ystadegau ar gyfer cymru statistics for wales

Statistical Bulletin
Bwletin Ystadegol

SB 48/2015 20 August 2015

Young people road casualties, 2014

This Statistical Bulletin is about road traffic casualties amongst young people, that is people aged between 16 and 24 inclusive. In 2014 these young people represented 12 per cent of the population of Wales but had a 22 per cent share of Killed and Seriously Injured (KSI) road casualties in Wales. So this group has a higher risk of becoming a road traffic casualty than younger and older age groups and, as these young people represent around a fifth of total KSI casualties, it will be difficult to achieve a fall in overall road traffic casualties without reducing casualties amongst this age group.

Road safety targets for Wales

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

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

This bulletin provides background data for monitoring the second of these road safety casualty reduction targets. Table 1 shows the recent trend in Young People KSI against the baseline (2004 - 08 average) and progress against the 2020 target reduction.

Whilst the number of KSIs in this age group has increased in recent years there has still been a reduction of 31 per cent against the 2004 – 08 average.

Table 1: Casualties aged 16-24 by severity, year and progress against target

Number and per cent

	KSI	All severity
2004 - 08 average	396	3,633
2012	247	2,217
2013	253	2,072
2014	272	1,986
Percentage change 2014 on 2004-08 average	-31	-45
Target percentage reduction by 2020	-40	

Source: Welsh Road Accident Database

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The higher risk of road traffic casualties for young people

Young people aged 16 to 24 are at higher risk of becoming a road casualty than older people and children. This is shown in Chart 1; a similar comparison is shown in Table 2 which shows the proportion of total population in this age group with the corresponding proportion of road traffic casualties over the five year to 2014 inclusive. Chart 1 shows that in 2014 young people aged 16 to 24 were 12 per cent of the population in 2014, but were 22 per cent of the **killed and seriously injured** (KSI) casualties. Table 2 shows that over the five year period (2010 to 2014) KSI casualties in this age group were 24.3 per cent of all KSI casualties.

The relationship between the share of each age group within the population of Wales and their share of road casualties is shown in Chart 1 below:

Chart 1: Share of 2014 population, by 2014 KSI and slight casualties, by broad age group.

