



## Motorcycle user casualties, 2015

6 April 2017  
SB 21/2017

### Key points

- There were 273 motorcyclist casualties that were **killed or seriously injured (KSI)** on Welsh roads. Of this 25 were **fatal** and 248 were **seriously** injured. 420 motorcyclist casualties were **slightly** injured.
- Motorcyclists accounted for 0.2 per cent of traffic in Wales in 2015 whilst motorcycle riders comprised 41 per cent of KSI casualties of all motor vehicle drivers ([Table 2](#)).
- The majority of motorcyclists that were KSI (92 per cent) or slightly (87 per cent) injured were males ([Chart 3](#)).
- 45 per cent of motorcyclist casualties were under 30 and 55 per cent were aged 30 and over ([Chart 4](#)).
- Casualties aged under 30 tend to ride machines over 50 cc and under 125 cc, and these machines account for 75 per cent of casualties within this group ([Table 7](#)).
- Casualties aged 30 and over tend to ride machines of over 500cc engine capacity, and these machines account for 81 per cent of the casualties within this group ([Table 7](#)).
- When looking at motorcyclist casualties by police force area, when compared to the percentage of the total in Wales ([Chart 5](#)):
  - Monmouthshire (4 per cent) was the highest and Blaenau Gwent (0.7 per cent) had the lowest in **Gwent**
  - Cardiff (10 per cent) had the highest and Merthyr Tydfil (1 per cent) had the lowest in **South Wales**
  - Powys (11 per cent) had the highest and Ceredigion (4 per cent) had the lowest in **Dyfed-Powys**
  - Conwy had the highest (7 per cent) and Isle of Anglesey (1 per cent) had the lowest in **North Wales**



### About this bulletin

This statistical bulletin looks at motorcyclist road traffic casualties in Wales in 2015, showing:

1. Trends in the number and severity of these casualties;
2. Circumstances associated with the accidents that resulted in these casualties.

For the most part, the figures in this bulletin are derived from the personal injury road accident data recorded by the police on STATS19 forms.

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**Table 1: Casualties by type of road user and severity, 2004-2008 average and 2009-2015**

	<i>Number and percentage</i>					
	Pedestrian	Pedal cyclists	Motorcyclists (a)	Car, taxi and minibus users	Other road users (b)	Total
<b>Total casualties</b>						
2004-08 average	1,368	463	<b>756</b>	9,200	726	12,513
2009	1,114	403	<b>651</b>	7,607	579	10,354
2010	1,108	447	<b>645</b>	7,131	624	9,955
2011	1,154	521	<b>612</b>	6,553	566	9,406
2012	1,007	474	<b>627</b>	5,986	471	8,565
2013	1,052	496	<b>685</b>	5,633	469	8,335
2014	922	567	<b>749</b>	5,511	459	8,208
2015	848 (r)	509	<b>693</b>	5,161	471	6,834
<b>% change (c)</b>	<b>↓ 38</b>	<b>↑ 10</b>	<b>↓ 8</b>	<b>↓ 44</b>	<b>↓ 35</b>	<b>↓ 39</b>
<b>KSI</b>						
2004-08 average	271	70	<b>257</b>	749	59	1,406
2009	257	84	<b>241</b>	595	44	1,221
2010	213	68	<b>247</b>	499	60	1,087
2011	261	118	<b>242</b>	573	53	1,247
2012	203	84	<b>213</b>	494	40	1,034
2013	260	100	<b>246</b>	494	44	1,144
2014	249	138	<b>282</b>	542	52	1,263
2015	207	123	<b>273</b>	524	59	1,186
<b>% change (c)</b>	<b>↓ 24</b>	<b>↑ 76</b>	<b>↑ 6</b>	<b>↓ 30</b>	<b>↑ 0.3</b>	<b>↓ 16</b>

Source: Road Accident Statistics, Welsh Government

**Notes:**

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

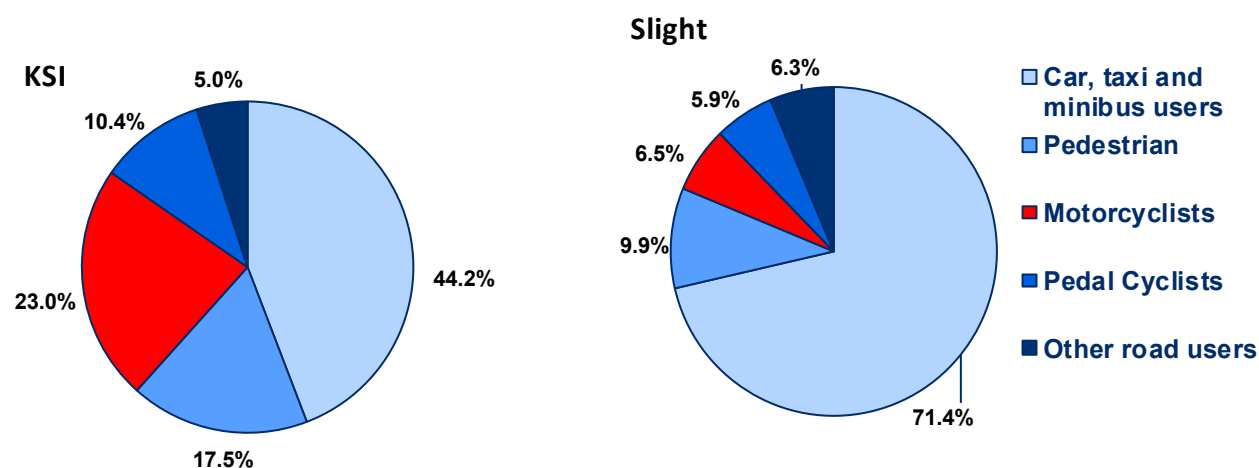
(b) Includes buses, coaches, goods vehicles, invalid vehicles, motor caravans, other and unknown vehicles

