



Motoring offences in Wales, 2019

10 December 2020
SB 40/2020

These statistics relate to the 2019 calendar year, which was before the coronavirus (COVID-19) pandemic

Key points

Fixed penalty notices (FPNs)

- In 2019 police and traffic wardens issued 74,400 FPNs in Wales, broadly similar to the previous year. Speed limit offences accounted for 81% of FPNs in 2019.
- In recent years FPNs have fallen steadily from over 112,000 in 2012.

Court proceedings

- 56,800 motoring offenders were prosecuted in Wales in 2019.

Accidents involving drink driving (2018 data)

- In 2018, an estimated 5% of all recorded accidents in Wales involved one or more drivers impaired by alcohol. For accidents resulting in killed or seriously injured casualties the proportion was higher, at 7%.
- 10% of motor vehicle drivers killed in Wales, were found to have had a blood alcohol level over the legal limit, which is lower than the percentage in Great Britain (14%).

Screening breath tests

- In 2019, 32,500 screening breath tests were carried out in Wales. 4,600 of these tests (14%) were positive or refused, an increase of 2 percentage points compared with 2018.
- In 2019, there were 183 positive breath tests of drivers involved in accidents. This was an increase of 39 (27%) compared with 2018.

About this bulletin

This annual statistical bulletin reports on motoring offences in general and assesses the relationship between drink driving and road accidents. Motoring offences covered are:

- Fixed penalty notices by police & traffic wardens
- Court proceedings against motoring offenders
- Accidents involving alcohol or drug impaired drivers
- Screening breath tests

Both endorsable and non-endorsable FPNs are referred to in this bulletin.

Civil parking enforcements, carried out by local authorities, are not covered.

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Introduction

This annual statistical bulletin looks at motoring offences in general, and also takes a detailed look at drinking and driving in Wales in 2019 and also look at accidents involving drink driving that occurred in 2018

Motoring offences can be dealt with by official police action either through fixed penalty notices (FPNs) or through court proceedings. In addition to official police action, Welsh local authorities have civil parking enforcement powers. Motoring offences dealt with by local authorities are not included in these statistics. [Section 3.1](#) provides more information on when each local authority gained parking enforcement powers.

Court proceedings relating to FPNs cover the use of police powers to issue on-the-spot fines for various motoring offences (e.g. parking offences or speeding offences). These FPNs can either be endorsable (points added to a driving licence), or non-endorsable (no points added to a driving licence).

This bulletin also assesses the relationship between drink driving, road accidents and casualties in Wales in 2018 and 2019. It includes analysis by the Department for Transport (DfT) on accidents and casualties in accidents, and by the Transport Research Laboratory (TRL) on the blood alcohol concentration (BAC) from fatalities following traffic accidents. It presents information in three sections about:

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

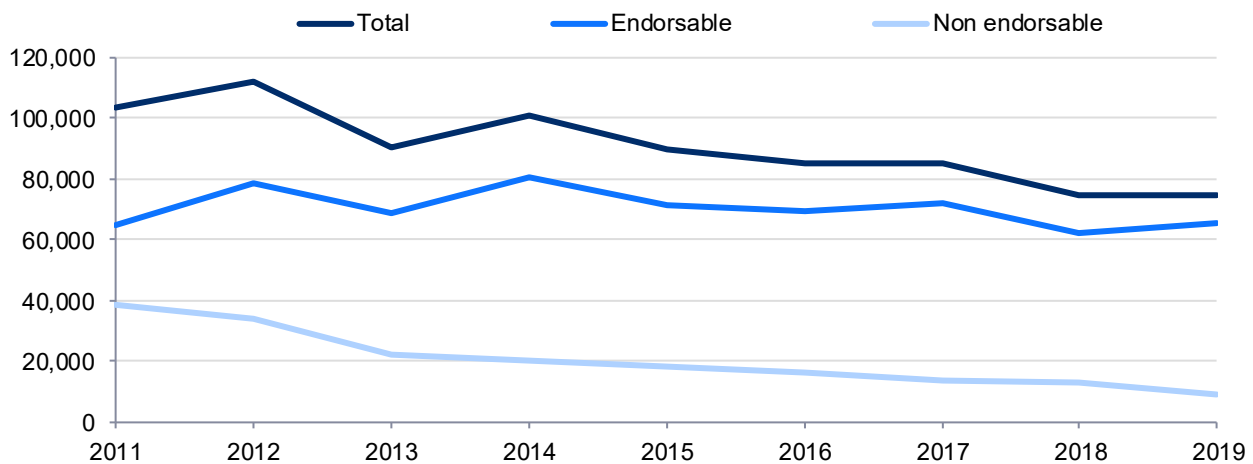
Fixed Penalty Notices (FPNs)

How many FPNs were issued by the police in Wales in 2019?

In 2019, police (including traffic wardens) issued 74,436 FPNs for motoring offences in Wales, a similar figure to 2018. There has been a gradual decrease in the number of FPNs issued since 2012.

There was a 6% increase in endorsable FPNs (up 3,519) and a 29% fall in non-endorsable FPNs (down 3,627) (Table 1 and Chart 1). Non-endorsable offences have fallen each year since 2012. This fall is likely to at least partly reflect the change in responsibility for civil parking enforcement from police to local authorities. By 2013, all local authorities had taken on this responsibility. Motoring offences recorded by local authorities are not covered by these statistics.

Chart 1: Endorsable and non-endorsable FPNs issued in Wales, 2011-2019



Source: Police Powers and Procedures, Fixed penalty notices for motoring offences, Home Office

Outcomes of FPNs in Wales in 2019 (Table 1)

Of all the FPNs issued by the police in Wales, endorsable FPNs accounted for 88% of FPNs and non-endorsable FPNs accounted for 12%.