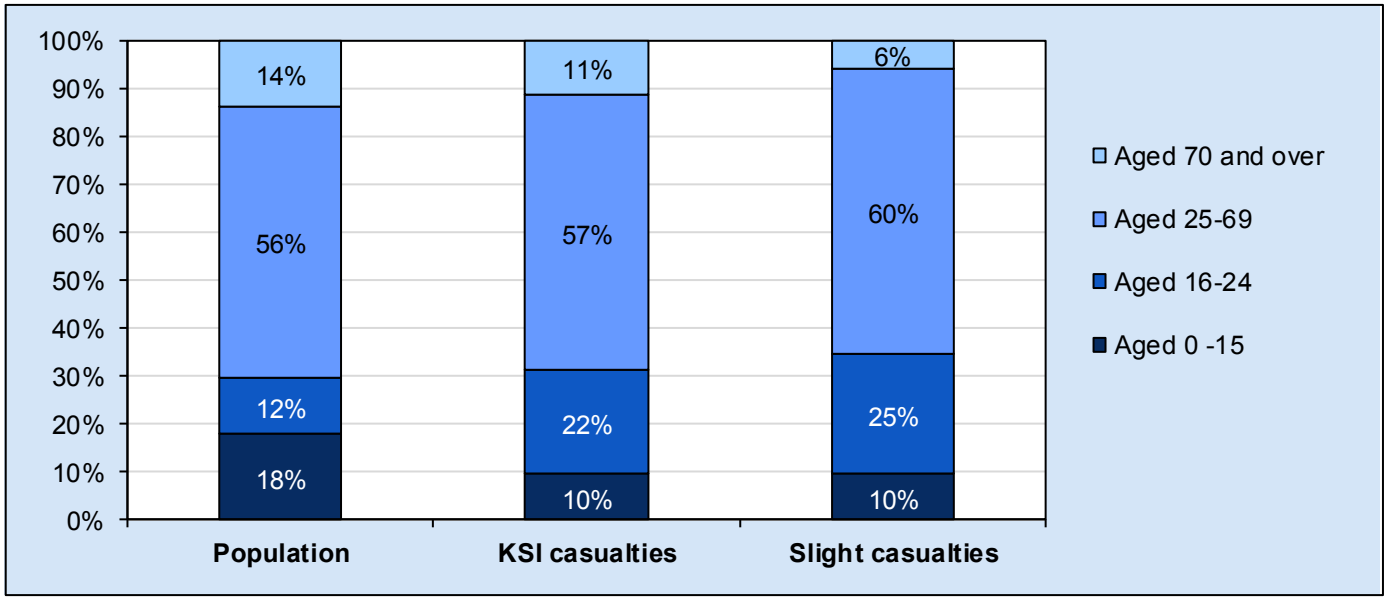


Table 2: Comparison of population and road traffic casualties for young people

Per cent

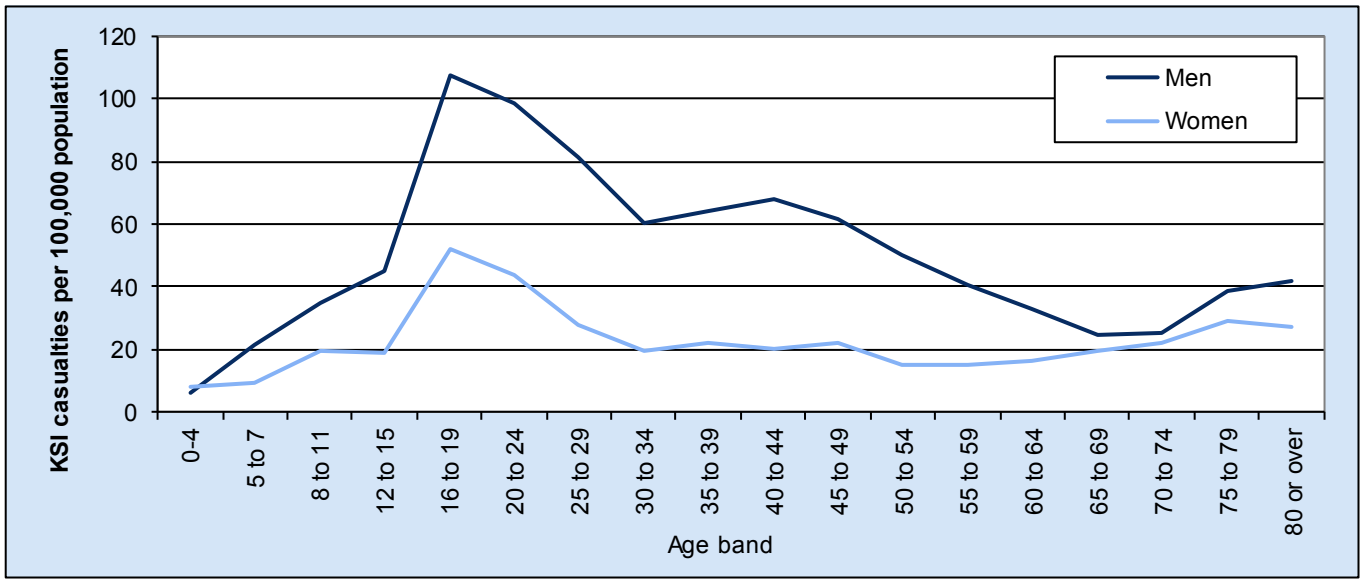
	Percentage of total in each age band		
	Aged 16 to 19	Aged 20 to 24	Aged 16 to 24(a)
Population (Mid 2014)	4.9	7.0	12.0
KSI casualties (average 2010-2014)	10.7	13.5	24.3
Slight casualties (average 2010-2014)	12.0	14.4	26.4

(a) may not total due to rounding

Source: Welsh Road Accident Database and Census of Population

Chart 2 takes this further by showing the rate of road traffic casualties per head of population by gender and by age band. This compares the relative risk for different groups of people. It shows the average rate over the five years 2010 to 2014 in order to remove the influence of any single year. It shows the higher rate of KSI road casualties amongst young people compared both with older people and with children; and that the rate of casualties per head for men is twice as high as women, averaged across all ages. The chart shows a second, small, peak in the rate of casualties for men aged between 40 and 44; the convergence in risk between men and women between the ages of 45 and 75. Finally it shows the increase in risk for older people, that is mid-70s and older.

Chart 2: Annual rate of KSI casualties (per 100,000 population) by age band and gender, 2010-2014 average



The higher risk for young people is concentrated amongst car occupants

Chart 3 shows more of the detail behind Chart 2. It shows the rate of road traffic casualties per head of population by gender and by age band for the main groups of road users, that is for pedestrians, cyclists, motorcyclists and car users separately ('other vehicles' has not been shown here in order to simplify the chart). So for any gender/age band, the total of the four rates (plus 'other vehicles') will add up to the corresponding point on Chart 2. It does not show the risk of, for example, motorcycling; it shows the impact of casualties amongst motorcyclists on casualty rates for each age group as a whole.

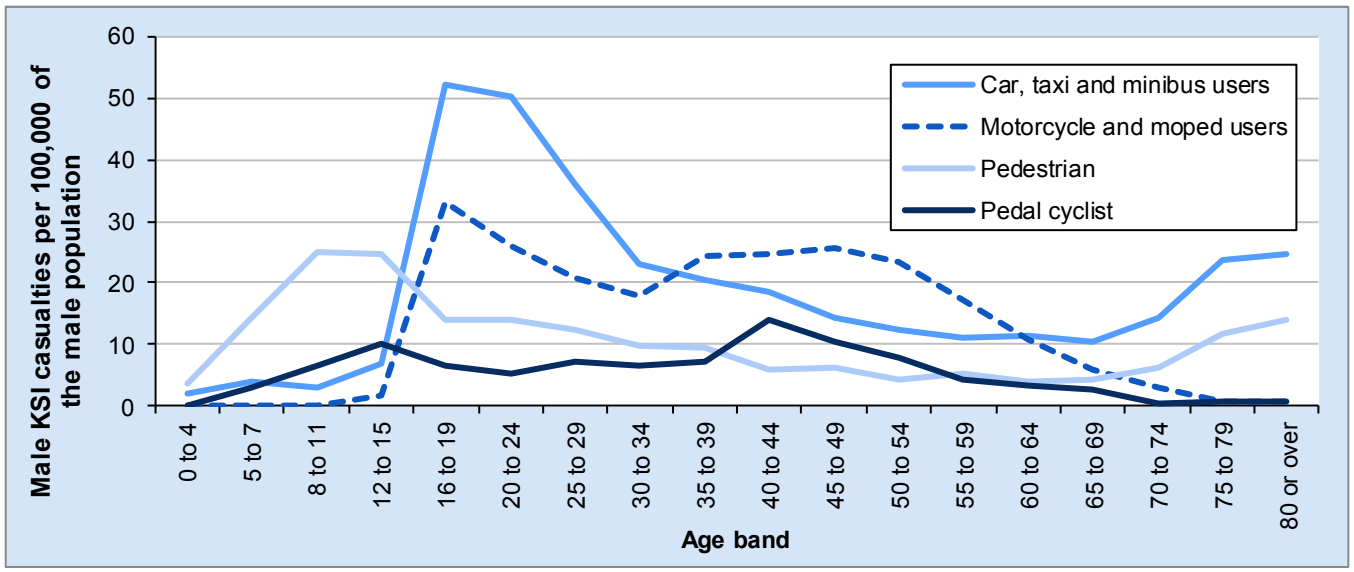
This chart shows that most of the higher risk amongst people aged 16 to 19 and 20 to 24 is accounted for by the impact of higher KSI casualties for car occupants, both drivers and passengers. This pattern holds for both men and for women.

