ystadegau ar gyfer cymru statistics for wales

Statistical Bulletin

Llywodraeth Cymru Welsh Government

Drinking and driving in Wales during 2016

13 Dec 2017
SB 69/2017

Key points

There was a reduction in the drivers/riders of motorised vehicles killed in traffic collisions above the drink drive limit, with 4 fatalities in 2015.

- 6 per cent (down 1.1 percentage points from 2015) of all drivers/riders of motorised vehicles and 8 per cent (down 6.3 percentage points from 2015) of motorcyclist drivers/riders killed in traffic collisions were above the drink drive limit (Coroner's Court data).

In 2016, 237 accidents occurred where an alcohol related contributory factor was recorded.

- 4.8 per cent of all accidents had an alcohol related contributory factor recorded. This figure represents a 0.4 per cent increase on the 2015 figure (Road Accident, STATS19 Data).

In 2016, 68 accidents occurred where a drug related contributory factor was recorded.

- This figure represents a 0.5 per cent increase on the 2015 figure. For every 3.5 accidents where the driver was impaired by alcohol, there was 1 accident where the driver was impaired by drugs (Road Accident, STATS19 data).

In 2016, 66 accidents were considered to be due to pedestrian(s) being impaired by alcohol.

- Comparing 2015 and 2016 figures, accidents where pedestrians impaired by alcohol were a contributory factor, have increased by 1 per cent (Road Accident, STATS19 data).

The percentage of positive breath tests from drivers involved in accidents in 2016 has remained the same.

- Considerable variation between the months of the year and the same months of different years. Drivers were 1.8(r) per cent more likely to test positive at the weekend, with 64.5 per cent of drivers testing positive between 18:00 and 03:59 (Road Accident, STATS19 data).

(r) Revised 15 December 2017

About this bulletin

This annual statistical bulletin assesses the relationship between drink driving, road accidents and casualties.

In this bulletin

It presents information in 5 sections about the:

Statistician: Craiger Solomons ~ 0300 025 6960 ~ stats.transport@gov.wales

Enquiries from the press: 0300 025 8099 Public enquiries : 0300 025 5050 Twitter: @statisticswales

Introduction

This annual statistical bulletin assesses the relationship between drink driving, road accidents and casualties in Wales in 2016. It also includes analysis on 2015 accidents completed by 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.

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:

1. Figures from police forces about road accidents reported to the police that involve personal injury on the **STATS19 statistical form**. This contains information about breath tests on drivers involved in accidents. From 2005 onwards, information collected on the STATS19 form included police officers' views about contributory factors that led to an accident. These factors include the driver (or pedestrian) being impaired by alcohol or drugs (Illegal or medicinal).

2. **Coroners Courts in England and Wales** report on blood tests carried out on people killed in traffic accidents.

3. **The Department for Transport** (DfT) drinking and driving data brings data from 1 and 2 above together to estimate the number of personal injury road accidents involving drivers with illegal blood alcohol levels in Great Britain which include component figures for Wales.

The available information about drink driving and accidents suggests that drivers with blood alcohol levels above the legal limit for driving were involved in a significant minority of accidents in Wales.

Comparison of data sources

All of these data sources show that drink driving accounted for the minority of road accidents and casualties. Due to the relatively small number of fatal accidents, the most robust figures can be compiled by taking **killed or serious injury accidents (KSI)** together.

When looking specifically at the three different data sources, the summary table below highlights the number and percentage differences observed between the data sources for the 2015 data. The differences in numbers and percentages may be explained by different data sources being used. Road Accident data records road accidents and casualties, Coroners court data records people killed in road traffic accidents by their blood alcohol concentration, the DfT drink driving estimates uses a combination of the STATS19 data and Coroners court in England and Wales data. It is impossible to draw conclusions from comparing these data sets as the 3 data sets include different road user groups for there data analysis.

Comparison of the percentage of drivers impaired by alcohol involved in accidents by accident severity, 2015.

Number and per cent

Accident	Road Accident Data (a)		Coroners Court Data (b)		DfT drink driving estimates (b)	
Severity	Number	Per cent	Number	Per cent	Number	Per cent
KSI	83	8			80	8
Fatal	7	8	4	7	10	11
Serious	76	8			70	7
Slight	164	4			230	5
Total	**247**	**4**			**310**	**6**

Notes
(a) Includes all accidents
(b) Please note that this does include non-motorised vehicles

- For **fatal accidents** where drivers were over the blood alcohol limit in Wales in 2015: The DfT estimates vehicle drivers were involved in 11 per cent of fatal accidents (10 per cent of fatal casualties, see table 1). The corresponding figure from the contributory factors data showed 8 per cent of fatal accidents involved one or more drivers impaired by alcohol (table 2a). The coroners' court data showed that of the 56 motor vehicle and motorcycle drivers/riders killed, 28 were tested for blood alcohol and 4 of these were found to have over the legal limit of alcohol in their blood. This is 7 per cent of the total number of vehicle driver deaths (Table 3 and Table 4).
- For **serious injury accidents**: The DfT estimates vehicle drivers over the blood alcohol limit were involved in 7 per cent of these accidents (9 per cent of serious casualties). The contributory factors data showed that 8 per cent of these accidents involved drivers that were impaired by alcohol.
- For **all accidents**: The DfT estimates vehicle drivers over the blood alcohol limit were involved in 6 per cent of these accidents (7 per cent of casualties). The contributory factors data showed that 4 per cent of these accidents involved drivers that were impaired by alcohol.

Department for Transport (DfT) estimates

The first source of information about the relationship between drink driving and traffic accidents is the DfT's[1] 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 which had one or more motor vehicle drivers or passengers with illegal alcohol levels, by severity, Wales and Great Britain, 2015

Number and per cent

	Fatal	Serious	KSI (a)	Slight	Total (b)
Wales					
Estimates of alcohol-related (c)(d):					
Accidents	10	70	80	230	**310**
Casualties	10	100	110	380	**500**
Numbers of all road traffic:					
Accidents	91	940	1,031	4,512	**5,543**
Casualties	105	1,081	1,186	6,496	**7,682**
Alcohol-related as proportion of all (d):					
Accidents (%)	11	7	8	5	**6**
Casualties (%)	10	9	9	6	**7**
Great Britain					
Estimates of alcohol-related (c)(d):					
Accidents	180	970	1,150	4,570	**5,730**
Casualties	200	1,170	1,370	7,100	**8,480**
Numbers of all road traffic:					
Accidents	1,616	20,038	21,654	118,402	**140,056**
Casualties	1,730	22,144	23,874	162,315	**186,189**
Alcohol-related as proportion of all (d):					
Accidents (%)	11	5	5	4	**4**
Casualties (%)	12	5	6	4	**5**

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

Notes:

(a) Killed or seriously injured.