(c) percentage change = changes in 2015 when compared to the 2004-08 average

(r) revised in 13/04/2017

[Chart 1](#) shows the percentage of KSI and slight casualties in 2015. In 2015, motorcyclists accounted for 1 in 4 of all KSIs (23 per cent) and 1 in 15 (7 per cent) of all slight casualties.

**Chart 1: KSI and slight casualties as a percentage by type of road user, 2015**



Source: Road Accident Statistics, Welsh Government



## How risky is motorcycling?

Motorcyclists are at a much greater risk of becoming a casualty than other motor vehicle drivers and occupants. The relative risk in 2015 can be shown in a variety of ways.

There were around 56,039 motorcycles licensed in Wales in 2015, 47 per cent more than in 2001, when there were around 38,035 motorcycles. In 2015, 4,398 motorcycles (compared with 94,219 cars) were registered for the first time in Wales.

### Relative risks to motorcyclist vehicle drivers

There is a relatively higher proportion of fatal or serious motorcyclist casualties because of the greater vulnerability of motorcyclists compared with other motor vehicle users. In 2015, motorcyclists comprised 0.2 per cent of all motorised traffic in Wales:

When compared to all motor vehicle riders / drivers in 2015 ([table 2](#)):

- Motorcyclists comprised 41 per cent of KSI casualties.
- Motorcyclists comprised 10 per cent of slight casualties.

When the exposure to risk was expressed as the rate of rider / driver casualties per billion vehicle kilometres travelled in Wales in 2015 ([table 2](#)):

- 1,300 motorcyclists and 15 car, taxi and minibuses KSI casualties per billion vehicle kilometres were reported.
- 1,970 motorcyclists and 141 car, taxi and minibuses slight casualties per billion vehicle kilometres were reported

**Table 2: Driver casualties by number and per billion vehicle kilometres, 2015**

<i>Number and Rate per billion vehicle kilometres</i>								
Casualty type	Number of driver casualties, 2015				Driver casualties per billion vehicle kilometres <sup>1</sup>			
	Motorcycles	Cars,taxis and minibuses	Other powered vehicles <sup>2</sup>	Pedal cyclists	Motorcycles	Cars,taxis and minibuses	Other powered vehicles	Pedal cyclists
<b>Fatal</b>	23	28	4	2	115	1	8	11
<b>Serious</b>	237	300	38	121	1,185	13	76	672
<b>KSI</b>	260	328	42	123	1,300	15	84	683
<b>Slight</b>	394	3,167	223	386	1,970	141	446	2,144
<b>Total</b>	<b>654</b>	<b>3,495</b>	<b>265</b>	<b>509</b>	<b>3,270</b>	<b>155</b>	<b>530</b>	<b>2,828</b>

Source: Road Accident Statistics, Welsh Government

#### Notes:

- (1) Calculated using 2015 casualty data and 2015 traffic volume data
- (2) Excluding horse riders and non motor vehicles
- (3) These values exclude passengers of motorcycles

## Relative risks to motor vehicle occupants

Due to motorcycles only being able to carry one passenger there is a relatively lower risk for motorcyclists when the comparison is made with all vehicle occupants by vehicle type. Generally motorcyclists carry passengers less frequently whereas the majority of cars, taxis and minibuses will be accompanied by other passengers.

When compared to all motor vehicle occupants in 2015 ([table 3](#)):

- Motorcyclist occupants comprised of 32 per cent of KSI casualties.
- Motorcyclist occupants comprised of 8 per cent of slight casualties.

When the exposure to risk was expressed as the rate of rider / driver occupant casualties per billion vehicle kilometres travelled in Wales in 2015 ([table 3](#)):

- 1,365 motorcyclists and 23 car, taxi and minibus KSI casualties per billion vehicle kilometres were reported.
- 2,100 motorcyclists and 206 car, taxi and minibus slight casualties per billion vehicle kilometres were reported.

