ystadegau ar gyfer cymru statistics for wales

Statistical Bulletin

Llywodraeth Cymru Welsh Government

Young people road casualties, 2015

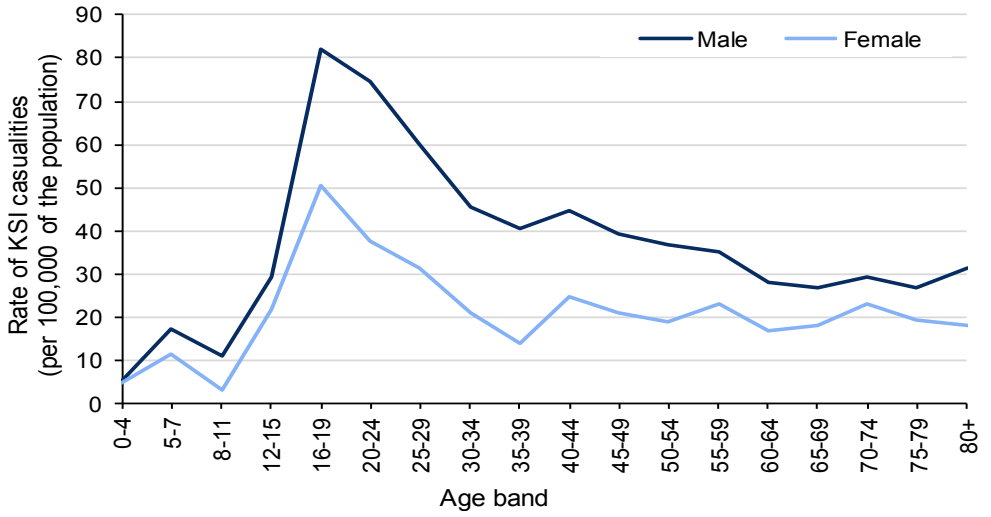
26 April 2017
SB 24/2017

Key points

In 2015 young people aged 16-24 represented 12 per cent of the population of Wales but accounted for 23 per cent of killed or seriously injured (KSI) road casualties and 26 per cent of slight casualties.

- The number of young people road casualties fell in 2015 with 1,825 casualties recorded (161 fewer than 2014). This follows a recent trend where numbers have been decreasing (Chart 5a and 5b).
- Within this figure, the number of casualties in this age group Killed or Seriously Injured increased between 2014 and 2015 (an increase for a third successive year), with 284 KSIs reported (12 more than 2014).
- Despite the increase of casualties aged 16 -24 KSI in recent years, there has been a long term reduction of 28 per cent when compared to the 2004 – 08 average.

Chart: Rate of KSI casualties per 100,000 of the population by age band and gender, 2015



Source: Road Accident Statistics, Welsh Government and mid-year population estimates-2015, ONS

About this release

This Statistical Bulletin contains or details road traffic accidents including young people, aged between 16 and 24.

This bulletin provides data for monitoring the related road safety casualty reduction target.

These data are in table 1 showing: the recent trend for young people Killed or Seriously Injured (KSI) compared to the baseline (2004-08 average); and progress towards the 2020 target.

In this bulletin

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The higher risk of road traffic casualties for young people

Table 1 shows the recent trend in Young People KSI compared with 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 28 per cent compared with the 2004 – 08 average.

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

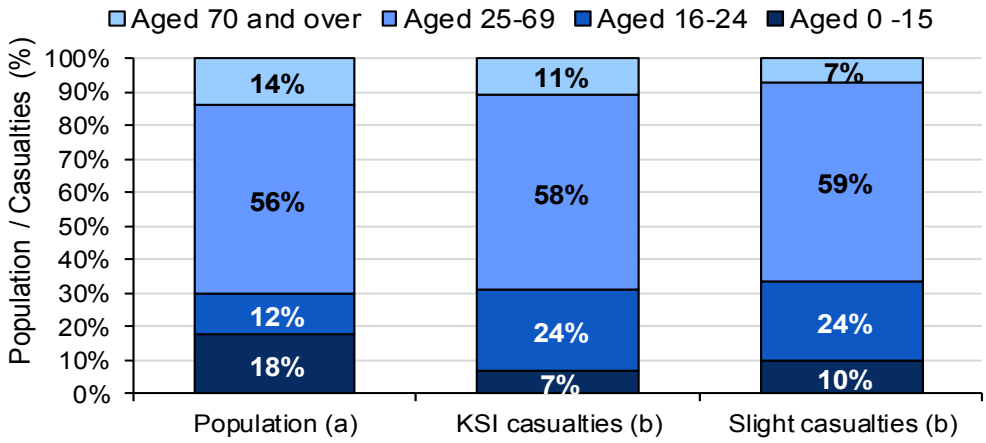
Number and per cent

	KSI	All severity
2004 - 08 average	396	3,633
2013	253	2,072
2014	272	1,986
2015	284	1,825
Percentage change 2015 on 2004-08 average	-28	-50
Target percentage reduction by 2020	-40	

Source: Road Accident Statistics, Welsh Government

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 2015 inclusive. Chart 1 shows that in 2015 young people aged 16 to 24 were 12 per cent of the population, but were 24 per cent of casualties killed or seriously injured (KSI). Table 2 shows that over the five year period (2011 to 2015) KSI casualties in this age group were 23.2 per cent of all KSI casualties.

