



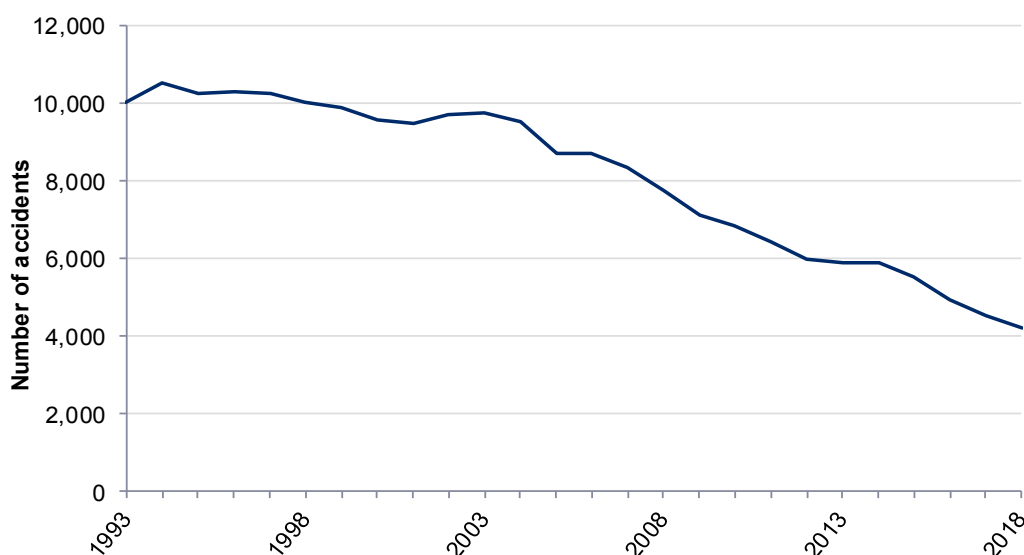
## Police recorded road accidents, 2018 - Revised

25 Sept 2019  
SFR 49/2019(R)

### Key Results

- In 2018 police forces in Wales recorded 4,222 road accidents involving personal injury, 326 fewer (7.2 per cent) than in 2017.
- 108<sup>(r)</sup> people were killed, 7 more than in 2017.
- 1,029 people were seriously injured, 70 more than in 2017.
- There were 4,631 'slight' injuries recorded, 503 fewer than in 2017.

**Chart 1: Recorded personal injury road accidents, 1993 - 2018**



Source: Road Accident Statistics, Welsh Government

- There has been a long term fall in personal injury road accidents recorded by police forces in Wales.
- In recent years the number of accidents resulting in fatalities or serious injury has been relatively stable, with the overall decline in accidents accounted for by a continued fall in 'slight' injury accidents.

(r) Revised on 25 September 2019

### About this release

An annual release about road accidents and casualties in Wales providing the latest police recorded road casualty figures for 2018. The data comes from Welsh police forces and includes details of vehicles and casualties involved in personal injury accidents on Welsh roads.

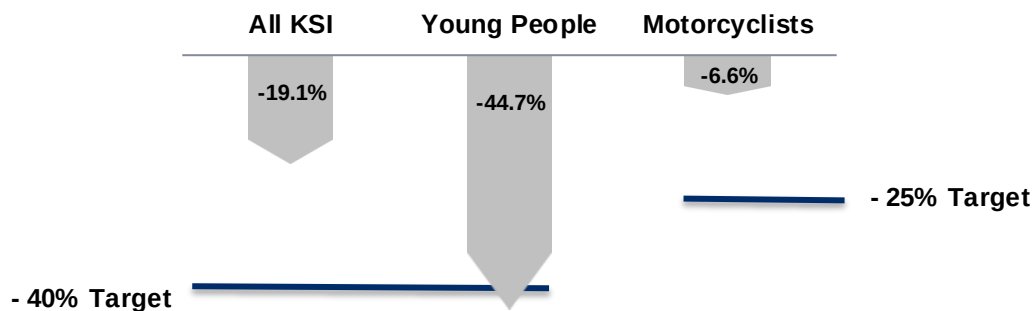
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## Targets

The Welsh Government set three targets to reduce the number of people killed or seriously injured (KSI) on Welsh roads by 2020 when compared with the average for 2004-08. The numbers can be changeable from year to year so it is important to understand the overall trends as well as the latest year's figures (Chart2).

**Chart 2: Current (2018) progress towards the 2020 targets**



### **People killed or seriously injured: Target 40% reduction**

For all KSIs the level in 2018 was nearly half way towards the target reduction. Over the last four years the average was 19.1 per cent lower than the 2004-08 average.

### **Young people (16 – 24) killed or seriously injured: Target 40% reduction**

For young people, the target level was reached in 2017, and following a further reduction in 2018, the number was 44.7 per cent lower than the 2004-08 average. Over the latest four years the average number of young people KSI was 244, 38.3 per cent lower than the 2004-08 average.

### **Motorcyclists killed or seriously injured: Target 25% reduction**

Relatively little progress has been made towards the motorcyclists target. In 2018 the number of motorcyclists KSI was 6.6% lower than the 2004-08 average, and in the four years to 2018 the average was 0.9 per cent lower.

## Revision to 2018 statistics

Statistics for 2018 were first published on 27 June 2019. We subsequently became aware that a small number of fatal accidents were missing from the data and published a note to the website to notify users. The revised statistics, published on 25 September 2019, showed that the number of fatalities in 2018 was 108, an increase of 6.9 per cent compared with 2017. The initial publication gave a figure of 103 fatalities, an increase of 2.0 per cent on 2017.

Revised figures for fatalities are indicated by (r) throughout this bulletin. The revised fatalities data also have a very small impact on the number of accidents and KSI accidents in total, but we do not indicate those very minor revisions in this bulletin.

## Quality and data coverage

The data presented in this report reflect the personal injury road accidents *recorded by police forces* in Wales. While these data are the most detailed and reliable source of information on road accidents and casualties, they do not provide a complete record of all such incidents – for example, hospital, survey and compensation claims data indicate that many non-fatal accidents are not reported to or recorded by the police. In addition, changes in police recording practices may mean that the statistics are not directly comparable over time.

The UK Department for Transport explores the additional sources in some detail in its [Reported Road Casualties report for Great Britain](#). Its analysis of National Travel Survey (NTS) data suggest that approximately 50 per cent of accidents involving some degree of personal injury, and two thirds of all non-fatal road casualties, are *not* reported to police. Examples of injuries reported in the NTS include whiplash and minor cuts and bruises, but it is not known how many of these would have qualified as recordable injuries had police attended the scene. Analysis of motor insurance claims statistics indicates that a very significant proportion of the injuries not reported to police are likely to be whiplash.

Overall, the available sources show that accidents reported to and recorded by police forces represent only a subset of all personal injury road accidents, but that coverage of serious injuries and fatalities is good.

## Drop in accidents recorded in South Wales

There was a significant fall in the number of accidents recorded by South Wales Police for the first half of 2018 when compared with the same period in the previous year (280 fewer accidents recorded). From August 2018, the number of recorded accidents increased to broadly similar levels as before. After examining all available information, South Wales Police are not able to confirm whether the fall reflects a genuine reduction in accidents or issues with recording during this period, or some combination of both. This means that, notwithstanding the well-known issues with under-reporting, there is additional uncertainty around the overall totals for Wales in 2018 and the change since 2017. Since coverage of serious and fatal incidents is historically very good, we can be confident that, to the extent there was under-recording in 2018, it would not materially affect the statistics in relation to the Welsh Government's targets, which are based on killed and seriously injured casualties. Nevertheless, the uncertainty should be borne in mind when interpreting the overall numbers of accidents.

