ystadegau ar gyfer cymru statistics for wales

Statistical Bulletin
Bwletin Ystadegol

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Drinking and driving related road casualties in Wales during 2014

This annual Statistical Bulletin assesses the relationship between drink driving, road accidents and casualties in Wales in 2014. It also includes analysis on 2013 accidents done by both the Department for Transport (DfT) on accidents and casualties in accidents, and by the Transport Research Laboratory (TRL) on the Blood Alcohol Concentration (BAC) from fatalities following traffic accidents. It presents information in four sections about:

- The association between drink driving and accidents;
- The results of breath tests of drivers involved in accidents;
- Enforcement action relating to drink driving, involving screening breath tests and the outcomes of prosecution through the Courts system; and
- Drinking and pedestrian casualties.

Key points

The uncertainty of the data makes it impossible to get an exact estimate, but,

- estimates made for the Department of Transport (DfT) suggest that 8 per cent of **killed and serious injury accidents (KSI)** that occurred in Wales in 2013 involved drivers over the blood alcohol limit. (table1).
- Police officers' views about the 'contributory factors' that led to accidents also suggest a figure of 7 per cent of KSI accidents during 2014 involving drivers that were 'impaired by alcohol' (table 2).

Other information about drink driving suggests that:

- In 2013, around 12 per cent of motor vehicle drivers killed in traffic collisions were over the drink-drive limit, and of those motorcycle riders who were killed, 6 per cent were over the drink drive limit (table 3); and
- In 2014, there were 90 accidents where the reporting police officer considered that a pedestrian(s) being 'impaired by alcohol' was a contributory factor to that accident (table 2).

Drug driving

- In 2014, for every 4 accidents where the driver was impaired by alcohol, there was around 1 accident where he/she was 'impaired by drugs', either illegal or medicinal (table 2).

Breath tests of drivers taken after accidents show:

- In 2014 there was no marked or seasonal pattern in casualties over a year arising from accidents where one or more of the drivers involved tested positive (table 7); and that
- More drivers in accidents test positive on the weekend than a weekday (table 8), and that they are more likely to test positive outside traditional working hours, between 16:00 to 04:00 (table 9).

Statistician: Craiger Solomons **Tel:** 029 2082 6960 **E-mail:** stats.transport@wales.gsi.gov.uk
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Twitter: www.twitter.com/statisticswales | www.twitter.com/ystadegaucymru

Cyhoeddwyd gan Y Gwasanaethau Gwybodaeth a Dadansoddi
Llywodraeth Cymru, Parc Cathays, Caerdydd, CF10 3NQ
Ffôn – Swyddfa'r Wasg **029 2089 8099**, Ymholiadau Cyhoeddus **029 2082 3332**
www.llyw.cymru/ystadegau

Issued by Knowledge and Analytical Services
Welsh Government, Cathays Park, Cardiff, CF10 3NQ
Telephone – Press Office **029 2089 8099**, Public Enquiries **029 2082 5050**
www.gov.wales/statistics

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Drink driving and accidents

This section reviews the relationship between drink driving and traffic accidents. It provides estimates of the proportion of accidents where one or more of the drivers involved had blood alcohol levels above the legal limit for driving (currently 80mg of alcohol per 100ml of blood). It also looks at pedestrians involved in road traffic accidents with blood alcohol levels above the legal limit for drivers.

There are three data sources:

- Figures from police forces about the road accidents reported to the police that involve personal injury (on the STATS19 statistical form). This includes information about breath tests on drivers involved in accidents.
- From 2005 onwards, information was also collected on the STATS19 about police officers' views about the 'contributory factors' that led to an accident; these factors include the driver (or pedestrian) being 'impaired by alcohol' (or drugs).
- Coroners Courts in England and Wales report on blood tests carried out on people killed in traffic accidents.

The available sources of information about drink driving and accidents suggest that drivers with blood alcohol levels above the legal limit for driving were involved in a significant minority of accidents in Wales. They also suggest that these drivers were more likely to be involved in the more serious accidents that result in death or serious casualties.

The Department for Transport (DfT) brings these sources of data together in order to estimate the number of personal injury road accidents involving drivers with illegal blood alcohol levels in Great Britain. These estimates include component figures for Wales which are shown in table 1. Table 2 shows information about police officers' views of the contributory factors involved in accidents. They show where the recording police officer felt that the driver/rider or pedestrian involved in the accident was either 'impaired by alcohol' or 'impaired by drugs' (either illegal or medicinal)Tables 3 and 4 report on information compiled for Coroners' Courts in Wales about blood tests carried out on people killed in traffic accidents (this information is also used to derive the DfT estimates referred to above).

Comparison of data sources

None of these data sources provide the definitive measure of the proportion of accidents that involved drink driving. They all show that drink driving was involved in a minority of road accidents and casualties. The estimates made by the DfT for Wales for 2013 and police officers' views about contributory factors for accidents in 2014 show that:

Due to the relatively small number of fatal accidents, the most robust figures can be compiled by taking **killed and serious injury accidents (KSI)** together: the DfT estimates suggest that 6 per cent of accidents involved drivers over the blood alcohol limit and resulted in 8 per cent of all killed and serious accidents. The contributory factors data suggest that 8 per cent of these accidents involved drivers that were 'impaired by alcohol'. Within the overall KSI total:

- For **fatal accidents**: The DfT estimates suggest that vehicle drivers over the legal blood alcohol limit were involved in 19 per cent of fatal accidents (and 18 per cent of fatal casualties) in Wales in 2013 (see table 1). The corresponding figure from the contributory factors data is that 10 per cent of fatal accidents in Wales in 2014 involved one or more drivers that were 'impaired by alcohol' (see table 2);
- There is some confirmation for these figures from the 2013 Coroners' data. Out of 59 motor vehicle and motorcycle drivers **killed** in Wales in 2013, 31 were tested for blood alcohol and 6 of these were found to have over the legal limit of alcohol in their blood. This is 10 per cent of the total number of vehicle driver deaths (see table 3);
    - For **serious injury accidents**: the DfT estimates suggest that drivers over the blood alcohol limit were involved in 7 per cent of these accidents and were 7 per cent of serious casualties. The contributory factors data also suggests that 7 per cent of these accidents involved drivers that were 'impaired by alcohol'.
- For **slight injury accidents**: the DfT estimates suggest that drivers over the blood alcohol limit were involved in 6 per cent of these accidents (6 per cent of slight casualties). The contributory factors data suggest that 4 per cent of these accidents involved drivers that were 'impaired by alcohol'.
- Across **all accidents**: the DfT estimates suggest that drivers over the blood alcohol limit were involved in 6 per cent of these accidents (6 per cent of casualties). The contributory factors data suggest that 5 per cent of these accidents involved drivers that were 'impaired by alcohol'.