**Table 3: Number and rate of vehicle occupant casualties, 2015**

<i>Number and Rate per billion vehicle kilometres</i>								
<b>Number of vehicle occupant casualties, 2015</b>					<b>Vehicle occupant casualties per billion vehicle kilometres <sup>1</sup></b>			
	<b>Motorcycles</b>	<b>Cars,taxis and minibuses</b>	<b>Other powered vehicles <sup>2</sup></b>	<b>Pedal cyclists</b>	<b>Motorcycles</b>	<b>Cars,taxis and minibuses</b>	<b>Other powered vehicles</b>	<b>Pedal cyclists</b>
<b>Fatal</b>	25	50	7	2	125	2	14	11
<b>Serious</b>	248	474	52	121	1,240	21	104	672
<b>KSI</b>	273	524	59	123	1,365	23	118	683
<b>Slight</b>	420	4,637	412	386	2,100	206	824	2,144
<b>Total</b>	<b>693</b>	<b>5,161</b>	<b>471</b>	<b>509</b>	<b>3,465</b>	<b>229</b>	<b>942</b>	<b>2,828</b>

Source: Road Accident Statistics, Welsh Government

**Notes:**

(1) Calculated using 2015 casualty data and 2015 traffic volume data

(2) Excluding horse riders and non motor vehicles

## A final summary of risk

As a final summary of the extra risks involved in being a motorcycle rider, a comparison was made between car, taxi and minibus drivers and motorcyclist riders in terms of the relative risk per billion vehicle kilometre travelled (based on the data in [table 2](#)).

This found that, for every 1 car, taxi and minibus driver casualty per billion vehicle kilometre:

- 92 motorcyclist riders were killed,
- 89 motorcyclist riders were seriously injured
- 89 motorcyclist riders were KSI
- 14 motorcyclist riders were slightly injured.

## Summary of motorcyclist casualties

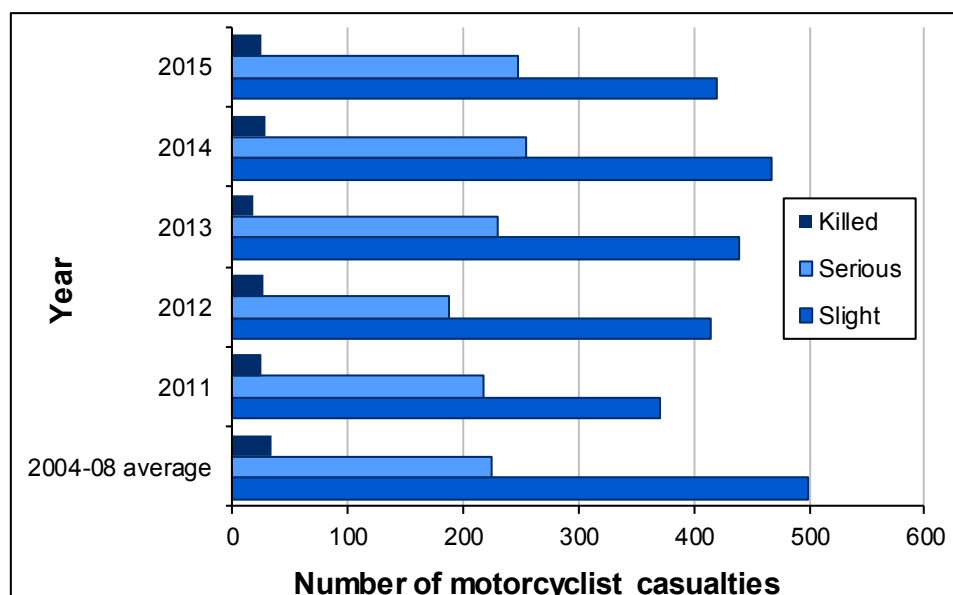


[Chart 2](#) below summarises the data on motorcyclist casualties since the 2004-08 average and from 2011 onwards with the detailed figures found in [table 4](#).

When looking at motorcyclist casualties by severity:

- 25 were killed (4 per cent), 248 were seriously injured (36 per cent) and 420 were slightly injured (61 per cent) in 2015
- When compared to 2014, there were decreases in the casualties killed (11 per cent), seriously injured (2 per cent) and slightly injured (10 per cent) in 2015.
- When compared to the 2004-08 average, there were decreases in the casualties killed (24 per cent) and slightly injured (16 per cent) and an increase in the casualties seriously injured (11 per cent).

**Chart 2: Motorcyclist casualties by severity, 2004-08 average and 2011 to 2015(a)**



Source: Road Accident Statistics, Welsh Government

**Notes:**

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

**Table 4: Summary of motorcyclist casualties, 2004-2008 average and 2011-2015 (a)**

<i>Number and percentage</i>						
	Killed	Seriously Injured	KSI	Slightly Injured	Total casualties	% KSI
2004-08 average	33	224	257	499	756	34
2011	24	218	242	370	612	40
2012	26	187	213	414	627	34
2013	17	229	246	439	685	36
2014	28	254	282	467	749	38
2015	25	248	273	420	693	39
% change (b)	↓ 24	↑ 11	↑ 6	↓ 16	↓ 8	↑ 16

Source: WG analysis of STATS19 data

**Notes:**

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

(b) percentage change = changes in 2015 when compared to the 2004-08 average

## What gender are motorcyclist casualties?

[Table 5](#) looks at all motorcyclist casualties between 2004 and 2008 (baseline), and from 2011 to 2015. This is broken down by severity of casualty. Over this period, the numbers of male motorcyclists' casualties were 9 - 11 times higher than female casualties.



