



## Reported road casualties Wales, 2022 (Revised)

11 October 2023  
20/2023 (R)

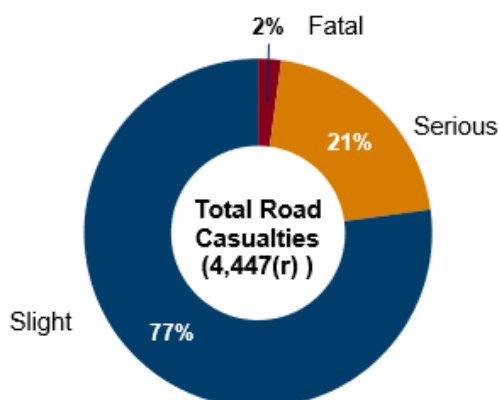
This report was revised on 11 October 2023, after initial publication on 24 May 2023. The revision was due to the late submission of 2022 data from one police force. Statistics throughout the release are affected (South Wales Police and Wales). Changes have been marked with an (r). The number of road casualties reported increased from 4,442 to 4,447. A correction was also made to the Young Casualty data – this is also marked with an (r). The trends in the report have not changed.

### Main results

In 2022 there were 4,447(r) road casualties reported by police forces in Wales, an increase of 2% compared to 2021 but a decrease of 23%(r) compared to 2019. Of these casualties:

- 1,016(r) (23%) were killed or seriously injured (KSI), a similar number to 2021 but a decrease of 15% compared to 2019.
- 3,431(r) (77%) had slight injuries, 3% more than 2021 but 26% fewer than 2019.

**Figure 1: Proportion of reported road casualties, 2022 (r)**



Source: Road collision statistics, Welsh Government

### About this bulletin

This statistical bulletin covers road traffic collisions and casualties in Wales. The data are based on Welsh police force records of collisions resulting in personal injury. It provides more detailed analysis of the casualties' data that was originally published in our Police [Recorded Road Collisions](#) release (April 2023), and has a focus on motorcyclists, pedal cyclists, pedestrians and young people.

### In this bulletin

<a href="#">Quality and data coverage</a>	2
<a href="#">Reported casualties</a>	3
<a href="#">Analysis of age, gender and mode of travel</a>	5
<a href="#">Motorcycle casualties</a>	11
<a href="#">Pedal casualties</a>	11
<a href="#">Pedestrian casualties</a>	14
<a href="#">Young casualties</a>	17
<a href="#">Notes</a>	18
<a href="#">Feedback</a>	22

- Males were more likely than females to be casualties, accounting for 60% of all casualties and 67% of all people killed or seriously injured in Wales in 2022.
- Young people aged 16-24 are disproportionately more likely to be casualties in road collisions. They make up 11% of the population but accounted for 22% of all casualties in 2022.
- When adjusting for distance travelled, motorcyclists and pedal cyclists are more likely to be casualties than car users.

## Quality and data coverage

The data presented in this report reflect personal injury road collisions recorded by police forces in Wales. While these data are the most detailed and reliable source of information on road collisions 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 collisions 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 release on [other sources of information on road casualties](#). It is well established from other sources (such as England's national travel survey and hospital episode statistics) that a considerable proportion of non-fatal casualties are not known to the police. Examples of injuries reported in England's national travel survey (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 significant proportion of the injuries not reported to police are likely to be whiplash.

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

## Impact of COVID-19 on traffic volume

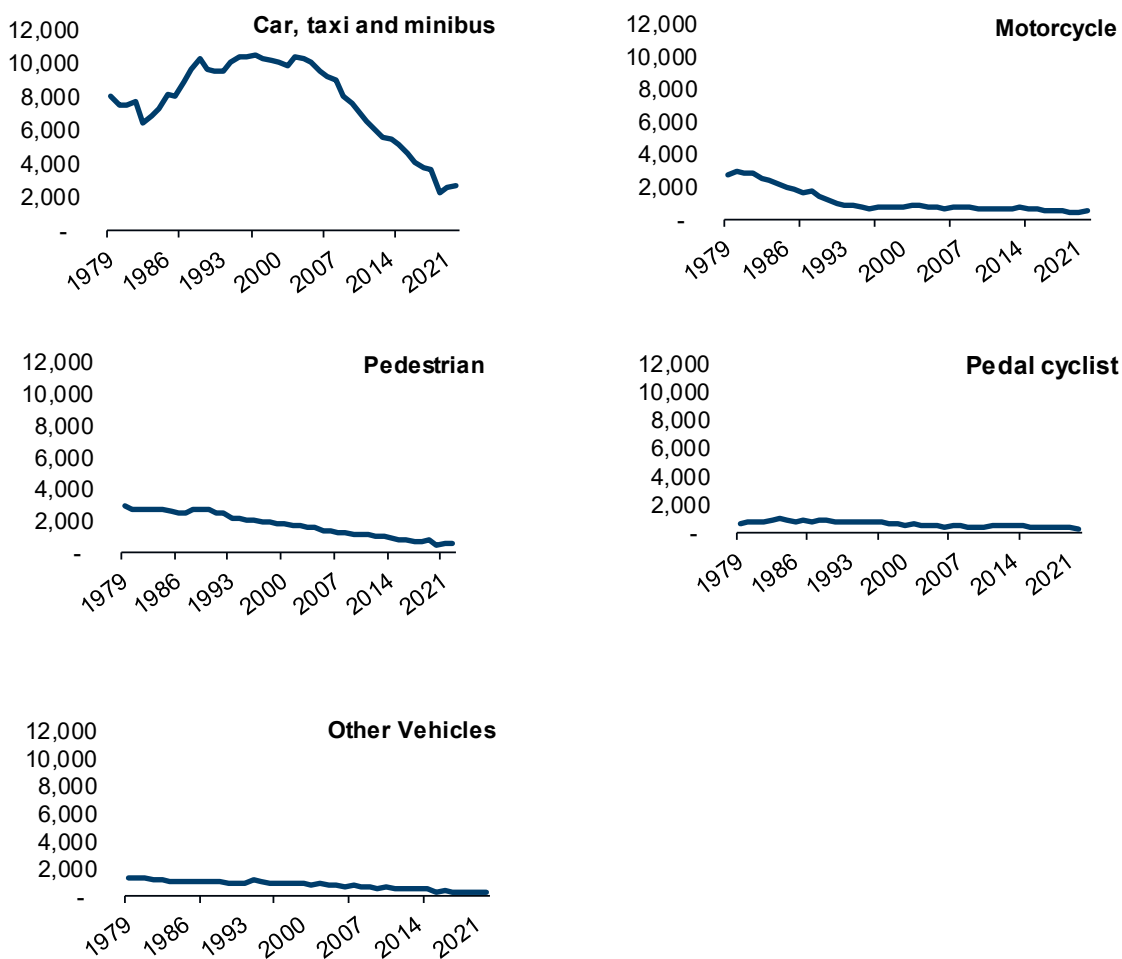
Police recorded road collision and casualty numbers throughout most of 2020 were affected by the coronavirus (COVID-19) pandemic which saw restrictions on how, where and why people could travel within Wales. Traffic volume decreased considerably during 2020 in light of the coronavirus (COVID-19) pandemic (a decrease of 23.4% compared to 2019). COVID-19 restrictions continued to impact travel in 2021, though to a lesser extent. Traffic volume data for 2022 is not currently available but is due to be published by the Department for Transport (DfT) in Summer 2023.

