



Police recorded road accidents, 2017: Revised

30 Aug 2018
SFR68/2018 (R)

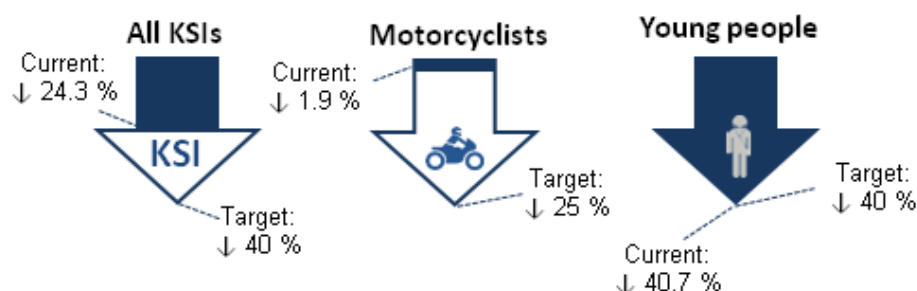
Key results

- In 2017 police forces in Wales recorded 4,556 road accidents involving personal injury, 365 fewer (7.4 per cent) than in 2016 and continuing the long term decline in accidents.
- 103 people were killed, the same as in 2016
- 961 people were seriously injured, which was 43 fewer than in 2016.

Targets

The Welsh Government 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.

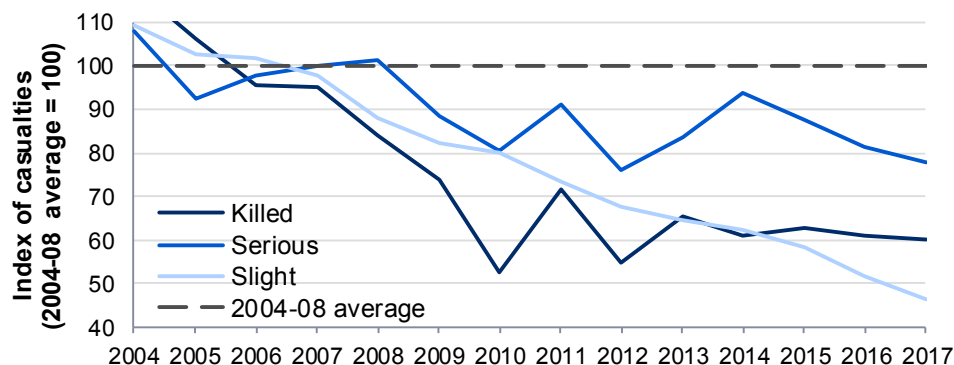
Infographic 1: Current (2017) progress towards the 2020 targets



The 2017 figure for young people KSI was at the level of the 2020 target and the fall in all KSIs is more than half way towards the target reduction. However, little progress has been made towards the motorcyclist KSI target.

[Figure 1](#) shows that casualties for all categories of severity have fallen compared with the 2004-08 average.

Figure 1: Index of casualties, 2004 - 2017, by severity



Source: Road Accident Statistics, Welsh Government

About this release

This is a revised version of the bulletin that was originally published on August 14 2018. Information about the revision is provided in the [Timeliness and punctuality](#) section.

An annual release about road accidents and casualties in Wales for 2017. The data comes from Welsh police forces and includes details of vehicles and casualties involved in personal injury accidents on Welsh roads.

In this release

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Quality note

Please note 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.

All road accidents

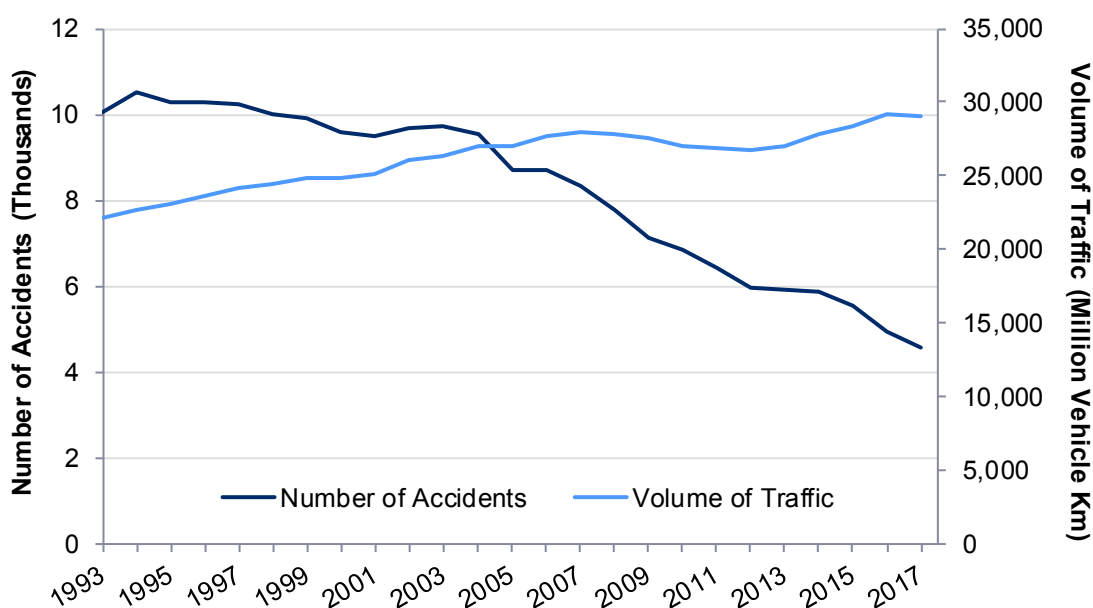
During 2017 there were 4,556 road accidents involving personal injury, which was 7.4 per cent lower than in 2016. Of these accidents; 98 were classed as fatal, 836 were classed as serious and the remaining 3,622 were classed as slight. Accident severity is determined by the most seriously injured casualty in the 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 15.3 per cent lower for 2015-2017 than for 2012-2014, a fall of 907 accidents.



[Figure 2](#) illustrates the contrast between the downward trend in accidents on Welsh roads since 1993 and the gradual increase in the volume of road traffic. The introduction of compulsory wearing of seat belts in the 1980s and improvements to vehicle technology may have contributed to the reduction in numbers of accidents with personal injury.