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

(c) 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.

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

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) in Wales Table 1 shows that:

- 8 per cent of KSI accidents or 9 per cent of KSI casualties involved the driver(s), being impaired by alcohol;
- 5 per cent of slight accidents or 6 per cent of slight casualties involved the driver(s) being impaired by alcohol.

[1] Reported drinking and driving (RAS51)

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 2015 and 2016 are summarised in table 2a and table 2b respectively

Table 2a: Accidents where alcohol and drug related contributory factors were recorded, by severity, Wales, 2015

Number and per cent

All accidents	Fatal	Serious	KSI	Slight	Total
Impaired by alcohol	7	76	83	164	247
Impaired by drugs	5	16	21	29	50
Total number of accidents	91	940	1,031	4,512	5,543
As percentage of total accidents					
Impaired by alcohol (%)	8	8	8	4	4
Impaired by drugs (%)	5	2	8	1	1
Pedestrian involved in an accident					
Pedestrian impaired by alcohol	4	20	24	39	63
Pedestrian impaired by drugs	0	4	4	8	12
Number of pedestrian Casualities	21	186	207	641	848
As percentage of pedestrian casualities (a)					
Pedestrian impaired by alcohol (%)	19	11	12	6	7
Pedestrian impaired by drugs (%)	0	2	2	1	1

Source: WG analysis of data from STATS19 statistical form from the police

Notes:

(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: (i) That only adults are impaired by alcohol or drugs; (ii) That only one adult pedestrian who is "impaired by alcohol (or drugs)" is involved in these accidents; (iii) That the pedestrian involved in these accidents, and who was "impaired by alcohol (or drugs)", was a casualty (i.e. not uninjured).

(b) KSI = Killed or seriously injured

(c) Pedestrians involved in an accident (as a casuality or uninjured)

For Wales Table 2a shows:

- For every 5 accidents where the driver was impaired by alcohol (247 accidents), there was 1 accident where he/she was impaired by drugs (50 accidents, including illegal and medicinal).
- Drinking by pedestrians is an important factor in accidents involving pedestrians and pedestrian casualties. Police reported a total of 63 pedestrians impaired by alcohol, such that it contributed to the accident taking place (whether or not the pedestrian was a casualty or uninjured).
- For every 5 accidents where the pedestrian was impaired by alcohol (63 accidents), there was 1 accident where he/she was impaired by drugs (12 accidents, including illegal and medicinal).

Table 2b: Accidents where alcohol and drug related contributory factors were recorded, by severity, Wales, 2016

Number and per cent

All accidents	Fatal	Serious	KSI (a)	Slight	Total
Impaired by alcohol	8	75	83	154	237
Impaired by drugs	8	24	32	36	68
Total number of accidents	95	880	975	3,946	4,921
As percentage of total accidents					
Impaired by alcohol (%)	8	9	9	4	5
Impaired by drugs (%)	8	3	3	1	1
Pedestrian involved in an accident (b)					
Pedestrian impaired by alcohol	2	17	19	47	66
Pedestrian impaired by drugs	1	3	4	11	15
Number of pedestrian Casualities	14	185	199	594	793
As percentage of pedestrian casualities (c)					
Pedestrian impaired by alcohol (%)	14	9	10	8	8
Pedestrian impaired by drugs (%)	7	2	2	2	2

Source: WG analysis of data from STATS19 statistical form from the police

Notes:

(a) KSI = Killed or seriously injured

(b) The 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: (i) That only adults are impaired by alcohol or drugs; (ii) That only one adult pedestrian who is "impaired by alcohol (or drugs)" is involved in these accidents; (iii) That the pedestrian involved in these accidents, and who was "impaired by alcohol (or drugs)", was a casualty (i.e. not uninjured).

(c) Pedestrians involved in an accident (as a casuality or uninjured)

For Wales Table 2b shows:

- For every 3.5 accidents where the driver was impaired by alcohol (237 accidents), there was 1 accident where he/she was impaired by drugs (68 accidents, including illegal and medicinal).
- Drinking by pedestrians is an important factor in accidents involving pedestrians and pedestrian casualties. Police reported a total of 66 pedestrians impaired by alcohol, such that it contributed to the accident taking place (whether or not the pedestrian was a casualty or uninjured).
- For every 4.4 accidents where the pedestrian was impaired by alcohol (66 accidents), there was 1 accident where he/she was impaired by drugs (15 accidents, including illegal and medicinal).

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 by road user groups as a proportion of total killed, and by level of blood alcohol concentration (BAC) and road user groups, Wales and Great Britain 2015

Number and per cent

		Killed, aged 16 and over, with a known BAC (b)			
	Total killed aged	Number		As proportion of total killed	
	16 and over (a)	All	Over 80mg per 100ml (c)	All	Over 80mg per 100ml (c)
Wales					
Motor vehicle drivers	31	15	2	48	6
Motor vehicle passengers	23	3	0	13	0
Motorcycle riders (d)	25	13	2	52	8
Pedal cyclists (e)	2	0	0	0	0
Pedestrians	19	7	3	37	16
Other/Unknown	1	1	0	100	0
All	101	39	7	39	7
Great Britain					
Motor vehicle drivers	592	372	65	63	11
Motor vehicle passengers	214	64	8	30	4
Motorcycle riders (d)	365	226	19	62	5
Pedal cyclists (e)	94	33	4	35	4
Pedestrians	383	166	54	43	14
Other/Unknown	28	13	1	46	4
All	1,676	874	151	52	9

Source: Transport Research Laboratory (TRL), as collected from Coroners and Procurators Fiscal

Notes:

(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' practices differ: many only measure when victim is "considered at fault"; or only when blood alcohol is likely to be a factor
- Some coroners do not send information to TRL.