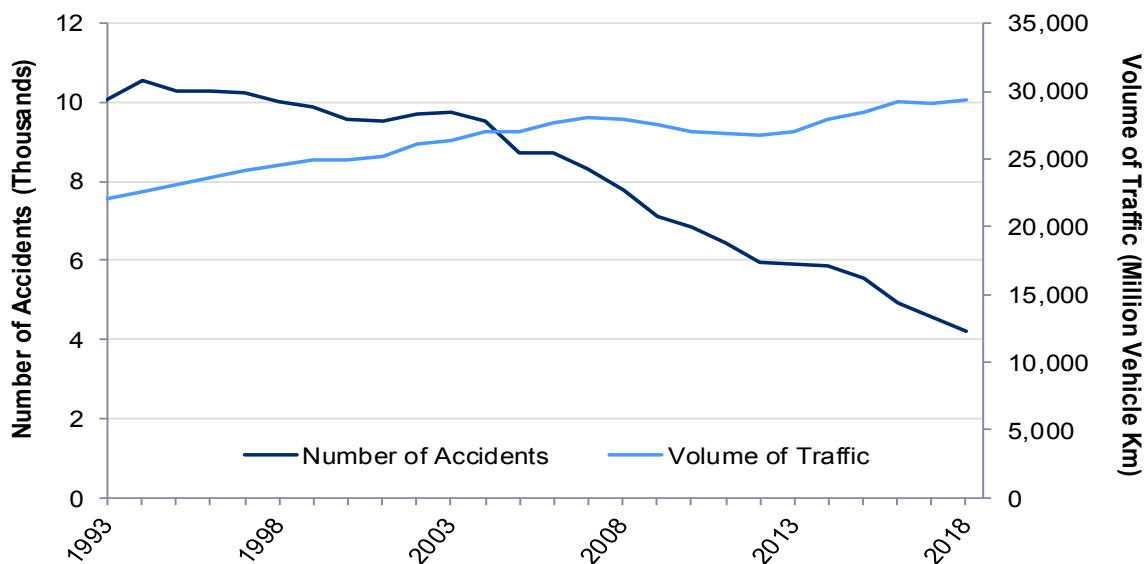
## All road accidents



During 2018, 4,222 road accidents involving personal injury were recorded by the police in Wales, 7.2 per cent lower than in 2017. Of these accidents, 100<sup>(r)</sup> were classed as fatal, 892 were classed as serious and the remaining 3,230 were classed as slight. Accident severity is determined by the most seriously injured casualty in the accident. For example if there are five casualties and one fatality, the accident is classed as fatal.

Chart 3 illustrates the contrast between the downward trend in accidents on Welsh roads since 1993 and the gradual increase in the volume of road traffic. The introduction of compulsory wearing of seat belts in the 1980s and improvements to vehicle technology are likely to have contributed to the reduction in the number of accidents with personal injury.

**Chart 3: Personal injury accidents and traffic volume on Welsh Roads, 1993 – 2018**

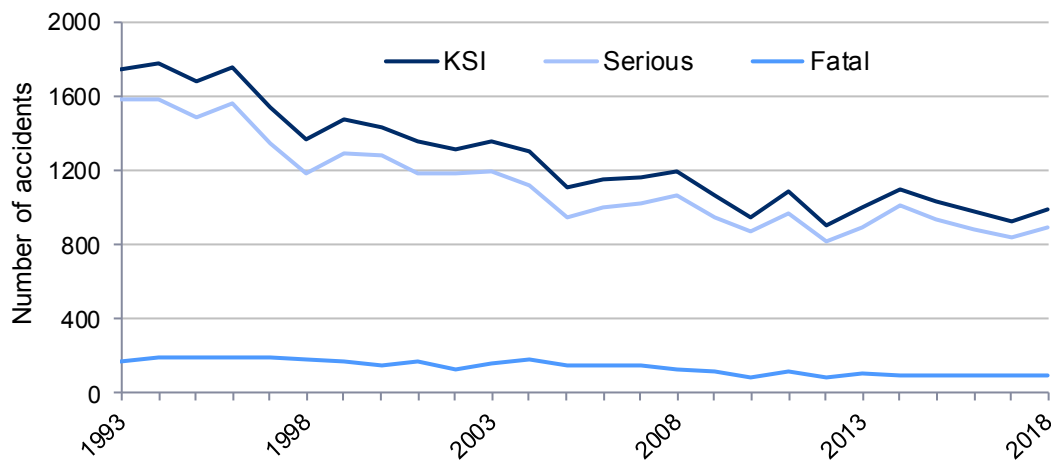


Source: Road Accident Statistics, Welsh Government  
Road traffic counts, Department for Transport

## Accidents with Killed or Seriously Injured (KSI) casualties

There has been a long term downward trend in the number of KSI accidents on Welsh roads. However in 2018 there was a rise of 62 (6.7 per cent) accidents of this type. In 2018 there were 992 KSI accidents. In the latest three years there was an average of 966 KSI accidents in Wales, a 44.3 per cent fall since 1993-1995 (Chart 4a). Maps showing the locations of fatal and serious accidents are on pages 8 and 9. Our interactive road accidents dashboard, published alongside this bulletin, also allows you to explore features of the data including location and demographic characteristics in more detail.

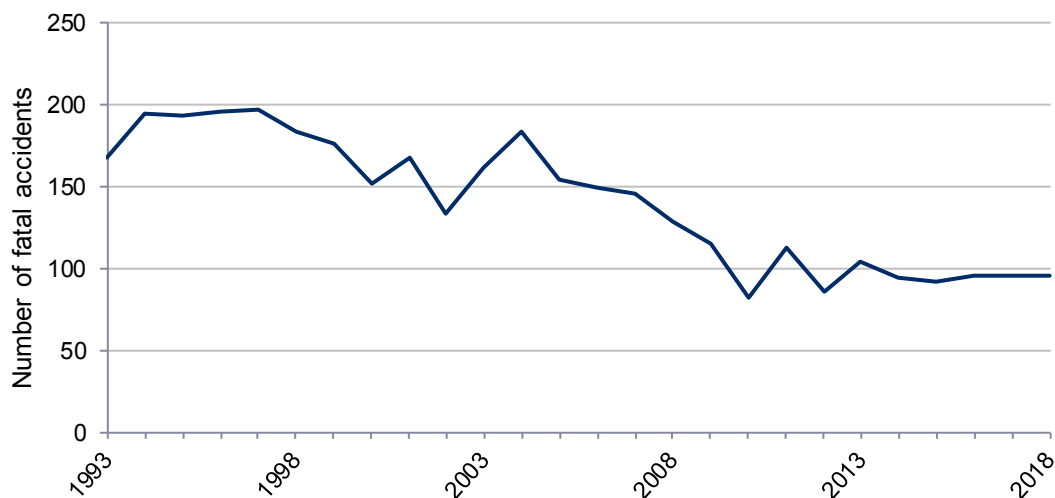
**Chart 4a: Number of KSI accidents on Welsh roads 1993-2018**



Source: Road Accident Statistics, Welsh Government

There were 100<sup>(r)</sup> **fatal accidents** in Wales in 2018. The trend has been broadly stable over the past nine years after falling significantly over previous decades. The average for the last three years (97) represents a 48 per cent fall since 1993-1995 (Chart 4b).

**Chart 4b: Number of fatal road accidents on Welsh roads 1993-2018**



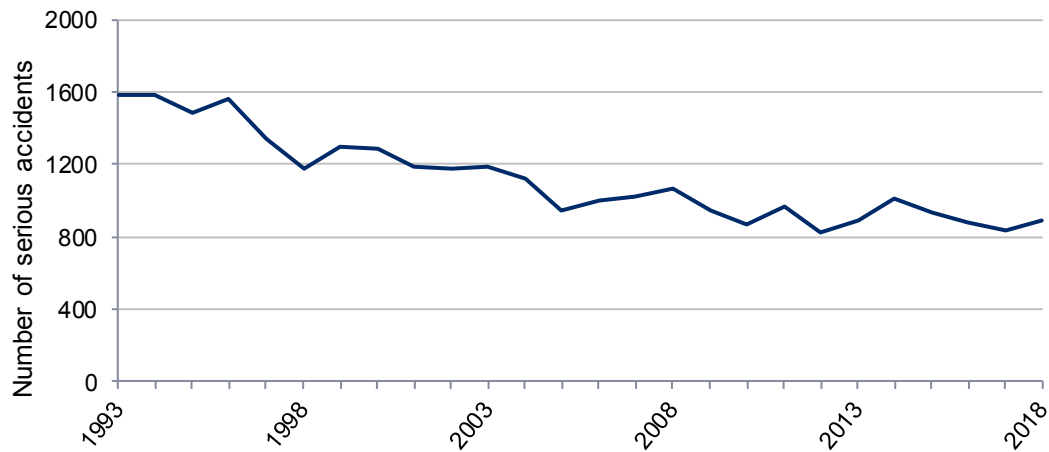
Source: Road Accident Statistics, Welsh Government

(r) Revised on 25 September 2019

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

The number of **serious accidents** has followed a similar trend. In 2018, there were 892 serious accidents with an average of 869 over the last 3 years. This is a 44 per cent fall since the 1993-1995 average (Chart 4c).