Chart 1: Population and casualties, by broad age group, 2015



Sources:
(a) Mid year population estimates-2015, Office for National Statistics
(b) Road Accident Statistics, Welsh Government

Table 2: Comparison of population and road traffic casualties for young people, 2011-2015

Per cent

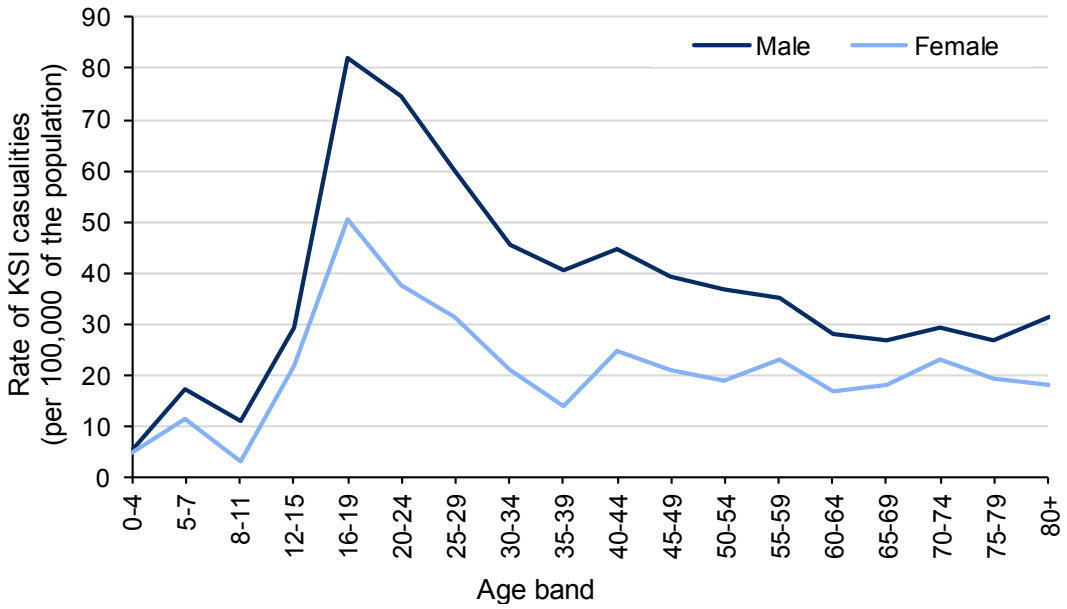
	Percentage of total in each age band		
	Aged 16 to 19	Aged 20 to 24	Aged 16 to 24(a)
Population (Mid 2015)	4.9	6.9	11.8
KSI casualties (average 2011-2015)	10.0	13.2	23.2
Slight casualties (average 2011-2015)	11.3	14.3	25.6

Source: Road Accident Statistics, Welsh Government

Notes:
(a) may not total due to rounding

Chart 2 shows 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 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; and 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: Rate of KSI casualties per 100,000 of the population by age band and gender, 2015



Source: Road Accident Statistics, Welsh Government and mid-year population estimates-2015, ONS

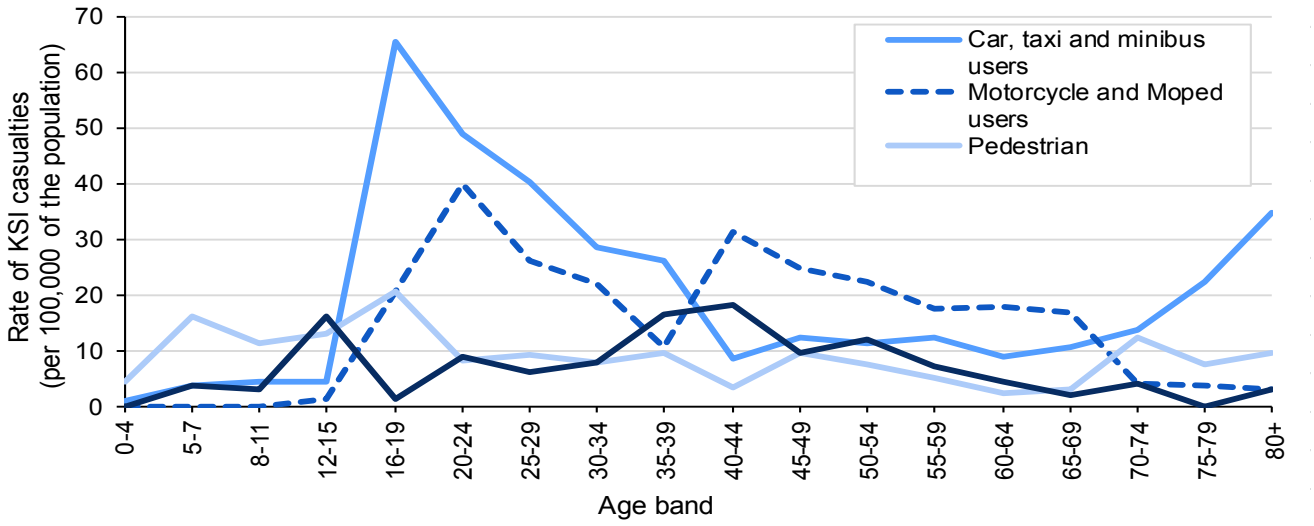
Chart 3a and 3b show more of the detail behind Chart 2. They show the rate of road traffic casualties per head of population by gender and by age band for the main groups of road users, that is for pedestrians, cyclists, motorcyclists and car users separately ('other vehicles' has not been shown here 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. They do 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.