(c) The current drink drive limit in England and Wales is 80mg per 100ml of blood. The drink drive limit in Scotland was reduced on 5th December 2014 from 80mg per 100ml of blood to 50mg per 100ml of blood.

(d) Includes motorcycle passengers.

(e) Includes pedal cycle passengers.

Figures for people killed in road traffic accidents (aged 16 and over) in Wales where the blood alcohol level was measured (table 3) show:

- 6 per cent of motor vehicle drivers (mostly car drivers) had a blood alcohol level over the legal limit.
- Of the 25 motorcyclists killed, 2 had a blood alcohol level over the legal limit.
- 16 per cent of pedestrians killed had a blood alcohol level over the legal limit.

Table 4: People killed in road traffic accidents, by level of blood alcohol concentration (BAC) and road user groups, Wales and Great Britain, 2015

Number and per cent

	Killed, aged 16 and over, with a known BAC					
	Number	Proportion with a BAC (in mg per 100ml or blood) of over:				
	of people	50 (a)	80 (a)	100	150	200
Wales						
Motor vehicle drivers	15	13	13	7	0	0
Motor vehicle passengers	3	0	0	0	0	0
Motorcycle riders	13	15	15	15	15	15
Pedal cyclists (b)	0	0	0	0	0	0
Pedestrians (c)	7	43	43	43	43	14
Other/Unknown	1	0	0	0	0	0
All	39	18	18	15	13	8
Great Britain						
Motor vehicle drivers	372	20	17	14	11	7
Motor vehicle passengers	64	19	13	13	9	6
Motorcycle riders (b)	226	10	8	8	6	3
Pedal cyclists (c)	33	15	12	12	12	6
Pedestrians	166	36	33	30	25	16
Other/Unknown	13	15	8	8	0	0
All	874	20	17	15	12	7

Source: Transport Research Laboratory (TRL), as collected from Coroners and Procurators Fiscal

(a) The current drink drive limit in England and Wales is 80mg per 100ml of blood. The drink drive limit in Scotland was reduced on 5th December 2014 from 80mg per 100ml of blood to 50mg per 100ml of blood.
(b) Includes motorcycle passengers.
(c) Includes pedal cycle passengers.

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). Table 4 shows:

- 8 per cent of all fatalities had a blood alcohol level of over 200mg per 100 ml of blood that is at least 2½ times the legal blood alcohol limit for drivers. This figure represents 15 per cent of motorcycle riders and 14 per cent of pedestrians. All other groups did not have any fatalities with a BAC over 200 mg per 100 ml of blood.
- Out of 101 motor vehicle and motorcycle drivers killed in Wales in 2015, 39 were tested for blood alcohol. 18 per cent of these were over the Scottish drink drive limit, and similarly 18 per cent were over the drink drive limit in Wales and England. A further 15 per cent were over 100 mg per 100 ml of blood and 13 per cent were over 150 mg per 100 ml of blood.

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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:

- refused to provide
- was not contacted

and where the breath test

- was not requested and
- 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, background about the time and location of accidents involving drink driving.

Table 5: Drivers involved in accidents: Breath test results, Wales, 2012 to 2016 (a)

Number and per cent

	Breath test taken				Breath test not taken				Total
Year	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)
2012	214	6,379	6,593	3.2	14	1,586	1,421	512	**10,798**
2013	212	6,222	6,434	3.3	19	1,543	1,640	500	**10,651**
2014	196	6,039	6,235	3.1	12	1,581	1,772	511	**10,678**
2015	198	5,719	5,917	3.3	18	1,476	1,771	492	**10,175**
2016	166	4,905	5,071	3.3	12	1,380	1,720	486	**9,114**
% Change (g)	**↓ 16.2**	**↓ 14.2**	**↓ 14.3**	**↑ 1.0**	**↓ 33.3**	**↓ 6.5**	**↓ 2.9**	**↓ 1.2**	**↓ 10.4**

Source: WG analysis of the STATS19 statistical form from Police

Notes:

(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 injury or

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

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

(g) Percentage change refers to percentage difference or percentage points difference (percentage positive only) between 2015 and 2016.

Table 5 shows:

- The total number of breath tests taken has decreased annually since 2012 and the 2016 figure represents a 23.1 per cent decrease since 2012.
- The number of positive breath tests has fluctuated annually year on year from 214 in 2012 to 166 in 2016. These figures represent a 22.4 per cent decrease since 2012.
- Since 2012 the proportion of positive tests has annually been between 3.1 and 3.3 per cent of the overall total.
- A 14.3 per cent decrease in the number of refused breath test between 2012 and 2016.
- Other years available on Stats Wales.

Table 6: Drivers involved in accidents: Breath test results, Police force areas, 2014 to 2016 (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)	Test not requested (d)	Medical reasons	number of drivers (e)
North Wales									
2014	45	1,506	1,551	2.9	1	539	143	104	2,507
2015	41	1,437	1,478	2.8	1	524	128	88	2,382
2016	30	1,105	1,135	2.6	2	360	139	96	1,836
% Change (f)	↓ 26.8	↓ 23.1	↓ 23.2	↓ 0.1	↑ 100	↓ 31.3	↑ 8.6	↑ 9.1	↓ 22.9
Gwent									
2014	27	867	894	3.0	4	229	356	69	1,609
2015	21	655	676	3.1	6	129	391	52	1,275
2016	18	531	549	3.3	1	154	354	43	1,123
% Change (f)	↓ 14.3	↓ 18.9	↓ 18.8	↑ 0.2	↓ 83.3	↑ 19.4	↓ 9.5	↓ 17.3	↓ 11.9
South Wales									
2014	85	2,318	2,403	3.5	2	268	1,099	155	4,193
2015	98	2,229	2,327	4.2	10	250	1,069	158	4,053
2016	73	1,962	2,035	3.6	6	266	1,054	140	3,750
% Change (f)	↓ 25.5	↓ 12.0	↓ 12.5	↓ 0.6	↓ 40.0	↑ 6.4	↓ 1.4	↓ 11.4	↓ 7.5
Dyfed-Powys									
2014	39	1,348	1,387	2.8	5	545	174	183	2,369
2015	38	1,398	1,436	2.6	1	573	183	194	2,465
2016	45	1,307	1,352	3.3	3	600	173	207	2,405
% Change (f)	↑ 18.4	↓ 6.5	↓ 5.8	↑ 0.7	↑ 200	↑ 4.7	↓ 5.5	↑ 6.7	↓ 2.4

Source: WG analysis of the STATS19 statistical form from Police

Notes:

(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 - refused to provide irrespective of whether prosecution followed or not.