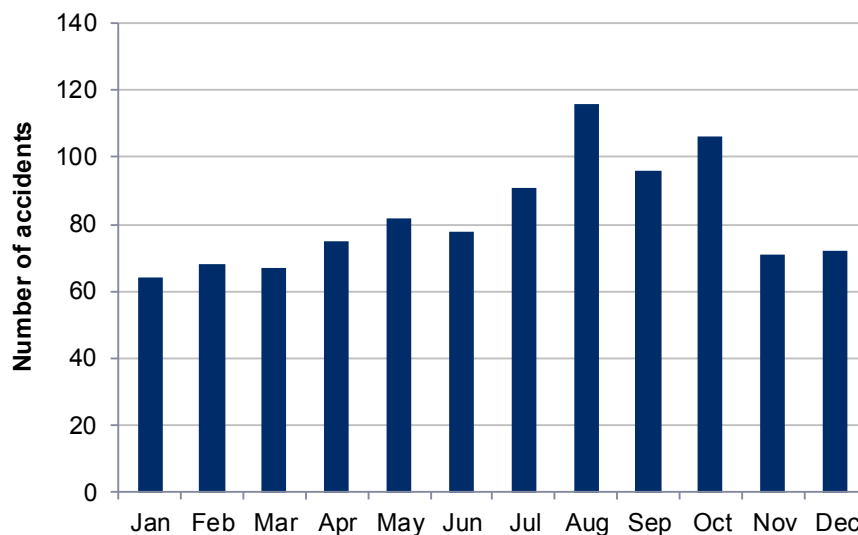
**Chart 4c: Number of serious road accidents on Welsh roads 1993-2018**



Source: Road Accident Statistics, Welsh Government

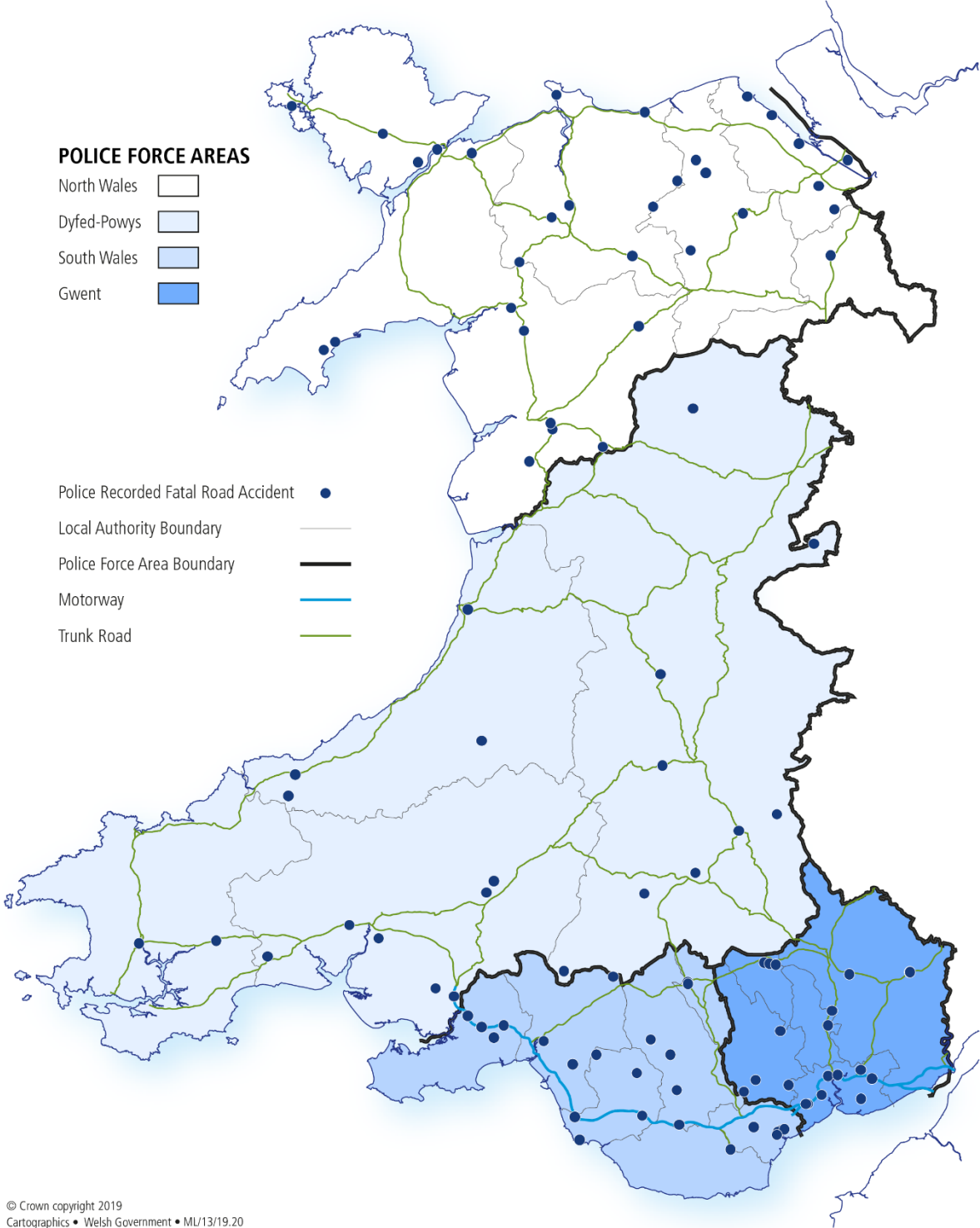
There is a significant amount of variation in the monthly number of KSI accidents. In 2018 the highest number of accidents was in August (117) and the lowest in January (64) (Chart 5). The monthly pattern observed in 2018 is broadly consistent with the monthly breakdown over the long term, with higher numbers of KSI accidents in summer months than in winter months.