The charts show 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 3a and 3b show some of the other age and gender-related patterns in KSI casualties. They illustrate:

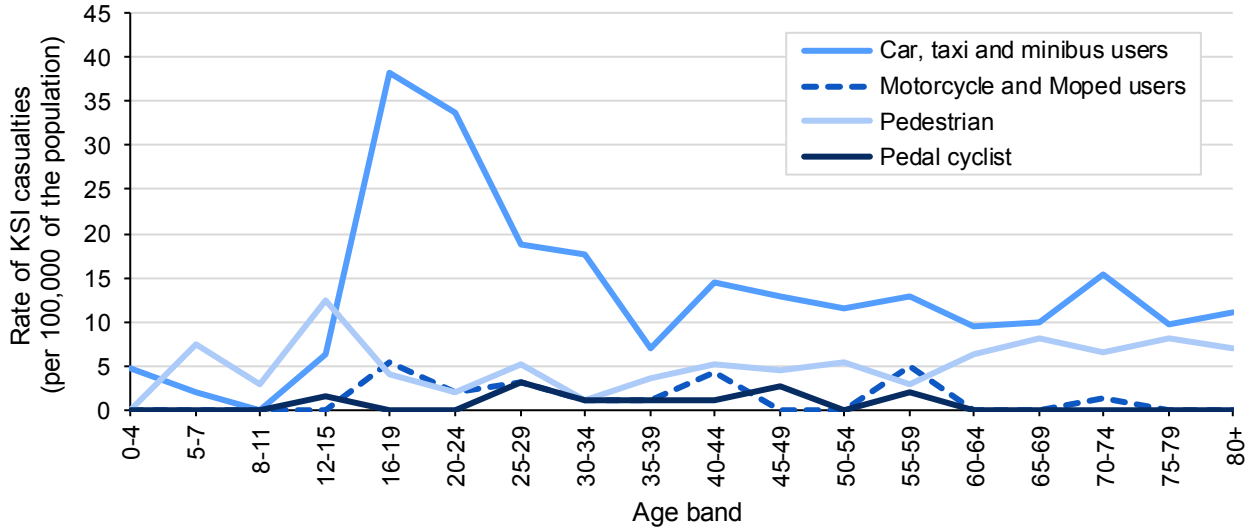
- the greater risks of becoming a KSI pedestrian casualty for children, and for older people;
- the higher rates of motorcyclist and pedal cyclist casualties amongst men;
- and a much higher rate of motorcyclist KSI casualties for men aged 16 to 19.

Chart 3a: Rate of KSI casualties per 100,000 of the male population by age band and type of casualty, 2015



Source: Road Accident Statistics, Welsh Government and mid-year population estimates-2015, ONS

Chart 3b: Rate of KSI casualties per 100,000 of the female population by age band and type of casualty, 2015



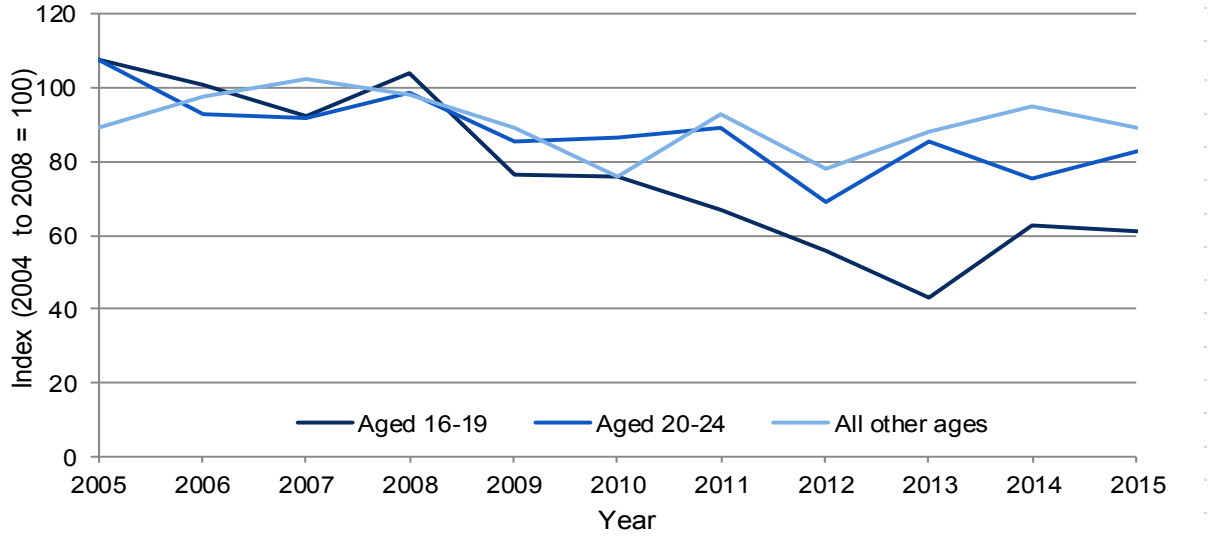
Source: Road Accident Statistics, Welsh Government and mid-year population estimates-2015, ONS