Chart 3 shows some of the other age- and gender-related patterns in KSI casualties. It illustrates:

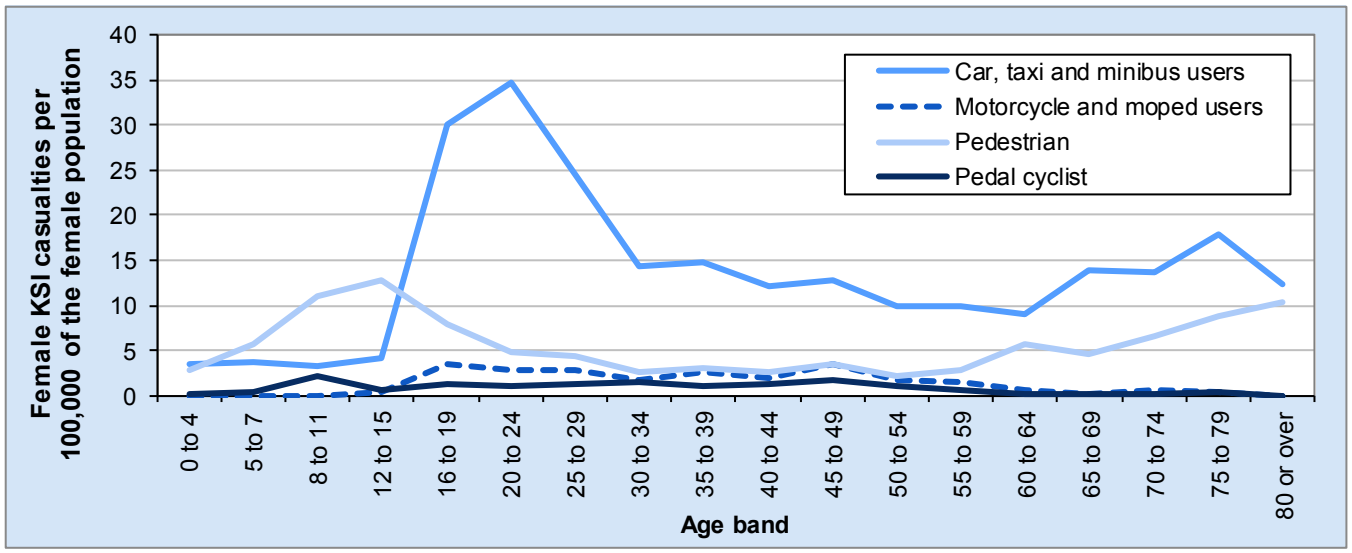
- the greater risks of becoming a KSI pedestrian casualty for children, and for older people;
- the higher rates of motorcyclist and pedal cyclist casualties amongst men;
- and a much higher rate of motorcyclist KSI casualties for men aged 16 to 19.

Chart 3: Rate of KSI casualties (per 100,000 population) by age band, type of casualty and gender, 2010-2014 average

Men



Women



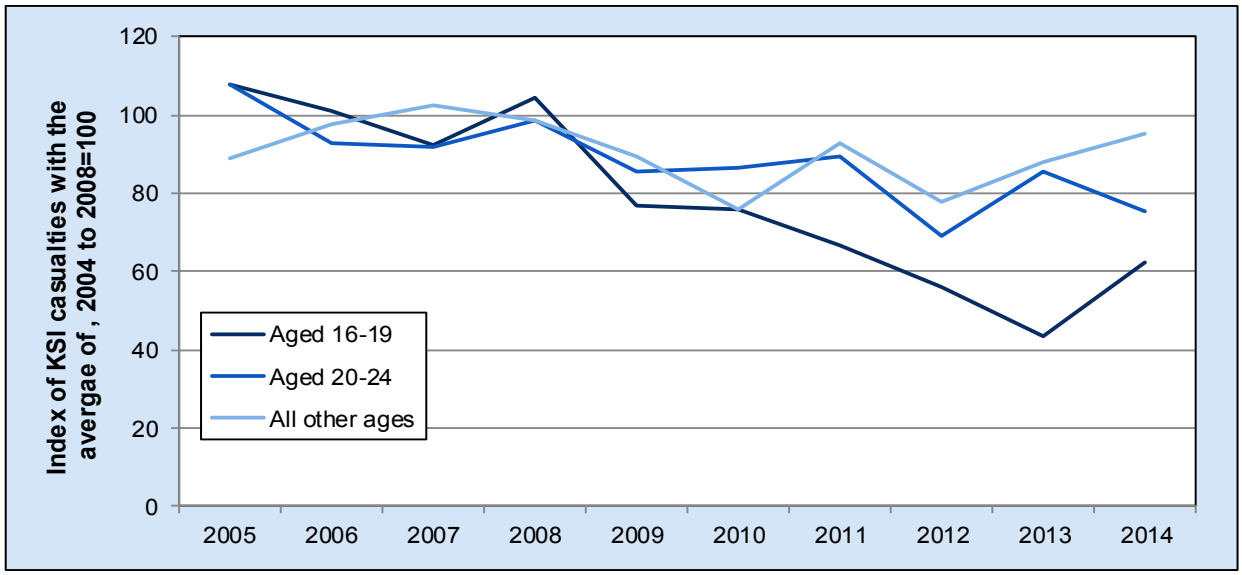
Recent trends in casualties

Despite the greater risks of road traffic casualties amongst young people, Chart 4 shows that up until 2014, both KSI and total casualties for this age group have been falling.