**Table 5: Motorcyclist casualties, by severity and gender, 2004-2008 average and 2011-2015 (a)**

	<i>Number</i>					
	2004-08 average	2011	2012	2013	2014	2015
<b>Killed:</b>						
Male	31	22	24	15	27	23
Female	2	2	2	2	1	2
<b>Serious:</b>						
Male	205	196	176	211	222	229
Female	19	22	11	18	32	19
<b>KSI:</b>						
Male	236	218	200	226	249	252
Female	21	24	13	20	33	21
<b>Slight:</b>						
Male	442	334	371	387	416	364
Female	57	36	43	52	51	56
<b>All severities:</b>						
Male	678	552	571	613	665	616
Female	78	60	56	72	84	77
<b>All casualties</b>	<b>756</b>	<b>612</b>	<b>627</b>	<b>685</b>	<b>749</b>	<b>693</b>

Source: Road Accident Statistics, Welsh Government

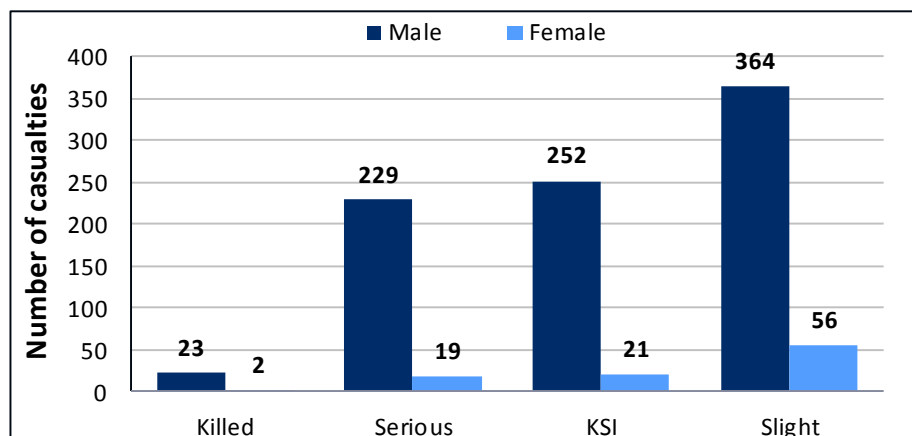
### Notes:

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

(b) KSI = killed and seriously injured

[Chart 3](#) plots the killed, seriously, KSI and slightly injured motorcyclist casualties for males and females in 2015. This shows that the majority of motorcyclists that were KSI (92 per cent) or slightly (87 per cent) injured were males. Furthermore, the number of male motorcyclists KSI was 3 times higher than the total female motorcyclist casualties for all severities.

**Chart 3: Motorcyclist casualties, by severity and gender in 2015 (a)**



Source: Road Accident Statistics, Welsh Government

### Notes:

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

(b) KSI = killed and seriously injured

## What age are motorcyclist casualties?

[Table 6](#) looks at all severities and ages of motorcycle casualties from 2013 to 2015.

The 2015 figures show that:

- For all casualties 33 per cent were 25-44, 27 per cent were 45-64, 19 per cent were 20-24, 13 per cent were 16-19, 7 per cent were over 65 and 0.7 per cent were 0-15.
- The majority of motorcycle casualties were between the 25-64 age groups. This age group represented:
  - 84 per cent of the casualties that were killed.
  - 65 per cent of the casualties that were seriously injured.
  - 56 per cent of the casualties that were slightly injured.

Furthermore, the 25-44 age group has had the highest number of motorcycles casualties in 2013, 2014 and 2015, whereas the 0-15 age group had the lowest number of motorcycle casualties for the same time period.

**Table 6: Motorcyclist casualties, by severity and age group 2013-2015**

<i>Number</i>					
Year	Killed	Serious	KSI	Slight	Total
<b>2013</b>					
0-15	0	1	1	1	2
16-19	0	22	22	86	108
20-24	2	40	42	67	109
25-44	7	78	85	138	223
45-64	7	79	86	128	214
65+	1	9	10	15	25
<b>All casualties(a)</b>	<b>17</b>	<b>229</b>	<b>246</b>	<b>439</b>	<b>685</b>
<b>2014</b>					
0-15	0	2	2	0	2
16-19	1	31	32	94	126
20-24	3	31	34	84	118
25-44	9	93	102	140	242
45-64	15	90	105	135	240
65+	0	7	7	11	18
<b>All casualties(a)</b>	<b>28</b>	<b>254</b>	<b>282</b>	<b>467</b>	<b>749</b>
<b>2015</b>					
0-15	0	1	1	4	5
16-19	1	19	20	72	92
20-24	1	45	46	83	129
25-44	11	82	93	134	227
45-64	10	78	88	102	190
65+	2	22	24	23	47
<b>All casualties(a)</b>	<b>25</b>	<b>248</b>	<b>273</b>	<b>420</b>	<b>693</b>

Source: Road Accident Statistics, Welsh Government

### Notes:

(a) All casualties may not sum due to "unknown age group" category.