Figure 2: Number of personal injury accidents and the volume of traffic on Welsh Roads, 1993 – 2017

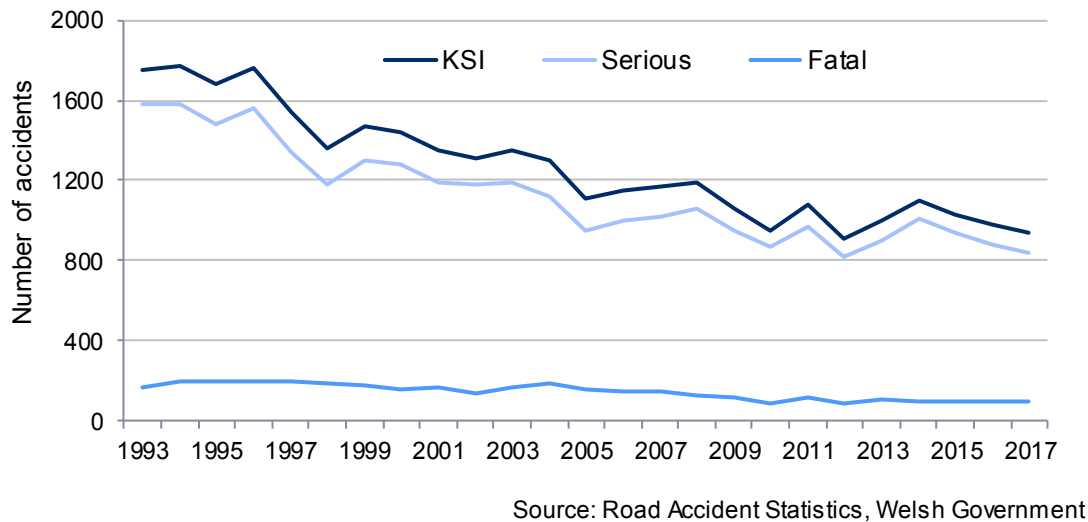


Source: Road Accident Statistics, Welsh Government
Road traffic counts, Department for Transport

Accidents with Killed or Seriously Injured (KSI) casualties

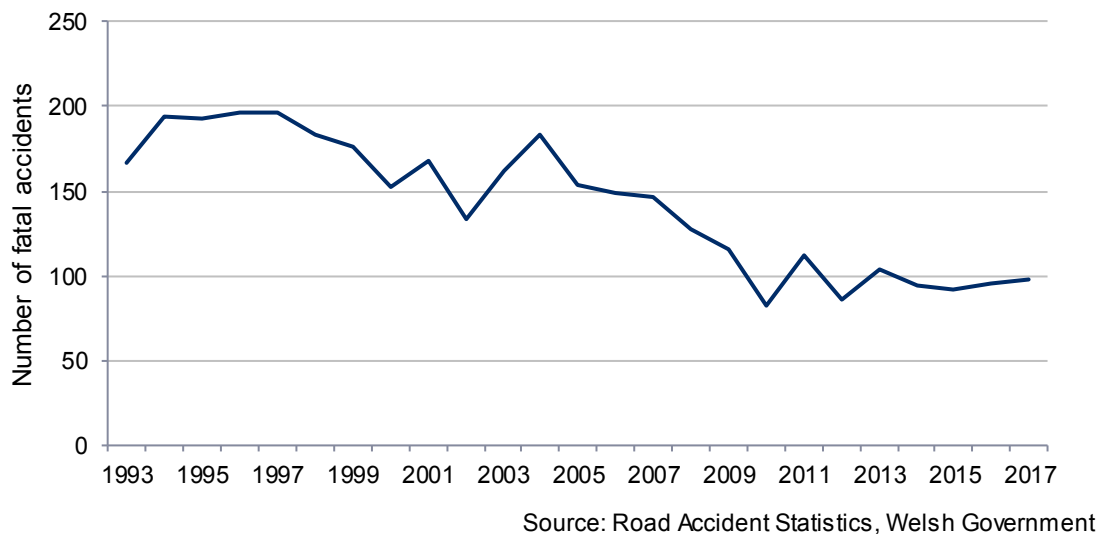
There has been a long term downward trend in the number of KSI accidents on Welsh roads. In 2017 there were 934 KSI accidents, with an average of 980 over the last 3 years. The 980 accidents represent a 43.5 per cent fall since the 1993-1995 average ([Figure 3a](#)).

Figure 3a: Number of KSI accidents on Welsh roads 1993-2017



There have been fewer than 200 **fatal accidents** per year since 1993. In 2017, there were 98 fatal accidents, with an average of 95 over the last 3 years. The 95 accidents represent a 48.6 per cent fall since the average for 1993-1995 ([Figure 3b](#)).

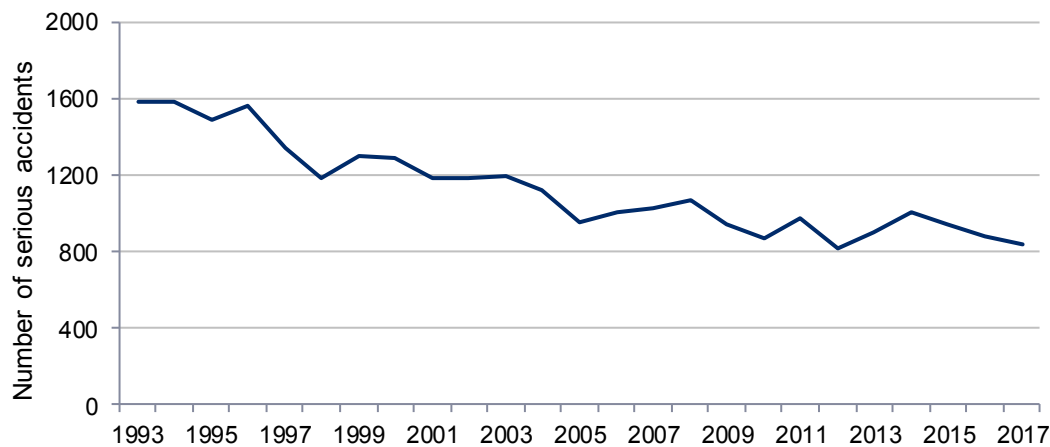
Figure 3b: Number of fatal road accidents on Welsh roads 1993-2017



Please note, care should be taken when interpreting changes in small numbers, such as fatal accidents per year. For detailed breakdowns or analysis of change over time it may be more appropriate to look at trends in total KSI accidents.

The number of **serious accidents** has followed the same trend. In 2017, there were 836 serious accidents with an average of 885 over the last 3 years. This is a 42.8 per cent fall since the 1993-1995 average ([Figure 3c](#)).