## Reported casualties

This section presents high level summaries for all casualties in Wales, including some breakdowns by age and sex. The later sections in this bulletin focus on [motorcyclist casualties](#), [pedal cyclist casualties](#), [pedestrian casualties](#) and [young people](#). More analysis of these casualties can be accessed from the accompanying [road collisions dashboard](#) under casualties view.

Figure 2 shows casualty trends by different road user types. All categories of road user have seen an overall decrease in road casualties over time. Compared to 1979, total casualty numbers were 72% lower in 2022.

**Figure 2: Reported road casualties in Wales by road user, 1979 to 2022 (r) [Note 1]**



Description of figure 2: Line charts showing the trend in road casualties by road user overtime. In 2022 all road users have reported an increase in number of casualties except for pedal cyclists compared to previous year.

Source: Road collision statistics, Welsh Government

[Note 1] Motorcycle: Includes mopeds, motor scooters, motorcycles and combinations.

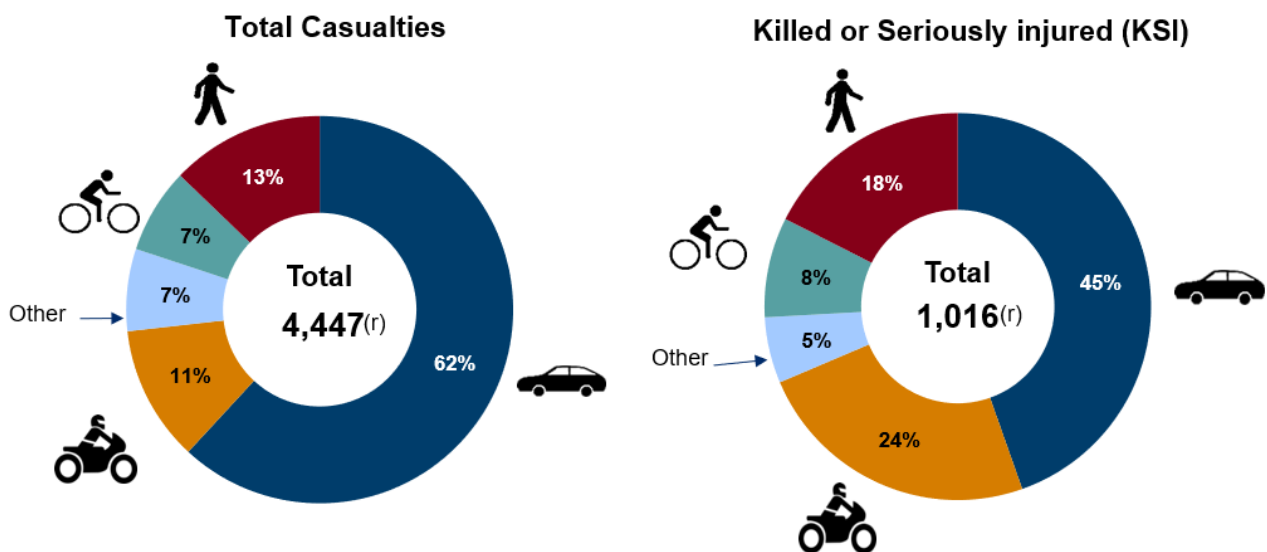
Other vehicles: Includes buses/coaches, vans and goods vehicles.

- In 2022, police forces in Wales recorded a total of 3,315(r) road collisions involving personal injury, which resulted in 4,447(r) casualties. Of the reported road collisions, 27%(r) resulted in at least one KSI casualty.
- Of these 4,447(r) casualties, 95(r) people were killed (2%), 921 were seriously injured (21%) and 3,431(r) were slightly injured (77%)

Compared to 2021, in 2022 there were increases in casualty numbers for all categories of road users except pedal cyclists. Similar to the overall trend for total casualties, there have also been large falls in the number of people killed and seriously injured on Welsh roads since the 1970s by all types of road users.

Figure 3 presents the percentage of total and KSI casualties by the type of road user. Each category of road user has a different chance of having a serious injury. Pedestrians, pedal cyclists and motorcyclists are considered to be vulnerable road users as they are at a higher risk of being involved in a collision (relative to distance travelled) or are more vulnerable in terms of becoming a casualty, if involved in a collision.

**Figure 3: Total road casualties and KSI casualties by type of road user, 2022 (r)**  
[Note 1] [Note 2]



Description of figure 3: Charts showing total casualties and killed or seriously injured casualties by road user that occurred in year 2022. Road user category of 'Car, taxis and minibus' recorded the highest casualty numbers for both casualty categories,

Source: Road collision statistics, Welsh Government

[Note 1] 'Other', Includes buses, coaches, goods vehicles, invalid vehicles, motor caravans, other and unknow vehicles.

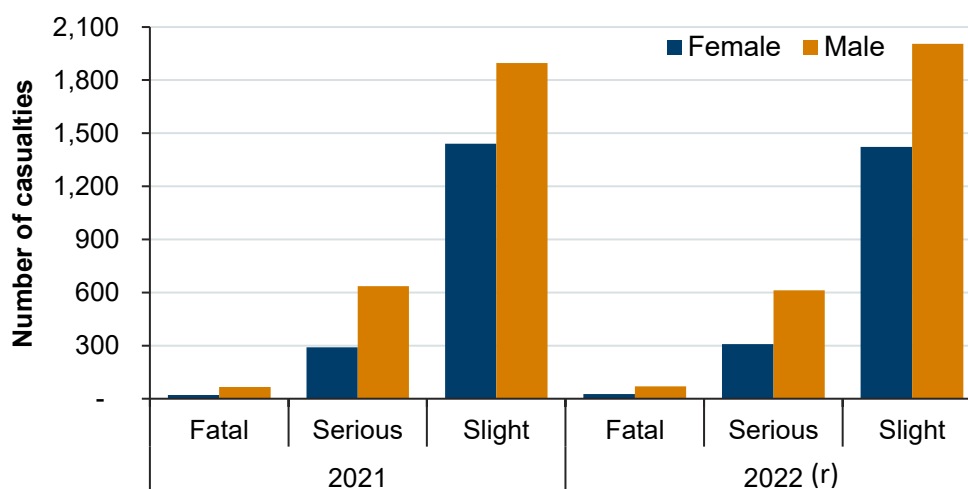
[Note 2] Motorcyclists and pedal cyclists involved in road traffic accidents are more likely to be killed or seriously injured than car users.