(c) Not contacted - 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 injury or circumstances rendered a breath test impracticable and, in addition, the figures now include, (iii) cases which are judged to have been incorrectly recorded as "test not applicable".

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

(f) Percentage change refers to percentage difference or percentage points difference (percentage positive only) between 2015 and 2016.

In 2016, Table 6 shows:

- South Wales Police carried out the largest number of tests (2,035), followed by Dyfed-Powys Police (1,352), North Wales Police (1,135) and Gwent Police (549).
- When comparing the differences between 2015 and 2016:
    - All police forces had less breath tests taken.
    - North Wales Police had the biggest decrease (23.2 per cent) and Dyfed-Powys Police had the smallest decrease (5.8 per cent).
    - South Wales Police (0.6 percentage points) and North Wales Police (0.1 percentage points) had decreases in the percentage of positive tests
    - Dyfed-Powys Police (0.7 percentage points) and Gwent Police (0.2 percentage points) had increases in the percentage of positive tests.
- Other years available on Stats Wales

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Accidents involving a driver above the legal limit for alcohol

Tables 7 and 8 and Chart 1 provide more background information about the incidences of accidents that involved a driver above the legal blood limit for alcohol.

Table 7: Total number of casualties (fatal, serious and slight) involved in accidents where at least one positive breath test was recorded, by month, Wales, 2012 to 2016

Number

	2012	2013	2014	2015	2016
January	26	10	19	26	25
February	22	21	22	24	26
March	29	39	27	20	29
April	15	15	32	7	13
May	30	19	48	11	23
June	27	23	28	24	16
July	25	35	18	31	28
August	31	26	22	35	19
September	24	32	19	19	15
October	35	20	24	20	21
November	22	39	29	42	13
December	36	23	11	23	25
All months	**322**	**302**	**299**	**282**	**253**

Source: WG analysis of the STATS19 statistical form from Police

Table 7 shows:

- Considerable variation between the months of the year and the same months in different years.
- Total positive tests in 2016 were 21.4 per cent lower than in 2012.
- A 10.3 per cent reduction in positive tests between 2015 and 2016.
- In 2015, April and November recorded the lowest month and March recorded the highest month (13 and 29 causalities respectively)

Table 8: Positive breath tests of drivers involved in accidents, by day of the week, Wales, 2014 to 2016

Number and per cent

	2014		2015		2016	
Day of week	**Number**	**Per cent (a)**	**Number**	**Per cent (a)**	**Number**	**Per cent (a)**
Monday	20	2.1	16	1.8	11	1.6
Tuesday	18	2.0	11	1.2	9	1.3
Wednesday	21	2.3	20	2.5	14	1.8
Thursday	27	2.6	35	3.5	22	2.7
Friday	47	5.3	42	5.1	46	6.5
Saturday	37	5.4	52	7.9	48	7.8
Sunday	26	3.0	22	2.6	16	2.1
All days	196	**3.1**	198	**3.3**	166	**3.3**

Source: WG analysis of the STATS19 statistical form from Police

Notes:

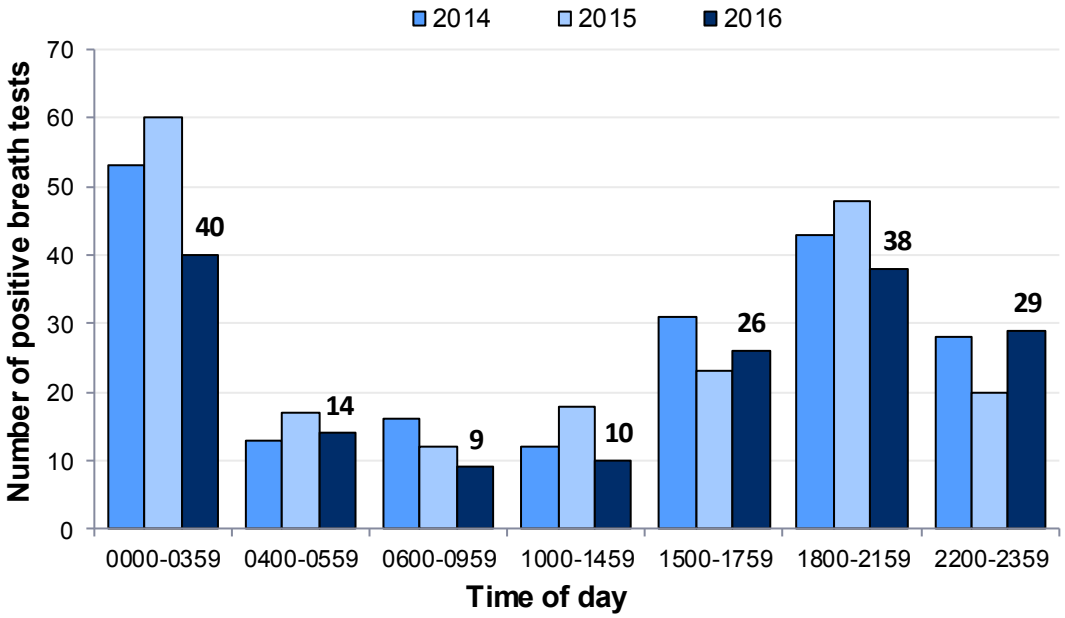
(a) Positive tests as a percentage of all breath tests of drivers involved in accidents on the given day.