In 2019:

- 68% were paid
- 23% resulted in court action
- 5% were cancelled
- 3% resulted in driver retraining
- 0.5% had fines registered

When compared with 2018:

- court action increased by 10%
- cancelled FPNs decreased by 40%
- fines registered decreased by 56%
- fines paid increased by 0.1%

Table 1: Endorsable and non-endorsable FPNs, by outcome, Wales, 2018 and 2019

	<i>Number and percent</i>			
	2018	2019	Change on year	
Endorsable FPNs ^(a)	61,904	65,423	3,519	6%
Fine paid	44,082	46,531	2,449	6%
Court action	14,250	15,864	1,614	11%
Cancelled	2,656	2,127	-529	-20%
Driver retraining	910	898	-12	-1%
Fine registered	3	0	-3	-100%
Incomplete	3	3	0	0%
Non-endorsable FPNs ^(b)	12,640	9,013	3,627	29%
Fine paid	6,849	4,454	-2,395	-35%
Cancelled	3,286	1,462	-1,824	-56%
Court action	1,664	1,581	-83	-5%
Fine registered	799	352	-447	-56%
Incomplete	42	10	-32	-76%
Driver retraining	0	1,154	1,154	-
Total FPNs	74,544	74,436	108	0%
Total (excl. cancelled)	68,602	70,847	-2,245	-3%

Source: Police Powers and Procedures, Home Office

(a) Financial penalty is accompanied by points on a driving licence.

(b) Financial penalty was issued, without any points being put on a driving licence.

- Percentage change not valid on baseline of zero.

Table 2 shows the broad categories of FPNs issued in Wales. Speed limit offences was by far the largest category in 2019, accounting for 73% of all offences, 16 times more than the next largest category. Speed limit offences have increased in 2019 compared to 2018, whilst all other offences have decreased over the same period.

Table 2: Broad categories of FPNs, Wales, 2018 and 2019

	<i>Number and percent</i>			
	2018	2019	Change on year	
Speed limit offences	54,472	60,073	5,601	10%
Obstruction, waiting and parking offences	4,541	2,049	-2,492	-55%
Seat belt offences	3,900	3,872	-28	-1%
Licence, insurance and record-keeping offences	3,725	3,174	-551	-15%
Neglect of traffic signs and directions and of pedestrian rights	2,348	1,234	-1,114	-47%
Vehicle test and condition offences	2,300	1,814	-486	-21%
Use of hand-held mobile phone while driving	1,349	970	-379	-28%
Careless driving (excluding use of hand-held mobile phone when driving)	689	518	-171	-25%
Lighting and noise offences	488	265	-223	-46%
Other Offences	421	276	-145	-34%
Work record or employment offences	261	161	-100	-38%
Miscellaneous motoring offences (excluding seat belt offences)	46	29	-17	-37%
Operator's licence offences	4	1	-3	-75%
Total	74,544	74,436	-108	-

Source: Police Powers and Procedures, Fixed penalty notices for motoring offences, Home Office

Court proceedings

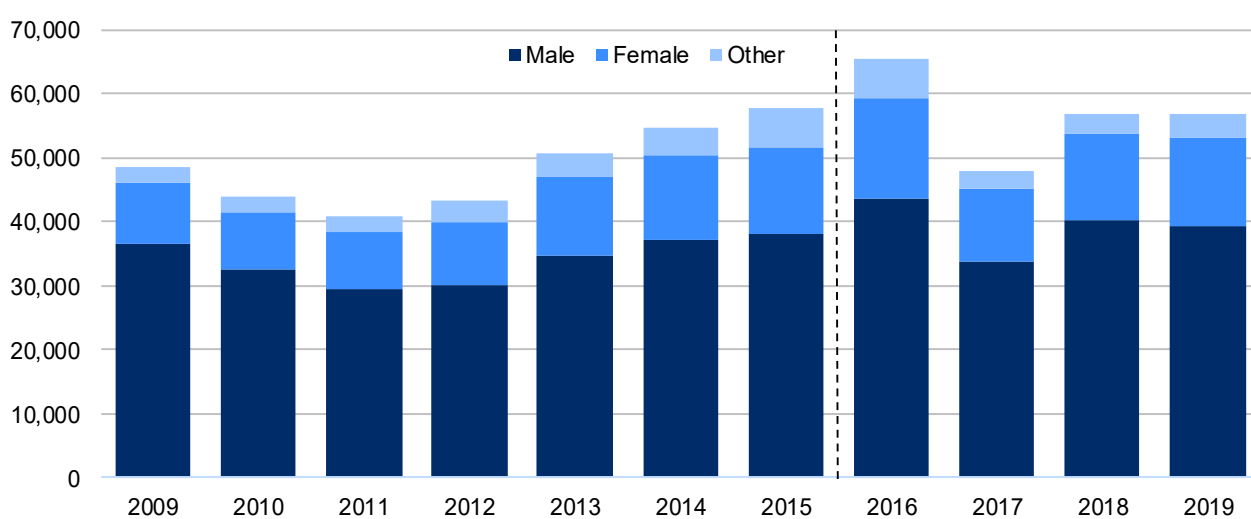
This section covers the number of motoring offenders prosecuted in Wales. It includes offences where there has been no police involvement, such as those prosecutions instigated by government departments, private organisations and individuals.

How many motoring offenders were prosecuted in Wales?

In 2019, 56,798 motoring offenders were prosecuted in Wales. This was a very slight decrease compared with 2018. Of the total motoring offenders, 69% were male, 24% were female and 7% were categorised as 'other' defendants (these include companies and public bodies) (Chart 2).

These proportions are similar to previous years.