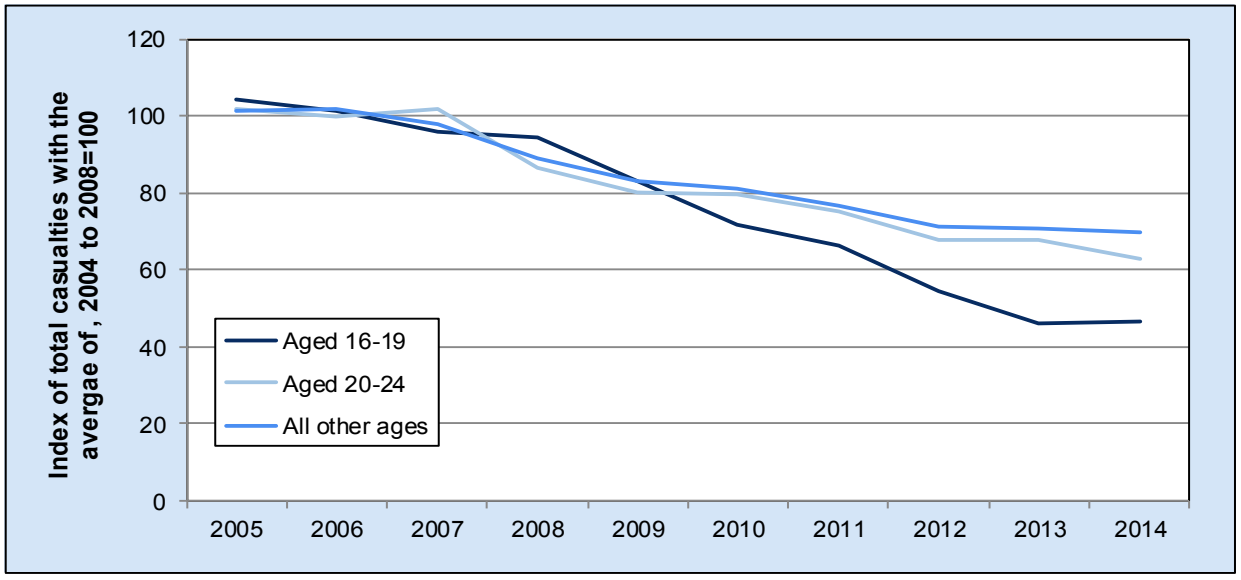
It suggests that, broadly, both KSI and total casualties amongst the 20 to 24 year old group have declined at a similar rate as the rest of the population; whereas it suggests that from 2008 up until 2013, both KSI and total casualties amongst the 16 to 19 year old group have declined at a faster rate than the rest of the population.

Chart 4: Recent trends in casualties by age, 2005 to 2014

KSI casualties



Total casualties



It is possible that this change is linked with the decline in the number of young male drivers (who are particularly at risk of injuring themselves or other road users[1]), and that, in turn is linked to changes in the socio-economic position of young men[2]; these changes have been taking place for some time (see box below) but these may have been exacerbated by changes in the wider economy since 2008.

[1] For more detail about the relatively greater accident risk of young drivers see 'Young Drivers and Road Accidents, 2011' at http://wales.gov.uk/topics/statistics/headlines/transport2012/1207031/?lang=en

[2] Discussed in the RAC foundation report "On the Move"; this covers developments for Great Britain as a whole. See: http://www.racfoundation.org/research/mobility/on-the-move-main-research-page

Table 3 summarises casualties amongst young people over the last 5 years. It also shows the total over the five years from 2010 to 2014 as this total will be less affected by the year-to-year variability that occurs in data about road traffic accidents and casualties.

Table 3: Severity of casualty by age, 2010 to 2014

	Number of casualties			
	Killed	Serious	Slight	Total
Casualties aged 16-19				
2010	16	138	1,171	1,325
2011	7	129	1,089	1,225
2012	10	104	891	1,005
2013	9	79	765	853
2014	8	119	729	856
2010-2014:	50	569	4,645	5,264
Casualties aged 20-24				
2010	14	153	1,265	1,432
2011	16	156	1,180	1,352
2012	12	121	1,079	1,212
2013	19	146	1,054	1,219
2014	14	131	985	1,130
2010-2014:	75	707	5,563	6,345
All other casualties				
2010	59	707	6,432	7,198
2011	98	841	5,890	6,829
2012	71	716	5,561	6,348
2013	83	808	5,372	6,263
2014	81	910	5,231	6,222
2010-2014:	392	3,982	28,486	32,860
Total casualties				
2010	89	998	8,868	9,955
2011	121	1,126	8,159	9,406
2012	93	941	7,531	8,565
2013	111	1,033	7,191	8,335
2014	103	1,160	6,945	8,208
2010-2014:	517	5,258	38,694	44,469