**Chart 5: KSI Accidents by month, 2018, Wales**



Source: Road Accident Statistics, Welsh Government

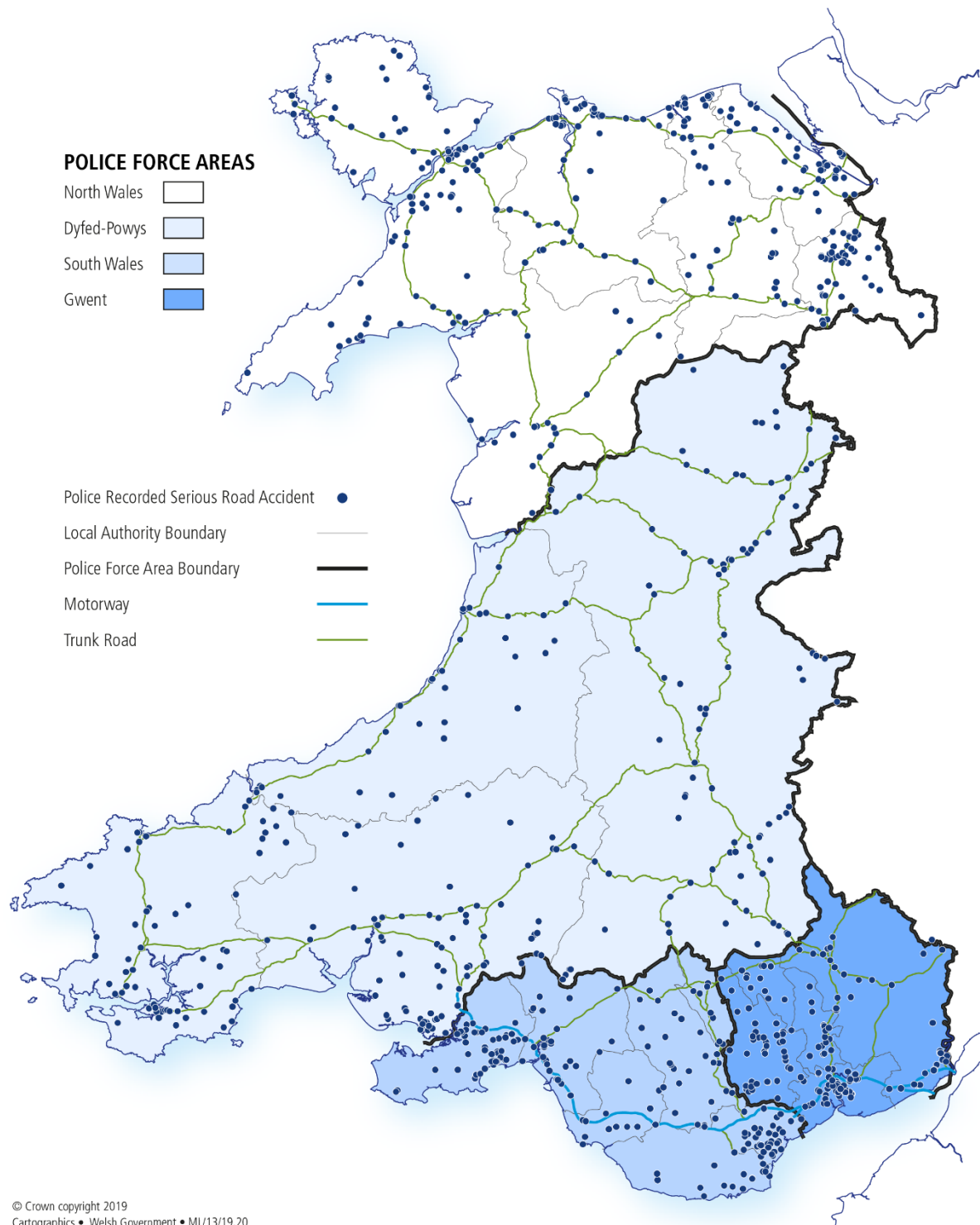
# Police Recorded Fatal Road Accidents in Wales, 2018



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September 2019

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# Police Recorded Serious Road Accidents in Wales, 2018



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 September 2019

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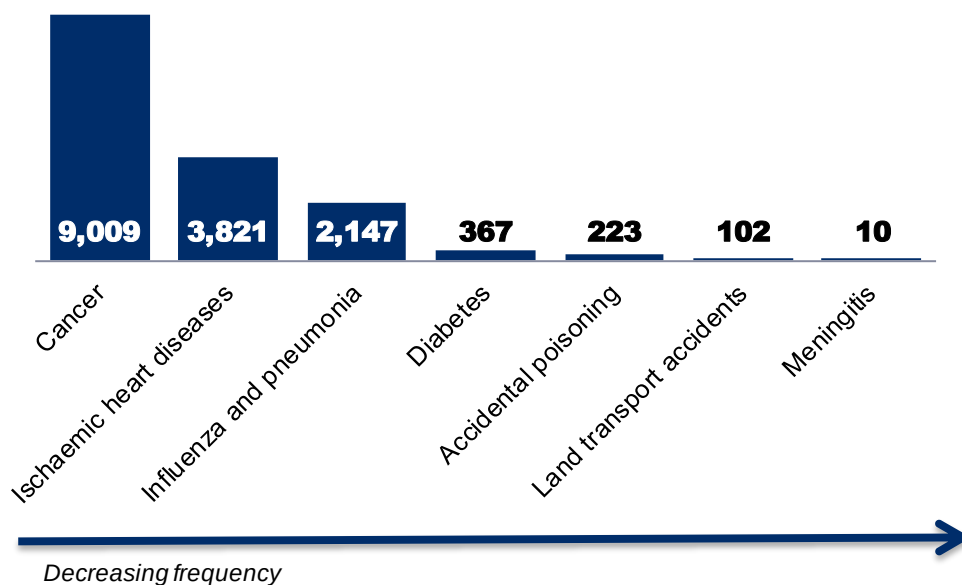
## All road casualties

Individual accidents can result in multiple casualties with different severity of injury. 25 per cent of accidents involved more than one casualty.

During 2018, police recorded road accidents resulted in 5,768 casualties; of these 108<sup>(r)</sup> were fatal, 1,029 people were seriously injured and 4,631 casualties were slightly injured. The number of fatalities in 2018 was 7<sup>(r)</sup> more (6.9 per cent increase) than in 2017 and there were 70 more seriously injured casualties (7.3 per cent increase), whilst the number of slightly injured casualties was down by 503 (9.8 per cent).

To provide context for the fatality numbers, Chart 6 shows land transport accident deaths alongside deaths from other causes, as reported by the Office for National Statistics (ONS) for 2017. Deaths from land transport accidents<sup>1</sup> are relatively uncommon. They accounted for fewer than half as many deaths as accidental poisoning<sup>2</sup>, while for each land transport fatality there were approximately 21 deaths due to influenza and pneumonia, 37 deaths due to ischaemic heart disease and 88 deaths due to cancer.

**Chart 6: Number of deaths by selected cause of death, 2017<sup>3</sup>**



(r) Revised on 25 September 2019

<sup>1</sup> ONS figures for deaths in land transport accidents differ slightly from the number of fatalities in police recorded road accidents due to differences in definitions; Road Accident Statistics data recorded 101 deaths in 2017 and the ONS figures for deaths due to land transport accidents were 102

<sup>2</sup> The figures are for year ending 2017 (figures for 2018 are not yet available). Based on additional Welsh Government Analysis of Death Register data published by the Office for National Statistics.

<sup>3</sup> ICD-10 codes used for analysis: Cancer (malignant neoplasms): LC02, Ischaemic heart diseases: I20-I25, Influenza and pneumonia: J09-J18, Diabetes (Diabetes mellitus): E10-E14, Accidental falls: LC01b, Accidental poisoning by and exposure to noxious substances: X40-X49, Land transport accidents: V01-V89, Meningitis and meningococcal infection: LC32.

## Killed and Seriously Injured (KSI) casualties



In 2018 the number of KSI casualties (1,137) increased by 77 compared with 2017, while it was 48.1 per cent lower than in 1993 (2,190)



The number of children aged under 16 killed or seriously injured in 2018 was the same as the average for 2015-2017 (80) and 75 per cent lower than in 1993 (319).



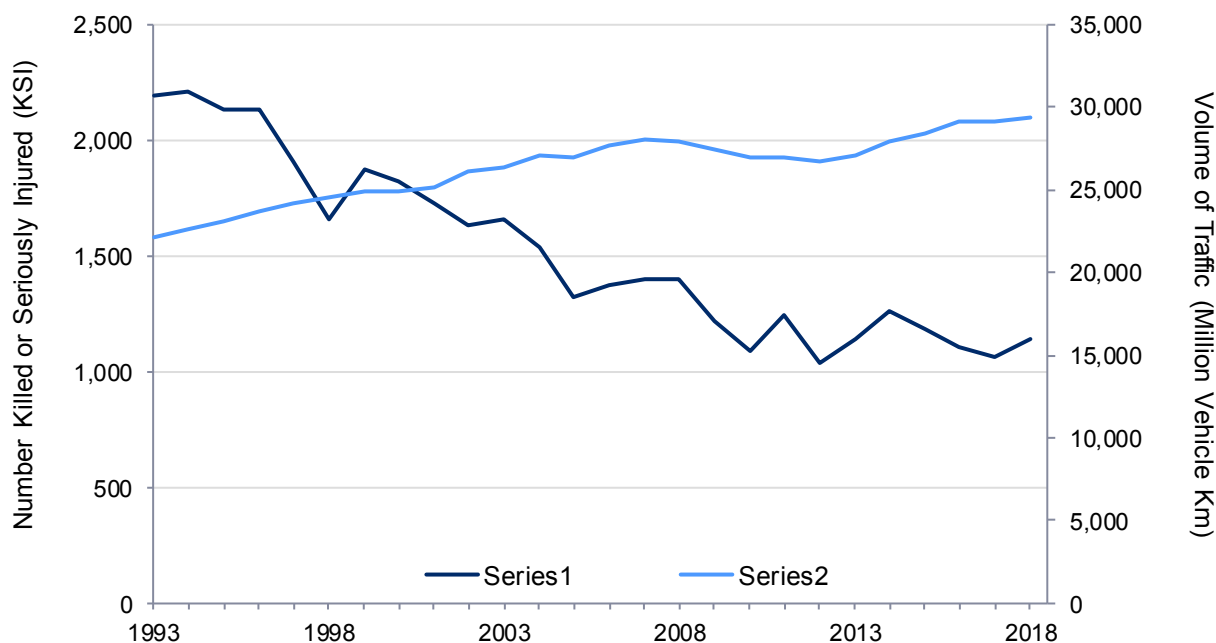
There were 219 young people (aged 16-24) killed or seriously injured in 2018, 13 per cent lower than the average for 2015-2017 (253) and 64 per cent lower than in 1993 (615).