[Chart 4](#) shows that for 2015, 44 per cent of all motorcyclist casualties were under 30 and 55 per cent were aged 30 and over.

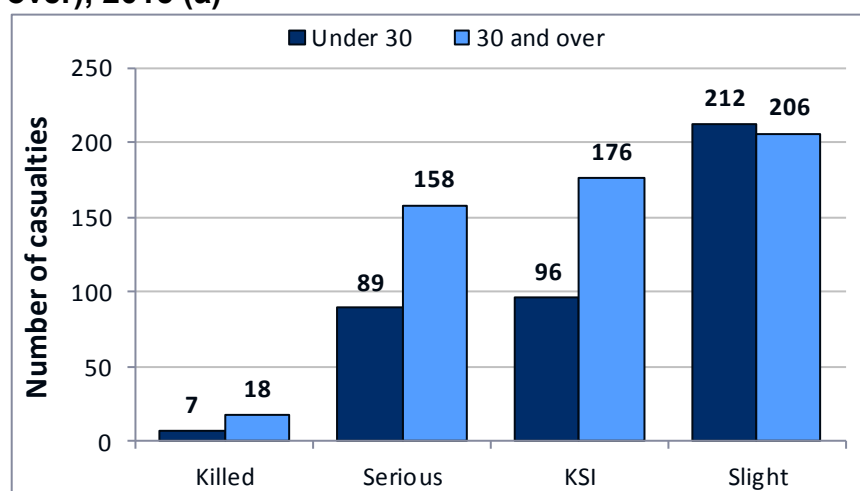
For the under 30 age group:

- 2 per cent were killed, 29 per cent were serious, 31 per cent were KSI and 54 per cent were slightly injured.

For the aged 30 and over age group:

- 5 per cent were killed, 41 per cent were serious, 46 per cent were KSI and 54 per cent were slightly injured.

**Chart 4: Motorcyclist casualties by severity and broad age group (under 30 or 30 and over), 2015 (a)**



Source: Road Accident Statistics, Welsh Government

**Notes:**

(a) Data excludes casualties from the "unknown age" category

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



## What type of motorcycle was the casualty riding when the accident occurred?

[Table 7](#) shows the engine size of the motorcycle the different age groups were riding at the time of their accidents in 2015.

When looking at motorcycle casualties by engine size, for the:

- “50 cc and under” - 87 per cent were aged under 30, 13 per cent were aged 30 and over
- “Over 50 cc and up to 125 cc” – 75 per cent were aged under 30, 25 per cent were aged 30 and over
- “Over 125 cc and up to 500 cc” – 36 per cent were aged under 30, 64 per cent were aged 30 and over
- “Over 500 cc” – 19 per cent were under aged 30, 81 per cent were aged 30 and over
- “Unknown cc” – 46 per cent were aged under 30, 54 per cent were aged 30 and over

**Table 7: Motorcyclist casualties, by broad age band and engine size of vehicle, 2015**

							thirder
Casualty Class	50cc and Under average	Over 50cc and up to 125cc	Over 125cc and up to 500cc	Over 500cc	Unknown cc (c)	Total	
<b>KSI:</b>							
Aged Under 30	6	50	11	25	4	96	
Aged 30 or over	3	16	28	125	4	176	
Total (a)	9	66	39	151	8	273	
<b>Slight:</b>							0
Aged Under 30	40	113	20	31	8	212	
Aged 30 or over	4	38	26	128	10	206	
Total (a)	44	151	46	161	18	420	
<b>All severities:</b>							0
Aged Under 30	46	163	31	56	12	308	
Aged 30 or over	7	54	54	253	14	382	
<b>Total (a)</b>	<b>53</b>	<b>217</b>	<b>85</b>	<b>312</b>	<b>26</b>	<b>693</b>	

Source: Road Accident Statistics, Welsh Government

### Notes:

- (a) Includes casualties from the "unknown age" category  
 (b) Includes mopeds, motor scooters, motor cycles and combinations.  
 (c) Unknown includes where the cc was "unknown" and electric motorcycles

## What time of the year do motorcyclist casualties occur?

[Table 8](#) shows the motorcyclist casualties by the time of year when they occurred, focusing on the 2004-08 average and the latest years from 2009 to 2015.

- In 2015, the majority of motorcyclist casualties occurred from July to September (35 per cent) or from April to June (31 per cent). The smallest numbers of motorcyclist casualties occurred at the start of the year, January to March (14 per cent) and the end of the year (19 per cent).
- When compared to the same time points in 2014, the 2015 figures show an increase from July to September (2 per cent) and October to December (4 per cent), and decreases from January to March (33 per cent) and April to June (7 per cent).