The contributory factors data also suggests that a pedestrian's consumption of alcohol is associated with a significant minority of traffic accidents involving adult pedestrians:

- While the police reported a total of 256 drivers involved in accidents as 'impaired by alcohol' they also reported 90 pedestrians as 'impaired by alcohol' in such a way that it contributed to the accident taking place, whether or not the pedestrian was a casualty or was uninjured. (*table 2)*

The contributory factor data also suggest that drug taking by drivers and pedestrians is involved in a small number of accidents; each currently representing around 1 per cent of total accidents.

The DfT figures shown in table 1 suggest that a marginally greater proportion of accidents and casualties in **Wales** are associated with drivers with illegal alcohol limits than in **Great Britain** as a whole. The figures for KSI accidents and casualties in Wales are 8 per cent for both accidents and casualties, compared with Great Britain figures of 4 per cent and 5 per cent respectively. The corresponding figures for slight accidents and casualties are both 6 per cent in Wales, compared with 4 per cent of accidents and 5 per cent of casualties in Great Britain. (*table 1)*

Department for Transport (DfT) estimates

The first source of information about the relationship between drink driving and traffic accidents is the DfT's estimates of the numbers of road injury accidents involving drivers having illegal blood alcohol levels. These estimates are based on police data and on Coroners Court information. These are summarised in table 1 below.

Table 1: Number of accidents and casualties in accidents which involved one or more motor vehicle drivers or riders with illegal alcohol levels, by severity, Wales and Great Britain, 2013

Number and per cent

	Fatal	Serious	Killed and seriously injured (KSI)	Slight	Total (c)
Wales					
Estimates of alcohol-related (a)(b):					
Accidents	20	60	80	280	350
Casualties	20	70	90	430	520
Numbers of all road traffic:					
Accidents	104	896	1,000	4,895	5,895
Casualties	111	1,033	1,144	7,191	8,335
Alcohol-related as proportion of all (b):					
Accidents	19%	7%	8%	6%	6%
Casualties	18%	7%	8%	6%	6%
Great Britain					
Estimates of alcohol-related (a)(b):					
Accidents	230	880	1,100	4,590	5,690
Casualties	240	1,100	1,340	6,930	8,270
Numbers of all road traffic:					
Accidents	1,608	19,624	21,232	117,428	138,660
Casualties	1,713	21,657	23,370	160,300	183,670
Alcohol-related as proportion of all (b):					
Accidents	14%	4%	5%	4%	4%
Casualties	14%	5%	6%	4%	5%

Source: Department for Transport, based on a combination of data from road accident statistics and coroners court data

(a) Current drink drive limit is 80mg per 100ml of blood.

(b) Estimated numbers, adjusted for under-reporting. As these are estimated figures, they are here rounded to nearest "10". As a result, the corresponding percentage figures are less precise.

(c) Figures may not sum to total due to rounding.

Information based on police officers' views of contributory factors

The second source of information about the relationship between drink driving and road traffic accidents is police officers' views of the contributory factors involved in these accidents. The results for 2014 are summarised in table 2

Table 2: Accidents where alcohol- and drug-related contributory factors were recorded, by severity, Wales, 2014

Number and per cent

	Fatal	Serious	Killed and seriously injured (KSI)	Slight	Total
Driver or rider					
Impaired by alcohol	9	68	77	179	256
Impaired by drugs	0	10	10	23	33
Total number of accidents	94	1,007	1,101	4,775	5,876
As percentage of total accidents					
Impaired by alcohol	10%	7%	7%	4%	4%
Impaired by drugs	0%	1%	1%	0%	1%
Pedestrian involved in accident (as a casualty or uninjured)					
Pedestrian impaired by alcohol	3	26	29	61	90
Pedestrian impaired by drugs	0	2	2	7	9
Number of pedestrian casualties	13	236	249	673	922
As percentage of pedestrian casualties (a)					
Pedestrian impaired by alcohol	23%	11%	12%	9%	10%
Pedestrian impaired by drugs	0%	1%	1%	1%	1%

Source: Welsh Government, STATS19 statistical form from Police

(a) This comparison of accidents and casualties is strictly incorrect, as they refer to different aspects of the incident. Any validity in the comparison depends on the following assumptions:
That only adults are impaired by alcohol or drugs;
That only one adult pedestrian who is "impaired by alcohol (or drugs)" is involved in these accidents;
That the pedestrian involved in these accidents, and who was "impaired by alcohol (or drugs)", was a casualty (i.e. not uninjured).

Figures for **drivers** show that alcohol is more likely to feature as a contributory factor to serious accidents than to less serious accidents. For all motor vehicles (motorcycles, cars and other vehicles together):

- Around 1 in 14 fatal and serious accidents in Wales involved the driver, or drivers, in the accident being 'impaired by alcohol' (10 per cent of fatal accidents, 7 per cent of serious accidents); and
- Around 6 per cent, of slight accidents involved the driver, or drivers, being 'impaired by alcohol'.
- In total, for around every 4 accidents where the driver was impaired by alcohol, there was around 1 accident where he/she was 'impaired by drugs', both illegal and medicinal. (256 impaired by alcohol, 33 impaired by drugs)

This source of data shows that drinking by **pedestrians** is an important factor in accidents involving pedestrians and pedestrian casualties. While the police reported a total of 256 drivers involved in accidents as 'impaired by alcohol' they also reported 90 pedestrians as 'impaired by alcohol' in such a way that it contributed to the accident taking place (whether or not the pedestrian was a casualty or was uninjured).

For every 10 accidents where the pedestrian was impaired by alcohol, there was 1 accident where he/she was 'impaired by drugs', both illegal and medicinal (90 impaired by alcohol, 9 impaired by drugs).

Coroners Courts data

The third source of information about the relationship between drink driving and road traffic accidents comes from the Coroners Courts in England and Wales (Procurator Fiscal in Scotland) reports on blood tests carried out on people killed in traffic accidents. This information is used to derive the DfT estimates above. The underlying data is shown in table 3 and shows:

- The proportion of those killed in traffic accidents in Wales that had a blood test, and
- The proportion of those killed where this blood test showed blood alcohol levels above 80mg per 100ml of blood.

Some of the people killed did not receive a blood test and may have had alcohol in their blood. This latter percentage therefore represents a minimum level for the overall incidence of alcohol-related fatalities.