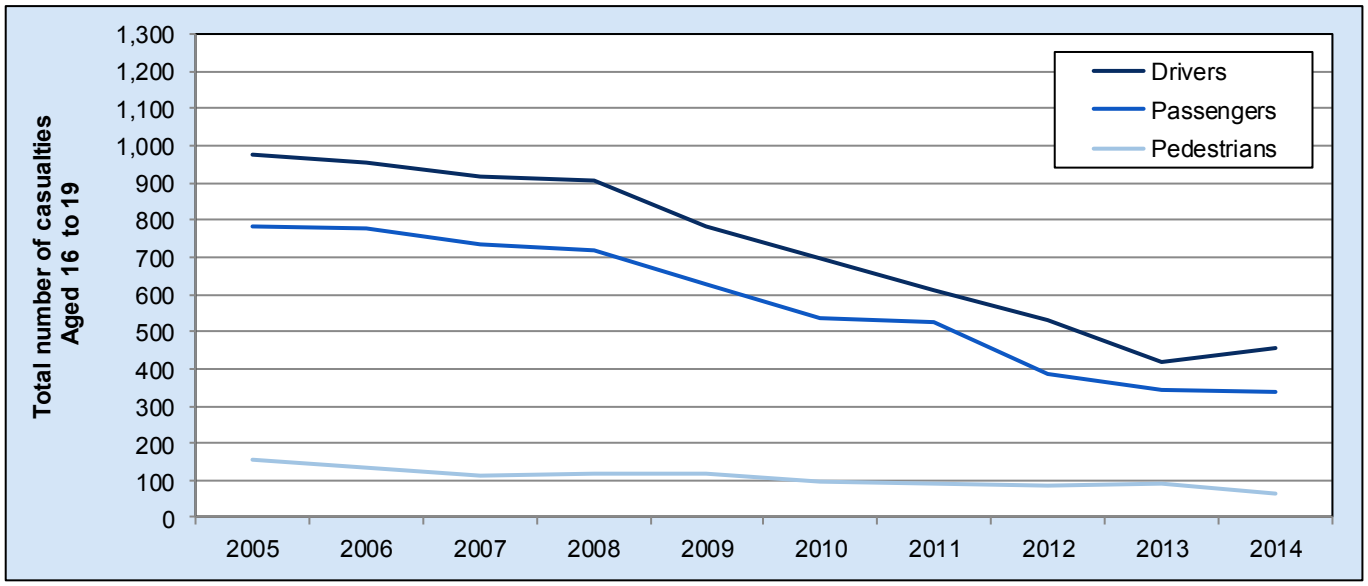
Drivers, passengers and pedestrians

Young people's driving skills are an important factor in road accidents; in addition risks are higher for passengers in this age group. So the following section looks at broad casualty classes, that is amongst drivers/riders (of cars, motorcycles, pedal cycles and other vehicles), passengers and pedestrians.

Chart 5 shows recent trends: It shows the recent declines in the number of driver and passenger casualties, starting in 2008 for the 20 to 24 year old group and 2009 for the 16 to 19 year old group.

Chart 5: Recent trends in <u>total</u> casualties by broad casualty class, 2005 to 2014

Aged 16 to 19



Aged 20 to 24

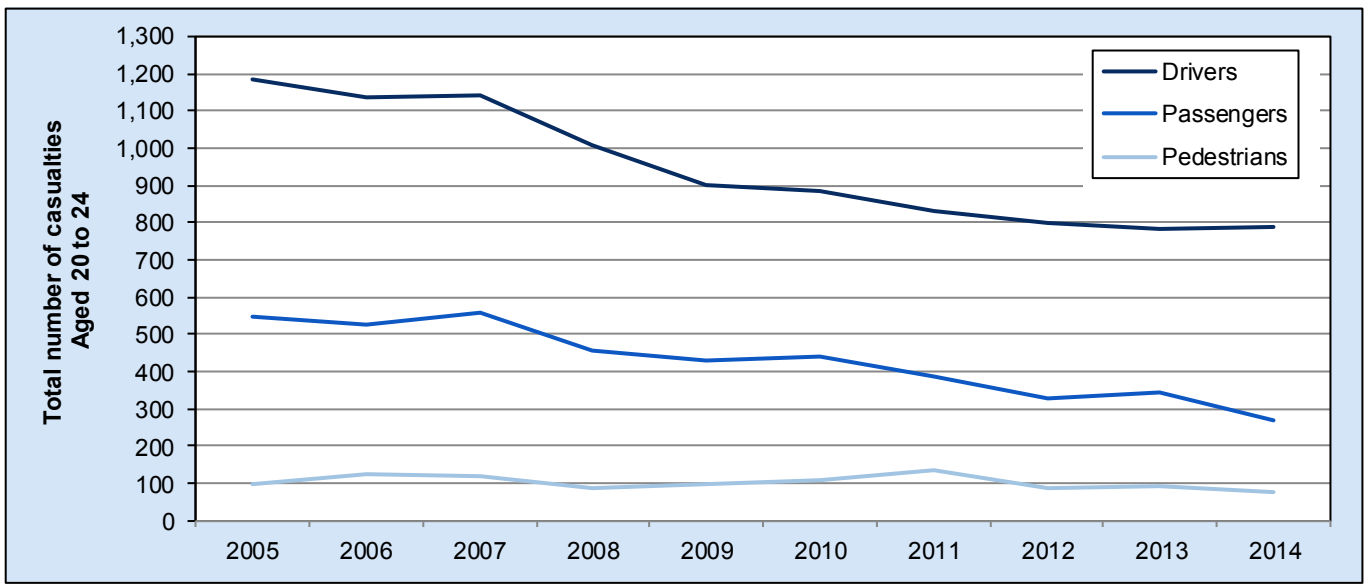


Table 4 summarises both KSI and total casualties by broad casualty class and age group; Chart 5 shows that the distribution across casualty classes (driver, passenger or pedestrian) is different for Young People (16-24) than for all other ages.

Young people comprise 35 per cent of passenger KSIs, as compared with 24 per cent of drivers and 16 percent of pedestrian KSIs.

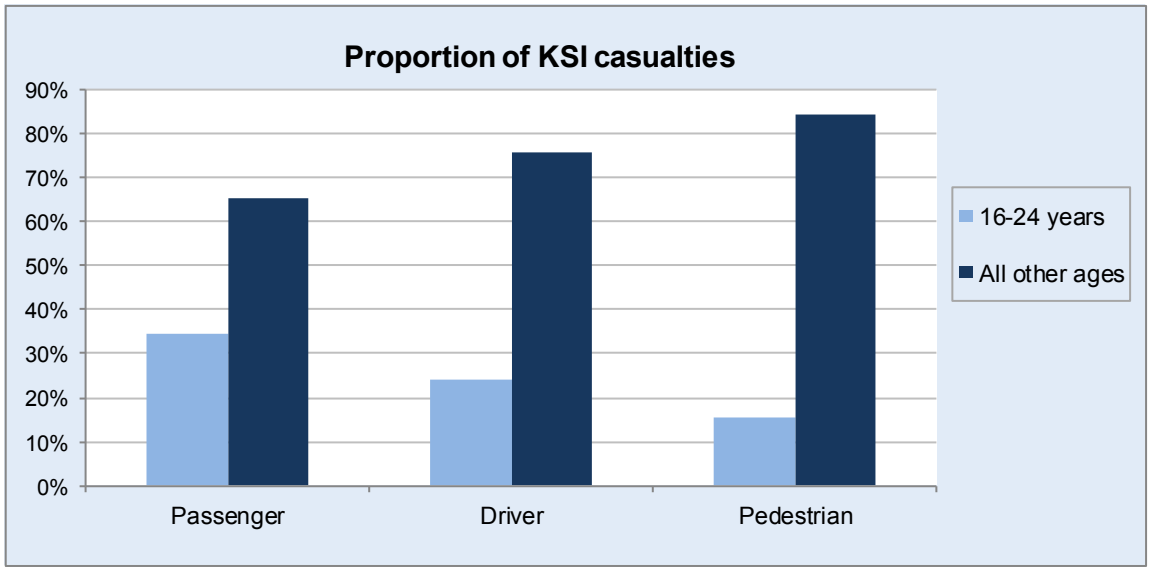
Table 4: Casualties for drivers, passengers and pedestrians, by age and severity, 2010-14