**Table 8: Motorcyclist casualties, by time of year (quarter), 2004-2008 average and from 2011 to 2015**

Year quarter	Number					
	2004-08 average	2011	2012	2013	2014	2015
Jan-Mar	130	106	128	110	147	99
Apr-Jun	229	194	176	196	234	217
Jul-Sep	244	178	204	251	238	242
Oct-Dec	154	134	119	128	130	135
<b>Total</b>	<b>756</b>	<b>612</b>	<b>627</b>	<b>685</b>	<b>749</b>	<b>693</b>

Source: Road Accident Statistics, Welsh Government

**Notes:**

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

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

## What day of the week do motorcyclist casualties occur?

[Table 9](#) shows the motorcyclist casualties by the day of the week they occurred focusing on the 2004-08 average and from 2009 to 2015.

- In 2015, motorcycle casualties were most frequent on a Sunday (20 per cent of accidents in 2015) and less frequent on a Monday (12 per cent of all accidents in 2015).
- In 2015 the weekend average (Saturday and Sunday, 59 per cent) was higher than the midweek average (Monday to Friday, 41 per cent) for motorcyclist casualties.
- When compared to the 2004-08 average, a reduction of between 3 and 14 per cent was observed on every day of the week. Sunday was the lowest reduction (3 per cent) whereas Saturday had the highest reduction (14 per cent).

**Table 9: Motorcyclist casualties by day of the week, 2004-08 average and from 2011 to 2015**

Day of week	Number					
	2004-08 average	2011	2012	2013	2014	2015
Monday	91	79	67	90	89	83
Tuesday	90	55	78	103	97	85
Wednesday	95	85	73	96	113	87
Thursday	97	88	69	99	85	87
Friday	108	77	91	95	104	98
Saturday	131	103	127	87	106	113
Sunday	145	125	122	115	155	140
<b>Total</b>	<b>756</b>	<b>612</b>	<b>627</b>	<b>685</b>	<b>749</b>	<b>693</b>

Source: Road Accident Statistics, Welsh Government

**Notes:**

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

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

### Under what light condition are motorcyclist casualties most likely to occur?

- In 2015, 81 per cent of motorcycle casualties occurred in daylight, with very little annual variation observed from 2004-08 onwards ([Table 10](#)).

**Table 10: Motorcyclist casualties, by light condition, 2004-08 average and from 2011 to 2015**

Light condition	Number					
	2004-08 average	2011	2012	2013	2014	2015
Daylight	618	511	523	551	638	561
Darkness	138	101	104	134	111	132
<b>Total</b>	<b>756</b>	<b>612</b>	<b>627</b>	<b>685</b>	<b>749</b>	<b>693</b>

Source: Road Accident Statistics, Welsh Government

**Notes:**

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

(b) Includes mopeds, motor scooters, motor cycles and combinations

### Under what weather condition are motorcyclist casualties most likely to occur?

- In 2015, [Table 11](#) shows that most motorcyclist casualties occur in fine weather (84 per cent). Accidents occurring in fine weather conditions have remained consistently high at this percentage since the 2004-08 average.

**Table 11: Motorcyclist casualties by weather condition, 2004-08 average and from 2011 to 2015**

Weather condition	Number					
	2004-08 average	2011	2012	2013	2014	2015
Fine	629	534	529	588	642	579
Rain	77	61	75	84	98	98
Snow	1	0	0	6	0	0
Fog/mist	3	0	2	0	0	2
Other	18	6	13	6	5	12
Unknown	28	11	8	1	4	2
<b>Total</b>	<b>756</b>	<b>612</b>	<b>627</b>	<b>685</b>	<b>749</b>	<b>693</b>

Source: Road Accident Statistics, Welsh Government

**Notes:**

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

(b) Includes mopeds, motor scooters, motor cycles and combinations

## Where on the road are motorcyclist casualties most likely to occur?

[Table 12](#) investigates whether or not motorcyclist casualties resulted from an accident that occurred at a junction, for the 2004-08 baselines and from 2011 to 2015.

- In 2015, 55 per cent of accidents occurred at a junction (45 per cent were not).
- In line with previous years, in 2015 the most common type of junction where motorcyclist casualties happen is at a T-Junction which accounted for 46 per cent of all junction related accidents. Roundabouts were the next most common type of motorcyclist casualty accounting for 22 per cent of all junction related accidents. The separated junction categories and the full range of years are shown in table 12.

**Table 12: Motorcyclist casualties by junction type, 2015**

Junction Type	Number					
	2004-08 average	2011	2012	2013	2014	2015
Not at junction	338	255	271	322	322	309
Roundabout	73	56	66	77	92	83
Mini roundabout	3	2	3	2	6	3
T junction	202	184	177	175	182	177
Slip road	9	3	11	8	8	9
Crossroad	38	25	27	33	34	29
Multiple junction	9	5	8	9	9	6
Private drive	35	34	25	32	52	48
Other junction	49	48	39	27	44	29
<b>Total</b>	<b>756</b>	<b>612</b>	<b>627</b>	<b>685</b>	<b>749</b>	<b>693</b>

Source: Road Accident Statistics, Welsh Government

### Notes:

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

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

## What was the engine size of motorcycle casualties in the individual local authorities in Wales in 2015?

- There were 312 casualties that were riding motorcycles in the “over 500 cc” category, which was 45 per cent of all motorcyclist casualties in Wales.
- There were 217 casualties that were riding motorcycles in the “over 50 cc and up to the 125 cc” category, which was 31 per cent of all motorcycle casualties in Wales.
- Apart from the “unknown cc or electric motorcycle category” the “50 cc and under” category was the smallest category at 53 casualties which was 8 per cent of all motorcycle casualties in Wales.
- In some local authority areas a higher proportion of motorcyclist casualties were riding motorcycles with larger engine sizes at the time of their accident. The proportion of casualties riding machines in the ‘Over 500cc’ category was highest in Powys 17 per cent.