Table 3: People killed in road traffic accidents aged 16 or over where blood alcohol concentration (BAC) was identified, by road user groups and as a proportion of total killed, Wales and Great Britain, 2013

Number and per cent

	Total killed aged 16 and over (a)	Killed, aged 16 and over, with a known BAC (b)			
		Number		As proportion of total killed	
		All	Over 80mg per 100ml (c)	All	Over 80mg per 100ml (c)
Wales					
Motor vehicle drivers	42	21	5	50%	12%
Motor vehicle passengers	17	5	2	29%	12%
Motorcycle riders (d)	17	10	1	59%	6%
Pedal cyclists	5	1	0	20%	0%
Pedestrians	27	10	5	37%	19%
Other/Unknown	2	2	0	100%	0%
All	110	49	13	45%	12%
Great Britain					
Motor vehicle drivers	600	363	77	61%	13%
Motor vehicle passengers	243	89	22	37%	9%
Motorcycle riders (d)	329	207	18	63%	5%
Pedal cyclists	103	45	2	44%	2%
Pedestrians	372	144	64	39%	17%
Other/Unknown	18	9	1	50%	6%
All	1,665	857	184	51%	11%

Source: Transport Research Laboratory (TRL), as collected from Coroners (see TRL: LF 2089 for GB data)

(a) From STATS19, that is the police record of accidents and casualties.

(b) These figures are lower than the "total killed" because:
- Coroners will only record the BAC if the victim dies within 12 hours of the accident; it is estimated that 80% of victims die within 12 hours, the remaining 20% die later.
- Coroners practise differs, many only measure when victim is "considered at fault"; or only when blood alcohol is likely to be a factor in the death.
- Some coroners do not send information to the TRL.

(c) Current drink drive limit is 80mg per 100ml of blood.

(d) Includes motorcycle passengers.

The table shows for Wales that:

- For 'motor vehicle' drivers (mostly car drivers), 12 per cent of the total killed had measured blood alcohol over the legal limit for drivers;
- For motorcyclists, from the 17 killed, one had measured blood alcohol over the legal limit for drivers.

- 19 per cent of pedestrians over 16 that were killed had alcohol levels that were over the legal limit for drivers
- Table 4 shows the number of people killed (aged 16 or over) with a known blood alcohol concentration (BAC), and shows the proportion of this number with blood alcohol over various levels (as opposed to the proportion of total killed aged 16 and over as shown in table 3). Again the figures are quite variable given the low numbers involved, but the table does show:
- 14 per cent of these motor vehicle drivers fatalities had a blood alcohol level of over 200mg per 100 ml of blood, that is over 2½ times the legal blood alcohol limit for drivers.
- Out of 59 motor vehicle and motorcycle drivers **killed** in Wales in 2013, 31 were tested for blood alcohol and 6 of these were found to have over the legal limit of alcohol in their blood. This is 10 per cent of the total number of vehicle driver deaths (see table 3);

Table 4: People killed in road traffic accidents, by level of blood alcohol concentration (BAC) and road user groups, Wales and Great Britain, 2013

Number and per cent

	Killed, aged 16 and over, with a known BAC					
	Number of people	Proportion with a BAC (in mg per 100ml or blood) of over:				
		50	80 (a)	100	150	200
Wales						
Motor vehicle drivers	21	24%	24%	24%	19%	14%
Motor vehicle passengers	5	40%	40%	40%	40%	20%
Motorcycle riders (b)	10	10%	10%	10%	10%	10%
Pedal cyclists	1	100%	100%	0%	0%	0%
Pedestrians	10	60%	60%	50%	30%	0%
Other/Unknown	2	0%	0%	0%	0%	0%
All	49	31%	31%	27%	20%	10%
Great Britain						
Motor vehicle drivers	363	24%	21%	20%	16%	9%
Motor vehicle passengers	89	28%	25%	24%	13%	9%
Motorcycle riders (b)	207	10%	9%	9%	6%	3%
Pedal cyclists	45	7%	4%	2%	2%	0%
Pedestrians	144	46%	44%	42%	35%	26%
Other/Unknown	9	11%	11%	11%	0%	0%
All	857	23%	21%	20%	16%	10%

Source: Transport Research Laboratory (TRL), as collected from Coroners in Wales

(a) Current drink drive limit is 80mg per 100ml of blood.
(b) Includes motorcycle passengers.
(c) the perentage numbers are cumulative. i.e. if someone has over 80mg of alcohol in their blood they will also be counted as having over 50 mg.

The overall figures for Wales show that for those with a known blood alcohol level, 10 per cent were over 2½ times over the legal drink drive limit. (*table 4)*

Breath tests of drivers involved in accidents

Police officers test drivers at the scene of accidents for the levels of alcohol in the blood. While they aim to test every driver, sometimes that is not possible for various reasons which are outlined in table 5 below and include where the driver (1) refused to provide, (2) was not contacted, (3) the breath test was not requested and (4) the test was not provided for medical reasons. For these reasons, the numbers of positive breath tests following accidents suggests a lower incidence of drink driving than the assessment of the relationship in the first section of this Bulletin. The figures here provide, however, more background about the time and location of accidents involving drink driving.

Table 5 summarises breath tests of drivers involved in accidents in Wales from 1984 to 2014. It shows the total number of drivers tested has fluctuated annually from a low of around 3,000 in 1985 to a peak of over 11,000 in 2002. The number of positive breath tests has declined from a peak of 548 in 1985 to a low of 196 in 2014. Since 1990 the proportion of positive tests has annually been between 3 and 5 per cent of the overall total.

Table 5: Drivers involved in accidents: Breath test results, Wales, 1984 to 2014 (a)

Number and per cent

	Breath test taken				Breath test not taken				Total
	Positive results	Negative results	Total tests	Percentage positive	Refused to provide (b)	Driver not contacted (c)	Tests not requested (d)	Medical reasons (e)	number of drivers (f)
1984	531	2,529	3,060	17%	99	951	12,236	..	16,346
1985	548	2,404	2,952	19%	106	949	12,231	..	16,238
1986	521	2,892	3,413	15%	121	1,061	12,404	..	16,999
1987	505	2,737	3,242	16%	113	1,082	12,478	..	16,915
1988	436	2,928	3,364	13%	75	1,278	13,555	..	18,272
1989	475	6,335	6,810	7%	76	1,548	11,077	..	19,511
1990	454	8,328	8,782	5%	75	1,493	9,321	..	19,671
1991	403	7,757	8,160	5%	66	1,435	8,477	..	18,138
1992	433	7,724	8,157	5%	51	1,388	8,017	..	17,613
1993	358	7,148	7,506	5%	74	1,423	8,110	..	17,113
1994	344	7,420	7,764	4%	58	1,429	8,909	..	18,160
1995	349	7,534	7,883	4%	48	1,553	8,326	..	17,810
1996	421	9,358	9,779	4%	53	2,010	5,848	..	17,690
1997	390	10,447	10,837	4%	65	1,967	4,850	..	17,719
1998	340	10,434	10,774	3%	43	2,125	4,617	..	17,559
1999	343	10,346	10,689	3%	41	2,181	3,775	488	17,174
2000	403	10,580	10,983	4%	61	2,349	2,612	715	16,720
2001	372	10,320	10,692	3%	44	2,218	2,751	710	16,415
2002	396	10,774	11,170	4%	61	2,347	2,879	750	17,207
2003	379	10,531	10,910	3%	38	2,584	3,053	745	17,330
2004	336	10,176	10,512	3%	34	2,748	2,940	717	16,951
2005	317	9,226	9,543	3%	34	2,528	2,745	744	15,594
2006	325	9,158	9,483	3%	32	2,510	3,034	731	15,790
2007	360	9,098	9,458	4%	27	2,791	2,188	706	15,170
2008	305	8,300	8,605	4%	32	2,429	2,039	591	13,696
2009	285	7,574	7,859	4%	19	2,392	2,080	533	12,883
2010	233	6,778	7,011	3%	15	2,409	2,128	497	12,060
2011	217	6,792	7,009	3%	11	2,023	1,798	461	11,302
2012	214	6,376	6,590	3%	14	1,572	1,593	512	10,281
2013	212	6,222	6,434	3%	19	1,542	1,638	500	10,133
2014	196	6,030	6,226	3%	12	1,576	1,760	509	10,093