- Car, taxi and minibus users accounted for 62% of total casualties but 45% of KSI casualties in 2022.
- Motorcyclists accounted for 11% of total casualties, however, they accounted for 24% of KSI casualties.
- Pedal cyclists and pedestrians also accounted for a higher proportion of KSI casualties than they did for total casualties, reflecting that they are more likely to be killed or seriously injured if involved in a collision.

## Analysis of age and sex

Males were more likely than females to be casualties, accounting for 60% of all casualties and 67% of all people killed or seriously injured in Wales in 2022, figure 4.

**Figure 4: Fatal, serious and slight casualties by sex, 2021 and 2022**



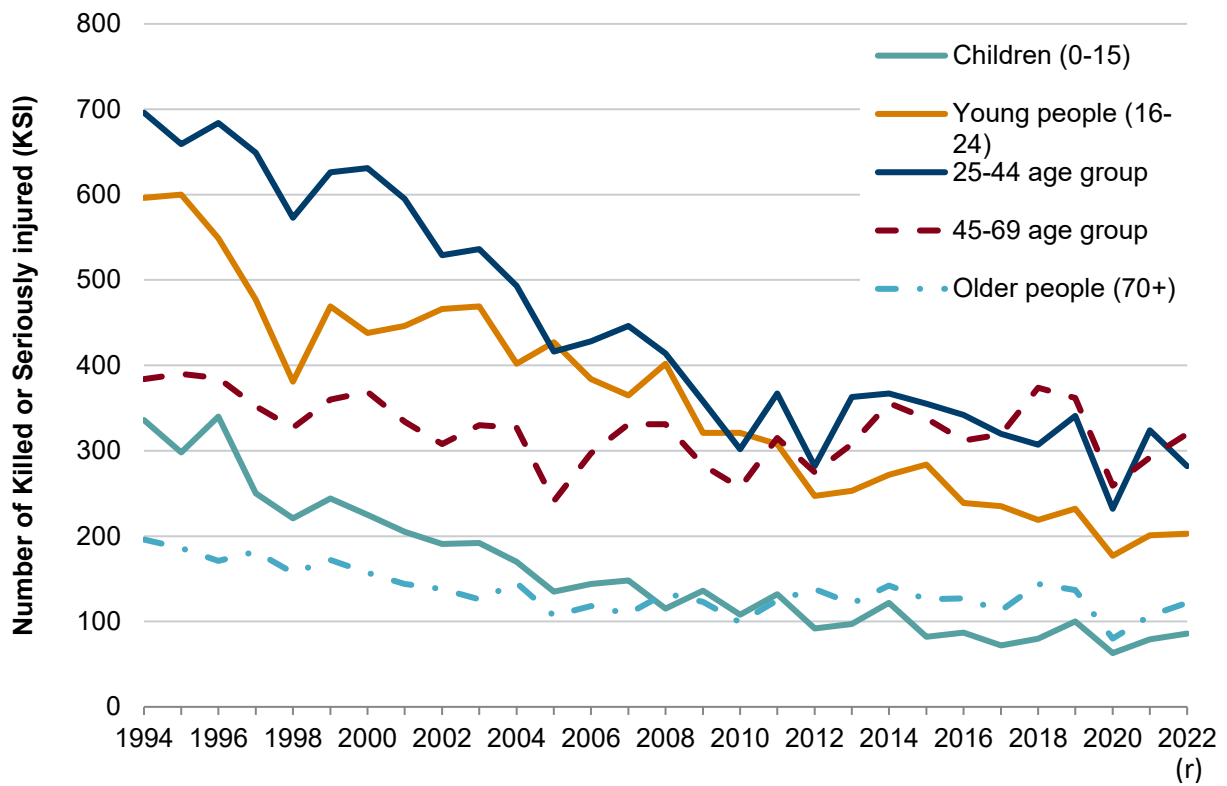
Description of figure 4: A column chart that compares casualty numbers by sex between 2021 and 2022 by severity.

Source: Road collision statistics, Welsh Government

Figure 5 shows the long term trend in the number of KSI casualties by age group. Since 1994 the numbers have fallen across all age groups with children (under 16) having the largest relative decrease (74%), followed by the 16 to 24 age group (66%). For the 45 to 69 age group, the number has decreased by 17% since 1994. COVID-19 restrictions in 2020 generally resulted in reduced traffic volume for all types of motorised vehicles which consequently led to a decrease in road collisions and casualties.

When comparing to 2021, KSI casualty numbers in all age groups except age group 25-44 have increased in 2022 with the highest increase reported for older people (14%) followed by 45-69 age group (10%). Children casualties rose by 9% compared to 2021.

