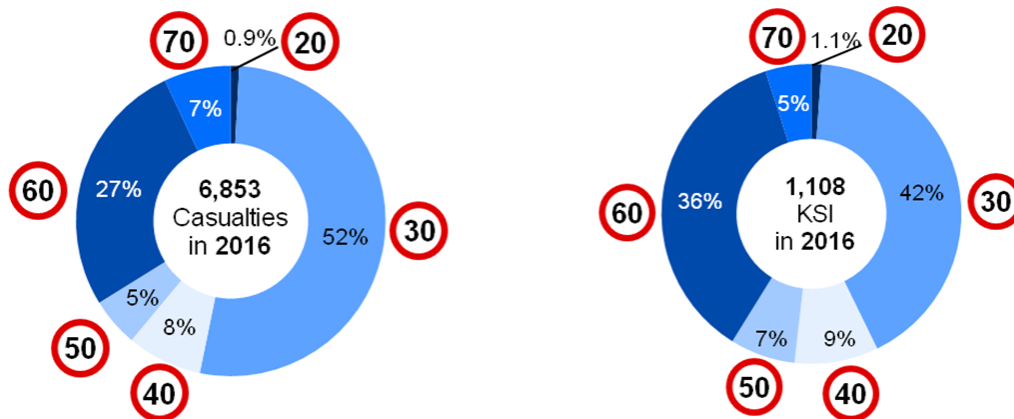
³ See [Road Traffic in Wales during 2015](#)

Casualties by road speed limit

This section deals with the number of casualties by road speed limit. During 2016, [Figure 7a](#) illustrates that the highest proportion (52 per cent) of all casualties occurred on 30mph roads with the next highest being on 60mph roads (27 per cent). The proportion of casualties in each of the other speed limit zones was below 10 per cent.

When looking at KSI casualties ([Figure 7b](#)) the largest proportion of these occurred in the 30 mph zone (42 per cent) followed by the 60 mph zone (36 per cent). Therefore if people are involved in an accident in a 60 mph zone this is more likely to result in a KSI casualty than those in a slower zone. The momentum of vehicles travelling at higher speeds is more likely to result in a serious or fatal injury following an impact. The proportion of KSI casualties that were injured in each of the other speed limit zones was below 10 per cent.

Figure 7a: Casualties, by speed limit of road **Figure 7b: KSI casualties, by speed limit of road**









[Figure 7a and 7b](#) show total casualties split by road speed limit and KSI casualties split by road speed limit. [Table 5](#) gives the percentages that are KSI within each speed limit group. So figure 7a and 7b show which speed category of roads casualties are being injured on, whereas [Table 5](#) shows how likely it is for a casualty to be killed or seriously injured depending on the speed limit of the road they are injured on.

[Table 5](#) shows casualties split by the speed limit of the road the accident happened on and the percentage of those which are KSI casualties. Therefore in 2016 of the 3,587 casualties injured on 30mph roads, 13 per cent of them were KSI casualties, whereas for the 1,838 casualties injured on 60mph roads with 22 per cent of them were KSIs.

Whilst the majority of casualties were injured on 30mph roads, the higher chance of serious or fatal injuries was on 50mph or 60mph roads which had the highest proportion (22 per cent) of casualties being KSI.

In contrast, whilst the proportion of casualties that were KSIs is much higher on 50mph and 60mph roads (22 per cent) the corresponding figure on 70mph roads is only 11 per cent. This suggests factors such as whether the roads are single or dual carriageway is an important factor in the severity of injuries.

Table 5: Number of casualties and percentage KSI by road speed limit, 2012 – 2016

	<i>number and percent</i>									
	2012		2013		2014		2015		2016	
	All	KSI	All	KSI	All	KSI	All	KSI	All	KSI
	39	8%	36	14%	49	35%	38	13%	60	20%
	4,625	9%	4,625	12%	4,284	13%	3,919	13%	3587	13%
	592	11%	620	14%	653	11%	695	14%	538	19%
	353	12%	339	12%	395	15%	384	12%	350	22%
	2,391	18%	2,062	20%	2,199	22%	2,055	22%	1838	22%
	564	12%	653	11%	628	13%	591	13%	480	11%
Total Casualties	8,564	1,034	8,335	1,144	8,208	1,263	7,682	1,186	6853	1108