Source: Welsh Government, STATS19 statistical form from Police

(a) Excludes drivers not covered by sections 6(1) or 6(2) of the Road Traffic Act 1988, i.e. pedal cyclists and other non-motor vehicle drivers.

(b) 'Refused to provide' means refused to provide irrespective of whether prosecution followed or not.

(c) 'Not contacted' denotes when the driver absented himself/herself from the scene of the accident.

(d) 'Not requested' includes the following:
(i) cases where it was decided not to request a breath test
(ii) cases in which a hospital doctor objected to the breath test prior to 1999
(iii) cases in which injury or circumstances rendered a breath test impracticable and, in addition, the figures now include
(iv) cases which are judged to have been incorrectly recorded as "test not applicable".

(e) Tests not provided for medical reasons are shown separately from 1999.

(f) Totals may not sum due to 'not applicable' category

Table 6 shows the position for the four police force areas in Wales. South Wales carried out the largest number of tests over the 5 year period (2010-14), where the annual number fluctuated between 2,000 and 3,000. For both North Wales and Dyfed Powys the numbers fluctuated between 1,000 and 2,000 whereas for Gwent they below 1,000. The number of positive breath tests remained stable over the period. The table also shows a broad similarity in the percentage of positive tests across police force areas in 2014.

Table 6: Drivers involved in accidents: Breath test results, Police force areas, 2010 to 2014 (a)

Number and per cent

	Breath test taken				Breath test not taken				Total
	Positive results	Negative results	Total tests	Percentage positive	Refused to provide (b)	Driver not contacted (c)	Tests not requested (d)	Medical reasons	number (f) of drivers
North Wales									
2010	49	1,780	1,829	2.7	3	470	494	111	2,907
2011	55	1,856	1,911	2.9	2	636	27	100	2,676
2012	53	1,800	1,853	2.9	6	606	69	95	2,629
2013	57	1,569	1,626	3.5	3	573	102	89	2,393
2014	45	1,506	1,551	2.9	1	539	143	104	2,344
Gwent									
2010	17	867	884	1.9	3	310	315	72	1,584
2011	15	793	808	1.9	0	130	287	57	1,282
2012	16	698	714	2.2	4	123	346	68	1,255
2013	27	804	831	3.2	3	162	428	59	1,483
2014	27	858	885	3.1	4	225	344	67	1,525
South Wales									
2010	119	2,655	2,774	4.3	7	1,057	974	103	4,915
2011	107	2,691	2,798	3.8	7	739	1,111	106	4,761
2012	95	2,380	2,475	3.8	3	369	943	100	3,890
2013	93	2,534	2,627	3.5	7	302	971	138	4,045
2014	85	2,318	2,403	3.5	2	267	1,099	155	3,928
Dyfed Powys									
2010	48	1,476	1,524	3.1	2	572	345	211	2,654
2011	40	1,452	1,492	2.7	2	518	373	198	2,583
2012	50	1,498	1,548	3.2	1	474	235	249	2,507
2013	35	1,315	1,350	2.6	6	505	137	214	2,212
2014	39	1,348	1,387	2.8	5	545	174	183	2,296

Source: Welsh Government, STATS19 statistical form from Police

(a) Excludes drivers not covered by sections 6(1) or 6(2) of the Road Traffic Act 1988, i.e. pedal cyclists and other non-motor vehicle drivers.

(b) 'Refused to provide' means refused to provide irrespective of whether prosecution followed or not.

(c) 'Not contacted' denotes when the driver absented himself/herself from the scene of the accident.

(d) 'Not requested' includes the following:

(i) cases where it was decided not to request a breath test

(ii) cases in which a hospital doctor objected to the breath test prior to 1999

(iii) cases in which injury or circumstances rendered a breath test impracticable and, in addition, the figures now include

(iv) cases which are judged to have been incorrectly recorded as "test not applicable".

(f) Totals may not sum due to 'not applicable' category

Accidents involving a driver above the legal limit for alcohol.

Tables 7 to 10 provide more background information about the incidences of accidents that involved a driver above the legal blood limit for alcohol.

Table 7 shows the total number of casualties (fatal, serious and slight) involved in accidents where one or more drivers involved had a positive breath test. It shows considerable variation between months during a year and between the same months in different years. Over the 5 year period, the total number of positive tests in 2014 were 20 per cent lower than in 2010.

Table 7: All casualties involved in accidents where there was at least one positive breath test, by month, Wales, 2010 to 2014

Number

	2010	2011	2012	2013	2014
January	9	34	26	10	19
February	25	29	22	21	22
March	29	17	29	39	27
April	36	27	15	15	32
May	32	31	30	19	48
June	39	24	27	23	28
July	38	26	25	35	18
August	33	35	31	26	22
September	30	20	24	32	19
October	56	42	35	20	24
November	34	18	22	39	29
December	14	31	36	23	11
All months	375	334	322	302	299

Source: Welsh Government, STATS19 statistical form from Police

Table 8 presents the proportion of positive breath tests as a way of identifying peak periods for drink driving and accidents. It shows as might be expected that more drivers in accidents test positive on the weekend rather than a weekday. Friday tends to have a higher percentage of drivers involved in accidents testing positive than any other weekday. This suggests that one cause of the deviation in monthly numbers of casualties shown in table 7 will be the number of weekends falling in each month (a number that will vary from year to year)

Table 8: Positive breath tests of drivers involved in accidents, by day of the week, Wales, 2010 to 2014 (a)

Per cent

	2010	2011	2012	2013	2014
Monday	2.1	2.4	2.0	2.3	3.0
Tuesday	2.5	1.2	1.5	2.5	2.1
Wednesday	1.0	1.6	2.3	1.3	2.1
Thursday	1.4	2.7	1.7	1.9	2.3
Friday	2.8	1.6	2.9	2.9	2.6
Saturday	7.2	6.6	6.8	7.8	5.3
Sunday	7.0	6.6	6.6	5.6	5.4
All days	3.3	3.1	3.2	3.3	3.1

Source: Welsh Government, STATS19 statistical form from Police

(a) Positive tests as a percentage of all breath tests of drivers involved in accidents on the given day.