Recent trends in casualties

Despite the greater risks of road traffic casualties amongst young people, Chart 4a and 4b show that up until 2015, both KSI and total casualties for this age group have been falling.

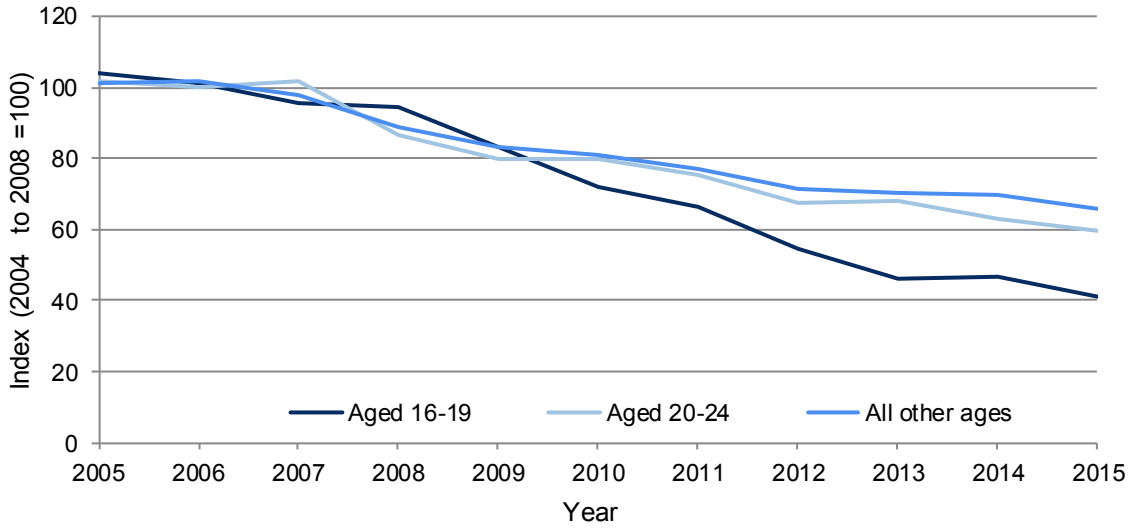
It suggests that, broadly, both KSI and total casualties amongst the 20 to 24 year old group have declined at a similar rate as the rest of the population; whereas it suggests that from 2008 up until 2013, both KSI and total casualties amongst the 16 to 19 year old group have declined at a faster rate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

Chart 4a: Recent trends in KSI casualties by age, where the 2004 to 2008 average = 100



Source: Road Accident Statistics, Welsh Government

Chart 4b: Recent trends in total casualties by age, where the 2004 to 2008 average = 100



Source: Road Accident Statistics, Welsh Government

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), and that, in turn is linked to changes in the socio-economic position of young men; 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.

Table 3 summarises casualties amongst young people over the last 5 years. It also shows the total over the five years from 2011 to 2015 as this total will be less affected by the year-to-year variability that occurs in data about road traffic accidents and casualties by severity.

Table 3: Severity of casualty by age, 2011 to 2015

Number

	Number of casualties			
Year	**Killed**	**Serious**	**Slight**	**Total**
Casualties aged 16-19				
2011	7	129	1,089	**1,225**
2012	10	104	891	**1,005**
2013	9	79	765	**853**
2014	8	119	729	**856**
2015	14	110	629	**753**
Casualties aged 20-24				
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**
2015	7	153	912	**1,072**
All other casualties				
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**
2015	84	818	4,955	**5,857**
Total casualties				
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**
2015	105	1,081	6,496	**7,682**