Source: Road Accident Statistics, Welsh Government

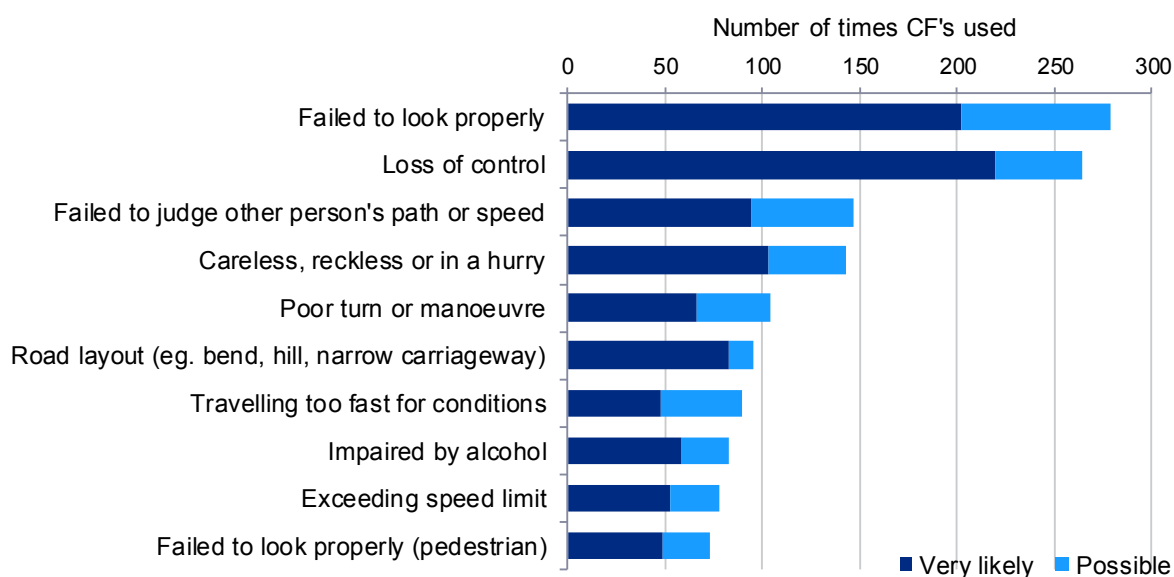
Causes of accidents

The Contributory Factors (CFs) in a road accident are the key actions and failures that led directly to the accident. They show why the accident occurred and give clues about how it may have been prevented. There are 78 CFs listed and a maximum of 6 may be recorded for each accident. These are only completed for accidents where a police officer attended the scene. This analysis therefore focuses on accidents which involve casualties who were either killed or seriously injured, as police officer attendance is much more frequent at these accidents. In 2016, there were 925 accidents where 1 CFs was recorded, 717 accidents where 2 CFs were recorded, 343 accidents where 3 CFs were recorded, 165 accidents where 4 CFs were recorded, 74 accidents where 5 CFs were recorded and 33 accidents where 6 CFs were recorded.

Factors are identified on the basis of evidence and this may come from various sources such as witness statements, vehicle and site inspections. CFs are largely subjective and depend on the skill and experience of the investigating officer to reconstruct the events which led directly to the accident. They reflect the reporting officer's opinion at the time of reporting and are not necessarily the result of extensive investigation. They are classed as either very likely or possible based on the reporting officer's confidence that they caused or contributed to causing the accident.

[Figure 8](#) shows the ten most common CFs for KSI accidents which are the same as the ones presented in 2015. The two largest contributory factors highlighted by the police during 2016 were failing to look properly (279 cases) and loss of control (264 cases). In the police officers' opinion it is very likely that in those accidents they attended, these two factors played a major role in those accidents. The other eight CFs were altogether identified as a cause a total of 813 times. Eight of the top ten CFs relate to the driver/rider, one relates to the road environment and one relates to pedestrians. There were only 12 instances where the police identified the driver/rider using a mobile phone may have caused an accident.