Number

	KSI casualties				Total casualties			
	Driver	Passenger	Pedestrian	Total	Driver	Passenger	Pedestrian	Total
Casualties aged 16-19								
2010	88	43	23	154	694	537	94	1,325
2011	77	39	20	136	610	525	90	1,225
2012	69	33	12	114	531	386	88	1,005
2013	49	28	11	88	419	341	93	853
2014	70	42	15	127	457	335	64	856
Total 2010-2014	353	185	81	619	2,711	2,124	429	5,264
Casualties aged 20-24								
2010	100	43	24	167	883	438	111	1,432
2011	101	44	27	172	832	386	134	1,352
2012	88	31	14	133	800	326	86	1,212
2013	109	36	20	165	781	346	92	1,219
2014	102	24	19	145	786	268	76	1,130
Total 2010-2014:	500	178	104	782	4,082	1,764	499	6,345
Casualties of other ages								
2010	484	116	166	766	4,421	1,874	903	7,198
2011	564	161	214	939	4,088	1,811	930	6,829
2012	479	131	177	787	3,924	1,591	833	6,348
2013	539	123	229	891	3,914	1,482	867	6,263
2014	622	154	215	991	3,979	1,461	782	6,222
Total 2010-2014	2,688	685	1,001	4,374	20,326	8,219	4,315	32,860
All ages								
2010	672	202	213	1,087	5,998	2,849	1,108	9,955
2011	742	244	261	1,247	5,530	2,722	1,154	9,406
2012	636	195	203	1,034	5,255	2,303	1,007	8,565
2013	697	187	260	1,144	5,114	2,169	1,052	8,335
2014	794	220	249	1,263	5,222	2,064	922	8,208
Total 2010-2014	3,541	1,048	1,186	5,775	27,119	12,107	5,243	44,469

Source: Welsh Road Accident Database

Chart 5: Proportion of KSI casualties by age and casualty class, 2010-2014



Passenger casualties

This section sets out the way that 16 to 24 year olds are over-represented amongst passenger casualties and hence how this age group are at relatively higher risk of becoming a passenger casualty than older age groups or children.

Young people aged 16 to 24 were 12 per cent of the population in 2014, but table 5 shows that over the 5 years, 2010 to 2014, people aged 16 to 24 accounted for around a third of all passenger casualties. They were at more risk of severe injury, as they accounted for 32 per cent of slight casualties, 34 per cent of serious casualties and 41 per cent of those killed; and 35 per cent of those killed or seriously injured (the tables shows that there is a lot of year to year variability in these figures).

Young people aged 16 to 19 were 4.9 per cent of the population in 2014 (compared with 7 per cent for 20 to 24 your olds); but the table shows that the numbers of 16 to 19 year olds injured is higher than the 20-24 year olds; they accounted for 18 per cent of all passenger fatalities over the five year period.

Table 5: Severity of passenger casualties by age of passenger, 2010 to 2014

Number

	Number of casualties			
	Killed	Serious	Slight	Total
Passenger casualties aged 16-19				
2010	8	35	494	537
2011	1	38	486	525
2012	3	30	353	386
2013	2	26	313	341
2014	2	40	293	335
2010-2014:	16	169	1,939	2,124
Passenger casualties aged 20-24				
2010	4	39	395	438
2011	4	40	342	386
2012	4	27	295	326
2013	6	30	310	346
2014	3	21	244	268
2010-2014:	21	157	1,586	1,764
All other passenger casualties				
2010	6	110	1,758	1,874
2011	17	144	1,650	1,811
2012	10	121	1,460	1,591
2013	11	112	1,359	1,482
2014	10	144	1,307	1,461
2010-2014:	54	631	7,534	8,219
Total passenger casualties				
2010	18	184	2,647	2,849
2011	22	222	2,478	2,722
2012	17	178	2,108	2,303
2013	19	168	1,982	2,169
2014	15	205	1,844	2,064
2010-2014:	91	957	11,059	12,107

Source: Welsh Road Accident Database

Table 6 below shows the association between the age of the driver and the age of the passenger casualty. There is a close relationship between the age of the passenger casualty and the age of the driver. In summary, and again over the period 2010 to 2014:

- Nearly half (46 per cent) of passenger casualties aged 16 to 19 were in vehicles driven by drivers aged between 17 and 19. A further 20 per cent were in vehicle driven by drivers aged between 20 and 24. This means that only 34 per cent of these passengers casualties were in vehicles driven by older people.
- The results are slightly less stark for 20 to 24 year olds; 43 per cent of passenger casualties in this group were in vehicles driven by 20 to 24 year olds. A further 12 per cent were injured in vehicles driven by 17 to 19 year olds (and another 14 per cent by drivers aged 25 to 29).

Table 6: Total passenger casualties by age of passenger and age of driver, 2010 to 2014

Number and per cent

	Age of driver								Total
	0-16	17-19	20-24	25-29	30-39	40-49	50-59	60 or over	all ages (a)
Passenger casualties aged 16-19									
2010	5	242	96	15	47	56	54	20	537
2011	3	265	93	22	39	52	32	14	525
2012	5	187	76	19	33	43	13	9	386
2013	1	137	88	21	33	35	18	7	341
2014	2	141	68	27	17	47	25	6	335
2010-2014: Proportion of total casualties (%)	1	46	20	5	8	11	7	3	100
Passenger casualties aged 20-24									
2010	0	52	179	62	57	38	38	9	435
2011	1	47	175	56	39	38	19	8	383
2012	0	44	139	53	29	31	19	11	326
2013	0	41	148	36	34	49	22	9	346
2014	0	29	112	37	21	41	17	7	268
2010-2014: Proportion of total casualties (%)	0	12	43	14	10	11	7	3	100

(a) Total includes drivers of unknown age.