Figure 3c: Number of serious road accidents on Welsh roads 1993-2017



Source: Road Accident Statistics, Welsh Government

Police officer attendance at accidents

In 2017, police officers attended 100 per cent of fatal accidents, 93 per cent of serious accidents and 88 per cent of slight accidents. Between 2013 and 2017 police officers' attendance at accident sites has ranged from 98 to 100 per cent for fatal accidents, 93 to 95 per cent for serious accidents and 86 to 88 per cent for slight accidents.

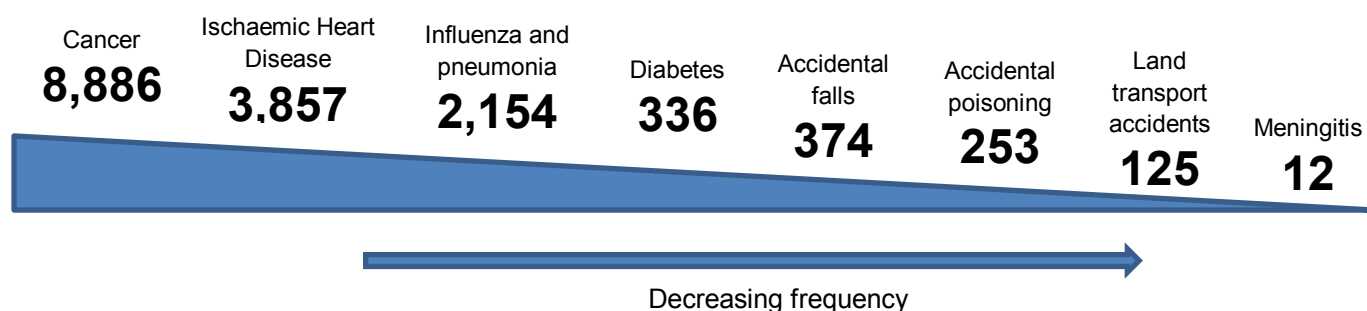
Casualties

Individual accidents can involve multiple casualties with different severity of injury (24.6 per cent involved more than one casualty).

During 2017, police recorded road accidents resulted in 6,202 casualties; of these 103 were fatal, 961 people were seriously injured and 5,138 casualties were slightly injured. The number of fatalities in 2017 was the same as is 2016 and there were 44 fewer seriously injured casualties (down 4.4 per cent), whilst the number of slightly injured casualties was down 607 (10.6 per cent). Maps showing the locations of accidents resulting in fatal and serious casualties are on pages 8 and 9.

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 2016 (the latest figures available from ONS), land transport accidents accounted for approximately half as many deaths as accidental poisoning¹. For each fatality in a land transport accident there were approximately 17 deaths due to influenza and pneumonia, 31 deaths due to ischaemic heart disease and 71 deaths due to cancer.

Figure 4: Number of deaths by selected cause of death, 2016²



Source: Office for National Statistics

The ONS figures for deaths in land transport accidents differ slightly from the number of fatalities in police recorded road accidents due to differences in definitions; Road Accident Statistics data recorded 103 deaths in 2016 and the ONS figures for deaths due to land transport accidents were 125.

¹ The figures for other causes of death are for year ending 2016; figures for 2017 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



In 2017, the number of KSI casualties (1,064) was 10.3 per cent lower than the average for 2014-2016 (1,186) and 51.4 per cent lower than in 1993 (2,190)



The number of KSI children aged under 16 (72) was 25.8 per cent lower in 2017 than the average for 2014-2016 (97) and 77.4 per cent lower than in 1993 (319).



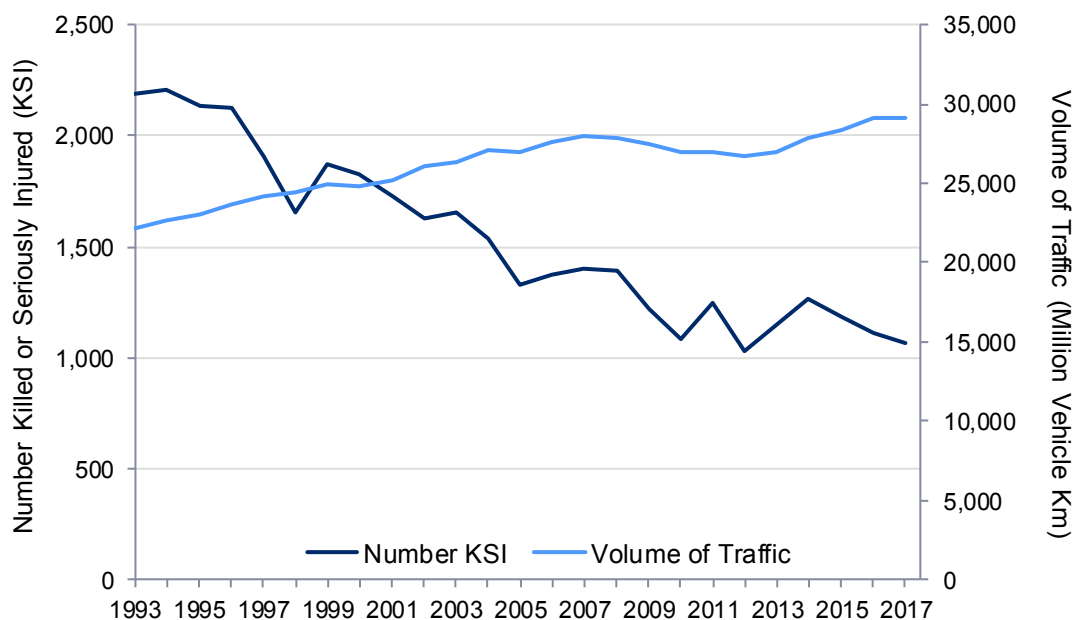
There were 235 KSI young people (i.e. aged 16-24) in 2017, 11.3 per cent lower than the average for 2014-2016 (265) and 61.8 per cent lower than in 1993 (615).



The number of KSI people aged 70+ (115 casualties) was 12.7 per cent lower in 2017 than the average for the previous 3 years (132) and 63.5 per cent lower than in 1993 (188).

[Figure 5a](#) illustrates the trend in the number of KSI casualties since the early 1990s. During this time there was a significant fall, from a peak of 2,208 in 1994 to a low of 1,034 in 2012. The downward trend is in spite of the gradual increase in the volume of road traffic during that period.