Table 8 shows:

- The proportion of positive breath tests to identify peak periods for alcohol related accident.
- An increase in drivers testing positive at the weekend (a 1.8 percentage point increase at the weekend) in 2016.
- In 2016, Friday and Saturday as the highest mid week and weekend day where the percentage of drivers involved in accidents tested positive on the Saturday, similar to those observed in 2015.

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).

Chart 1: Number of positive breath tests from drivers involved in accidents, by time of day, Wales, 2014 to 2016



Source: WG analysis of the STATS19 statistical form from Police

Chart 1 shows the number of positive tests by grouped time periods. It highlights that:

- Drivers involved in accidents are more likely to test positive outside of traditional working hours
- In 2016, the period between 18:00 to 03:59 accounted for 64.5 per cent of all accidents where a driver tested positive, which was a similar percentage to the previous years.
- The number of positive breath tests in 2016 decreased by 16.2 per cent when compared to the 2015 figures – there were 32 less positive breath tests in 2016.
- Positive tests occur at all times of the day.

Table 9: Positive breath tests of drivers involved in accidents, by local authority, 2014 to 2016

Number and per cent

	2014			2015			2016			
	Positive		Negative	Positive		Negative	Positive		Negative	Positive per 100,000
Police Force Region	number	per cent	number	number	per cent	number	number	per cent	number	population (a)
North Wales Police	**45**	**2.9**	**1,506**	**41**	**2.8**	**1,437**	**30**	**2.6**	**1,105**	**4**
Isle of Anglesey	4	3.4	112	5	4.8	100	2	2.4	82	2
Gwynedd	8	2.6	298	11	4.0	267	6	2.5	231	5
Conwy	4	1.3	315	5	1.7	293	6	2.9	200	6
Denbighshire	6	2.7	214	6	2.3	256	5	2.6	191	3
Flintshire	16	4.8	319	7	2.4	284	4	1.7	230	3
Wrexham	7	2.7	248	7	2.9	237	7	3.9	171	5
Gwent Police	**27**	**3.0**	**867**	**21**	**3.1**	**655**	**18**	**3.3**	**531**	**3**
Caerphilly	9	4.4	196	7	3.9	173	4	3.1	127	2
Blaenau Gwent	3	3.4	86	2	3.1	62	3	5.9	48	4
Torfaen	7	5.3	124	3	3.6	81	2	2.2	87	2
Monmouthshire	2	1.5	129	3	2.1	142	5	5.5	86	5
Newport	6	1.8	332	6	3.0	197	4	2.1	183	3
South Wales Police	**85**	**3.5**	**2,318**	**98**	**4.2**	**2,229**	**73**	**3.6**	**1,962**	**6**
Swansea	20	3.5	555	23	3.7	592	15	3.0	479	6
Neath Port Talbot	7	2.4	285	11	4.4	240	11	4.3	246	8
Bridgend	9	4.1	209	9	4.8	177	9	4.6	188	6
Vale of Glamorgan	7	4.6	146	5	3.6	133	5	3.6	134	4
Cardiff	17	2.7	612	20	3.1	624	13	2.6	478	4
Rhondda Cynon Taf	21	5.0	398	26	6.4	382	16	4.4	350	7
Merthyr Tydfil	4	3.4	113	4	4.7	81	4	4.4	87	7
Dyfed-Powys Police	**39**	**2.8**	**1,348**	**38**	**2.6**	**1,398**	**45**	**3.3**	**1,307**	**9**
Pembrokeshire	16	4.9	313	11	3.5	307	9	3.3	267	7
Carmarthenshire	9	2.0	452	11	2.2	492	18	4.0	430	10
Powys	9	2.2	392	10	2.5	387	9	2.1	412	7
Ceredigion	5	2.6	191	6	2.8	212	9	4.3	198	12
Wales	**196**	**3.1**	**6,039**	**198**	**3.3**	**5,719**	**166**	**3.3**	**4,905**	**5**

Source: WG analysis of the STATS19 statistical form from Police

Notes:

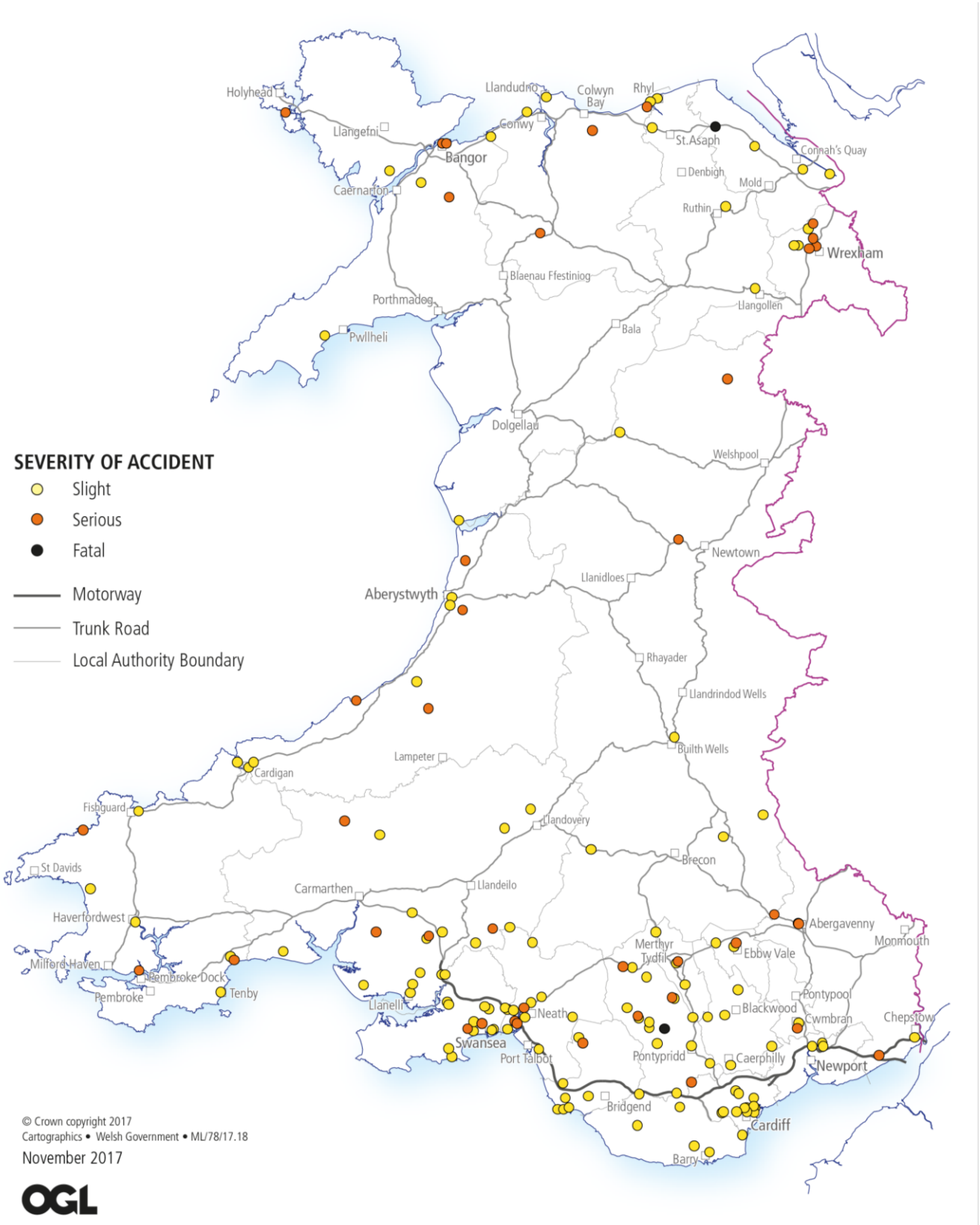
(a) positive per 100,0000 population uses the mid-2016 population estimates and is the rate of positive tests per 100,000 population.