**Figure 5: Number of KSI casualties by age group 1994 – 2022**

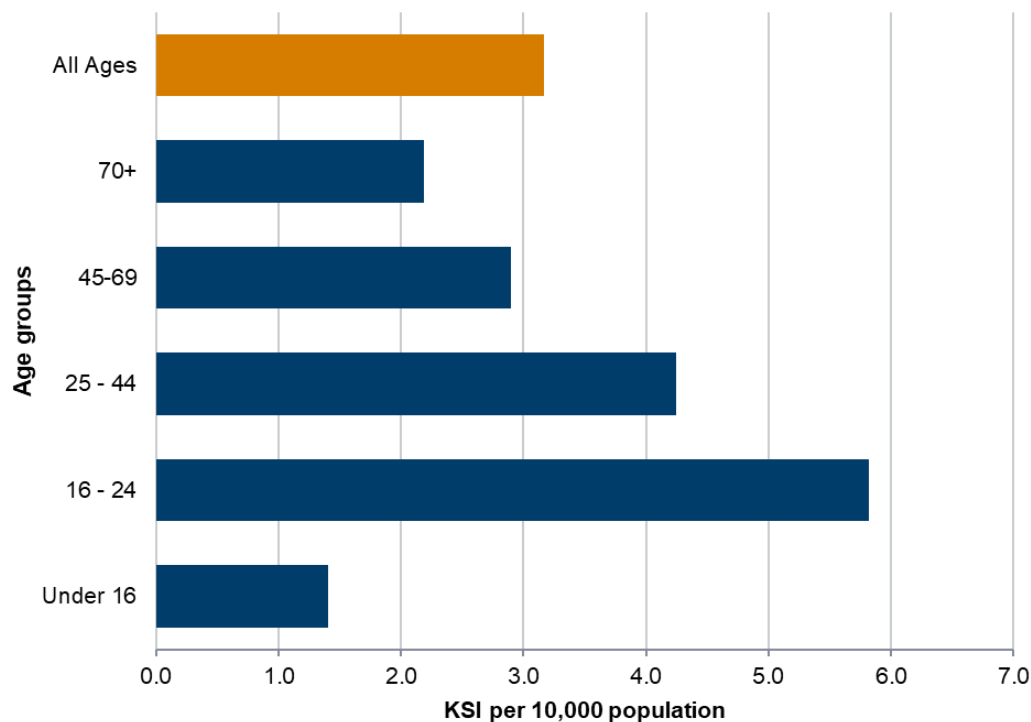


Description of figure 5: A line chart showing the trend in killed or seriously injured casualties by age group.

Source: Road collision statistics, Welsh Government

Figure 6 highlights the disproportionately high rate of KSI casualties per 10,000 population among young people (16-24) compared with older people (70+) and children (under 16) in 2022. The distribution of KSI casualty by age group is similar to previous years for Wales.

**Figure 6: KSI casualties per 10,000 population, by age group, 2022 (r)**



Description of figure 6: A bar chart showing the composition of KSI casualties per 10,000 population in Wales in 2022 by age group. Young people (aged 16 to 23) had the highest rate of casualties at 5.8 per 10,000 population.

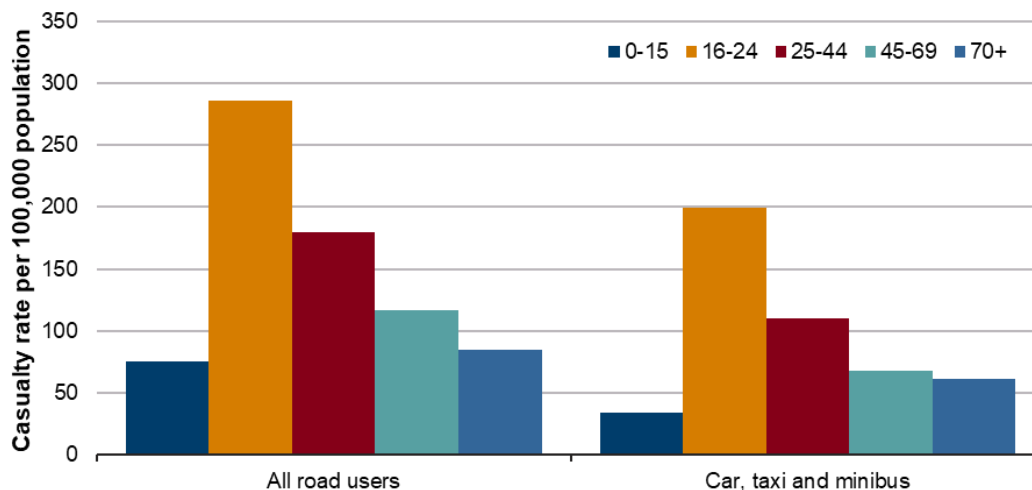
Source: Road collision statistics, Welsh Government

## **Casualty rates by road user type**

One way to examine which road users are the most vulnerable is by looking at the number of casualties as a proportion of the population. Figure 7 shows casualties as a rate per 100,000 population, by age group and type of road user. These rates do not necessarily reflect the risk per trip or per kilometre travelled because there may be differences in the number of road users in each category by age.

- Young people (aged 16-24) are the most at risk age group overall, with 286 casualties per 100,000 (based on 2021 midyear population estimates).
- Young people are also the most likely age group to be car user casualties (200 per 100,000) or motorcyclist casualties (42 per 100,000).
- 25-44 year olds were the most at risk age group for pedal cycling in 2022.
- Children (aged 0-15) were the most at risk pedestrians in 2022 with a casualty rate of 28(r) per 100,000, followed by 16-24 (20(r) per 100,000).

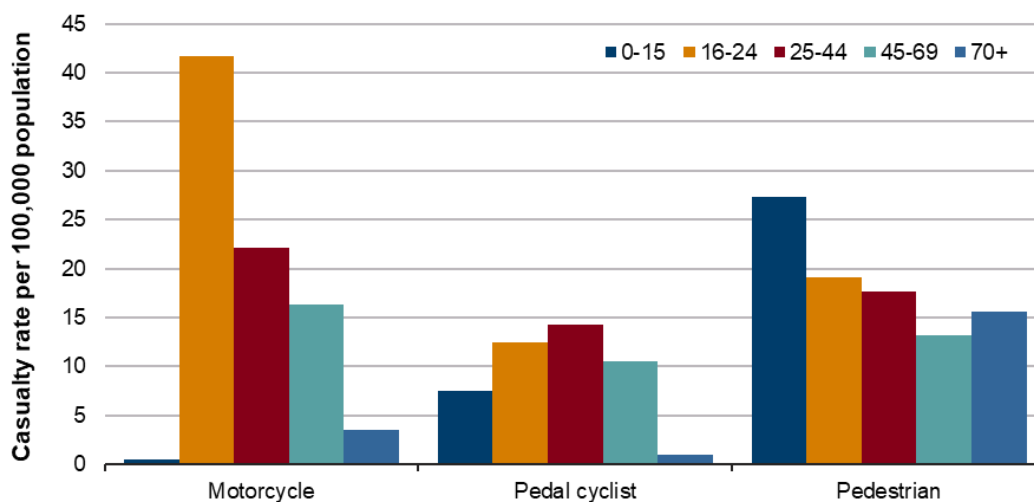
**Figure 7A: Casualty rates by age group by car, taxi and minibus user, 2022 (r)**



Description of figure 7A: Column chart showing casualty rates per 100,000 by age group by car, taxi and minibus road user in 2022. Young people (aged 16-24) reported the highest rate with 286 casualties per 100,000.