Chart 2: All motoring offenders in Wales by gender, 2009 to 2019 (a)(b)



Source: Criminal Justice System statistics, Motoring data, Ministry of Justice (MoJ)

- (a) Other includes and offences committed by persons with unknown gender, companies and public bodies.
- (b) Figures from 2015 onwards are not directly comparable with the series prior to 2015 due to the introduction of the Single Justice Procedure (SJP). The SJP enables courts to deal with some non-imprisonable offences (including a substantial proportion of motoring offences) remotely. As a consequence, some offences committed in Wales are dealt with by courts outside of Wales, and vice versa resulting in some volatility in this series. The statistics in this section reflect the location of the courts, not necessarily the location of the offences. The majority of the large fall in 2017 was driven by decreases in insurance, speeding and registration and license offences prosecuted in Wales. It is likely that this, at least to some extent, reflects the introduction of the SJP.

Motoring offences by police force area

Table 3 shows the number of motoring offences prosecuted by each of the police forces in Wales. The number of prosecutions increased in all four police areas in 2019. There was a 13% decrease in North Wales, 3% decrease in South Wales, whilst Dyfed-Powys and Gwent registered 20% and 26% increases respectively over the same period. Those prosecuted do not necessarily reside in the police area in which they are prosecuted.

In 2019, the conviction rate in Wales was 91%, the same as the previous year, and with little variation between the police force areas.

Table 3: Motoring offenders by police force area and outcome, 2019

Outcome	<i>Number and percent</i>				
	North Wales	Dyfed-Powys	South Wales	Gwent	Wales
Found guilty	8,480	5,508	29,054	8,424	51,466
<i>Conviction rate</i>	<i>91%</i>	<i>92%</i>	<i>90%</i>	<i>91%</i>	91%
Proceedings terminated early	751	436	3,005	715	4,907
Dismissed (found not guilty after summary trial)	68	32	141	60	301
Committed for trial	23	9	50	31	113
Acquitted (CC)	*	*	4	4	8
Not Tried (CC)	*	*	*	*	*
Discharged at committal proceedings	*	*	*	*	*
Total	9,322	5,985	32,254	9,234	56,795

Source: Criminal Justice System statistics, Motoring data, Ministry of Justice (MoJ)

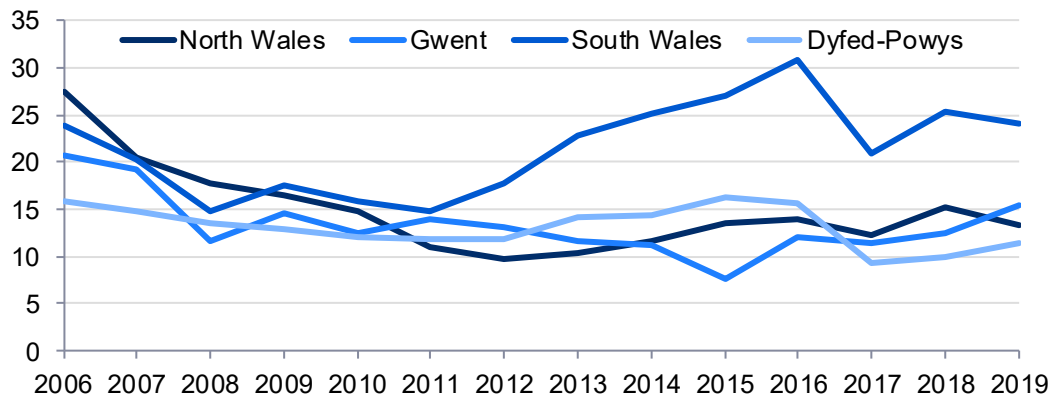
(a) Excludes motoring offences dealt with by fixed penalty notices rather than court proceedings.

(b) Number of offences involved, not number of persons appearing in courts. A person appearing in court can be charged with one or more offences at the same time.

* Indicates that figures have been suppressed to prevent disclosure

The rate of motoring offences per person has been highest in South Wales since 2009. This reached a peak in 2016 with 31 offences per 1,000 people, almost double that of the second highest at the time (Dyfed-Powys, 16 offences per 1,000 population). The rates in the other three police force areas have been variable, but they have generally remained within 10 offences per 1,000 people of each other (Chart 3). Apart from South Wales Police the other police forces rates vary between years.

Chart 3: Rate of motoring offences per 1,000 population by police force area, 2006 to 2019 (a)



Source: Criminal Justice System statistics, Motoring data, Ministry of Justice (MoJ)

(a) Rates based on 2019 mid-year population estimates, Office for National Statistics.

Driving Under the Influence: accidents and casualties

Police officers who attend road traffic accidents record their initial views around the factors likely to have contributed to the incidents. The Department for Transport (DfT) uses this information alongside Coroners Court information to estimate the actual proportion of accidents involving drink driving. These estimates are adjusted for likely under reporting of accidents.

The data show that drink driving accounts for a minority of all road accidents and casualties. Estimates for the proportion of alcohol or drug related *fatal* accidents are not reliable in isolation because of the relatively small number of such accidents. The estimates for killed and serious injury accidents (KSI) together are more robust.

Are serious accidents are more likely to involve drink driving?

This section and the next on Coroners Courts data refer 2018 cases only not 2019. This is because the data has a lag of one year from the current release year

In 2018, the DfT estimates that 6% of all recorded accidents and casualties in Wales involved one or more drivers impaired by alcohol. For accidents and casualties resulting in slight injuries only, the proportions were 5% and 6% respectively. For fatalities and serious injuries (KSI) however, drink driving resulted in 7% of accidents and 8% of casualties. The corresponding figures based solely on police officers' contributory factors were similar with 7% of KSI accidents and 8% of KSI casualties being caused by drivers impaired by alcohol (Table 4).