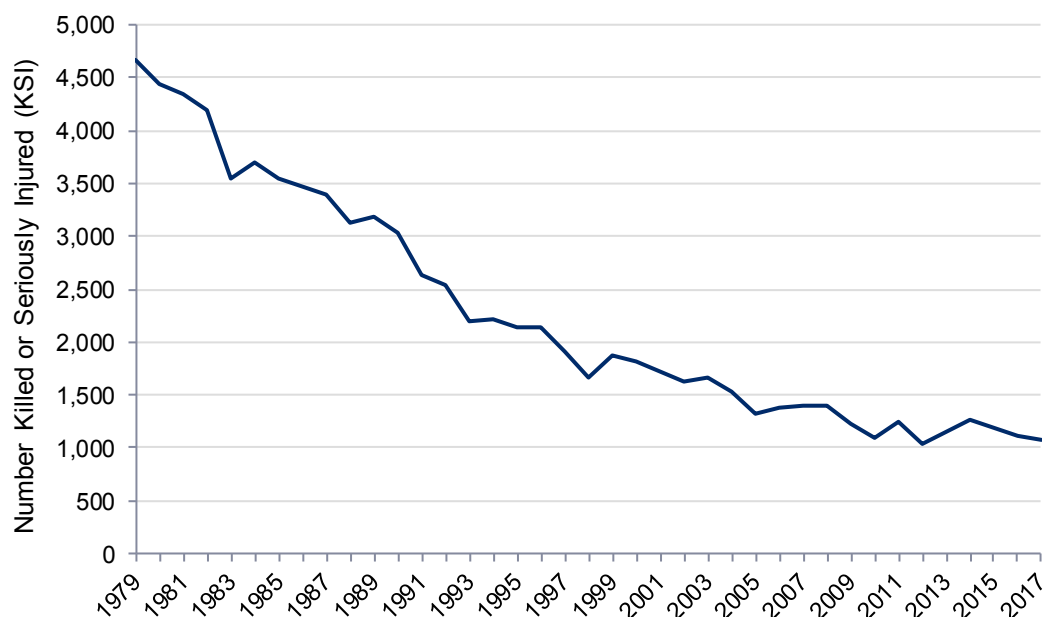
Figure 5a: Number of KSI casualties and the volume of traffic on Welsh roads, 1993 – 2017



Source: Road Accident Statistics, Welsh Government and AADF data

This is a continuation of the trend since 1979, the earliest year for which data are available, when there were 4,678 people killed or seriously injured on Welsh roads ([Figure 5b](#)).

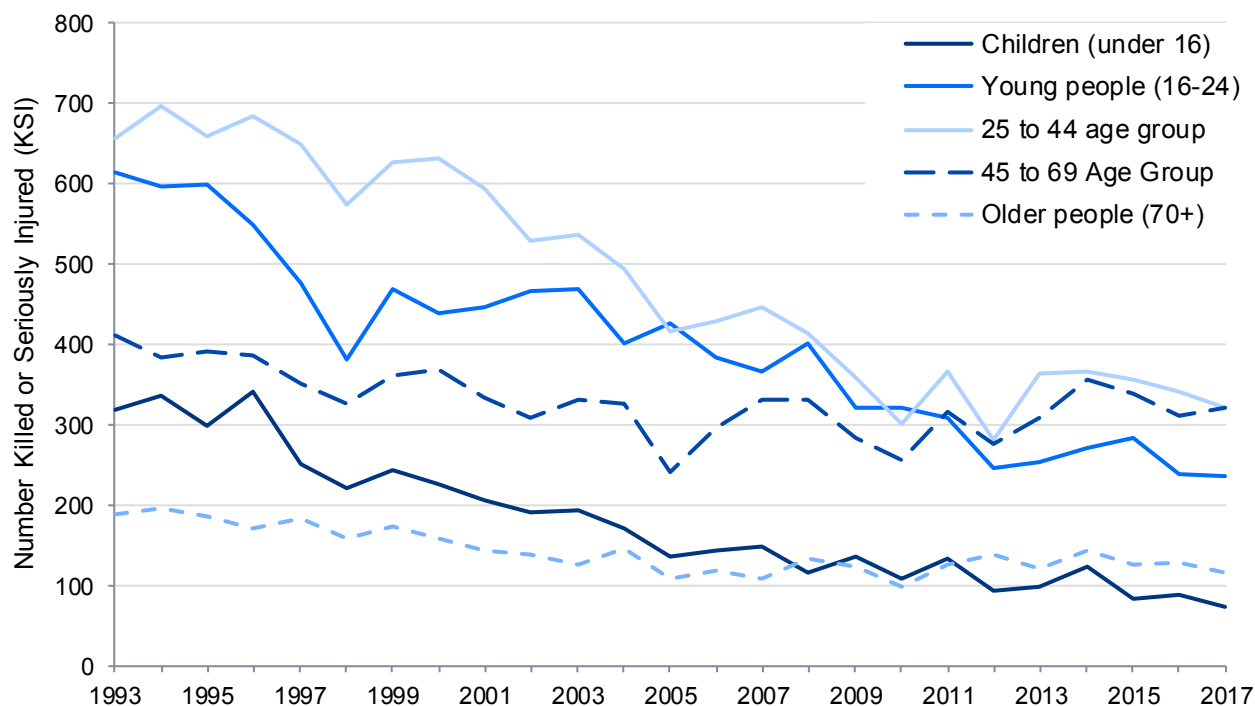
Figure 5b: Number of KSI casualties on Welsh roads, 1979 – 2017