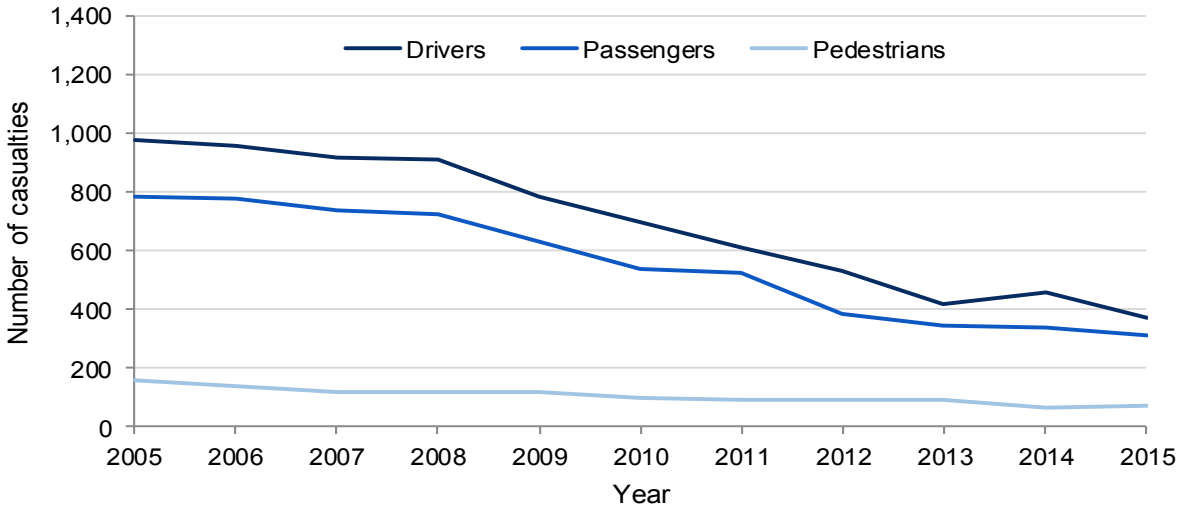
Source: Road Accident Statistics, Welsh Government

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.

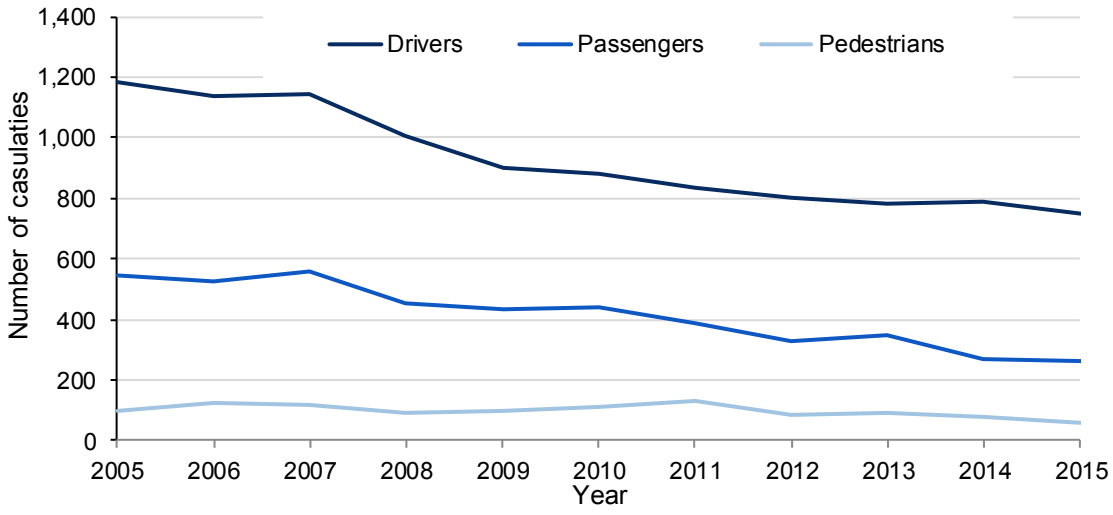
Chart 5a and 5b show recent trends: they show the recent declines in the number of driver and passenger casualties, starting in 2008 for the 20 to 24 year old group and 2009 for the 16 to 19 year old group.

Chart 5a: Recent trends in total casualties by broad casualty class aged 16 to 19



Source Road Accident Statistics, Welsh Government

Chart 5b: Recent trends in total casualties by broad casualty class aged 20 to 24



Source Road Accident Statistics, Welsh Government

Table 4 summarises both KSI and total casualties by broad casualty class and age group.

Young people comprise 34 per cent of passenger KSIs, as compared with 23 per cent of drivers and 14 percent of pedestrian KSIs.

Table 4: Casualties for drivers, passengers and pedestrians, by age and severity, 2011-15

Number

	KSI casualties				Total casualties			
Year	**Driver**	**Passenger**	**Pedestrian**	**Total**	**Driver**	**Passenger**	**Pedestrian**	**Total**
Casualties aged 16-19								
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
2015	55	50	19	124	372	312	69	753
Casualties aged 20-24								
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
2015	111	38	11	160	749	262	61	1,072
Casualties of other ages (a)								
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
2015	587	138	177	902	3,802	1,337	718	5,857
All ages								
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
2015	753	226	207	1,186	4,923	1,911	848	7,682

Source: Road Accident Statistics, Welsh Government

Notes:

(a) Other ages range from 25 to 101

Passenger casualties

This section illustrates how 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 2015, but Table 5 shows that over the 5 years, 2011 to 2015, 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 31 per cent of slight casualties, 34 per cent of serious casualties and 36 per cent of those killed; and 34 per cent of those killed or seriously injured (the table 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 2015 (compared with 6.9 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 15 per cent of all passenger fatalities over the five year period.