Table 9 shows that in 2016:

- The largest numbers of drivers in an accident tested positive in Carmarthenshire (18), Rhondda Cynon Taff (16), Swansea (15) and Cardiff (13) and the lowest numbers of drivers in an accident tested positive in the Isle of Anglesey (2), Torfaen (2), and Blaenau Gwent (3).
- Using the mid-2016 population estimates, there were 10 positive tests per 100,000 of population in Carmarthenshire, compared to 7 in Rhondda Cynon Taff, 6 in Swansea, 4 in Cardiff, 2 in Isle of Anglesey, 2 in Torfaen and 4 in Blaenau Gwent.
- The highest proportion of positive test occurred in Blaenau Gwent (5.9 per cent) and the lowest in Flintshire (1.7 per cent).
- By police force region, South Wales Police (3.6 per cent) had the highest proportion of positive tests followed by Gwent Police and Dyfed-Powys Police (3.3 per cent) with North Wales Police (2.6 per cent) reporting the lowest proportion of positive tests.

The map (Map 1) shows the locations of the 166 accidents where at least one driver had a positive breath test in Wales in 2016 (as shown in Tables 9).

Map 1: Accident location where at least one driver was tested positive for alcohol in Wales in 2016



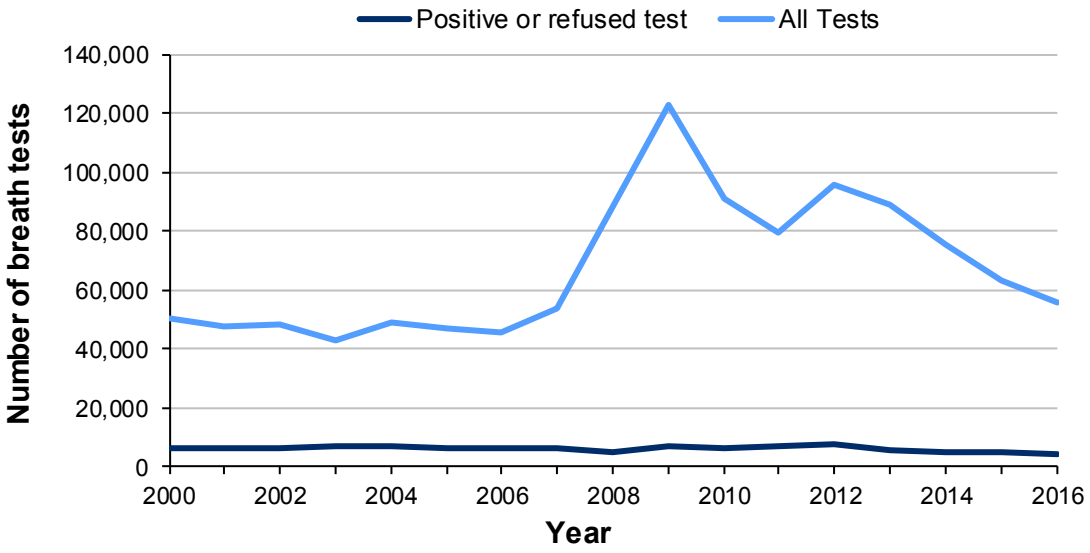
Enforcement action relating to drink driving

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.

Chart 2 and table 10 show that between 2000 and 2016:

- The number of annual breath tests has fluctuated considerably from a low of 43,000 tests in 2003 to a peak of 123,000 tests in 2009, with large increases in the number of tests in 2008 and 2009 in particular, which is associated with the introduction of new electronic data capture devices.
- The number of positive tests has been more stable varying from a high of 7,900 in 2012 to a low of 4,600 in 2016.
- The number of screening breath tests in 2016 represents a 12 per cent reduction in the number of tests when compared to the 2015 figure.
- In 2016, 55,900 screening breath tests carried out and 4,600 (8 per cent) had a positive result, which is a 4.2 per cent reduction in the number of positive results when compared to 2015.
- A higher proportion of tests in 2016 were positive (8.2 per cent) than in 2015 (7.6 per cent) even though less breath tests were carried out in 2016.
- Furthermore, since 2013 the number of positive tests recorded has decreased annually.
- To note: given the data limitations when looking at the longer term trend, and the large changes in the total number of tests, it is not possible to tell whether the reduction in positive breath tests could be attributable to fewer offences being committed, a change to processing the data or if fewer offences have been detected because of less tests being undertaken.