Source: Road Accident Statistics, Welsh Government and AADF data

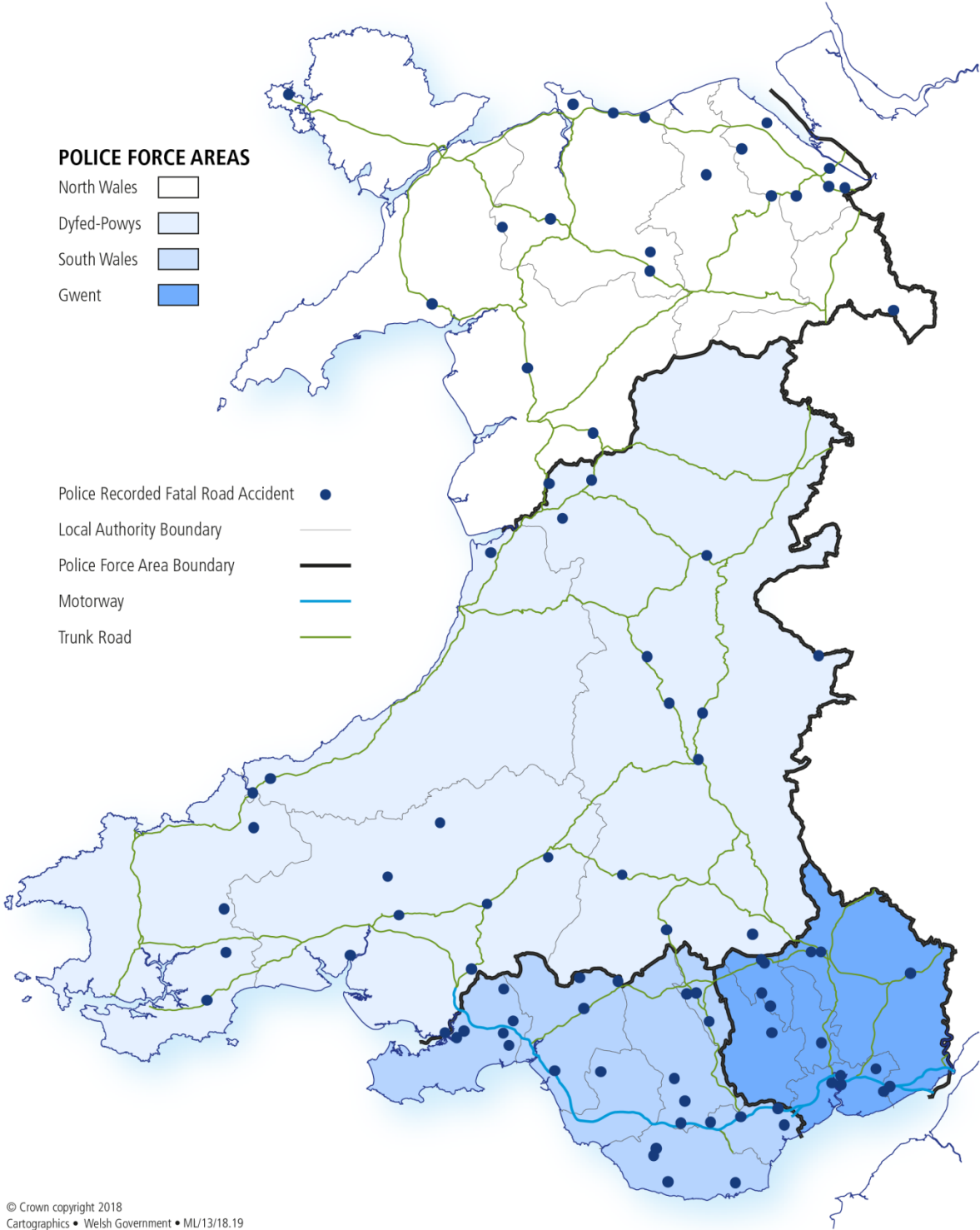
[Figure 6](#) shows the long term downward trend in the number of KSI casualties by age group. The chart highlights the disproportionately high number of KSI casualties among young people (16-24) compared to older people (70+) and children (under 16). Since 1993 the numbers have fallen across all age groups with Children (under 16) having the largest relative decrease (77.4 per cent), followed by the 16 to 24 age group (61.8 per cent).

Figure 6: Number of KSI casualties by age group 1993 – 2017



Source: Road Accident Statistics, Welsh Government

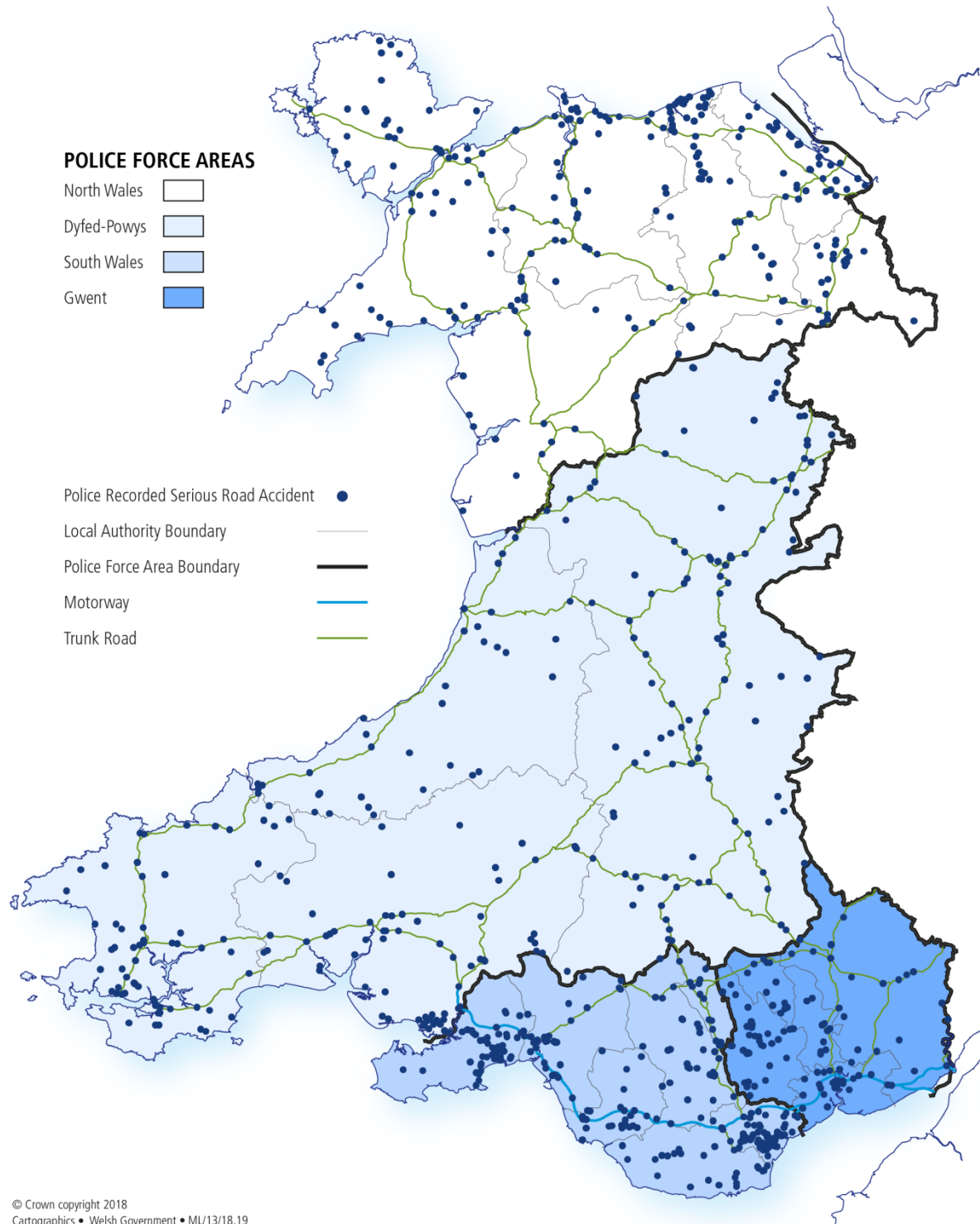
Police Recorded Fatal Road Casualties in Wales, 2017



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August 2018

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Police Recorded Serious Road Casualties in Wales, 2017



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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 being involved 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.