The number of KSI casualties aged 70+ (144 casualties) was 18.0 per cent higher in 2018 than the average for the previous 3 years (122) and 23.4 per cent lower than in 1993 (188).

Chart 7a illustrates the trend in the number of KSI casualties since 1993. During this time there was a significant fall, from 2,208 in 1994 to a low of 1,034 in 2012. The downward trend is in spite of the gradual increase in the volume of road traffic during that period. The trend in KSI casualties has been broadly stable over the last decade, while traffic has increased overall.

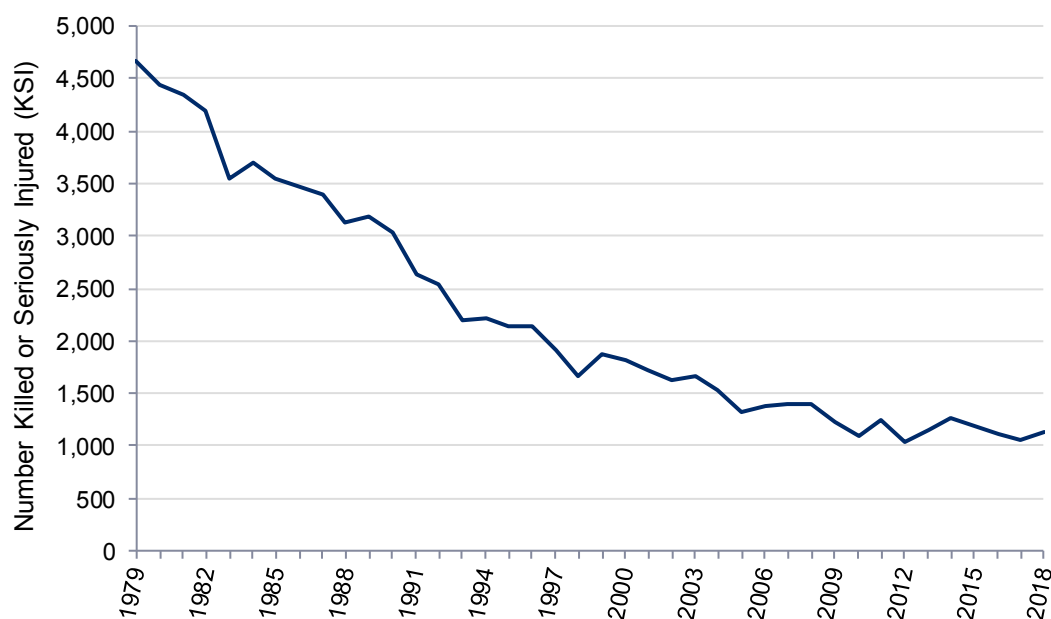
**Chart 7a: KSI casualties and the volume of traffic on Welsh roads, 1993 – 2018**



Source: Road Accident Statistics, Welsh Government and AADF data

Looking further back, we see a steep fall from 1979, the earliest year for which data are available, when there were 4,678 people killed or seriously injured on Welsh roads ([Chart 7b](#)).

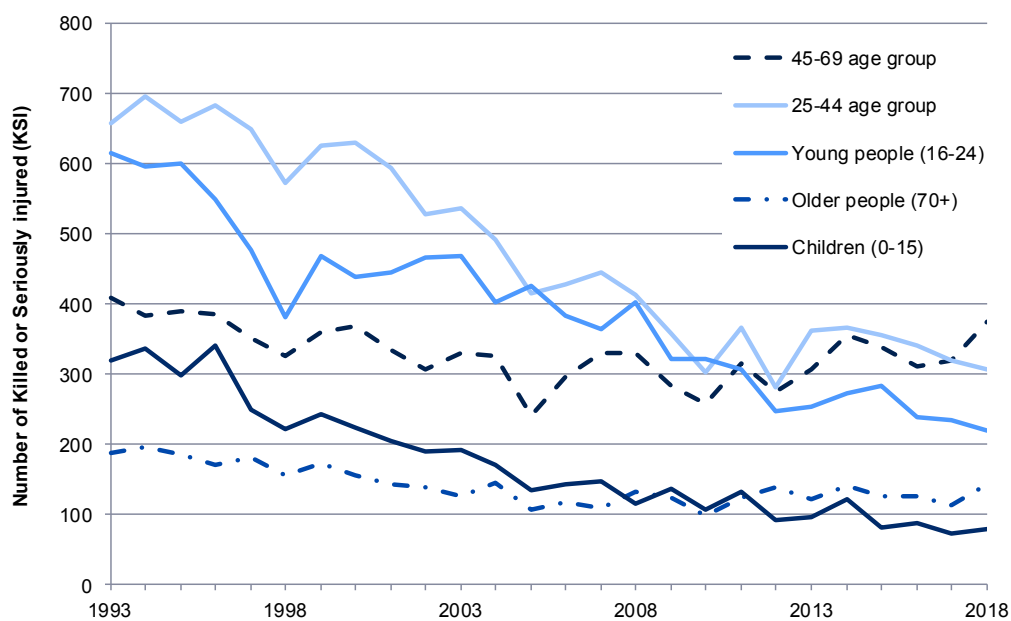
**Chart 7b: Number of KSI casualties on Welsh roads, 1979 – 2018**



Source: Road Accident Statistics, Welsh Government and AADF data

Chart 8a shows the long term trend in the number of KSI casualties by age group. Since 1994 the numbers have fallen across most age groups with Children (under 16) having the largest relative decrease (76 per cent), followed by the 16 to 24 age group (63 per cent). For the 45 to 69 age group, the number has remained at a similar level over the period shown.

**Chart 8a: Number of KSI casualties by age group 1993 – 2018**



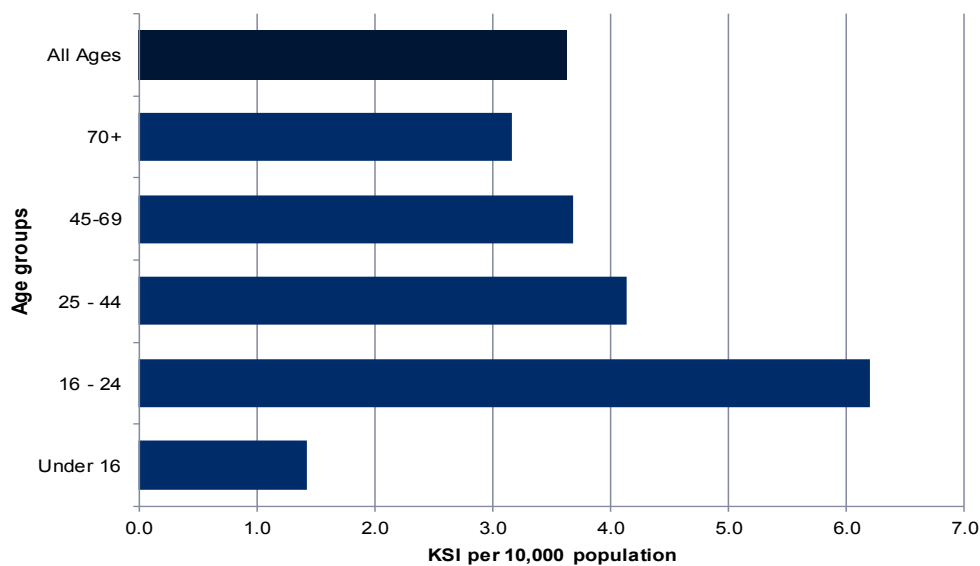
**Note:**

(a) Does not include the unknown age group

Source: Road Accident Statistics, Welsh Government

Chart 8b highlights the disproportionately high rate of KSI casualties among young people (16-24) compared with older people (70+) and children (under 16) in 2018.