Source: Welsh Road Accident Database

Pedestrian Casualties

This section sets out the way that 16 to 24 year olds are over-represented amongst pedestrian casualties and hence how this age group are at relatively higher risk of becoming a pedestrian casualty as compared with older age groups, at least up to the age of around 70; though they are at a lower risk as compared with children (aged 0-15).

Young people aged 16 to 24 were 12 per cent of the population in 2014, but table 7 shows that over the 5 years, 2010 to 2014 as a whole, they accounted for 18 per cent of pedestrian casualties. There was little difference in the outcomes by the severity of injury, as they accounted for a 18 per cent of slight casualties and 16 per cent of those killed or seriously injured (the tables shows that there can be a lot of year to year variability in these figures).

Young people aged 16 to 19 were 4.9 per cent of the population in 2014 (compared with 7 per cent for 20 to 24 year olds) but the table shows that the numbers of 16 to 19 year olds injured is very similar to that for the 20 to 24 year olds; suggesting a higher risk for the younger group.

Table 7: Severity of pedestrian casualties by age of casualty, 2010 to 2014

Number

	Number of casualties			
	Killed	Serious	Slight	Total
Pedestrian casualties aged 16-19				
2010	2	21	71	94
2011	0	20	70	90
2012	0	12	76	88
2013	3	8	82	93
2014	0	15	49	64
2010-2014:	5	76	348	429
Pedestrian casualties aged 20-24				
2010	5	19	87	111
2011	3	24	107	134
2012	1	13	72	86
2013	1	19	72	92
2014	0	19	57	76
2010-2014:	10	94	395	499
All other pedestrian casualties				
2010	10	156	737	903
2011	21	193	716	930
2012	14	163	656	833
2013	23	206	638	867
2014	13	202	567	782
2010-2014	81	920	3,314	4,315
Total pedestrian casualties				
2010	17	196	895	1,108
2011	24	237	893	1,154
2012	15	188	804	1,007
2013	27	233	792	1,052
2014	13	236	673	922
2010-2014:	96	1,090	4,057	5,243

Source: Welsh Road Accident Database

Drivers' involvement in accidents

Drivers aged 17 to 19

In Great Britain, the minimum driving age for a car or van is 17 with the exception of a moped or restricted-power motorcycle which can be ridden at 16.

Between 2010 and 2014, young people aged 17 to 19 were:

- 4 per cent of the population (mid-2014 figures), but
- 7 per cent of all drivers (3,837) in accidents.
- Around 65 per cent (2,500) of those young drivers were casualties. Of these 28 were killed, 276 were seriously injured and 2,196 were slightly injured. 1,337 escaped without injury.

Looking at drivers by type of vehicle:

- 83 per cent of driver/riders aged 17-19 were car drivers. They accounted for 7 per cent of all car drivers involved in accidents over this time period.
- Within this age group, 12 per cent of drivers/riders were on a motorcycle. The 17 – 19 year old riders represented 14 per cent of all motorcyclists involved in accidents.
- 4 per cent of pedal cyclists involved in accidents were aged 17-19 years old.

Drivers aged 20 to 24

Between 2010 and 2014, young people aged 20 to 24 were:

- 7 per cent of the population (mid-2014 figures), but
- 12 per cent (6,981) of all drivers in accidents were aged 20-24.
- Around 58 per cent (4,082) of those drivers were also casualties. Of these, 44 were killed, 456 were seriously injured and 3,582 were slightly injured. 2,899 escaped without injury.

Looking at drivers by type of vehicle:

- 85 per cent of driver/riders aged 20-24 were car drivers. They accounted for 13 per cent of all car drivers involved in accidents over this time period.
- Within this age group, 7 per cent of driver/riders were on a motorcycle. The 20 -24 year old riders represented 14 per cent of all motorcyclist involved in accidents.
- 9 per cent of pedal cyclists involved in accidents were aged 20-24 years old.

These figures are set out in more detail in Table 8.

Table 8: Involvement of drivers in accidents, by age, 2010 to 2014

	Number of drivers involved in accidents			
	Car, taxi, Minibus	Motor cycle	Pedal cycle	Other vehicle
Drivers aged 17-19				
2010	767	95	25	21
2011	780	85	20	17
2012	624	94	29	16
2013	497	89	20	17
2014	504	103	20	14
2010-2014:	3,172	466	114	85
Drivers aged 20-24				
2010	1,330	88	44	77
2011	1,287	72	54	83
2012	1,164	102	50	76
2013	1,070	111	43	47
2014	1,062	115	48	58
2010-2014:	5,913	488	239	341
All other drivers				
2010	8,113	476	388	1,148
2011	7,438	476	467	1,090
2012	6,822	452	411	958
2013	6,896	505	441	915
2014	6,689	549	512	1,004
2010-2014:	35,958	2,458	2,219	5,115
Total drivers				
2010	10,210	659	457	1,246
2011	9,505	633	541	1,190
2012	8,610	648	490	1,050
2013	8,463	705	504	979
2014	8,255	767	580	1,076
2010-2014:	45,043	3,412	2,572	5,541

Source: Welsh Road Accident Database

Types of accidents

Previous work has shown that young drivers are more likely to be involved in single vehicle accidents and in accidents late in the evening.

Single vehicle accidents

For drivers aged 17 to 19; and between 2010 and 2014, young people aged 17 to 19 were:

- 4 per cent of the population (mid-2014 figures), but
- 14 per cent of all drivers injured in single vehicle accidents

For drivers aged 20 to 24; and between 2010 and 2014, young people aged 20 to 24 were:

- 7 per cent of the population (mid-2012 figures), but
- 15 per cent of all drivers injured in single vehicle accidents

Table 9 shows the impact of single vehicle accidents on the casualties for everyone in the vehicles involved. It shows that casualties aged 16 to 19 represented 16 per cent of people injured in single vehicle accidents (regardless of the age of the driver); casualties aged 20 to 24 represented 15 per cent of all the people injured in single vehicle accidents.