Table 2: All casualties by road user type, 2013 – 2017

| Road user type | Number | | | | |
|-------------------------------|--------------|--------------|--------------|--------------|--------------|
| | 2013 | 2014 | 2015 | 2016 | 2017 |
| Car, Taxi and Minibus users | 5,633 | 5,511 | 5,161 | 4,630 | 4,089 |
| Pedestrian | 1,052 | 922 | 848 | 793 | 739 |
| Motorcyclists | 685 | 749 | 693 | 662 | 595 |
| Pedal Cyclists | 496 | 567 | 509 | 446 | 446 |
| Other road users ¹ | 469 | 459 | 471 | 322 | 333 |
| Total | 8,335 | 8,208 | 7,682 | 6,853 | 6,202 |

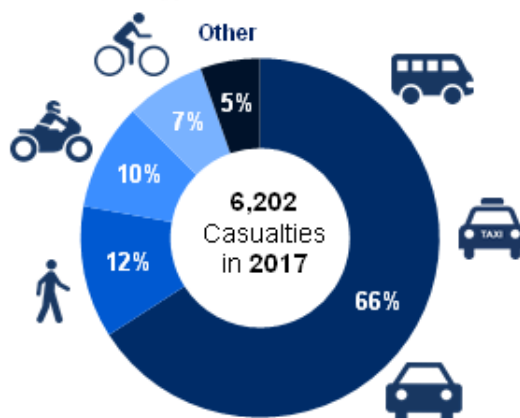
Source: Road Accident Statistics, Welsh Government

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 2017, the number of casualties decreased for all road users, apart from 'other' road users when compared with 2016. Car, taxi and minibus users were the largest category of casualties (66 per cent) in 2017. Pedestrians (12 per cent), motorcycle (10 per cent) and pedal cycle users (7 per cent) account for 29 per cent of all casualties. The remaining 5 per cent covers other road users such as bus/coach users, horse riders and drivers of goods vehicles and mobility scooters ([Table 2](#)). These proportions are broadly similar to 2016.

Infographic 2: Casualties by road user type in Wales, 2017



Source: Road Accident Statistics, Welsh Government

Table 3: KSI casualties by road user type, 2013 – 2017

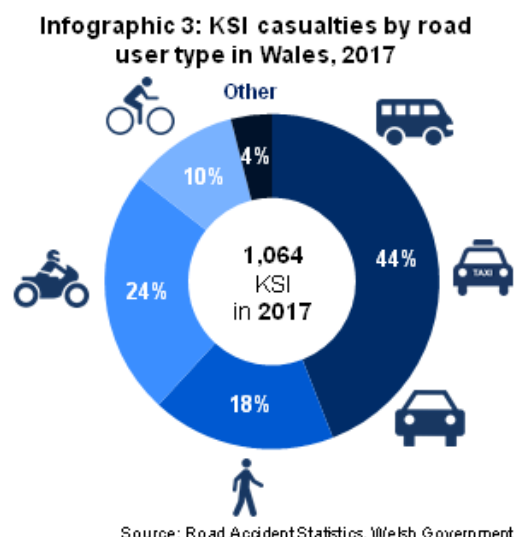
| Road user type | Number | | | | |
|-------------------------------|--------------|--------------|--------------|--------------|--------------|
| | 2013 | 2014 | 2015 | 2016 | 2017 |
| Car, Taxi and Minibus users | 494 | 542 | 524 | 494 | 469 |
| Pedestrian | 260 | 249 | 207 | 199 | 189 |
| Motorcyclists | 246 | 282 | 273 | 254 | 252 |
| Pedal Cyclists | 100 | 138 | 123 | 115 | 112 |
| Other road users ¹ | 44 | 52 | 59 | 46 | 42 |
| Total | 1,144 | 1,263 | 1,186 | 1,108 | 1,064 |

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.

For KSI casualties, car, taxi and minibus users are the largest category (44 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 (24 per cent) and pedal cyclists (10 per cent) account for 52 per cent of all KSIs in 2017. These proportions are broadly similar to 2016. 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](#)).



The latest road traffic figures for Wales showed that traffic volume on Welsh Roads was 29.1 billion vehicle-kilometres in 2017³.

Cars, taxis and buses represented 79 per cent of this traffic but they accounted for proportionally fewer casualties (67 per cent). Pedal cyclists and motorcycle users accounted for just 2 per cent of the traffic volume but 17 per cent of all casualties and 44 per cent of those killed or seriously injured. They are therefore significantly more likely to suffer serious injury as a result of an accident relative to road use.

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

| Proportions of: | Traffic volume (a) | Percent | |
|----------------------------------|--------------------|----------------|----------------|
| | | All Casualties | KSI Casualties |
| Car, taxi & minibus/bus | 79% | 67% | 34% |
| Goods vehicles (light and heavy) | 20% | 4% | 2% |
| Motorcyclist & pedal cyclist | 2% | 17% | 44% |

Notes:

(a) For traffic volume, DfT include minibuses under bus/coach so 79 % is for car, taxi & bus.

For road accident data the category is just car, taxi and minibus.