**Table 13: Number of motorcyclist casualties, by engine size of motorcycle and by local authority, 2015**

Police Force	Number and percentage						Percentage of Wales total
	50c and under	Over 50cc and up to 125cc	Over 125cc and up to 500cc	Over 500cc	Unknown cc / electric motorcycle	Total	
<b>North Wales</b>	<b>9</b>	<b>51</b>	<b>26</b>	<b>73</b>	<b>9</b>	<b>168</b>	<b>24.2</b>
Isle of Anglesey	0	3	0	3	0	6	0.9
Gwynedd	0	6	3	12	2	23	3.3
Conwy	2	16	5	27	0	50	7.2
Denbighshire	3	6	3	17	1	30	4.3
Flintshire	2	9	4	10	3	28	4.0
Wrexham	2	11	11	4	3	31	4.5
<b>Dyfed-Powys</b>	<b>17</b>	<b>52</b>	<b>18</b>	<b>112</b>	<b>0</b>	<b>199</b>	<b>28.7</b>
Powys	2	15	6	52	0	75	10.8
Ceredigion	0	5	1	18	0	24	3.5
Pembrokeshire	10	15	3	25	0	53	7.6
Carmarthenshire	5	17	8	17	0	47	6.8
<b>South Wales</b>	<b>22</b>	<b>86</b>	<b>33</b>	<b>89</b>	<b>8</b>	<b>238</b>	<b>34.3</b>
Cardiff	6	16	18	24	3	67	9.7
Swansea	6	23	8	26	3	66	9.5
Neath Port Talbot	4	10	1	6	0	21	3.0
Bridgend	2	11	1	8	0	22	3.2
Vale of Glamorgan	2	8	3	8	2	23	3.3
Rhondda Cynon Taff	2	17	1	13	0	33	4.8
Merthyr Tydfil	0	1	1	4	0	6	0.9
<b>Gwent</b>	<b>5</b>	<b>28</b>	<b>8</b>	<b>38</b>	<b>9</b>	<b>88</b>	<b>12.7</b>
Caerphilly	0	10	2	6	5	23	3.3
Blaenau Gwent	0	2	0	2	1	5	0.7
Torfaen	1	4	1	6	0	12	1.7
Monmouthshire	0	4	3	20	2	29	4.2
Newport	4	8	2	4	1	19	2.7
<b>Wales</b>	<b>53</b>	<b>217</b>	<b>85</b>	<b>312</b>	<b>26</b>	<b>693</b>	<b>100</b>