**Chart 8b: KSI casualties per 10,000 population, by age group, 2018 (a)**

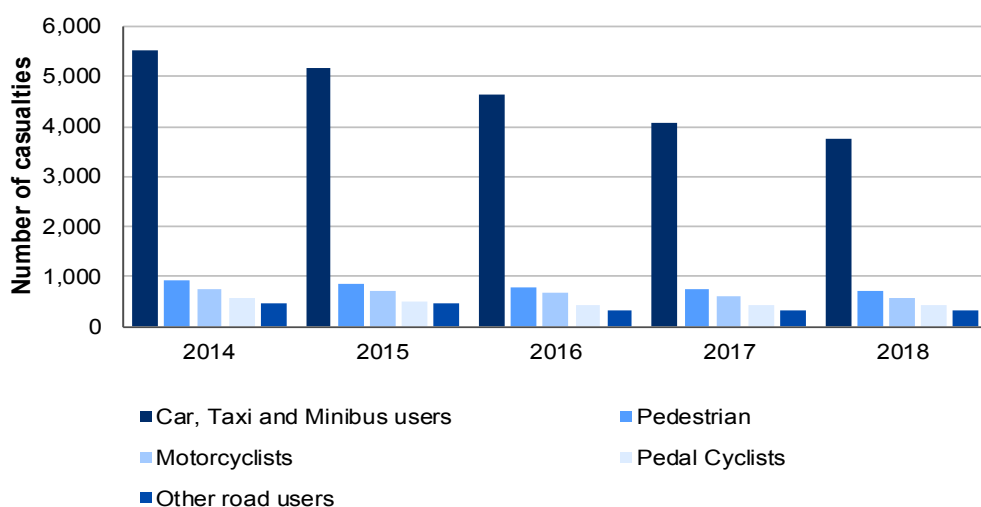


Source: Welsh Government analysis of Police Road Accident Statistics

## Casualties by road user type

This section deals with casualties by the type of road user. Each category of road user has a different chance of having a serious injury. Pedestrians, motorcyclists and pedal cyclists are considered to be vulnerable road users as they are at a higher risk of being involved in an accident (relative to distance travelled) or are more vulnerable in terms of becoming a casualty, if involved in an accident.

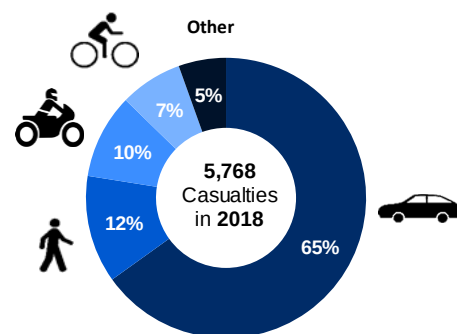
**Chart 9a: All casualties by road user type, 2014 – 2018**



Source: Welsh Government analysis of Police Road Accident Statistics

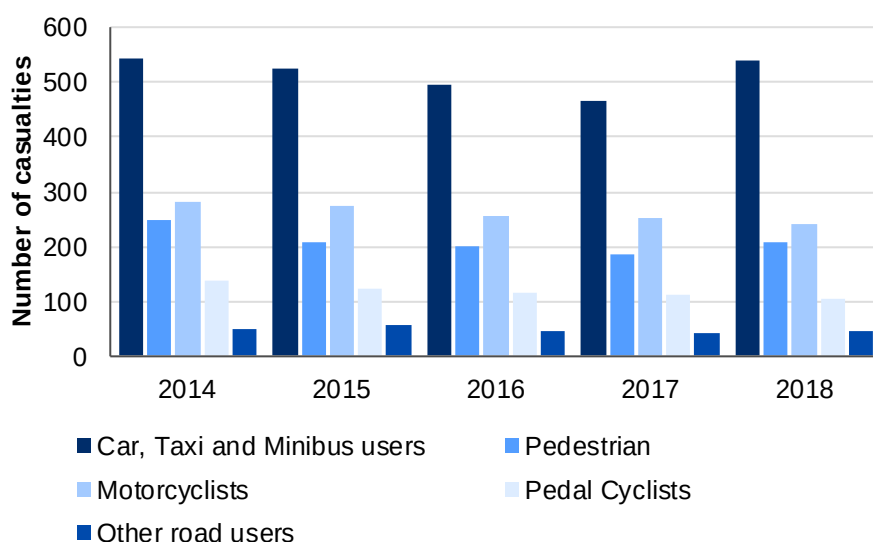
In 2018, the number of casualties decreased for all road users when compared with 2017 ([Chart 9a](#)). Car, taxi and minibus users were the largest category of casualties (65 per cent) in 2018. Pedestrians (12 per cent), motorcycle (10 per cent) and pedal cycle users (7 per cent) account for 29 per cent of all casualties (Infographic 1). The remaining 5 per cent covers other road users such as bus/coach users, horse riders and drivers of goods vehicles and mobility scooters. These proportions are broadly similar to previous years.

**Infographic 1: Casualties by road user type in Wales, 2018**



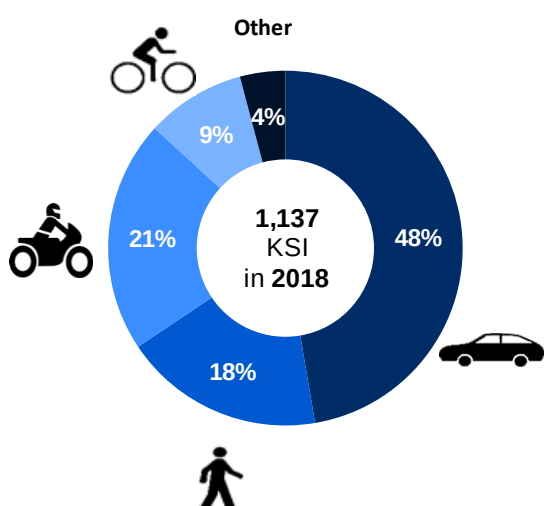
Source: Road Accident Statistics, Welsh Government

**Chart 9b: KSI casualties by road user type, 2014 – 2018**



Source: Welsh Government analysis of Police Road Accident Statistics

**Infographic 2: KSI casualties by road user type in Wales, 2018**



Source: Road Accident Statistics, Welsh Government

For KSI casualties, the proportions within the different road user categories are slightly different. Car, taxi and minibus users are still the largest category (48 per cent of all KSIs) but they account for a smaller share than they do for all casualties. Pedestrians (18 per cent), motorcyclists (21 per cent) and pedal cyclists (9 per cent) accounted for 49 per cent of all KSIs in 2018. These proportions are broadly similar to previous years. These groups of road users are either at higher risk of involvement in an accident or are more vulnerable in terms of becoming a casualty, or being killed or seriously injured, if involved in an accident.

The latest road traffic figures for Wales showed that traffic volume on Welsh roads was 29.4 billion vehicle-kilometres in 2018.

Cars, taxis and buses represented 79 per cent of this traffic but they accounted for proportionally fewer casualties (65 per cent) (Table 1). Pedal cyclists and motorcycle users accounted for just 2 per cent of the traffic volume but 17 per cent of all casualties and 30 per cent of those killed or seriously injured. They are therefore significantly more likely to suffer serious injury as a result of an accident relative to road use.