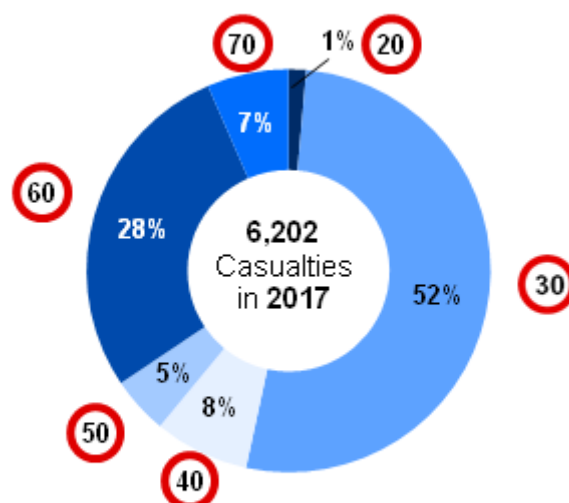
(a) Traffic volume is over 100% as pedal cyclists are included and volume of traffic is only as a percentage of all motorised traffic

³ See [Road Traffic](#) in Wales during 2016.

Casualties by road speed limit

This section deals with the number of casualties by road speed limit. [Infographic 4](#) shows that during 2017 the highest proportion of all casualties occurred on 30mph roads (52 per cent) with the next highest on 60mph roads (28 per cent). The proportion of casualties in each of the other speed limits was below 10 per cent.

Infographic 4: Casualties, by speed limit of road
(a) (b)

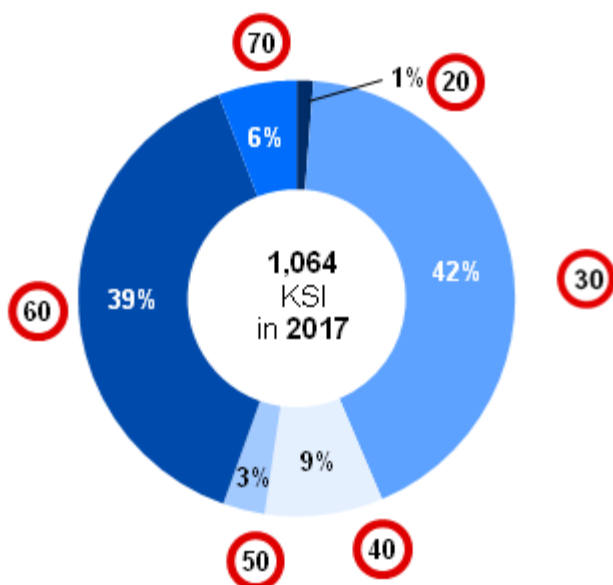


Source: Road Accident Statistics, Welsh Government

Notes:

- a. All casualties number includes one accident at 10 mph which is not shown in the infographic.
- b. Percentages may not sum to 100% due to rounding.

Infographic 5: KSI casualties, by speed limit of road



Source: Road Accident Statistics, Welsh Government

For KSI casualties ([Infographic 5](#)) the largest proportion occurred on 30 mph roads (42 per cent) followed by 60 mph roads (39 per cent). Accidents on 60 mph roads are more likely to result in KSI casualties than those in slower roads. The proportion of KSI casualties resulting from accidents on each of the other speed limit roads was 10 per cent or below.

[Table 5](#) shows how likely people involved in accidents in different speed limits are to be killed or seriously injured (i.e. the proportion of all casualties that are KSI). In 2017 14 per cent of the 3,223 casualties injured on 30mph roads were killed or seriously injured, while 24 per cent of the 1,729 people injured on 60mph roads were KSI. For casualties involved in accidents on 70mph roads, the proportion killed or seriously injured is consistently lower than for 60mph roads.

Table 5: Number of casualties and percentage KSI by road speed limit, 2013 – 2017

| Speed limit | <i>number and percent</i> | | | | | | | | | |
|-------------------------|---------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| | 2013 | | 2014 | | 2015 | | 2016 | | 2017 | |
| | All | % KSI | All | % KSI | All | % KSI | All | % KSI | All | % KSI |
| 10 | 0 | 0% | 0 | 0% | 0 | 0% | 0 | 0% | 1 | 0% |
| 20 | 36 | 14% | 49 | 35% | 38 | 13% | 60 | 20% | 87 | 15% |
| 30 | 4,625 | 12% | 4,284 | 13% | 3,924 | 13% | 3,587 | 13% | 3,223 | 14% |
| 40 | 620 | 14% | 653 | 11% | 695 | 14% | 538 | 19% | 472 | 20% |
| 50 | 339 | 12% | 395 | 15% | 384 | 12% | 350 | 22% | 285 | 12% |
| 60 | 2,062 | 20% | 2,199 | 22% | 2,055 | 22% | 1,838 | 22% | 1,729 | 24% |
| 70 | 653 | 11% | 628 | 13% | 591 | 13% | 480 | 11% | 405 | 15% |
| Total Casualties | 8,335 | 1,144 | 8,208 | 1,263 | 7,687 | 1,187 | 6,853 | 1,108 | 6,202 | 1,064 |

Source: Road Accident Statistics, Welsh Government

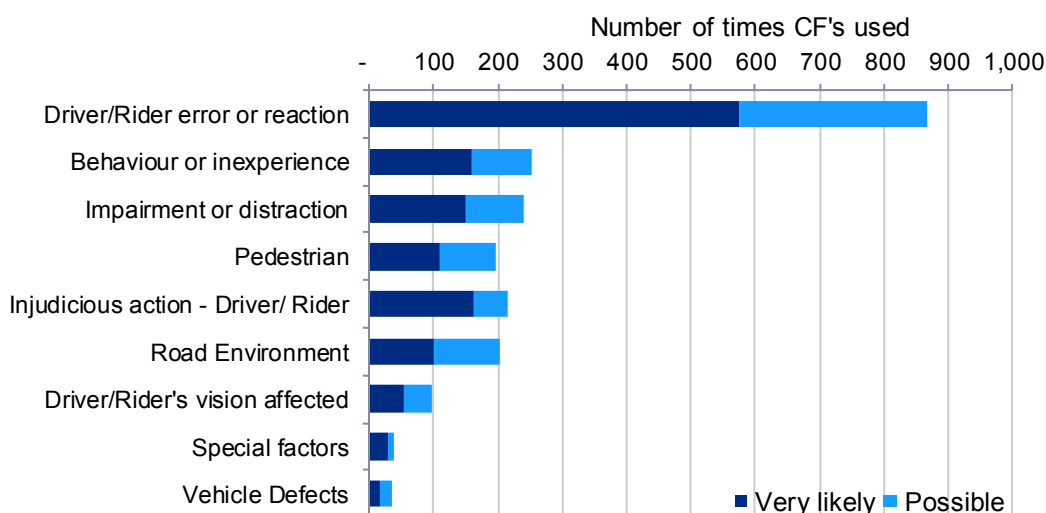
Causes of accidents

Contributory Factors (CFs) in road accidents 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. Attending police officers may record up to 6 CFs for each accident from a list of 78 possible CFs. This analysis therefore focuses on accidents which involve casualties who were either killed or seriously injured, as police officer attendance is much more common at these accidents.