Figure 8: The 10 most common causes of KSI accidents, by reporting officers' confidence, 2010



Source: Road Accident Statistics, Welsh Government

The 78 CFs are subdivided into 9 categories which the attending police officer considers when investigating an accident. This covers a number of factors such as junction overshoot, poor turn or manoeuvre, failing to signal or look properly and loss of control. Behaviour or inexperience covers a number of factors including aggressive driving, careless, reckless or in a hurry to being unfamiliar with model of vehicle. Impairment or distraction covers drivers affected by drink, drugs, fatigue, eyesight issues, use of mobile phone and distraction. Factors in the pedestrian CF category include failing to look properly, failing to judging the path of a vehicle, being impaired by alcohol/drugs, in a hurry and wearing dark clothes at night. Injudicious action by driver/rider includes exceeding the speed limit, travelling too fast for the conditions, illegal turn or direction of travel and disobeying traffic signs and signals. The road environment is used where in the police officers' opinion the road itself contributed to the accident for example defective surface, traffic signals, road layout and slippery road due to the weather. The factors that affect the driver/rider's vision include stationary vehicles, dazzling sun or headlights, adverse weather, spray and blind spot. The final two categories were only identified by the police in a small number of cases overall. Special factors include stolen vehicles and vehicles used in the course of a crime while vehicle defects cover illegals tyres, defective lights, brakes, steering and mirrors.

[Table 6](#) shows that during 2016, 2,257 CFs were used. The most common CF category identified by the police was driver/rider error or reaction, used 911 times. This represents 40 per cent of all CFs. The lowest CF category used was vehicle defects which was used a total of 25 times, which represents 1 per cent of all the CFs used.

Table 6: Number of CF categories listed as cause, split by likelihood, 2016

CF category	Number		
	Very likely	Possible	Total
Driver/Rider error or reaction	668	243	911
Behaviour or inexperience	193	84	277
Impairment or distraction	133	103	236
Pedestrian	150	78	228
Injudicious action - Driver/ Rider	145	79	224
Road Environment	151	57	208
Driver/Rider's vision affected	58	39	97
Special factors	40	11	51
Vehicle Defects	10	15	25
All CF's	1,548	709	2,257

Source: Road Accident Statistics, Welsh Government

Key quality information

1. Context

This bulletin provides information relevant to road safety policy in relation to police recorded road accidents and provides a starting point for any further, in-depth investigation of the accidents resulting in casualties.

Road safety targets for Wales:

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

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

1.1 Related publications

Related publications are available from the following link:

[Welsh Government Statistics & Research: Transport](#)

Results for Great Britain are due to be published by the Department for Transport in September 2017 in "[Reported road casualties in Great Britain main results: 2016](#)"

Data covering both 2016 and previous years' accident data are now published on [StatsWales](#). Accompanying the data is a data dictionary outlining the variables that are included in the collection of Road Accident data.

2. Notes

- Some tables show the '2004 to 2008 average' because the Welsh Government has casualty reduction targets to be achieved by 2020 based on reductions from the average for this base period.

3. 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.

4. Accuracy

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

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

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

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.

We are currently working with the Welsh police authorities to quality assure the data systems that are used to form these statistics. A report on the quality of these statistics, in line with the National Statisticians guidance on quality assurance of administrative data sources will be published in early 2017.

5. Timeliness and punctuality

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

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

Road Accident statistics for Wales are available on our [StatsWales website](#).

Results for Great Britain will be published by the Department for Transport in September 2017 : [Reported road casualties in Great Britain main results: 2016](#).

6. Accessibility and clarity

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

7. Comparability and coherence

This first release will be followed by further publications that are intended to provide users with more information about road accidents and casualties in Wales during 2016.

Road accident statistics are fully comparable across Great Britain. Results for Great Britain will be published by the Department for Transport in September 2017 in '[Reported road casualties in Great Britain main results: 2016](#)'.

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.

8. Data quality issues/under reporting issues

- *For the 2012 data:* Between April 2012 and the beginning of 2013, South Wales Police made changes to their procedures for recording this data which led to a number of slight and serious casualties being recorded that would have been the case in previous and subsequent years. This means that the comparison of 2013 with 2012 overstates the change in slight and serious casualties. This issue does not affect the measure of road traffic fatalities.
- *For the 2015 data:* South Wales Police experienced difficulties with their Road Accident software and were unable to provide their full set of casualty data. The extent of this under-reporting is thought to be roughly 10 accidents missing from the data presented in this release and includes at least one fatal road accident. *For the 2015 data:* The number of accidents for Gwent Police for 2015 is much lower than for 2014.

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 Official 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 Official 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 indicators and associated technical information - [How do you measure a nation's progress? - National Indicators](#)

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

Further details

The document is available at:

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

Next update

June 2018

We want your feedback

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

stats.transport@wales.gsi.gov.uk

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