**Table 1: Proportions of casualties and traffic volume by road user type**

|                                  | <i>Percent</i>            |                       |                       |
|----------------------------------|---------------------------|-----------------------|-----------------------|
| <b>Proportions of:</b>           | <b>Traffic volume (a)</b> | <b>All Casualties</b> | <b>KSI Casualties</b> |
| Car, taxi & minibus/bus          | 79%                       | 65%                   | 47%                   |
| Goods vehicles (light and heavy) | 20%                       | 4%                    | 5%                    |
| Motorcyclist & pedal cyclist     | 2%                        | 17%                   | 31%                   |

**Notes:**

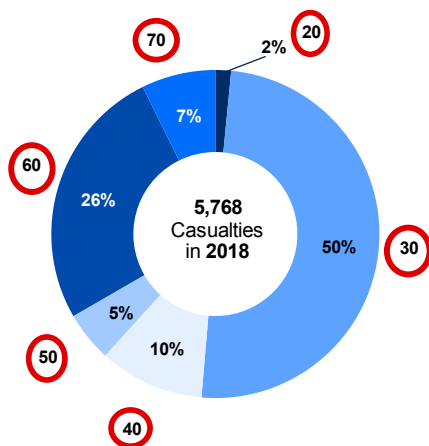
Source: Road Accident Statistics, Welsh Government

(a) For traffic volume, DfT include minibuses under bus/coach so 79.0 % is for car, taxi & bus.  
For road accident data the category is just car, taxi and minibus.

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

## Casualties by road speed limit

Infographic 3: Casualties by road speed limit



Source: Road Accident Statistics, Welsh Government

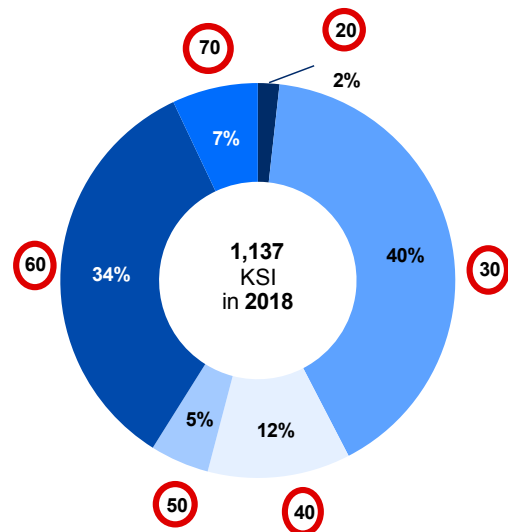
**Notes:**

1. All casualties number includes one accident at 10 mph which is not shown in the infographic

Infographic 3 shows that during 2018 the highest proportion of all casualties occurred on 30mph roads (50 per cent) with the next highest on 60mph roads (26 per cent). The proportion of casualties in each of the other speed limits was not more than 10 per cent.

For KSI casualties (Infographic 4) the distribution was slightly different. The largest proportion occurred on 30 mph roads, though with a smaller share than for all casualties (40 per cent). 60 mph roads accounted for a higher proportion of KSIs (34 per cent) than they did for all casualties, showing that accidents on 60 mph roads were more likely to result in fatalities or serious injury than those on slower roads. The proportion of KSI casualties resulting from accidents on each of the other speed limit roads was not more than 12 per cent.

Infographic 4: KSI casualties by road speed limit



Source: Road Accident Statistics, Welsh Government

**Table 2** shows how likely people involved in accidents in different speed limits are to be killed or seriously injured (i.e. the proportion of all casualties that are KSI). In 2018 16 per cent of the 2,873 casualties injured on 30mph roads were killed or seriously injured, while 26 per cent of the 1,502 people injured on 60mph roads were KSI. For casualties involved in accidents on 70mph roads, the proportion killed or seriously injured is consistently lower than for 60mph roads. The proportions killed or seriously injured are not stable for all road speed limits.

**Table 2: Casualties and percentage KSI by road speed limit, 2014 – 2018**

| Speed limit             | <i>number and percent</i> |              |              |              |              |              |              |              |              |              |
|-------------------------|---------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
|                         | 2014                      |              | 2015         |              | 2016         |              | 2017         |              | 2018         |              |
|                         | All                       | % KSI        | All          | % KSI        | All          | % KSI        | All          | % KSI        | All          | % KSI        |
| <b>10</b>               | 0                         | 0%           | 0            | 0%           | 0            | 0%           | 1            | 0%           | 0            | 0%           |
| <b>20</b>               | 49                        | 35%          | 38           | 13%          | 60           | 20%          | 86           | 14%          | 89           | 22%          |
| <b>30</b>               | 4,284                     | 13%          | 3,924        | 13%          | 3,587        | 13%          | 3,216        | 14%          | 2,873        | 16%          |
| <b>40</b>               | 653                       | 11%          | 695          | 14%          | 538          | 19%          | 472          | 20%          | 598          | 22%          |
| <b>50</b>               | 395                       | 15%          | 384          | 12%          | 350          | 22%          | 285          | 12%          | 285          | 19%          |
| <b>60</b>               | 2,199                     | 22%          | 2,055        | 22%          | 1,838        | 22%          | 1,729        | 24%          | 1,502        | 26%          |
| <b>70</b>               | 628                       | 13%          | 591          | 13%          | 480          | 11%          | 405          | 15%          | 421          | 19%          |
| <b>Total Casualties</b> | <b>8,208</b>              | <b>1,263</b> | <b>7,687</b> | <b>1,187</b> | <b>6,853</b> | <b>1,108</b> | <b>6,194</b> | <b>1,060</b> | <b>5,768</b> | <b>1,137</b> |

Source: Road Accident Statistics, Welsh Government



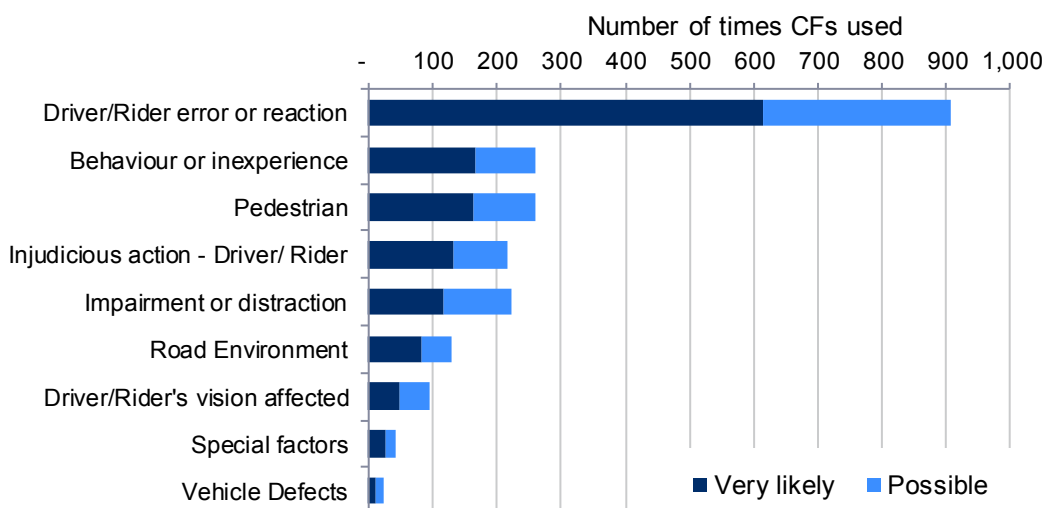
## Causes of accidents

Contributory factors (CFs) in road accidents are the key actions and failures that led directly to the accident. They show why accidents occurred in the opinion of attending police officers and provide clues about how they may have been prevented. Attending police officers may record up to 6 CFs for each accident from a list of 78 possible CFs. This analysis focuses on accidents which involve casualties who were either killed or seriously injured, as police officer attendance is much more common at these accidents.

The 78 CFs are subdivided into 9 categories (Chart 10). These cover a number of factors such as junction overshoot, poor turn or manoeuvre, failing to signal or look properly and loss of control, carelessness and drivers affected by alcohol.

In 2018 a total of 2,153 CFs were recorded. The most common CF category identified by the police was driver/rider error or reaction, used 908 times. This represents 42 per cent of all CFs. The least common CF category used was vehicle defects, which was used a total of 22 times, representing 1 per cent of all the CFs used. Chart 10 shows the main contributory factors by likelihood.