Table 5: Severity of passenger casualties by age of passenger, 2011 to 2015

Number

	Number of casualties				
Year	**Killed**	**Serious**	**KSI**	**Slight**	**Total**
Passenger casualties aged 16-19					
2011	1	38	39	486	525
2012	3	30	33	353	386
2013	2	26	28	313	341
2014	2	40	42	293	335
2015	7	43	50	262	312
Passenger casualties aged 20-24					
2011	4	40	44	342	386
2012	4	27	31	295	326
2013	6	30	36	310	346
2014	3	21	24	244	268
2015	4	34	38	224	262
All other passenger casualties					
2011	17	144	161	1,650	1,811
2012	10	121	131	1,460	1,591
2013	11	112	123	1,359	1,482
2014	10	144	154	1,307	1,461
2015	16	122	138	1,199	1,337
Total passenger casualties					
2011	22	222	244	2,478	2,722
2012	17	178	195	2,108	2,303
2013	19	168	187	1,982	2,169
2014	15	205	220	1,844	2,064
2015	27	199	226	1,685	1,911

Source: Road Accident Statistics, Welsh Government

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 2011 to 2015:

Nearly half (47 per cent) of passenger casualties aged 16 to 19 were in vehicles driven by drivers aged between 16 and 19. A further 21 per cent were in vehicle driven by drivers aged between 20 and 24. This means that only 32 per cent of these passenger 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 16 to 19 year olds (and another 22 per cent by drivers aged 25 to 34).

Table 6: Total passenger casualties by age of passenger and age of driver, 2011 to 2015

Number and per cent

	Age of driver								Total all
Year	**0-15**	**16-19**	**20-24**	**25-34**	**35-44**	**45-54**	**55-64**	**65 +**	**ages (a)**
Passenger casualties aged 16-19									
2011	0	268	93	37	52	48	12	10	525
2012	0	192	76	35	39	31	10	2	386
2013	0	138	88	34	36	30	12	2	341
2014	0	143	68	38	29	43	9	3	335
2015	0	147	70	21	28	23	11	5	312
2011-2015: Proportion of total casualties (%)	1	47	21	9	10	9	3	1	100
Passenger casualties aged 20-24									
2011	1	47	175	83	33	28	13	3	383
2012	0	44	139	72	21	31	12	7	326
2013	0	41	148	59	34	42	9	6	346
2014	0	29	112	55	23	32	8	5	268
2015	0	24	110	72	18	25	10	3	262
2011-2015: Proportion of total casualties (%)	0	12	43	22	8	10	3	2	100

Source: Road Accident Statistics, Welsh Government

Notes:

(a) Total includes drivers of unknown age.

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 2015, but Table 7 shows that over the 5 years, 2011 to 2015 as a whole, they accounted for 17 per cent of pedestrian casualties. There was little difference in the outcomes by the severity of injury, as they accounted for 18 per cent of slight casualties and 14 per cent of those killed or seriously injured (the table 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 2015 (compared with 6.9 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, 2011 to 2015

Number

	Number of casualties				
Year	**Killed**	**Serious**	**KSI**	**Slight**	**Total**
Pedestrian casualties aged 16-19					
2011	0	20	20	70	90
2012	0	12	12	76	88
2013	3	8	11	82	93
2014	0	15	15	49	64
2015	1	18	19	50	69
Pedestrian casualties aged 20-24					
2011	3	24	27	107	134
2012	1	13	14	72	86
2013	1	19	20	72	92
2014	0	19	19	57	76
2015	0	11	11	50	61
All other pedestrian casualties					
2011	21	193	214	716	930
2012	14	163	177	656	833
2013	23	206	229	638	867
2014	13	202	215	567	782
2015	20	157	177	541	718
Total pedestrian casualties					
2011	24	237	261	893	1,154
2012	15	188	203	804	1,007
2013	27	233	260	792	1,052
2014	13	236	249	673	922
2015	21	186	207	641	848

Source: Road Accident Statistics, Welsh Government

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 2011 and 2015, young people aged 17 to 19 were:

- 4 per cent of the population (mid-2014 figures), but
- 6 per cent of all drivers (3,497) in accidents.
- Around 63 per cent (2,197) of those young drivers were casualties. Of these 27 were killed, 253 were seriously injured and 1,917 were slightly injured. 1,300 escaped without injury.