Table 4: Accidents and casualties involved in alcohol or drug related accidents by severity, 2018

	Total	DfT drink driving estimates ^(a)		Number and percent			
				Police recorded contributory factors			
				Alcohol-related		Drug-related ^(b)	
Accidents							
KSI ^(c)	992	70	7%	74	7%	27	3%
Fatal	100	10	10%	8	8%	5	5%
Serious	892	60	7%	66	7%	22	2%
Slight	3,230	170	5%	107	3%	40	1%
Total	4,222	230	5%	181	4%	67	2%
Casualties							
KSI ^(c)	1,137	90	8%	93	8%	33	3%
Fatal	108	20	19%	9	8%	6	6%
Serious	1,029	70	7%	84	8%	27	3%
Slight	4,631	300	6%	195	4%	67	1%
Total	5,768	380	7%	288	5%	100	2%

Source: Stats19, Welsh Government and Reported drinking and driving (RAS51), Department for Transport (DfT)

(a) Estimated numbers, adjusted for under-reporting. Figures rounded to the nearest ten to reflect the uncertainty associated with making estimates from incomplete data sources. Figures may not sum to totals due to rounding.

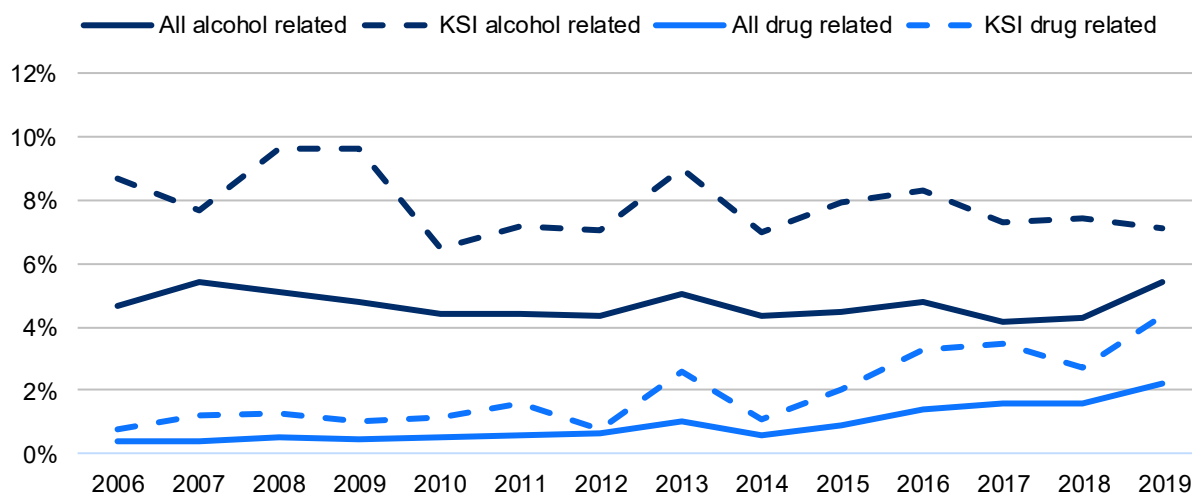
(b) Includes medicinal as well as illicit drugs.

(c) Killed or seriously injured.

According to police officers' views in 2018, there were three times as many accidents caused by drivers impaired by alcohol than impaired by drugs. The proportion of alcohol related accidents has been fairly stable since 2006 with a slight downward trend overall. However in 2019 the proportion has increased to 5.4% from 4.3% in 2018. The proportion of drug related accidents has increased steadily over the series and increased by 2.2% in 2019.

Due to the low number of accidents resulting in casualties who are killed or seriously injured, the proportions of alcohol and drug related KSIs are more changeable. However, they have always been higher than the proportions for all casualties, indicating that alcohol and drug related accidents are more likely than non-alcohol or drug related accidents to result in a serious injury (Chart 4).

Chart 4: Proportion of accidents involving alcohol and drug impaired drivers, 2006-2019 (a)(b)



Source: Police Recorded Road Accidents (Stats19), Welsh Government

- (a) Based on police officers' views of contributory factors.
- (b) KSI = Killed or Seriously Injured

Coroners Courts data

Coroners Courts in England and Wales (Procurator Fiscal in Scotland) report on blood tests carried out on people killed in traffic accidents and this information is used to derive the estimates presented below. It is important to note that some fatalities do not receive a blood test but may have had alcohol in their blood. These figures therefore represent a minimum level for the overall incidence of alcohol-related fatalities. More information about differences between total fatalities and those tested is given in [section 3.2](#) under coverage.

Table 5: Road traffic accident fatalities with blood alcohol concentration (BAC) over the legal limit, 2018

	Total killed aged 16 and over	Number and percent ^(a)			
		Killed, aged 16 and over, with a known BAC			
		All tested		Over the drink drive limit ^(b)	
Wales					
Motor vehicle drivers	40	23	58%	3	8%
Motor vehicle passengers	15	5	33%	*	*
Motorcycle riders ^(c)	17	8	47%	2	12%
Pedal cyclists ^(c)	3	*	*	*	*
Pedestrians	25	6	24%	2	8%
Other/Unknown	3	*	*	*	*
All	103	44	43%	8	8%
Great Britain					
Motor vehicle drivers	544	389	72%	74	14%
Motor vehicle passengers	247	86	35%	13	5%
Motorcycle riders ^(c)	336	236	70%	17	5%
Pedal cyclists ^(c)	100	37	37%	4	4%
Pedestrians	470	175	37%	63	13%
Other/Unknown	34	8	24%	*	*
All	1,731	931	54%	171	10%

Source: Stats19, Welsh Government and Transport Research Laboratory (TRL), as collected from Coroners and Procurators Fiscal

(a) Percent of total killed.

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

(c) Includes passengers.

* Indicates that figures have been suppressed to prevent disclosure

Table 5 shows that in 2018:

- 8% of motor vehicle drivers killed in Wales, were found to have had a blood alcohol level over the legal limit, which is lower than the percentage in Great Britain (14%).
- 3 of the tested motorcyclists were found to have had a blood alcohol level over the legal limit.