Chart 2: Motoring offences: Screening breath tests, Wales, 2000 to 2016 (a) (b) (c)



Source: Welsh Government analysis of Home Office data

Notes:

(a) Every effort is made to ensure that the figures presented are accurate and complete. However, it is important to know that these data have been extracted from large administrative data systems generated by police forces.

(b) Due to under-reporting, the positive breath tests figure has been replaced by court proceedings for Dyfed-Powys and South Wales police forces since 1988, and for Gwent police force since 2001.

(c) From April 2003 Gwent changed to a different system of recording breath tests which resulted in a shortfall of total screenings.

Table 10: Motoring offences: screening breath tests, Wales, 2007 to 2016 (a)

Number (nearest hundred), Per cent

	Positive or refused (b)		Negative	
Year	number	per cent	number	All tests (c)
2007	6,200	11	47,700	**53,900**
2008	5,200	6	83,000	**88,200**
2009	6,700	5	116,300	**123,000**
2010	6,000	7	84,900	**90,900**
2011	7,000	9	72,600	**79,600**
2012	7,900	8	88,200	**96,100**
2013	5,800	6	83,000	**88,800**
2014	5,100	7	70,700	**75,800**
2015	4,800	8	58,700	**63,500**
2016	4,600	8	51,300	**55,900**

Source: Welsh Government analysis of Home Office data

Notes:

(a) 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

(b) Due to under-reporting, the positive breath tests figure has been replaced by court proceedings for Dyfed-Powys and South Wales police foces since 1988, and for Gwent police force since 2001.

(c) From April 2003 Gwent changed to a different system of recording breath tests which resulted in a shortfall of total screenings.

Table 11: Findings of guilt at all courts for offences of driving after consuming alcohol or taking drugs by age group, Wales, 2012 to 2016 (a) (b)(c)

Number

Age group	2012	2013	2014	2015	2016
Under 18	20	21	17	15	14
18-20	248	209	185	211	201
21 and over	2,940	2,795	2,828	2,960	2920
All ages	**3,208**	**3,025**	**3,030**	**3,186**	**3,135**

Source: WG analysis of the Criminal justice statistics data, Ministry of Justice

Notes:

(a) Offences of driving are defined as driving or in charge of a motor vehicle whilst impared by drink or drugs, or whilst above the specified limit for alcohol.
(b) Includes offences under road traffic act 1988 sections 4 (1&2), 5 (1A&B), 6 (6), 7 (6A).
(c) As part of additional quality assurance in 2016, a small number of offence codes were reclassified between offence types to better reflect their legal basis. This applies from 2011.

Table 11 shows:

- 3,135 offenders found guilty of driving after consuming alcohol or taking drugs in 2016.
- 93.1 per cent (2,920 offenders) were over the age of 21, 6.4 per cent (201 offenders) were aged between 18-20 and 0.4 per cent (14 offenders) were under 18.

Table 12: Findings of guilt at all courts for offences of driving etc. after consuming alcohol or taking drugs, by offence type and age group, Wales, 2016 (a) (b) (c) (d)

Number

Motoring Offence Group	Under 18	18-20	21 and over	All ages
Driving with alcohol in the blood above the prescribed limit	10	152	2,299	2,461
Driving with a controlled drug above specified limit	2	33	148	183
Attempting to drive with a controlled drug above specified limit	-	-	1	1
Driving and failing to provide specimen for analysis (breath, blood or urine)	1	8	294	303
In charge of motor vehicle with alcohol in the blood above the prescribed limit	-	1	55	56
In charge of a motor vehicle with a controlled drug above specified limit	1	4	8	13
In charge of motor vehicle and failing to provide specimen for analysis	-	1	20	21
In charge of a stolen vehicle whilst unfit through drink (impairment)	-	-	9	9
In charge of a stolen vehicle whilst unfit through drugs (impairment)	-	1	6	7
Unfit to drive through drink (impairment)	-	1	8	9
Unfit to drive through drugs (impairment)	-	-	66	66
Unfit to drive through drink and drugs (impairment)	-	-	2	2
Failing to provide specimen for initial breath test	-	-	3	3
Failing to allow specimens of blood to be subjected to laboratory test	-	-	1	1
All offences	**14**	**201**	**2,920**	**3,135**

Source: Welsh Government analysis of criminal justice statistics, Ministry of Justice data

Notes:

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

(b) Includes Offences Under Road Traffic Act 1988 sections 4(1)(2), 5(1)(A)(B), 6 (6), 7(6)(A).

(c) '-' = Nil

(d) As part of additional quality assurance in 2016, a small number of offence codes were reclassified between offence types to better reflect their legal basis. This applies from 2011.

In 2016, for all ages (table 12):

- 78.5 per cent were for driving with alcohol in the blood above the prescribed limit.
- 5.8 per cent were driving with a controlled drug above the specified limit.
- 9.7 per cent were for driving and failing to provide a specimen for analysis.
- 2.1 per cent were unfit to drive through drugs.
- 1.8 per cent were found guilty of being in charge of a vehicle with alcohol above the legal limit.

Drinking and pedestrian casualties in 2016

This section encompasses 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.

Table 13: Pedestrian casualties impaired by alcohol (aged 16 and over), by gender and severity, Wales, 2016

Number

	All pedestrian casualties aged 16 and over	Impaired by alcohol		
		Male	Female	Total
Killed	14	2	0	**2**
Serious	185	16	3	**19**
Slight	594	37	8	**45**

Source: WG analysis of the STATS19 statistical form from Police

When looking at pedestrian casualties aged 16 and over who were impaired by alcohol, compared to all pedestrian casualties aged 16 and over, table 13 shows that:

- 14.3 per cent were killed
- 10.3 per cent were seriously injured
- 7.6 per cent were slightly injuries

Furthermore, males accounted for 83.3 per cent of all pedestrian casualties impaired by alcohol and were 5 times more likely to be a pedestrian casualty impaired by alcohol than females.