Looking at drivers by type of vehicle:

- 82 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, 13 per cent of drivers/riders were on a motorcycle. The 17 – 19 year old riders represented 13 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 2011 and 2015, young people aged 20 to 24 were:

- 7 per cent of the population (mid-2015 figures), but
- 12 per cent (6,726) of all drivers in accidents were aged 20-24.
- Around 59 per cent (3,948) of those drivers were also casualties. Of these, 42 were killed, 469 were seriously injured and 3,437 were slightly injured. 3,289 escaped without injury.

Looking at drivers by type of vehicle:

- 83 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, 8 per cent of driver/riders were on a motorcycle. The 20 -24 year old riders represented 15 per cent of all motorcyclist involved in accidents.
- 10 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, 2011 to 2015

Number

	Number of drivers involved in accidents			
	Car, Taxi, Minibus	Motorcycle	Pedal cycle	Other vehicles
Drivers aged 17-19				
2011	780	85	20	17
2012	624	94	29	16
2013	497	89	20	17
2014	504	103	20	14
2015	466	69	19	14
Drivers aged 20-24				
2011	1,287	72	54	83
2012	1,164	102	50	76
2013	1,070	111	43	47
2014	1,062	115	48	58
2015	1,019	132	66	67
All other drivers				
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
2015	6,424	518	435	945
Total drivers				
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
2015	7,909	719	520	1,026

Source: Road Accident Statistics, Welsh Government

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 2011 and 2015, young people aged 17 to 19 were:

- 4 per cent of the population (mid-2015 figures), but
- 14 per cent of all drivers injured in single vehicle accidents

For drivers aged 20 to 24; and between 2011 and 2015, young people aged 20 to 24 were:

- 7 per cent of the population (mid-2015 figures), but
- 20 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 15 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, 2011-2015

Number

	Number of casualties arising from single vehicle accidents			
Year	**Killed**	**Serious**	**Slight**	**Total**
Casualties aged 16-19				
2011	4	53	345	402
2012	6	41	317	364
2013	5	30	279	314
2014	3	65	294	362
2015	6	64	227	297
Casualties aged 20-24				
2011	7	69	303	379
2012	6	48	304	358
2013	8	70	304	382
2014	6	58	289	353
2015	3	62	274	339
All other casualties				
2011	34	341	1,346	1,721
2012	27	301	1,269	1,597
2013	41	367	1,340	1,748
2014	29	391	1,245	1,665
2015	32	341	1,146	1,519
Total casualties				
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
2015	41	467	1,647	2,155

Source: Road Accident Statistics, Welsh Government

Accidents by time of year and day

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 48% of 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 35 per cent of casualties between 6pm and midnight.

Table 10: Total casualties by age and time of day, 2011 to 2015

Number

	Number of casualties			
Year	**0:00 to 05:59**	**06:00 to 11:59**	**12:00 to 17:59**	**18:00 to 23:59**
Casualties aged 16-19				
2011	121	187	460	457
2012	97	172	409	327
2013	85	170	318	280
2014	95	151	317	293
2015	93	123	268	269
Casualties aged 20-24				
2011	168	291	510	383
2012	139	284	465	324
2013	126	280	437	376
2014	94	277	410	349
2015	114	255	410	293
All other casualties				
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
2015	239	1,659	2,797	1,162
Total casualties				
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
2015	446	2,037	3,475	1,724

Source: Road Accident Statistics, Welsh Government

Table 11 shows the impact of time of year on the casualties for all casualties. It shows that over the last five years, casualties aged 16-19 were evenly spread for all casualties across each quarter (11 per cent); casualties aged 20-24 were slightly higher in Quarter 4 for all casualties (15 per cent) than the three remaining Quarters (14 per cent).

Table 11: Total casualties by age and time of year, 2011 to 2015

Number

	Number of casualties			
Year	**Quarter 1**	**Quarter 2**	**Quarter 3**	**Quarter 4**
Casualties aged 16-19				
2011	302	319	314	290
2012	263	226	264	252
2013	209	217	203	224
2014	188	224	212	232
2015	155	176	230	192
Casualties aged 20-24				
2011	313	358	347	334
2012	320	277	293	322
2013	252	279	360	328
2014	295	284	276	275
2015	251	237	297	287
All other casualties				
2011	1,592	1,785	1,758	1,694
2012	1,589	1,524	1,644	1,591
2013	1,350	1,469	1,770	1,674
2014	1,490	1,629	1,546	1,557
2015	1,399	1,398	1,661	1,399
Total casualties				
2011	2,207	2,462	2,419	2,318
2012	2,172	2,027	2,201	2,165
2013	1,811	1,965	2,333	2,226
2014	1,973	2,137	2,034	2,064
2015	1,805	1,811	2,188	1,878

Source: Road Accident Statistics, Welsh Government

Table 12 shows the impact of day of week on the casualties for all casualties. It shows that over the last five years, young people (16 – 24 years old) were more likely to be in casualties on a Saturday than any other day (28 per cent).