Source: Road collision statistics, Welsh Government

**Figure 7B: Casualty rates by age group by motorcycle, pedal cyclist, and pedestrian road users, 2022(r) [Note 1]**



Description of figure 7B: Column chart showing casualty rates per 100,000 by age group for motorcycle, pedal cyclist and pedestrian road users in 2022. For motorcycle users, young people (aged 16-24) reported the highest rate with 42 casualties per 100,000 population.

Source: Road collision statistics, Welsh Government

[Note 1] Motorcycle: includes mopeds, motor scooters, motorcycles and combinations



We can also look at exposure to risk, expressed as the number of casualties per billion vehicle kilometres travelled (Figure 8). This shows that for the equivalent distance travelled:

- Although car users account for the vast majority of casualties, the relative risk for motorcyclists and pedal cyclists is much higher.
- In 2022, motorcyclists were 18(r) times more likely than car and taxi occupants to be casualties and 50 times more likely to be killed or seriously injured.
- Pedal cyclists were 8(r) times more likely than car and taxi occupants to be casualties and were 13(r) times more likely to be killed or seriously injured.

**Figure 8: Number and rate (per billion vehicle kilometres) of vehicle occupant casualties, 2022 (r) [Note 1] [Note 2] [Note 3]**

*Rate per billion vehicle kilometres*

---

<b>Casualty type</b>	<b>Vehicle occupant casualties per billion vehicle kilometres</b>			
	<b>Motorcycles</b>	<b>Cars and taxis</b>	<b>Other powered vehicles</b>	<b>Pedal cyclists</b>
Fatal	105	2	1	25
Serious	1,115	21	8	279
KSI	1,220	23	9	304
Slight	1,300	116	40	825
<b>Total</b>	<b>2,520</b>	<b>138</b>	<b>48</b>	<b>1,129</b>

Description of figure 8: A table that looks at exposure to risk, expressed as the number of casualties per billion vehicle kilometres travelled in year 2022.

Source: Road collision statistics, Welsh Government

[Note 1] Likelihoods are calculated by dividing Vehicle occupant casualties per billion vehicle kilometres road use against Car and taxis.

[Note 2] Calculated using 2022 casualty data and 2021 traffic volume estimates





[Note 3] We identified an error in the previous version of this release which used the incorrect figures for traffic volume. These figures have been revised to take into account this error, in addition to the late submission by one police force (detailed in the quality section).

## Road casualties by speed limit

When considering the number of casualties by road speed, it's important to consider both the total length of roads across Wales by each speed limit, as well as the volume of traffic travelling on these roads. To provide some of this context we plan to publish estimates of length of roads split by speed limit across Wales by July 2023.

Reported casualties by speed limit data shows that, in 2022, most casualties were sustained on 30mph speed limit road sections followed by 60mph road sections (figure 9). 30mph and 60mph road sections account for the majority of road sections in Wales. Most pedestrians' casualties were reported on roads with 30mph and 20mph.

**Figure 9: Breakdown of road casualties by speed limit and road user in 2022(r)**

Speedlimit mph					Other	Total Casualties	KSI Casualties
20	90	19	37	73	20	239	42
30	1,114	225	211	440	114	2,104	422
40	264	54	19	20	25	382	96
50	185	35	15	10	23	268	66
60	922	153	32	20	101	1,228	332
70	177	18	2	7	22	226	58

Description of figure 9: A table that reports number of road casualties by road user and speed limit in 2022. Most casualties were involved in collisions that occurred on a road with a speed limit of 30 miles per hour (a total of 2,104 casualties).

Source: Road collision statistics, Welsh Government

The proportion of casualties that are killed or seriously injured (KSI) tends to increase with the speed limit of the road. In 2022, 18% of casualties on a 20mph road were KSI, compared to 27% on 60mph roads.

## Road casualties by vulnerable road user type

The sections below consider vulnerable road users (motorcyclists, pedal cyclists and pedestrians) as well as looking at young person casualties in more detail.

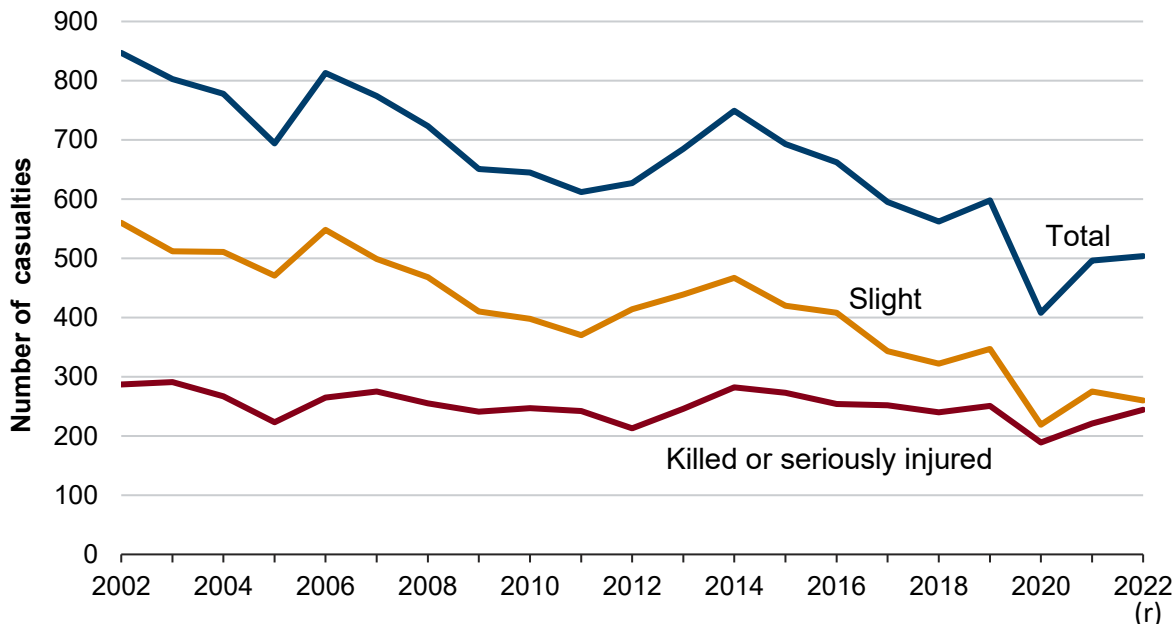
Other detailed information on police reported road casualties, such as local authority breakdowns, Police force can be accessed from the accompanying [Road collision dashboard](#) and [StatsWales](#) tables.