Table 9 shows the number of positive tests by one-hour periods through the day. It illustrates that drivers involved in accidents are more likely to test positive outside traditional working hours. The periods between 16:00 to 04:00 were when the majority of accidents occurred where a driver tested positive, and in 2014 over three quarters of these positive tests occurred during this time period. In addition it also shows that test positive occur at all times during the day.

Table 9: Positive breath tests of drivers involved in accidents, by time of day, Wales, 2010 to 2014

Number

	2010	2011	2012	2013	2014
0400-0459	10	6	5	7	8
0500-0559	6	4	3	2	5
0600-0659	5	2	4	3	6
0700-0759	2	4	5	3	5
0800-0859	5	5	2	5	3
0900-0959	3	6	2	5	2
1000-1059	6	3	5	0	6
1100-1159	3	4	9	4	1
1200-1259	3	4	3	4	1
1300-1359	5	9	5	4	2
1400-1459	8	4	4	5	2
1500-1559	4	6	7	7	3
1600-1659	8	7	17	5	14
1700-1759	9	8	11	13	14
1800-1859	15	11	13	15	14
1900-1959	9	14	12	9	11
2000-2059	13	17	8	16	8
2100-2159	14	13	9	8	10
2200-2259	7	9	12	21	14
2300-2359	22	16	15	20	14
0000-0059	24	15	18	23	21
0100-0159	19	15	15	16	14
0200-0259	15	15	12	9	11
0300-0359	18	20	18	8	7
24 hour total	233	217	214	212	196

Source: Welsh Government, STATS19 statistical form from Police

Table 10 shows the percentage of positive tests of all drivers tested by local authority between 2012 and 2014.

Table 10: Positive breath tests of drivers involved in accidents, by local authority, 2012 to 2014

Number and per cent

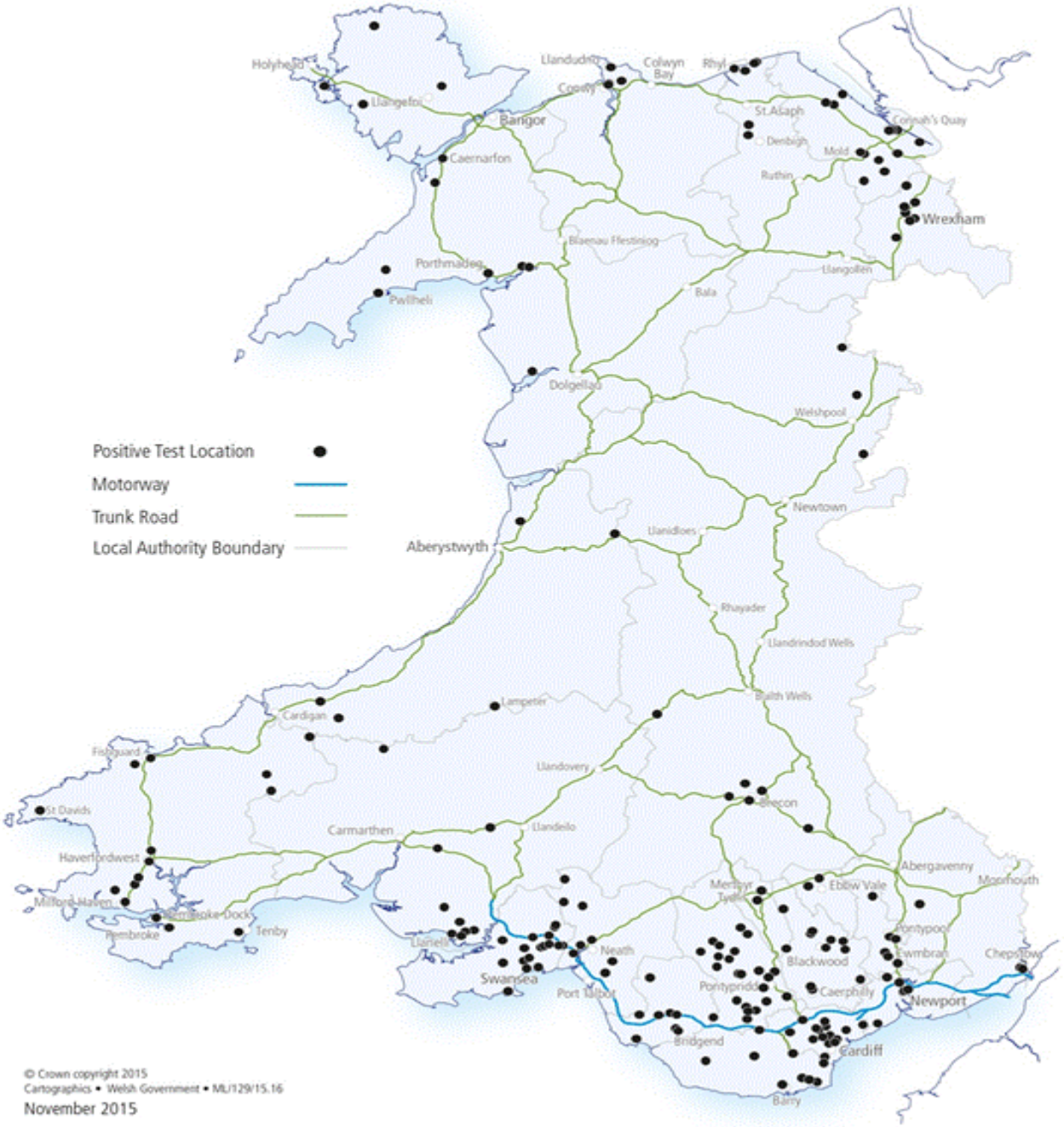
	2012			2013			2014		
	Positive	Negative	% Positive	Positive	Negative	% Positive	Positive	Negative	% Positive
Isle of Anglesey	10	121	7.6	7	95	6.9	4	112	3.4
Gwynedd	13	340	3.7	7	304	2.3	8	298	2.6
Conwy	9	333	2.6	10	273	3.5	4	315	1.3
Denbighshire	5	266	1.8	7	224	3.0	6	214	2.7
Flintshire	11	391	2.7	16	394	3.9	16	319	4.8
Wrexham	5	349	1.4	10	279	3.5	7	248	2.7
Powys	14	359	3.8	12	362	3.2	9	392	2.2
Ceredigion	8	223	3.5	5	185	2.6	5	191	2.6
Pembrokeshire	9	373	2.4	6	288	2.0	16	313	4.9
Carmarthenshire	19	543	3.4	12	480	2.4	9	452	2.0
Swansea	23	529	4.2	26	610	4.1	20	555	3.5
Neath Port Talbot	18	338	5.1	14	334	4.0	7	285	2.4
Bridgend	10	220	4.3	9	225	3.8	9	209	4.1
Vale of Glamorgan	8	176	4.3	7	172	3.9	7	146	4.6
Cardiff	16	560	2.8	16	678	2.3	17	612	2.7
Rhondda Cynon Taf	12	461	2.5	15	429	3.4	21	398	5.0
Merthyr Tydfil	8	96	7.7	6	86	6.5	4	113	3.4
Caerphilly	5	168	2.9	12	204	5.6	9	195	4.4
Blaenau Gwent	0	105	.	5	96	5.0	3	86	3.4
Torfaen	3	86	3.4	2	103	1.9	7	122	5.4
Monmouthshire	1	116	0.9	6	148	3.9	2	128	1.5
Newport	7	223	3.0	2	253	0.8	6	327	1.8
Wales	214	6,376	3.2	212	6,222	3.3	196	6,030	3.1