**Table 6: Road traffic fatalities by level of blood alcohol concentration (BAC), 2018
(a)**

	Total tested	BAC below limit ^(b)	BAC above limit ^(b)
		<80	>80
Wales			
Motor vehicle drivers	23	20	3
Motor vehicle passengers	5	*	*
Motorcycle riders ^(c)	8	6	2
Pedal cyclists ^(d)	*	*	*
Pedestrians	6	4	2
Other/Unknown	*	*	*
All	44	36	8
Great Britain			
Motor vehicle drivers	389	315	74
Motor vehicle passengers	86	73	13
Motorcycle riders ^(c)	236	219	17
Pedal cyclists ^(d)	37	33	4
Pedestrians	175	112	63
Other/Unknown	8	8	*
All	931	760	171

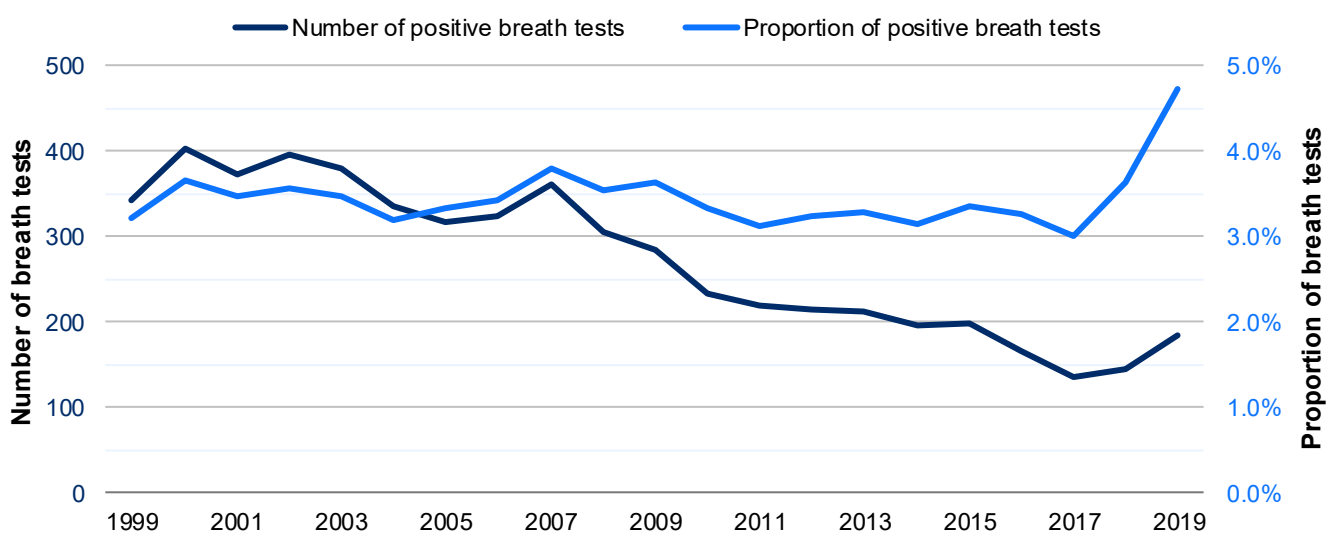
- (a) Aged 16 and over, with a known BAC (in mg per 100ml of blood). BAC categories
- (b) The current drink drive limit in England and Wales is 80mg per 100ml of blood. The drink drive limit in Scotland was reduced on 5th December 2014 from 80mg to 50mg per 100ml of blood.
- (c) Includes passengers.

Breath tests of drivers involved in accidents

This section provides information about accidents where one or more of the drivers involved had breath alcohol levels above the legal limit for driving (currently 80mg of alcohol per 100ml of breath). Police officers carry out breath tests on drivers at the scene of accidents, and while they aim to test every driver, there are scenarios when that is not possible. These include cases when drivers refuse to provide a breath test or when the test is not requested or provided for medical reasons.

The proportion of positive breath tests following accidents is lower than the DfT estimates for the incidence of drink driving presented earlier in Table 5. This is likely to be because a greater number of drivers are tested at the scene of an accident, regardless of whether they are suspected of being over the limit. The figures here, however, can be used to assess trends in the amount of testing carried out, the proportion of positive and negative results and the time and location of accidents involving drink driving.

Chart 5: Number and proportion of drivers with positive breath tests involved in accidents, Wales, 1999-2019 (a)

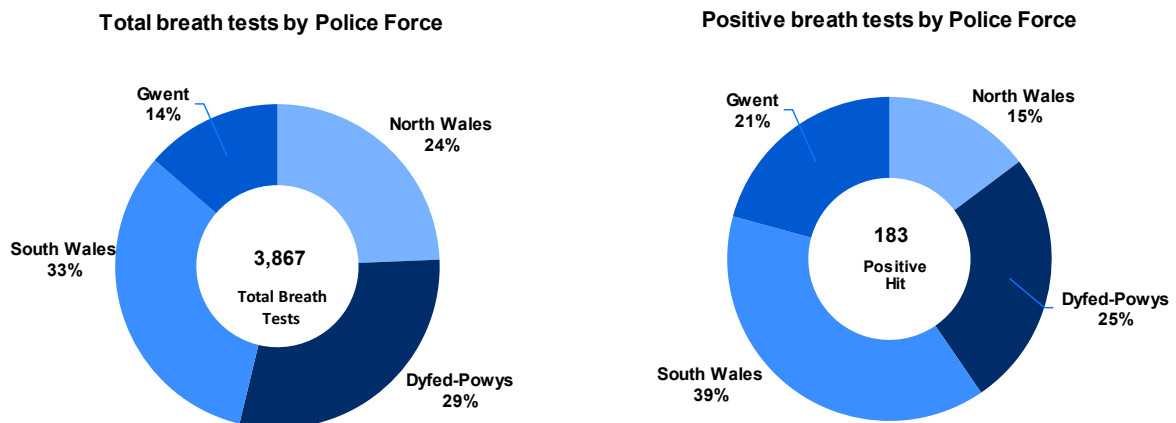


Source: Police Recorded Road Accidents (Stats19), Welsh Government

(a) Proportion based only on instances where a breath test was taken (i.e. excludes where driver refused to provide or was not contacted and where test was not requested or not provided due to medical reasons).