Table 12: Total casualties by age and day of week, 2011 to 2015

Number

Year	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
Casualties aged 16-19							
2011	176	127	180	173	203	180	186
2012	146	152	165	116	165	130	131
2013	95	140	123	113	155	118	109
2014	97	130	129	128	121	145	106
2015	102	115	101	107	119	109	100
Casualties aged 20-24							
2011	181	176	180	191	220	214	190
2012	166	175	157	159	204	185	166
2013	163	162	155	155	201	217	166
2014	156	157	145	185	186	157	144
2015	133	175	142	122	175	163	162
Other casualties							
2011	971	994	972	1,049	1,062	962	819
2012	923	920	918	922	1,001	867	797
2013	861	966	928	911	1,020	890	687
2014	815	989	832	929	987	908	762
2015	847	890	848	793	930	844	705
Total Casualties							
2011	1,328	1,297	1,332	1,413	1,485	1,356	1,195
2012	1,235	1,247	1,240	1,197	1,370	1,182	1,094
2013	1,119	1,268	1,206	1,179	1,376	1,225	962
2014	1,068	1,276	1,106	1,242	1,294	1,210	1,012
2015	1,082	1,180	1,091	1,022	1,224	1,116	967

Source: Road Accident Statistics, Welsh Government

Notes

1 Context

This is to provide information relevant to road safety policy in relation to young people road casualties; also to provide a starting point for any further, in-depth investigation of the accidents resulting in young people road casualties.

Road safety targets for Wales

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

• A 40 per cent reduction in the total number of people KSI;

• A 40 per cent reduction in the number of young people (aged 16 to 24) KSI; and

• A 25 per cent reduction in the number of motorcyclist KSIs.

1.1 Related publications

Related publications are available from the following link:

Statistics & Research: Transport

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

Reported road casualties Great Britain, annual report: 2015

Reported road casualties in Great Britain, main results: 2015

2 Definitions

- Casualties: A person killed or injured in an accident. One accident may give rise to several casualties. Casualties are subdivided into killed, seriously injured and slightly injured categories.
- Children: Persons under 16 years of age.
- Young Person: Person between the age of 16 and 24 years old.

Key quality information

Relevance

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

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

Accuracy

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

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

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

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

This article also summarises the sources and methods used to compile the road accident and casualty figures for Wales. It also reviews the quality of the resulting figures in terms of the six dimensions of statistical quality of the European Statistical System. The aim is to provide background information about road casualty statistics for Wales in a single document for all users of the published statistics.

Timeliness and punctuality

Statistics on Police recorded road casualties for Wales in 2015 were first published on 28 June 2016 and are being followed by a number of Statistical Bulletins that are intended to provide users with more information. Most of these Bulletins focus on particular groups of road users that are either at higher risk of involvement in an accident or are more vulnerable in terms of becoming a casualty, if involved in an accident.

Accessibility and clarity

This Statistical Bulletin is pre-announced and then published on the Statistics & Research website, data in this bulletin as well as other years will be available on the StatsWales website in due course.

Comparability and coherence

A casualty is defined as, a person killed or injured in an accident. One accident may give rise to several casualties. Casualties are subdivided into killed, seriously injured and slightly injured categories. Casualties reported as killed include only those cases where death occurs in less than 30 days as a result of the accident. They do not include those who died as a result of natural causes (e.g. heart attack) rather than as a result of the accident, nor do they include confirmed suicides.

National Statistics status

The United Kingdom Statistics Authority has designated these statistics as National Statistics, in accordance with the Statistics and Registration Service Act 2007 and signifying compliance with the Code of Practice for Official Statistics.

National Statistics status means that official statistics meet the highest standards of trustworthiness, quality and public value.

All official statistics should comply with all aspects of the Code of Practice for Official Statistics. They are awarded National Statistics status following an assessment by the UK Statistics Authority's regulatory arm. The Authority considers whether the statistics meet the highest standards of Code compliance, including the value they add to public decisions and debate.

It is Welsh Government's responsibility to maintain compliance with the standards expected of National Statistics. If we become concerned about whether these statistics are still meeting the appropriate standards, we will discuss any concerns with the Authority promptly. National Statistics status can be removed at any point when the highest standards are not maintained, and reinstated when standards are restored.

Well-being of Future Generations Act (WFG)

The Well-being of Future Generations Act 2015 is about improving the social, economic, environmental and cultural well-being of Wales. The Act puts in place seven well-being goals for Wales. These are for a more equal, prosperous, resilient, healthier and globally responsible Wales, with cohesive communities and a vibrant culture and thriving Welsh language. Under section (10)(1) of the Act, the Welsh Ministers must (a) publish indicators ("national indicators") that must be applied for the purpose of measuring progress towards the achievement of the Well-being goals, and (b) lay a copy of the national indicators before the National Assembly. The 46 national indicators were laid in March 2016 and this release does not include any of these national indicators.

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

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

Further details

The document is available at
http://gov.wales/statistics-and-research/young-people-road-casualties/?lang=en

Next update

April 2018 (provisional).

We want your feedback

We welcome any feedback on any aspect of these statistics which can be provided by email to:
stats.transport@wales.gsi.gov.uk

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