Source: Welsh Government, STATS19 statistical form from Police

As the time series shows, these numbers are quite volatile and therefore caution should be taken when interpreting these values over time. In 2014, Rhondda Cynon Taff had the greatest number of drivers in accidents testing positively (21) with Swansea second (20), whereas Monmouthshire had the lowest number (2). The highest proportion occurred in Torfaen (5.4 per cent) and the lowest in Conwy (1.3 per cent).

The map on the following page shows the locations of the 196 accidents where at least one driver had a positive breath test in Wales in 2014. (as shown in Tables 5, 9 and 10)

Accident location where at least one driver was tested positive for alcohol (2014)



Cartographics • Welsh Government • ML/129/15.16
November 2015

Enforcement action relating to drink driving

To complete the picture of drink driving in Wales, this section summarises police and court action in relation to motoring offences, and drink driving. Those included may or may not have been in an accident.

Table 11 and chart 1 look at screening breath tests and shows positive and refused tests. The number of annual breath tests has fluctuated considerable between 1992 and 2013 as illustrated in Chart 1. Between 1992 and 2007 the annual number of tests remained steady with a low of 36,000 in 1994 to a peak of 60,000 in 1998. Since 2008 the annual number of tests has increased considerably reaching a peak of 123,000 in 2009.

Table 11: Motoring Offences: screening breath tests, Wales, 1992 to 2013 (a)

Number and per cent

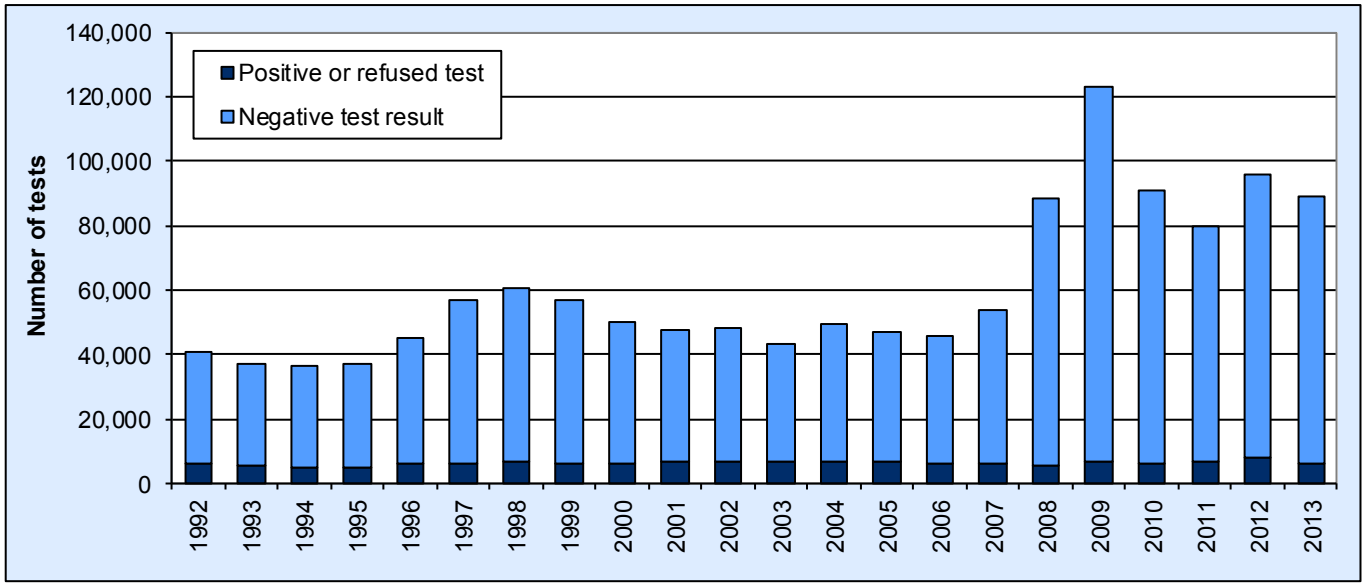
	Specimen provided			
	Number of positive test results (b)(c)	Number of negative test results	Percentage of specimens proving positive (d)	Total number of tests
1992	6,100	34,600	15.0	40,700
1993	5,700	31,400	15.4	37,100
1994	5,000	31,400	13.7	36,400
1995	5,100	31,900	13.7	37,100
1996	5,800	39,200	12.9	45,000
1997	6,100	50,900	10.7	57,000
1998	7,000	53,600	11.6	60,600
1999	6,300	50,800	11.0	57,100
2000	6,100	44,100	12.2	50,200
2001	6,600	41,300	13.8	47,900
2002	6,500	41,700	13.5	48,200
2003 (e)	6,700	36,300	15.6	43,000
2004	6,800	42,400	13.8	49,200
2005	6,600	40,400	14.0	47,000
2006	6,200	39,500	13.6	45,700
2007	6,200	47,700	11.5	53,900
2008	5,200	83,000	5.9	88,200
2009	6,700	116,300	5.4	123,000
2010	6,000	84,900	6.6	90,900
2011	7,000	72,600	8.8	79,600
2012	7,900	88,200(r)	8.2	96,100(r)
2013	5,800	83,000	6.5	88,800

Source: Home Office

(a) Every effort is made to ensure that the figures presented are accurate and complete. How ever, it is important to note that these data have been extracted from large administrative data systems generated by police forces.
(b) Positive or refused from 1992.
(c) Due to under-reporting, the positive breath tests figure has been replaced by court proceedings for Dyfed-Pow ys and South Wales police forces since 1998, and for Gw ent police force since 2001.
(d) Positive or refused as a percentage of all tests from 1992.
(e) From April 2003 Gw ent changed to a different system of recording breath tests w hich resulted in a shortfall of total screenings.
(f) All figures are rounded to the nearest hundred.