**Chart 10: Contributory Factor categories listed as cause, by likelihood, 2018**

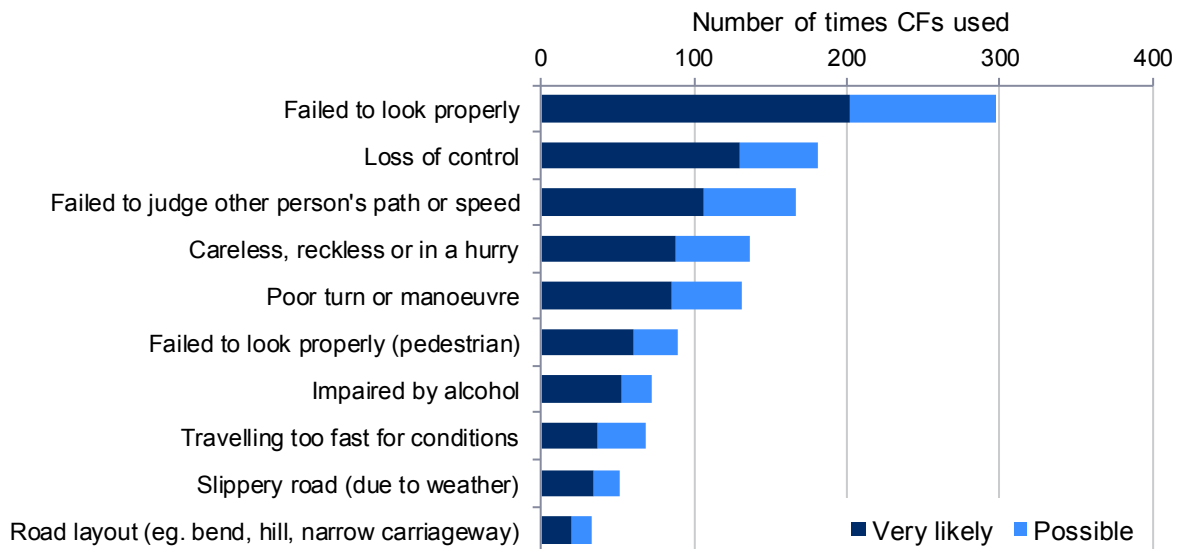


Source: Road Accident Statistics, Welsh Government

Factors are identified on the basis of evidence and this may come from various sources such as witness statements and vehicle and site inspections. CFs may be subjective and depend on the skill and experience of the investigating officer to reconstruct the events which led directly to the accident. They reflect the reporting officer's opinion at the time of reporting and are not necessarily the result of extensive investigation. They are classed as either very likely or possible based on the officer's confidence that they caused or contributed to causing the accident.

Chart 11 shows the ten most common individual CFs judged to be either possible or very likely causes for KSI accidents in 2018. The two most common contributory factors were failing to look properly (297 cases) and loss of control (181 cases). Seven of the top ten CFs relate to the driver/rider, two relate to the road environment and one relates to pedestrians. There were 11 instances where police officers judged that a driver/rider using a mobile phone may have caused an accident.

**Chart 11: The 10 most common causes of KSI accidents, by reporting officers' confidence, 2018**



Source: Road Accident Statistics, Welsh Government

## Key quality information

### Context

This bulletin provides information relevant to road safety policy in relation to police recorded road accidents and provides a starting point for any further, in-depth investigation of the accidents resulting in casualties.

Road safety targets for Wales:

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

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

### Police officer attendance at accidents

In 2018, police officers attended 99 per cent of fatal accidents, 91 per cent of serious accidents and 86 per cent of slight accidents reported to the police. Between 2015 and 2018 police officers' attendance at accident sites has ranged from 98 to 100 per cent for fatal accidents, 91 to 95 per cent for serious accidents and 86 to 88 per cent for slight accidents.

### Related publications

Related publications relating to the Stats19 data (i.e. [police recorded road accidents](#) data) are available on the [statistics and research website](#).

The Department for Transport publishes "[Reported road casualties in Great Britain main results](#)" annually. Statistics for 2018 are due to be published in July 2019.

Transport Scotland publishes "[Key reported road casualties Scotland](#)" annually. Statistics for 2018 were published on 19 June 2019.

The road traffic collision statistics team of the Police Service of Northern Ireland published this title "Police Recorded Injury Road Traffic Collisions and Casualties Northern Ireland Detailed Trends Report 2018" on 21st June 2019.

Data covering previous years' accident, casualty and vehicle data are published on [StatsWales](#) quarterly. Accompanying the data is individual accident level data and a data dictionary outlining the variables that are included in the collection of Road Accident Stats19 data.

We also publish an interactive dashboard alongside this statistical bulletin. The dashboard allows users to explore a range of geographical, demographic and other features of the data.

## 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.

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

## Accuracy

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

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

There is some possibility of under-reporting and under-recording as well as 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 the [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.

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

The Welsh Government is working with the Welsh police authorities to quality assure the data systems that are used to produce these statistics. A report on the quality of these statistics, in line with the National Statisticians guidance on quality assurance of administrative data sources will be published in due course.

## **Timeliness and punctuality**

Provisional 2018 quarterly data, up to quarter 3 2018, were published on the StatsWales website during 2018 and 2019. This release will be followed by a supplementary Statistical Bulletin to provide users with more information on key topics.

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

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

Results for Great Britain will be published by the Department for Transport in July 2019 via the [Road accidents and safety statistics web page](#).

## **Accessibility and clarity**

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

## **Comparability and coherence**

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

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

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

## **Data quality issues/ under reporting issues**

- For the 2012 data: Between April 2012 and the beginning of 2013, South Wales Police made changes to their procedures for recording this data which led to a number of slight and serious casualties being recorded that would not have been the case in previous and subsequent years. This means that the comparison of 2013 with 2012 overstates the change in slight and serious casualties. This issue does not affect the measure of road traffic fatalities.
- For the 2015 data: South Wales Police experienced difficulties with their Road Accident software and were unable to provide their full set of casualty data. The extent of this under-reporting is thought to be roughly 10 accidents missing from the data presented in this release and includes at least one fatal road accident.
- For the 2015 data: The number of accidents for Gwent Police for 2015 is much lower than for 2014.
- There was a significant fall in the number of accidents recorded by South Wales Police for the first half of 2018 when compared with the same period in the previous year (280 fewer

accidents recorded). From August 2018 the number of recorded accidents increased to broadly similar levels as before. After examining all available information, South Wales Police were not able to confirm whether the fall reflects a genuine reduction in accidents or issues with recording during this period, or some combination of both. This means that, notwithstanding the well-known issues with under-reporting, there is additional uncertainty around the overall totals for Wales in 2018, and the change since 2017. Since coverage of serious and fatal incidents is historically very good, we can be confident that, to the extent there was under-recording in 2018, it would not materially affect the statistics in relation to the Welsh Government's targets, which are based on killed and seriously injured casualties. Nevertheless, the uncertainty should be borne in mind when interpreting the overall numbers of accidents.

## National Statistics status

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

National Statistics status means that official statistics meet the highest standards of trustworthiness, quality and public value, and it is our responsibility to maintain compliance with these standards.

All official statistics should comply with all aspects of the Code of Practice for Statistics. They are awarded National Statistics status following an assessment by the UK Statistics Authority's regulatory arm. The Authority considers whether the statistics meet the highest standards of Code compliance, including the value they add to public decisions and debate. The designation of these statistics as National Statistics was confirmed in July 2013 following a [full assessment against the Code of Practice](#).

Since the latest review by the Office for Statistics Regulation, we have continued to comply with the Code of Practice for Statistics, and have made the following improvements:

- Undertaken a substantial piece of work to improve our understanding of data quality, by using the [Quality Assurance of Administrative Data toolkit](#)
- Added to and refined information about dimensions of quality and described links to policy and Welsh Government targets
- Improved visuals by de-cluttering and standardising charts and tables

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

## Well-being of Future Generations Act (WFG)

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

Information on the indicators, along with narratives for each of the well-being goals and associated technical information is available in the [Well-being of Wales report](#).

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

The statistics included in this release could also provide supporting narrative to the national indicators and be used by public services boards in relation to their local well-being assessments and local well-being plans.

## Further details

The document is available at: <https://gov.wales/police-recorded-road-accidents-2018>

## Next update

June 2020 (provisional)

## We want your feedback

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

[stats.transport@gov.wales](mailto:stats.transport@gov.wales)

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