- In 2019, there were 183 positive breath tests of drivers involved in accidents. This was an increase of 39 (27%) compared with 2018.
- The proportion of tests that were positive increased from 3.0% in 2017 to 4.7% in 2019. Since 1999 this is the first time the proportion of positive breath tests has exceeded 4%.
- Over the long term, the total number of breath tests has fallen since 2000. However this corresponds to a similar fall in the number of accidents recorded in Wales.

Chart 6: Breath test results of drivers involved in accidents by police force area, 2019



Source: Police Recorded Road Accidents (Stats19), Welsh Government

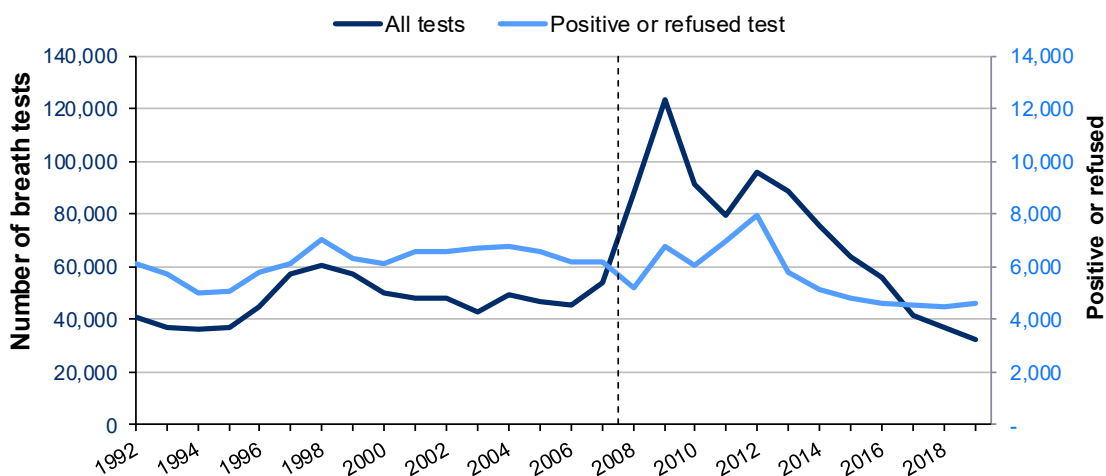
- In 2019, South Wales police had the highest proportion of all positive tests (positive hits) in Wales at 39%. North Wales had the smallest proportion at 15%.

Screening breath tests and enforcement action

This section covers screening breath tests and police and court action in relation to drink driving offences. The majority of screening breath tests are not carried out in relation to road accidents.

The number of annual screening breath tests increased dramatically between 2007 and 2009, before falling back to the 2000-2007 levels in recent years (Chart 7). The increase was due to a new digital breath test system being implemented by many police forces. At its peak in 2009 there were 123,019 tests in Wales. In 2019 there were 32,530, a 12% fall compared with 2018.

Chart 7: Screening breath tests, Wales, 1992 to 2019 (a)



Source: Police powers and procedures, Breath test statistics, Home Office

- (a) From April 2008 police forces progressively began using new digital recording equipment in place of traditional breath testing screening devices, leading to a large increase in tests.

The rates of breath tests per 1,000 people differed greatly across the police force areas. The lowest rate was in Gwent (6.3) whilst the highest was in North Wales (21.9). There were 4,577 positive or refused tests in 2019 representing a 2% increase on 2018. Although as the total number of tests has continued to fall, the percentage of positive or refused tests was the highest since 2007, now standing at 14% (Table 7). There was a 63% fall in the number of positive or refused tests since 2012, but this largely reflects the fall in the number of tests carried out over the same period (down 62%). Those screened for a breath test do not necessarily reside in the police area in which they are tested.

Table 7: Screening breath tests by police force area, Wales, 2019

	<i>Number and percent</i>				
	North Wales	Dyfed-Powys	South Wales	Gwent	Wales Total
Number of breath tests					
Total tests	15,339	5,146	8,315	3,730	32,530
Positive or refused	1,683	782	1,419	693	4,577
<i>Percentage positive or refused</i>	<i>11.0%</i>	<i>15.2%</i>	<i>17.1%</i>	<i>18.6%</i>	14.1%
Rate of breath tests per 1,000 population ^(a)					
Rate of total tests	21.9	9.9	6.2	6.3	10.3
Rate of positive or refused	2.4	1.5	1.1	1.2	1.5

Source: Police powers and procedures, Breath test statistics, Home Office

(a) Based on mid-year population estimates, Office for National Statistics.