Table 14: Pedestrian casualties impaired by alcohol, by gender and age, Wales, 2016

Number

	Pedestrian casualtues 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	0	0	0	1	1	2	1	1	2	59	181	240
16-19	0	4	4	0	0	0	0	4	4	9	32	41
20-24	1	7	8	0	0	0	1	7	8	15	46	61
25-29	5	7	12	0	4	4	5	11	16	16	38	54
30-39	3	8	11	1	0	1	4	8	12	17	70	87
40-49	5	4	9	1	1	2	6	5	11	18	53	71
50-59	1	1	2	0	1	1	1	2	3	18	49	67
60-69	1	4	5	0	1	1	1	5	6	17	54	71
70+	2	2	4	0	0	0	2	2	4	41	58	99
Unknown	0	0	0	0	0	0	0	0	0	1	1	2
Total	**18**	**37**	**55**	**3**	**8**	**11**	**21**	**45**	**66**	**211**	**582**	**793**

Source: WG analysis of the STATS19 statistical form from Police

When looking at pedestrian casualties impaired by alcohol by age, it showed:

- For each pedestrian casualty impaired by alcohol, 12 were not impaired by alcohol
- 1 in 6 pedestrian casualties impaired by alcohol are female.
- Those aged 25-29 were the highest group of pedestrian casualties impaired by alcohol.
- Those aged 0-15 or 50-59 were the lowest group of pedestrian casualties impaired by alcohol.
- Those aged between 20 and 49 account for 71.4 per cent of all pedestrian casualties impaired by alcohol, this equates to 2 fewer pedestrian casualties than in 2015.

Table 15: Pedestrian casualties impaired by alcohol, by severity and time of day, Wales, 2016

Number

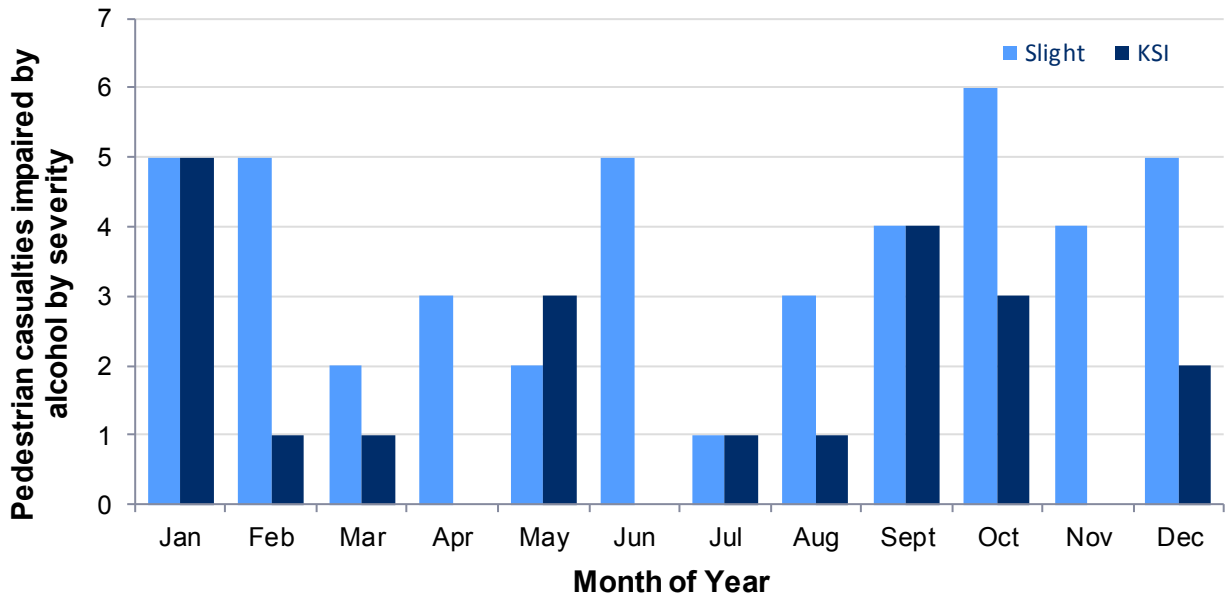
Time of Day	KSI	Slight	Total
06:00-09:59	1	0	1
10:00-13:59	0	3	3
14:00-17:59	0	9	9
18:00-21:59	4	13	17
22:00-01:59	13	16	29
02:00-05:59	3	4	7
Total	**21**	**45**	**66**

Source: WG analysis of the STATS19 statistical form from Police

When looking at pedestrian casualties impaired by alcohol by time of day, it showed:

- 95.2 per cent of KSI and 73.3 per cent of slight casualties occurred between the hours of 18:00 and 05:59.

Chart 3: Pedestrian casualties impaired by alcohol, by severity and time of year, Wales, 2016



Source: WG analysis of the STATS19 statistical form from Police

When looking at pedestrian casualties impaired by alcohol at different times of the year, pedestrian casualties occurred during each month of the year. There was variation in the severity of casualties observed throughout the year, with some months having no KSI casualties.

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.
- Transport Scotland produce an annual publication titled "Reported Road Casualties Scotland" which includes information on breath testing and drink-driving.
- The Department of the Environment in Northern Ireland produce an annual statistical report on "Road Safety" which includes information on fatalities attributed to alcohol.

2 Data source

The STATS19 statistical data is statistical data about road traffic accidents and casualties compiled by the police and forwarded to the Welsh Government. It provides 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.

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".

3 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.

4 Definitions

4.1 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 micrograms of alcohol per 100 millilitres of breath, or
- Was subsequently found to have more than 80 milligrams 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.

4.2 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.

4.3 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 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.

5 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 symbol has been used throughout the bulletin: "–" which is "not applicable"

6 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.

6.1 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.

6.2 Accuracy

1. For DfT estimates: The basis of the figures is described in the DfT article about drinking and driving. 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.
2. For Contributory factors: These figures are based in police officers' views, so 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.

6.3 Timeliness and punctuality

The statistics in this bulletin relate to cases in Wales and Great Britain during 12 months ending December 2016.

6.4 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.

6.5 Comparability and coherence

See sections 1.1 and 2.

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 includes none of theses national indicators.

Information on indicators and associated technical information - How do you measure a nation's progress? - National Indicators

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

Further details

The document is available at: http://gov.wales/statistics-and-research/drinking-driving/?lang=en.

Further tables of data are available at: from StatsWales.

Next update

Drinking and driving related road casualties in Wales during 2017 will be published in December 2018.

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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