## Motorcycle user casualties

### Main points

- There were 504 motorcyclist casualties reported by the police in 2022, representing 11% of all casualties in Wales.
- Of these casualties, 244 were killed or seriously injured and 260 were slightly injured.
- The number of motorcyclist casualties increased by 2% compared to 2021. There has generally been a decrease in motorcycle casualties over time in all severity types before a sharp fall in in 2020 (Figure 10).
- The proportion of motorcycle casualties who are killed or seriously injured generally increases with age up to and including the age group 45-69.

**Figure 10: Motorcyclist casualties by severity, 2002 – 2022**



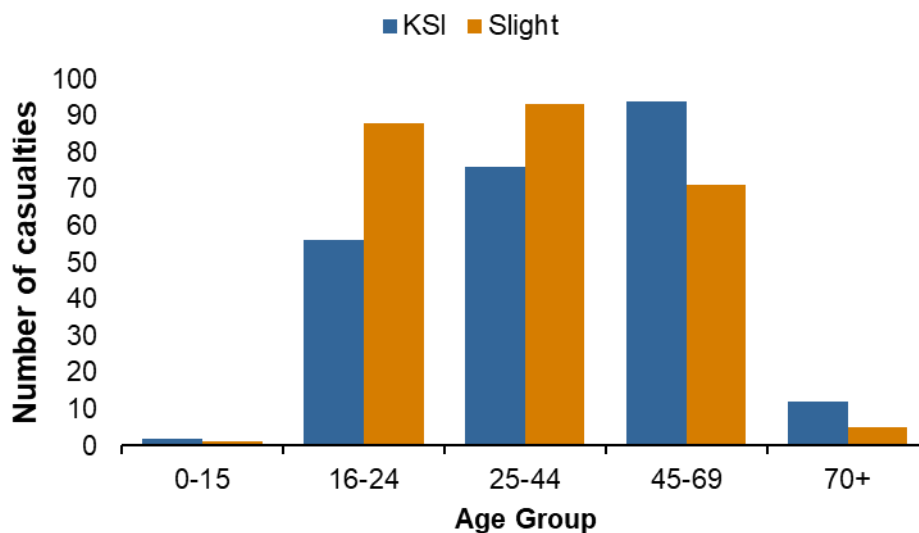
Description of Figure 10: Line chart showing the time series of motorcycle casualties by severity since 2002. In 2022 there was a 2% increase in casualties compared to the previous year.

Source: Road collision statistics, Welsh Government

## Motorcycle casualties by age

The proportion of motorcycle casualties who are killed or seriously injured generally increases with age up to and including the age group 45-69 (Figure 11). For motorcyclists aged 16-24, nearly 39% of all casualties were KSI. For those aged 45-69, more casualties were KSI (57%) than slightly injured (43%).

**Figure 11: Motorcyclist casualties by severity and age group, 2022 (r)**

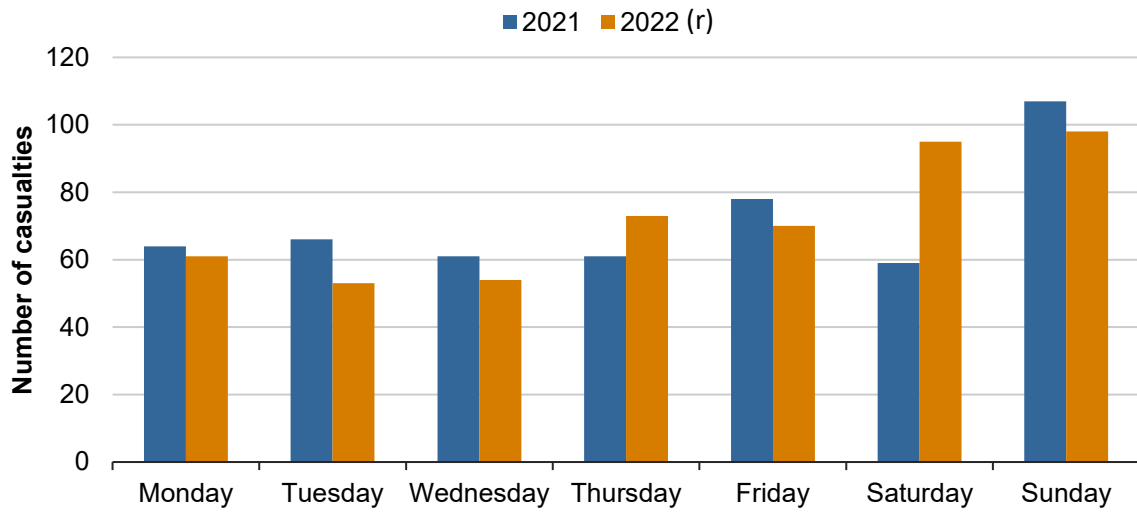


Description of Figure 11: A column chart showing motorcycle casualties grouped by age and severity type. Nearly all casualties were reported within the 16 to 69 age groups in 2022.

Source: Road collision statistics, Welsh Government

Motorcycle casualties were most common on Sunday in 2022 (19%(r) of all motorcycle casualties) (Figure 12).

**Figure 12: Motorcyclist casualties by day of week, 2021 – 2022**



Description of Figure 12: A column chart showing motorcycle casualties by day of week in 2022 compared to previous year.

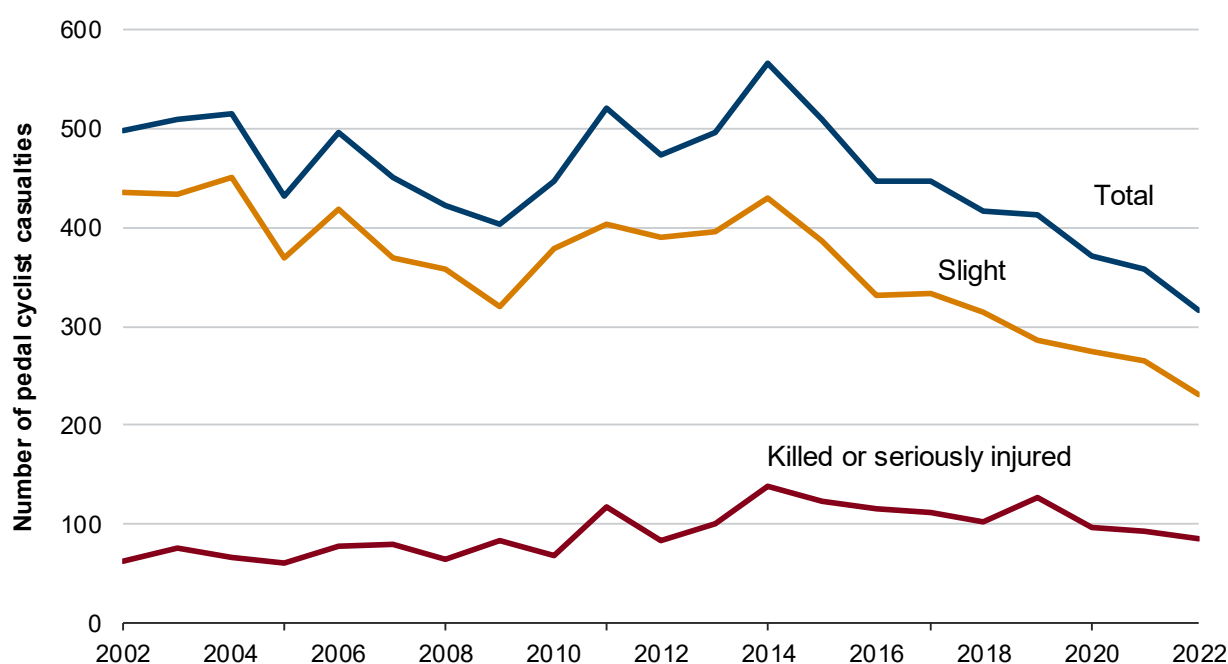
Source: Road collision statistics, Welsh Government