Not all positive or refused breath tests result in convictions. There are also circumstances in which people are convicted of drink driving offences without there having been a breath test – for example when blood tests are taken instead. These factors, along with the lag between breath tests taking place and legal proceedings, means that the number of guilty verdicts can be quite different to the number of positive and refused tests. We now look at data for guilty verdicts:

Table 8: Guilty verdicts for drink or drug driving offences, Wales 2019 (a)

	<i>Number and percent</i>			
Motoring Offence Group	2018	2019	Change on year	
Alcohol related offences	2,516	2,490	-26	-1%
Driving with alcohol in the blood above the prescribed limit	2,404	2,339	-65	-3%
In charge of a motor vehicle with alcohol in the blood above the prescribed limit	86	113	27	31%
Driving or attempting to drive a vehicle whilst unfit through drink (impairment)	15	22	7	47%
In charge of a vehicle whilst unfit through drink (impairment)	11	16	5	45%
Drug related offences	1,076	1,124	48	4%
Driving with a controlled drug above specified limit	1,011	1,058	47	5%
Driving or attempting to drive a vehicle whilst unfit through drugs (impairment)	45	43	-2	-4%
In charge of a motor vehicle with a controlled drug above specified limit	16	19	3	19%
In charge of a vehicle whilst unfit through drugs (impairment)	4	4	0	0%
Refusing a test	427	488	61	14%
Driving and failing to provide specimen for analysis (breath, blood or urine)	393	441	48	12%
In charge of a motor vehicle and failing to provide specimen for analysis	28	35	7	25%
Failing to provide specimen for initial breath test	4	8	4	100%
Failing to allow specimens of blood to be subjected to laboratory test	2	4	2	100%
All offences	4,019	4,102	83	2%

Source: Criminal Justice System statistics, Motoring data, Ministry of Justice (MoJ)






(a) Offences under Road Traffic Act 1988 sections 4(1)(2), 5(1)(A)(B), 6(6), 7(6)(A).

- 4,102 offenders were found guilty of drink or drug driving offences in 2019. This was an increase of 83, or 2%, on the previous year, Table 8.
- The majority of guilty verdicts were for “driving with alcohol in the blood above the prescribed limit”, which accounted for 2,490 offences (63% of all offences).

- Driving or attempting to drive a vehicle whilst unfit through drink (impairment) rose by 47% whilst being in charge of a vehicle whilst unfit through drink (impairment) increased by 45% compared to previous year.
- Drug driving convictions have increased significantly across Great Britain in recent years. However, it is not possible to estimate the extent to which this actually reflects increases in drug driving, because it corresponds to significantly increased testing and enforcement activity by police forces.

Links to Data

Latest data for this Statistical Bulletin is available via the links below. Data for Motoring offences proceedings at court will be available on [StatsWales](#) by the end of January 2021. However, a link to original source for this data is included under Ministry of Justice.

Measure	Data Link
Fixed penalty notices (FPNs)	
Drinking and driving	
Police powers and procedures, FPNs and breath tests (Home Office)	
Criminal justice statistics (December), Court proceedings (Ministry of Justice)	
Reported drinking and driving (Department for Transport)	

Statistics on [motoring offenders](#) and [drink driving](#) used to be reported separately. We have now combined these into a single statistical release since 2018 release. We welcome feedback on this and any other transport statistics publications

Notes

1 Context

1.1 Related publications

Welsh Government publishes an annual bulletin on [Police recorded road accidents](#).

Equivalent data for England can be found at the links for the Home Office and the Ministry of Justice in section 2 below.

Transport Scotland publish the number of motor vehicle offences recorded by the police by type of offence in the 'Road Transport Vehicles' chapter of the compendium publication titled '[Scottish Transport Statistics](#)'.

The Scottish Government publishes the number of people proceeded against in court for motor vehicle offences in the Statistical Bulletin titled '[Criminal Proceedings in Scotland](#)'.

The Police Service of Northern Ireland produces statistics on fixed penalty notices: [Fixed penalty notice \(FPN\) and discretionary disposal statistics for traffic offences](#)

The Northern Ireland Courts and Tribunals Service publish the number of defendants disposed of in the magistrates' courts for motoring offences:

[Magistrates' Court Bulletin](#)

The Department for Transport produce a series of annual reports on [Road accidents and safety statistics](#) accompanied by statistical tables presenting [information on reported drinking and driving](#) (RAS51) in Great Britain.

Transport Scotland produce an annual publication titled "[Reported Road Casualties Scotland](#)" which includes information on breath testing and drink-driving.

The Police Service of Northern Ireland produce annual statistical reports on "[Road Traffic Collision Statistics](#)" which includes information on fatalities attributed to alcohol.

2 Data sources

The information about fixed penalty notices for driving offences comes from the data series compiled by the Home Office in '[Police Powers and Procedures England and Wales](#)

The Ministry of Justice produce a motoring pivot table analytical tool for England and Wales in their [criminal justice statistics](#). This data comes from the court proceeding database and the statistics on prosecutions, convictions and sentencing are either derived from the LIBRA case management system, which holds the magistrates' courts records, or the Crown Court's CREST system which holds the trial and sentencing data. The data includes offences where there has been no police involvement, such as those prosecutions instigated by government departments, private organisations and individuals.

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

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

The information on screening breath tests comes from a data series compiled by the Home Office in ['Police Powers and Procedures England and Wales'](#)

3 Coverage

3.1 Police Powers and Procedures, Home Office

The coverage in 'Police Powers and Procedures' includes the use of police powers to issue fixed penalty notices for motoring offences. This is broken down by offence type and how they were dealt with (e.g. penalty paid or fine registered at court). The data presented are drawn from returns from police forces in England and Wales.

The figures also include notices issued by police employed traffic wardens for parking offences. It should be stressed here that most traffic wardens are now employed by local authorities, and their activities are not covered here.

The information below shows the local authorities in Wales who have taken over the responsibility for parking enforcement and when this occurred:

Neath Port Talbot	1 June 1999	Pembrokeshire	1 Feb 2011
Carmarthenshire	1 Feb 2004	Powys	1 April 2011
Denbighshire	1 July 2004	Merthyr Tydfil	11 Jan 2012
Conwy	1 Sept 2006	Ceredigion	4 June 2012
Gwynedd	1 April 2007	Rhondda Cynon Taff	1 Aug 2012
Isle of Anglesey	1 April 2007	Bridgend	1 April 2013
Wrexham	1 March 2008	Vale of Glamorgan	1 April 2013
Swansea	1 Sept 2008	Flintshire	1 Oct 2013
Cardiff	5 July 2010		

Statistics on Vehicle Defect Rectification notices for motoring offences no longer appear in this bulletin as they were withdrawn from 2009.