Source: Road Accident Statistics, Welsh Government

### Notes:

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

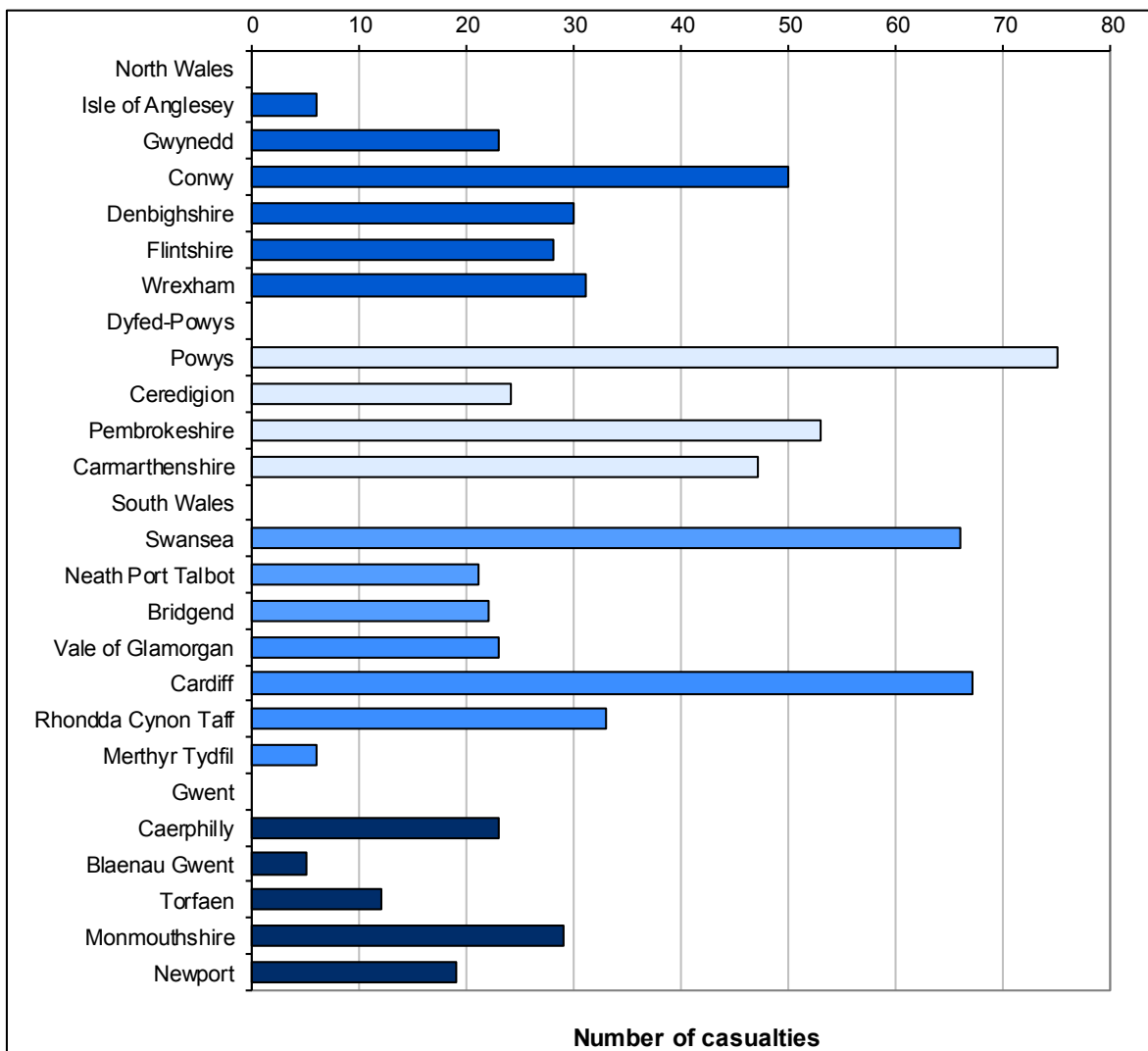
(b) Includes mopeds, motor scooters, motor cycles and combinations.

## Which local authority had the most motorcycle casualties in 2015?

[Chart 5](#) shows that:

- Powys (75), Cardiff (67) and Swansea (66) had the highest number of motorcycle casualties, accounting for between 10 and 11 per cent each of the Wales total.
- When looking at the motorcyclist casualties by police force area:
  - Monmouthshire (4 per cent) was the highest and Blaenau Gwent (0.7 per cent) had the lowest in **Gwent**
  - Cardiff (10 per cent) had the highest and Merthyr Tydfil (1 per cent) had the lowest in **South Wales**
  - Powys (11 per cent) had the highest and Ceredigion (4 per cent) had the lowest in **Dyfed-Powys**
  - Conwy had the highest (7 per cent) and Isle of Anglesey (1 per cent) had the lowest in **North Wales**

**Chart 5: The number of motorcyclist casualties by local authority, 2015**



Source: Road Accident Statistics, Welsh Government

**Notes:**

- (a) Includes casualties from the "unknown age" category
- (b) Includes mopeds, motor scooters, motor cycles and combinations.

# Key quality information

## 1 Context

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

The context for a separate bulletin about motorcycle user casualties is that they are a significant component of all road casualties in Wales. In 2015 they represented 23 per cent of all KSI road traffic casualties and 7 per cent of slight casualties in Wales.

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 and 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 were published by the Department for Transport in June & September 2016; available from the links:

[Reported road casualties Great Britain, annual report: 2015](#)

[Reported road casualties in Great Britain, main results: 2015](#)

## 2. Definitions

*Motorcycles:* The term 'Motorcycles' refers to mopeds, motor scooters, motorcycles and motorcycle combinations.

*Motorcyclists:* The term 'motorcyclist casualties' or 'motor cycle users' refers to both the riders and passengers.

*Casualties:* A person killed or injured in an accident. One accident may give rise to several casualties. Casualties are subdivided into killed, seriously injured and slightly injured categories.

## 3. Notes

- Some sections compare motorcyclist casualties with car user casualties, in the latter case, that is both car drivers and passengers.
- The figures show the involvement of motorcyclists in accidents; they do not show any information about the degree of responsibility of motorcycle drivers for these accidents
- It also does not show any information about whether or not the drivers concerned held a valid driving licence.



- 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.

#### **4. 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.

#### **5. 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.

## **6. Timeliness and punctuality**

Statistics on Police recorded road casualties for Wales in 2015 were first published on 28 June 2016 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 will be added to the [StatsWales website](#) in the coming months.

Results for Great Britain were published by the Department for Transport in June 2016 in '[Reported road casualties in Great Britain main results: 2015](#)'.

## **7. 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](#).

## **8. 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 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

This document is available at:

<http://gov.wales/statistics-and-research/motor-cycle-user-casualties/?lang=en>

## Next update

September 2017

## 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](mailto:stats.transport@wales.gsi.gov.uk)

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