Chart 1 and Table 11 also show that the number of positive tests has remained between around 6,000 and 7,000 a year between 1997 and 2011, regardless of the total number of tests carried out in a year. For 2013 both the number of positive tests and overall tests declined. The rise in the total number of tests since 2009 is associated with a change in the process of carrying out a test with the introduction of new electronic data capture devices.

Chart 1: Motoring offences: Screening breath tests, Wales, 1992 to 2013



Source: Home Office

Tables 12 and 13 show the findings of guilt of offenders in Welsh Courts, for driving after consuming alcohol and taking drugs. There were over 3,000 conviction in 2014 and 93 per cent of these were over 21 years of age. Of these convictions, 84 per cent were for driving with alcohol above the legal limit; 10 per cent were found guilty for not providing a sample for analysis; 3 per cent were convicted due to being unfit to drive through drugs and a further 2 per cent were found guilty of being in charge of a vehicle with alcohol above the legal limit. Overall, since 2010 the number of convictions has fallen by a 11 per cent.

Table 12: Findings of guilt at all courts for offences of driving after consuming alcohol or taking drugs by age group, Wales, 2010 to 2014 (a)

Number

	2010	2011	2012	2013	2014
Under 18	38	40	38	20	17
18-20	362	327	248	209	185
21 and over	2,992	3,008	2,925	2,775	2,813
All ages	3,392	3,375	3,211	3,004	3,015

Source: Criminal justice statistics, Ministry of Justice

(a) Offences of driving are defined as driving or in charge of a motor vehicle whilst impaired by drink or drugs, or whilst above the specified limit for alcohol.

'-' = Nil

(1) Every effort is made to ensure that the figures presented are accurate and complete. However, it is important to note that these data have been extracted from large administrative data systems generated by the police forces. As a consequence, care should be taken to ensure data collection processes and their inevitable limitations are taken into account when those data are used.

(2) Includes Offences Under Road Traffic Act 1988 sections 4(1)(2), 5(1)(A)(B), 6 (6),

Source: Justice Statistics Analytical Services - Ministry of Justice.

Ref: 726-14

Table 13: Findings of guilt at all courts for offences of driving etc. after consuming alcohol or taking drugs, by offence type and age group, Wales, 2014 (a)

Number

	Under 18	18-20	21 and over	All ages
Driving with alcohol in the blood above the prescribed limit	17	162	2,365	2,544
Driving and failing to provide specimen for analysis (breath, blood or urine)	0	11	287	298
In charge of motor vehicle, with alcohol in the blood above the prescribed limit	0	3	59	62
In charge of motor vehicle, while unfit through drink or drugs (impairment)	0	0	0	0
In charge of motor vehicle, and failing to provide specimen for analysis (breath, blood or urine)	0	0	14	14
In charge of stolen vehicle while unfit through drink (impairment)	0	0	8	8
In charge of stolen vehicle while unfit through drugs (impairment)	0	0	2	2
Unfit to drive through drink (impairment)	0	0	4	4
Unfit to drive through drugs (impairment)	0	8	73	81
Unfit to drive through drink or drugs (impairment)	0	0	1	1
Failing to provide specimen for initial breath test	0	1	0	1
Failing to allow specimen of blood to be subjected to laboratory test	0	0	0	0
All offences	17	185	2,813	3,015

Source: Criminal justice statistics, Ministry of Justice

(a) Offences of driving are defined as driving or in charge of a motor vehicle whilst impaired by drink or drugs, or whilst above the specified limit for alcohol.

(1) Every effort is made to ensure that the figures presented are accurate and complete. However, it is important to note that these data have been extracted from large administrative data systems generated by the police forces. As a consequence, care should be taken to ensure data collection processes and their inevitable limitations are taken into account when those data are used.

(2) Includes Offences Under Road Traffic Act 1988 sections 4(1)(2),

Source: Justice Statistics Analytical Services - Ministry of Justice.

Ref: 726-14

4. Drinking and pedestrian casualties in 2014

Tables 14 to 17 provide evidence about the incidence of accidents that involved a pedestrian who was impaired by alcohol by looking at the police officers' views about the 'contributory factors' that led to accidents in Wales. Just over 1 in 5 killed pedestrian casualties aged 16 and over were impaired by alcohol. A further 1 in 6 of serious pedestrian casualties were impaired by alcohol and just over 1 in 7 of slight casualties. The overwhelming majority of casualties were male. (*table 14*)

Table 14: Pedestrian casualties impaired by alcohol (aged 16 and over), by gender and severity, Wales, 2014

Number

	All pedestrian casualties aged 16 and over	Impaired by alcohol		
		Male	Female	Total
Killed	13	3	0	3
Serious	163	24	3	27
Slight	450	46	15	61

Source: Welsh Government, STATS19 statistical form from Police

The age breakdown shown in table 15 suggests that those pedestrian casualties aged 20-24 are more likely to be impaired by alcohol than other age groups. Those aged between 20 and 49 accounts for almost three quarters of all pedestrian casualties impaired by alcohol. Around 7 out of 10 pedestrian casualties impaired by alcohol are male.

Table 15: Pedestrian casualties impaired by alcohol, by gender and age, Wales, 2014

Number

	Impaired by alcohol									All pedestrian casualties		
	Male			Female			Total					
Age group	KSI	Slight	Total	KSI	Slight	Total	KSI	Slight	Total	KSI	Slight	Total
0-15	1	0	1	0	0	0	1	0	1	73	221	294
16-19	3	5	8	0	2	2	3	7	10	15	49	64
20-24	3	12	15	1	4	5	4	16	20	19	57	76
25-29	4	7	11	1	3	4	5	10	15	10	57	67
30-39	3	12	15	1	1	2	4	13	17	20	75	95
40-49	5	6	11	0	3	3	5	9	14	21	60	81
50-59	4	3	7	0	1	1	4	4	8	23	54	77
60-69	2	1	3	0	0	0	2	1	3	25	43	68
70+	2	0	2	0	0	0	2	0	2	43	55	98
Unknown	0	0	0	0	1	1	0	1	1	0	2	2
Total	27	46	73	3	15	18	30	61	91	249	673	922

Source: Welsh Government, STATS19 statistical form from Police

The majority of pedestrian casualties impaired by alcohol are involved in accidents outside the traditional working hours. 80 per cent of both KSI casualties and slight pedestrian casualties impaired by alcohol occur between the hours 18:00 and 05:59.

Table 16: Pedestrian casualties impaired by alcohol, by severity and time of day, Wales, 2014

Number

	KSI	Slight	Total
06:00-09:59	0	0	0
10:00-13:59	1	2	3
14:00-17:59	5	10	15
18:00-21:59	6	21	27
22:00-01:59	13	19	32
02:00-05:59	5	9	14
Total	30	61	91

Source: Welsh Government, STATS19 statistical form from Police

The police recorded slightly more pedestrian casualties impaired by alcohol in the first half of the year, with the first quarter having the highest number. On a monthly basis for KSI accidents December had the highest figure (5), whereas for slight injuries the highest figure was recorded in January (13). Overall one third of pedestrian casualties impaired by alcohol were either killed or seriously injured (KSI).