## Pedal cyclist casualties

### Main points

- Pedal cycle casualties in 2022 fell by 11% compared to the previous year.
- There were 316 pedal cyclist casualties in 2022 (Figure 13), representing 7% of all casualties in Wales.
- Of these casualties, 85 were killed or seriously injured and 231 were slightly injured.
- The vast majority of pedal cyclist casualties in 2022 were male (86%).
- 65% of all pedal cycle casualties occurred at junctions, with 47% of casualties occurring at T-junctions.

**Figure 13: Pedal cyclist casualties by severity, 2002 to 2022**



Description of figure 13: A line chart showing pedal cycle casualties between 2002 and 2022. In 2022 pedal casualties fell by 11% compared to the previous year.

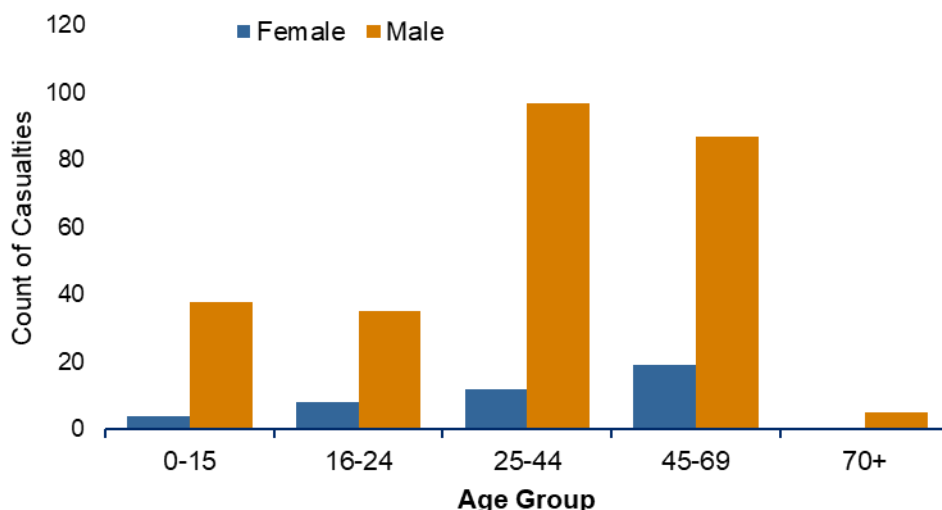
Source: Road collision statistics, Welsh Government

There was a significant fall in the number of pedal cyclist casualties from the late 1980s onwards, with the lowest total recorded in 2009. For fatalities and serious injuries there was a slight upward trend to 2014 and a slight fall thereafter. The total number of KSIs has remained broadly stable in recent years (Figure 13).

## Pedal cyclist casualties by age and sex

The highest number of pedal cyclist casualties occurred in the 25-44 age group (109 casualties), (figure 14). Pedal cyclist casualties for those aged 25-44 decreased by 8%(r), whilst the number for the age group 45-69 remained broadly similar when compared to the previous year. Care should be taken when interpreting percentage changes based on small numbers as these can be more volatile.

**Figure 14: Pedal cyclist casualties by age and sex in 2022**



Description of figure 14: A column chart showing pedal cycle casualties by age group and sex in 2022.