Table 9: Casualties arising from single vehicle accidents, by severity and age, 2010-2014

Number

	Number of casualties arising from single vehicle accidents			
	Killed	Serious	Slight	Total
Casualties aged 16-19				
2010	11	83	390	484
2011	4	53	345	402
2012	6	41	317	364
2013	5	30	279	314
2014	3	65	294	362
2010-2014:	29	272	1,625	1,926
Casualties aged 20-24				
2010	9	82	342	433
2011	7	69	303	379
2012	6	48	304	358
2013	8	73	304	382
2014	6	58	289	353
2010-2014:	36	330	1,542	1,905
All other casualties				
2010	22	297	1,438	1,757
2011	34	341	1,346	1,721
2012	27	301	1,269	1,597
2013	41	364	1,340	1,748
2014	29	391	1,245	1,665
2010-2014:	153	1,694	6,638	8,488
Total casualties				
2010	42	462	2,170	2,674
2011	45	463	1,994	2,502
2012	39	390	1,890	2,319
2013	54	467	1,923	2,444
2014	38	514	1,828	2,380
2010-2014:	218	2,296	9,805	12,319

Source: Welsh Road Accident Database

Accidents by time of year and day

For drivers aged 17 to 19; between 2010 and 2014 there was:

- A fairly even spread of 17-19 drivers involved in accidents across the year, with slightly more occurring in the second quarter (27 per cent) and third quarter (27 per cent) followed by the fourth quarter (24 per cent) and first quarter (22 per cent).
- Around three quarters of drivers aged 17-19 are involved in accident which occurs between Midday and 23:59. Between midnight and 05:59 they accounted for 8 percent of all drivers involved in accidents and 33 per cent between 18:00 and 23:59.

For drivers aged 20 to 24; between 2010 and 2014, there was:

- A fairly even spread of 20-24 drivers involved in accidents across the year, with slightly more occurring in the second half the year.
- Around 7 out of 10 drivers aged 20-24 are involved in accidents which occurs between Midday and 23:59. Between midnight and 05:59 they accounted for 6 percent of all drivers involved in accidents and 27 per cent between 18:00 and 23:59.

Table 10 shows the impact of time of day on the casualties for all casualties. It shows that over the last five years, young people (16 – 24 years old) were half the casualties that took place between midnight and 6:00am; 20 per cent of casualties that took place between 6:00am and noon; 21 per cent of casualties that took place between noon and 6pm and 37 per cent of casualties between 6pm and midnight.

Table 10: Total casualties by age and time of day, 2010 to 2014

Number

	Number of casualties			
	0:00 to 05:59	06:00 to 11:59	12:00 to 17:59	18:00 to 23:59
Casualties aged 16-19				
2010	160	213	486	466
2011	121	187	460	457
2012	97	172	409	327
2013	85	170	318	280
2014	95	151	317	293
2010-2014:	558	893	1,990	1,823
Casualties aged 20-24				
2010	153	321	525	433
2011	168	291	510	383
2012	139	284	465	324
2013	126	280	437	376
2014	94	277	410	349
2010-2014:	680	1,453	2,347	1,865
All other casualties				
2010	273	2,037	3,507	1,381
2011	244	1,918	3,340	1,327
2012	254	1,719	3,144	1,231
2013	240	1,830	2,962	1,231
2014	257	1,722	3,085	1,158
2010-2014:	1,268	9,226	16,038	6,328
Total casualties				
2010	586	2,571	4,518	2,280
2011	533	2,396	4,310	2,167
2012	490	2,175	4,018	1,882
2013	451	2,280	3,717	1,887
2014	446	2,150	3,812	1,800
2010-2014:	2,506	11,572	20,375	10,016

Source: Welsh Road Accident Database

Key quality information:

Source: Police reported road casualties in Wales

Status: National Statistics

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

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.

Uses of data There are a variety of organisations that use the Welsh road traffic accident and casualty data. The Welsh Government uses road traffic collision and casualty data to help set road safety policy. It is also used for performance indicators, both for the Welsh Government's Transport Strategy and for some Health Performance indicators. They are also component indicators in the Welsh Government's Child Poverty and Sustainable Development indicators.

Other users include Highway Authorities, covering the Welsh Government, which is responsible for the motorway and trunk road network, and local authorities, which are responsible for other roads in Wales. Other bodies involved in road safety include the Safety Camera Partnership, Trunk Road Agents, and Police & Community Safety Partnerships.

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

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

This data is obtained from administrative sources and thus may be affected by changes in procedures within those systems.

This article also summarises the sources and methods used to compile the road accident and casualty figures for Wales. It also reviews the quality of the resulting figures in terms of the six dimensions of statistical quality of the European Statistical System. The aim is to provide background information about road casualty statistics for Wales in a single document for all users of the published statistics. It is available from the following link:
http://gov.wales/statistics-and-research/police-recorded-road-casualties/quality-report

Links to further information:

Statistics on Road Casualties for Wales in 2014 were first published on 4 June 2015 and are being followed by a number of Statistical Bulletins that are intended to provide users with more information. Most of these Bulletins focus on particular groups of road users that are either at higher risk of involvement in an accident or are more vulnerable in terms of becoming a casualty, if involved in an accident.

Related publications are available from the following link:

http://gov.wales/statistics-and-research/?topic=Transport

In addition to these regular statistical publications a new website will shortly be available which disseminates statistics on road safety in a new format. The Local Road Safety interactive tool will show the location of casualties by road user type for local authority areas across Wales in a map format and will allow users to view bespoke road accident data on the map. The website will be available in both English and Welsh and a link to it will be available here:

http://gov.wales/statistics-and-research/?topic=Transport

Road Accident statistics for Wales will be added to the StatsWales website in the coming months:

https://statswales.wales.gov.uk

Results for Great Britain were published by the Department for Transport in June 2015 in 'Reported road casualties in Great Britain main results: 2014'; available from the link:

https://www.gov.uk/government/organisations/department-for-transport/about/statistics