Table 17: Pedestrian casualties impaired by alcohol, by severity and time of year, Wales, 2014

Number

Time Period	KSI	Slight	Total
January	2	11	13
February	3	8	11
March	1	4	5
April	3	4	7
May	3	6	9
June	1	2	3
July	1	2	3
August	2	3	5
September	4	6	10
October	4	5	9
November	1	6	7
December	5	4	9
Q1	6	23	29
Q2	7	12	19
Q3	7	11	18
Q4	10	15	25
Jan-Jun	13	35	48
Jul-Dec	17	26	43
Total	30	61	91

Source: Welsh Government, STATS19 statistical form from Police

Notes

1 Context

1.1 Related Publications

The Department for Transport produce a series of statistical tables presenting information on reported drinking and driving (RAS51) in Great Britain:
https://www.gov.uk/government/statistical-data-sets/ras51-reported-drinking-and-driving

Transport Scotland produce an annual publication titled "Reported Road Casualties Scotland" which includes information on breath testing and drink-driving:
http://www.transportscotland.gov.uk/analysis/statistics/publications/reported-road-casualties-scotland-previous-editions

The Department of the Environment in Northern Ireland produce an annual statistical report on road safety which includes information on fatalities attributed to alcohol:
http://www.doeni.gov.uk/index/information/asb/statistics/road_safety_statistics.htm

2 Data Source

The information on drivers that either fail their breath test or refuse to take a test, and police officers' views of the contributory factors involved in road accidents, comes from the STATS19 data. The STATS19 data is statistical data about road traffic accidents and casualties compiled by the police and forwarded to the Welsh Government.

The information about blood tests carried out on people killed in traffic accidents comes from the Transport Research Laboratory as collected from Coroners Courts in England and Wales (Procurator Fiscal in Scotland).

The information on court proceedings in relation to drink driving reproduces the statistics compiled by the Ministry of Justice in their criminal justice series. The information can be found from the following link:
https://www.gov.uk/government/statistics/criminal-justice-statistics-quarterly-december-2013

3 Definitions

3.1 Coverage

The coverage of the Coroners Courts data is as follows:

- The blood test is only carried out if the victim dies within 12 hours of the accident (so only cover 80 per cent of road traffic accident fatalities), and is aged 16 and over;
- Across all types of victim, the average coverage is 75 per cent of these 'victims dying within 12 hours'. This is because (1) some coroners do not send in data and (2) Coroners practise differs, many only measure blood alcohol when victim is 'considered at fault'; and sometimes only when blood alcohol is likely to be a factor.
- This gives 60 per cent overall coverage of traffic fatalities in these figures;
- However this level of coverage varies by the type of victim. There is a reasonably high coverage of drivers (around 70 per cent) but less for passengers, pedestrians, and pedal cyclists (40-50per cent). So whilst the raw data understates the role of alcohol for pedestrians and cyclists, the raw data are probably a fair guide for drivers.

3.2 Drink drive definitions

A drink drive accident is an incident on a public road in which someone is killed or injured and where one or more of the drivers or rider involved:

- Refused to give a breath test when requested by the Police, or
- Failed a roadside test by registering over 35 microgrammes of alcohol per 100 millilitres of breath, or
- Was subsequently found to have more than 80 milligrammes of alcohol per 100 millilitres of blood.

In addition to these drink drive accidents, a proportion of accidents involve pedestrians whose behaviour was affected by alcohol (or who were subsequently found to have alcohol in their blood). It is also clear from the STATS19-based information about 'contributory factors' to accidents, and other research, that drugs (both illegal and medicinal) are also a factor in some traffic accidents.

3.3 Other definitions

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 or murder victims.

3.4 Changes to legislation and practise

A summary of the legislation and changes to police procedures:

- The Road Safety Act 1967 made it illegal to drive with a blood alcohol concentration of more than 80mg per 100ml and introduced roadside screening for alcohol for the first time.
- The Transport Act 1981 introduced additional measures to curtail drinking and driving including evidential breath testing and stiffer penalties. The fall has been fairly regular since 1980, but with a sharp decline in 1983 when the law relating to drink/driving was changed and evidential breath-testing was introduced by the 1981 Transport Act. Evidential breath testing was introduced in 1983 to supplement the taking of blood samples.
- This Act also introduced compulsory seat belt wearing and new procedures for licensing learner motorcyclists.
- Section 6 of the Road Traffic Act (1988) allows the police to test any driver involved in an accident, whether or not anyone is injured. The act also stipulates that where there has not been a road accident, the police can only take a roadside breath test following a moving traffic offence, or if there is suspicion of alcohol use.
- In April 1996 the Association of Chief Police Officers in England and Wales (ACPO) adopted a policy of breath testing all drivers involved in road accidents which the police deal with or attend, whether injuries are involved or not. Before this, all Scottish police forces, and some in England and Wales, already operated similar policies, but in some cases for injury accidents only.

4 Symbols

In tables where figures have been rounded to the nearest final digit, there may be an apparent discrepancy between the sum of the constituent items and the total shown.

The following symbols have been used throughout the bulletin:

(r) data revised from data published 21st November 2012
. not applicable
.. not available

5 Key Quality Information

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

5.1 Relevance

Each year, the four police forces in Wales launch the All Wales Christmas Anti Drink/Drug Driving Campaign, a campaign to crackdown on drink driving and driving under the influence of drugs over the Christmas period, and the latest drink drive statistics are used in the campaign publicity material.

5.2 Accuracy

DfT estimates: The basis of the figures is described in the DfT article about drinking and driving: Drinking and Driving 2011. Briefly, they combine the data from the STATS19 about any drivers or riders that either fail their breath test or refuse to take a test, together with data from Coroners about the blood alcohol levels of road users who dies within 12 hours of an accident. The estimates are adjusted to take account of cases where drivers were not tested because they left the scene of the accident, or where blood alcohol levels were not reported because, for example, they died more than 12 hours after the accident.

Contributory factors: These figures are based in police officers' views, so the figures are based on a subjective view of an accident. The police officers may miss out on drivers that are not obviously drunk; they also have a choice about which contributory factors to enter so may miss out alcohol in favour of a literal description of the accident (e.g. junction overshoot, travelling too fast for the conditions etc.). Taking these factors together suggest that these figures will tend to under-estimate the role of alcohol in accidents.

5.3 Timeliness and Punctuality

The release of this Bulletin is timed to fit in with the Christmas anti drink drive campaign launch on 27th November.

5.4 Accessibility and Clarity

This Statistical Bulletin is pre-announced and then published on the Statistics & Research website and is accompanied by Excel versions of the tables shown.

5.5 Comparability

See section 3.1.