3.2 Coroners Courts data

A blood test is only carried out if the casualty dies within 12 hours of the accident and is aged 16 and over. It is estimated that 80% of road traffic accident fatalities die within 12 hours, the remaining 20% die later.

Across all types of fatalities, the average coverage is 75% of dying within 12 hours. This is because (1) some coroners do not send in data and (2) Coroners practice differs, many only measure blood alcohol when the person is 'considered at fault'; and sometimes only when blood alcohol is likely to be a factor.

This gives 50-60% overall coverage of traffic fatalities in these figures;

However this level of coverage varies by the type of victim. There is a reasonably high coverage of drivers (60-70%) but less for passengers, pedestrians, and pedal cyclists (40-50%). So whilst the raw data understates the role of alcohol for pedestrians and cyclists, the raw data are probably a fair guide for drivers.

4 Definitions

4.1 Endorsable FPNs

Where a financial penalty is accompanied by points on a driving licence. Endorsable offences include those detected by automatic cameras for which a conditional offer of a fixed penalty was made and which can only be counted if made substantive i.e. if paid.

4.2 Non-endorsable FPNs

Where a financial penalty was issued, without any points being put on a driving licence.

4.3 Breath tests

The police can require a person to take a screening breath test if they have reasonable cause to suspect that the person has been driving or attempting to drive with alcohol in their body (Section 6 of the Road Traffic Act 1988), that they have committed a moving traffic offence, or that the person has been involved in an accident. A person failing to provide a breath test is guilty of an offence, unless there is a reasonable excuse.

5 Symbols

The following symbol has been used throughout the bulletin:

- Percentage change not valid on baseline of zero.

* figure suppressed due to disclosure

6 Key quality information

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

6.1 Relevance

The statistics are used both within and outside the Welsh Government to monitor trends in driving offences and as a baseline for further analysis.

Breath test statistics are used to measure the effectiveness of drink–drive campaigns by police forces.

6.2 Accuracy

See section 6.5 below.

6.3 Timeliness and punctuality

The statistics in this bulletin relate to cases in Wales in 2019 and cases covering Wales and Great Britain during 12 months ending December 2019.

6.4 Accessibility and clarity

This statistical bulletin is pre-announced and then published on the [Statistics for Wales](#) website and is accompanied by tables on [Statswales](#). Historically, this information was released in Chapter 5 of 'Welsh Transport Statistics'.

6.5 Comparability and coherence

FPN data from police powers and procedures

- North Wales, South Wales and Gwent do not record all outcomes on the PentiP system.
- The majority of camera-detected FPNs dealt with in the Dyfed Powys, Gwent and South Wales police force areas currently cannot be separated on the PentiP system by police force area with the majority being shown as recorded by South Wales police. Therefore data should be combined for these which explain why a police force specific breakdown for this data is not presented in this bulletin.
- From June 2012, PentiP, a new national system for processing FPNs, was introduced in police forces across England and Wales, replacing the Vehicle Procedures and Fixed Penalty Office (VP/FPO) system. VP/FPO data, supplied to the Home Office by individual police forces, are presented in this bulletin for the years 2007 to 2011 so that comparisons can be made on the number of FPNs issued during that period. Data for all forces from 2011 have been extracted centrally from PentiP, allowing comparisons to be made from 2011 onwards. In general, PentiP figures are slightly lower than equivalent ones from VP/FPO; PentiP figures for FPNs issued in England and Wales in 2011 are approximately 5% lower than those drawn from VP/FPO. The user guide ([User Guide to Police Powers and Procedures](#)) contains further information relating to definitions, legislation, procedure and the change to PentiP.

Ministry of Justice Court Proceedings Database

- Due to a data processing issue figures are not available for the offence “Driving a motor vehicle with a proportion of specified controlled drug above specific limit” in calendar year 2017. Since Q2 2016 the data has been missing from the Court Proceedings Database at magistrates’ courts and investigations are being taken to identify and rectify the issues.
- The figures given in the table relate to defendants for whom these offences were the principal offences for which they were dealt with. When a defendant has been found guilty of two or more offences it is the offence for which the heaviest penalty is imposed. Where the same disposal is imposed for two or more offences, the offence selected is the offence for which the statutory maximum penalty is the most severe.
- Every effort is made to ensure that the figures presented are accurate and complete. However, it is important to note that these data have been extracted from large administrative data systems generated by the courts and police forces. As a consequence, care should be taken to ensure data collection processes and their inevitable limitations are taken into account when those data are used.
- A defendant who is committed from magistrates’ courts to the Crown Court may not have both courts’ processes complete within the same year, in which case they would be counted for each stage in the year that the court where it took place completed. This means that for a given year convictions may exceed prosecutions or sentences may not equal convictions. Defendants who appear before both courts may also be convicted at the Crown Court for a different offence to that for which they are counted as having been originally proceeded against at magistrates’ court, where the offence is changed after committal.

Coroners Courts data

- Figures are lower than all road traffic accident fatalities. See section 3.2 above

Breath test data from police powers and procedures

- Figures for 'total breath tests' show a large increase from 2007 to 2009 due to a new digital breath test system being implemented by many police forces. Previously, with paper reporting, negative breath tests tended to be under-reported by forces.
- In some cases, officers from neighbouring forces may carry out breath tests in territory covered by other forces. In such cases, a breath test will be recorded against the force who owns the equipment. It is not always possible to identify which force actually conducted the breath test.

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.

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 November 2011 [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:

- Combined two releases into one to improve user experience
- Improved our understanding of the various data sources and the methodology behind them, including their strengths and limitations
- 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/motoring-offences-2019>

Further tables of data are available on [StatsWales](#).

Next update

December 2021 (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.

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