The 78 CFs are subdivided into 9 categories which the attending police officer considers when investigating an accident ([Figure 7](#)). This covers a number of factors such as junction overshoot, poor turn or manoeuvre, failing to signal or look properly and loss of control, carelessness and drivers affected by alcohol.

[Figure 7](#) shows that during 2017, 2,148 CFs were recorded. The most common CF category identified by the police was driver/rider error or reaction, used 868 times. This represents 40.4 per cent of all CFs. The lowest CF category used was vehicle defects which was used a total of 35 times, representing 1.6 per cent of all the CFs used.

Figure 7: Number of CF categories listed as cause, split by likelihood, 2017

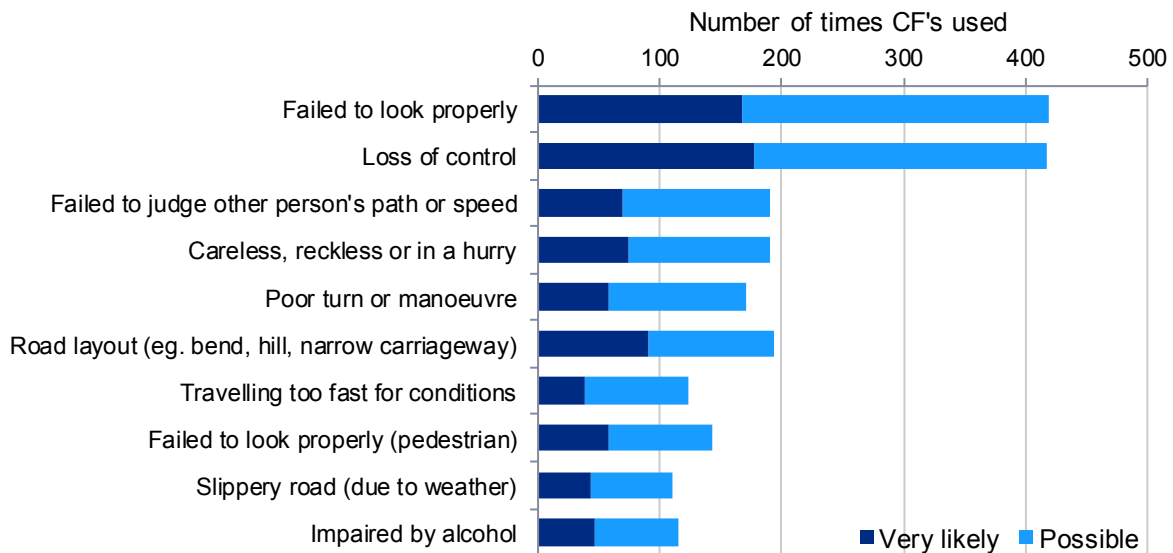


Source: Road Accident Statistics, Welsh Government

Factors are identified on the basis of evidence and this may come from various sources such as witness statements and vehicle and site inspections. CFs may be 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 officer's confidence that they caused or contributed to causing the accident.

[Figure 8](#) shows the ten most common individual CFs judged to be either 'possible' or 'very likely' causes for KSI accidents in 2017. The two most common contributory factors were failing to look properly (251 cases) and loss of control (240 cases). The other eight CFs were altogether identified as a cause a total of 759 times. Seven of the top ten CFs relate to the driver/rider, two relates to the road environment and one relates to pedestrians. There were 8 instances where police officers judged that a 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, 2017



Source: Road Accident Statistics, Welsh Government

Key quality information

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.

Related publications

Related publications relating to the STATS19 data (i.e. police recorded road accidents data) are available on our [website](#).

The Department for Transport publishes "[Reported road casualties in Great Britain main results](#)" annually. Statistics for 2017 are due to be published in September 2018.

Transport Scotland publishes "[Key reported road casualties Scotland](#)" annually. Statistics for 2017 were published on 13 June 2018.

The road traffic collision statistics team of the Police Service of Northern Ireland publishes a "[Key statistics report](#)" annually. Data for the 2017 calendar year were published on 30 March 2018.

Data covering both 2017 and previous years' accident, casualty and vehicle data are now published on [StatsWales](#) quarterly. Accompanying the data is individual accident level data and a data dictionary outlining the variables that are included in the collection of Road Accident STATS19 data.

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.

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. Welsh Government also provides data to transport planning organisations to support road safety assessments.

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.

The Welsh Government is working with the Welsh police authorities to quality assure the data systems that are used to produce 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 due course.

Timeliness and punctuality

This bulletin was originally published on August 14 2018. It subsequently emerged that data on fatalities were incomplete so the bulletin and all associated statistics for 2017 were withdrawn. Missing data was collected from police forces and a revised bulletin was published on 30 August. There was a significant impact on the headline statistic for fatalities on Welsh roads. This had originally been reported as an 11.7 per cent fall (from 103 to 91) but was revised with there being no difference (103) when compared with 2016. There was also an impact on reported progress against the Welsh Government's target for reducing all KSIs (original bulletin reported a fall of 24.8 per cent compared with the 2004-2008 average, revised bulletin reports 24.3 per cent) and the target for reducing the number of young people KSI (original was 41.1 per cent, revised is 40.7 per cent). The impact of the new data on most of the other statistics and commentary in the bulletin was negligible.

Provisional 2017 quarterly data, up to quarter 3 2017, were published on the StatsWales website during 2017 and 2018. Statistics on police recorded road casualties for Wales in 2017 were first published on 14 August 2018 and will be followed by a supplementary Statistical Bulletins to provide users with more information on key topics.

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

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

Results for Great Britain will be published by the Department for Transport in September 2018 via the [Road accidents and safety statistics web page](#).

Accessibility and clarity

This Statistical Bulletin is pre-announced and published on the Welsh Government's Statistics & Research website and all the data in this bulletin, as well as for previous years, are available on [StatsWales](#).

Comparability and coherence

This first release will be followed by a further publication that is intended to provide users with more information about road accidents and casualties in Wales during 2017.

Road accident statistics are fully comparable across Great Britain. Results for Great Britain will be published by the Department for Transport in September 2018.

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.

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 not 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 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/police-recorded-road-casualties/?lang=en>

Next update

June 2019 (provisional)

We want your feedback

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

stats.transport@gov.wales

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