Source: Road collision statistics, Welsh Government

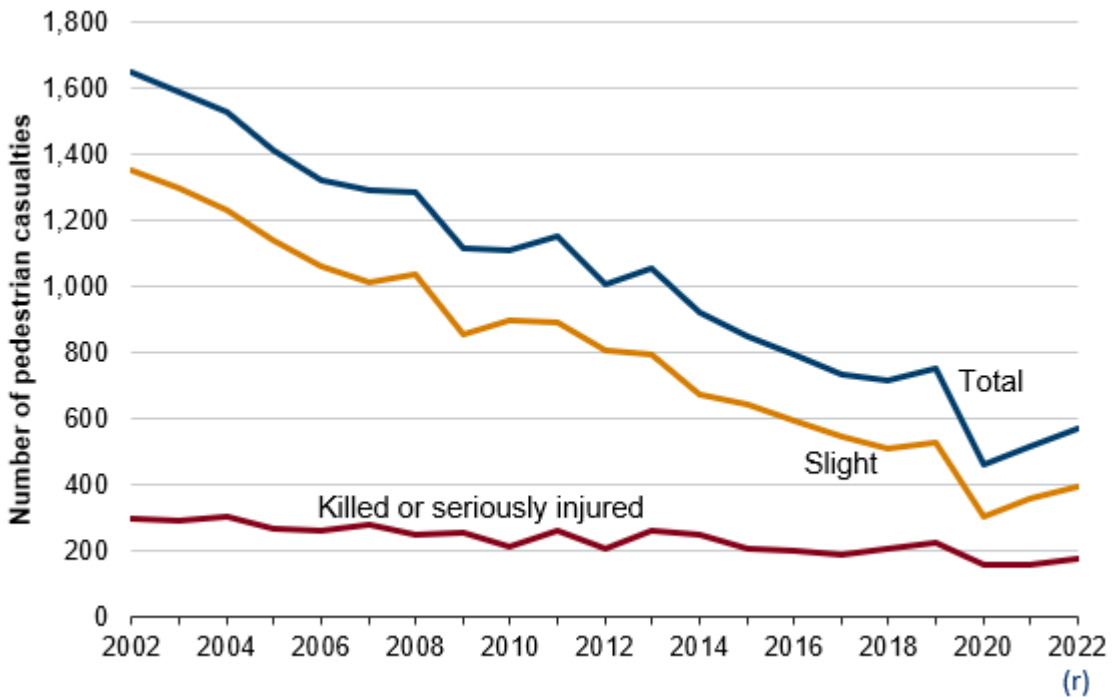
## Pedestrian casualties

### Main points

- In 2022 there were 570(r) pedestrian casualties, representing 13% of all casualties in Wales.
- Of these casualties, 20(r) pedestrians were killed, 158 were seriously injured and 392 were slightly injured.
- The number of pedestrian casualties increased by 10% compared with 2021. There has been a significant fall in pedestrian casualties since the late 1980s with the figure in 2020 the lowest on record (figure 15).
- The majority of pedestrian casualties in 2022 were male (56%), casualty figures for males were higher than for females across all severities of casualty.

- Friday was the day of the week which recorded the highest number of pedestrian casualties.
- On weekdays there are clear spikes in the number of incidences between 07:00 to 09:00 and again from 15:00 until 18:00, that coincides with the beginning and end of school and working days.

**Figure 15: Pedestrian casualties by severity, 2002 to 2022**

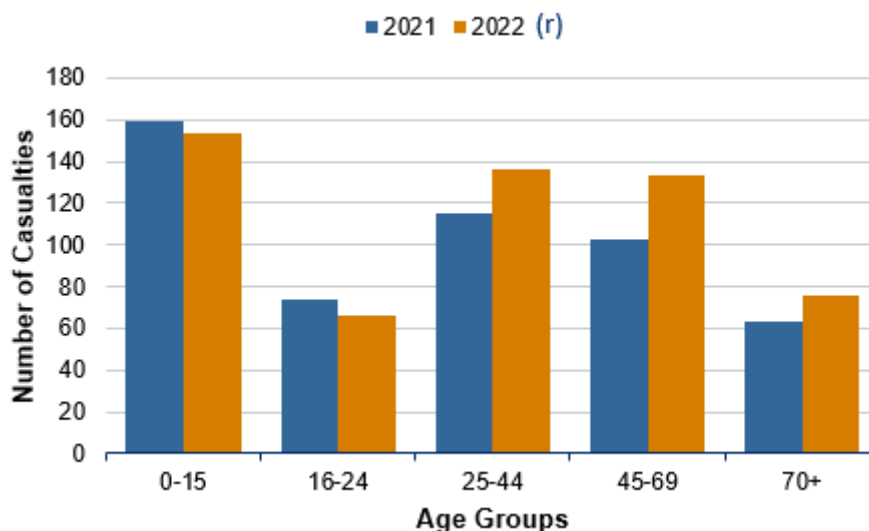


Description of Figure 15: A line chart showing a time series of pedestrian casualties by severity in Wales since 2002. There has been a decrease in all severity overtime.

Source: Road collision statistics, Welsh Government



**Figure 16: Pedestrian casualties by age group, 2021 to 2022**



Description of Figure 16: A column chart showing comparison of pedestrian casualties by age group and year in Wales.

Source: Road collision statistics, Welsh Government

In 2022 there were more pedestrian casualties aged 0-15 (27% of total) than in any other age group. (Figure 16).

There were a total of 124(r) hit and run pedestrian casualties in 2022, an increase of 27% compared to 2021, further information at this breakdown can be found in our [StatsWales tables](#).

## Young Persons Casualties (16 to 24 age group)

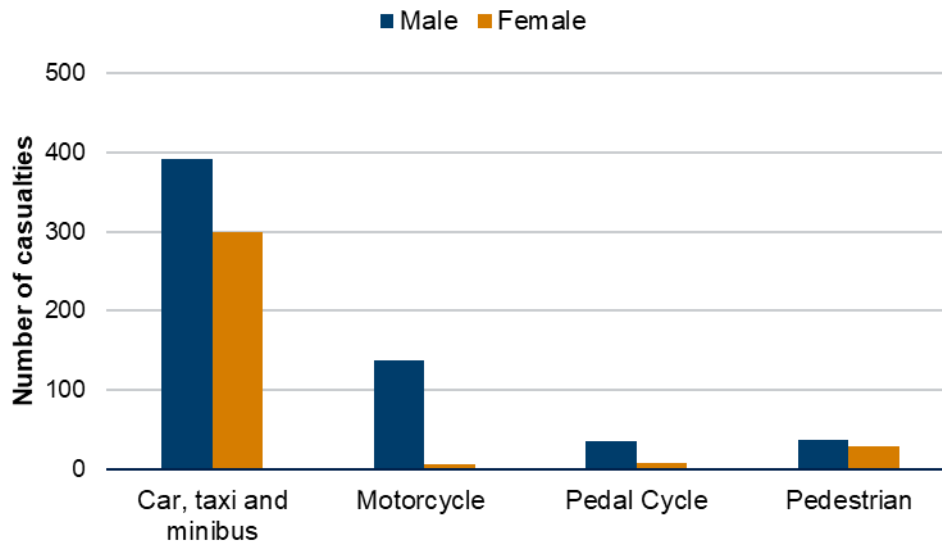
### Main points

- In 2022, there were 989(r) road casualties aged 16-24 in Wales, a 8%(r) rise compared with 2021 (a decrease of 16% compared to 2019). 203 casualties aged 16-24 were killed or seriously injured (KSI).
- Young people are disproportionately more likely to be casualties in road collisions. They make up 11% of the population but 22% of all casualties on the roads in 2022. In particular, young people accounted for 29% of all motorcycle casualties, much higher than the 11% population share.
- In 2022, 65%(r) of young person casualties were male and 35%(r) were female.
- Males aged 16-24 are more likely than females to be casualties across all road user categories, but for motorcyclists the difference is stark, with more than 20 times as many young male casualties as young female (figure 17).

- The majority of young person casualties (70%) were in the car, taxi and minibus road user category.

(r) We have identified an error in the previous version of this release which stated there were 802 road casualties aged 16-24 in Wales. This has now been corrected to 989.

**Figure 17: Casualties aged 16-24 by sex and road user category, 2022 (r)**



Description of figure 17: A column chart showing comparison of young person casualties by sex in Wales, the majority of whom were in the category ‘car, taxi and minibus road user’ (70%).

Source: Road collision statistics, Welsh Government

## Notes

### 1 Relevance

There are a variety of organisations that use the Welsh road traffic collision 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.

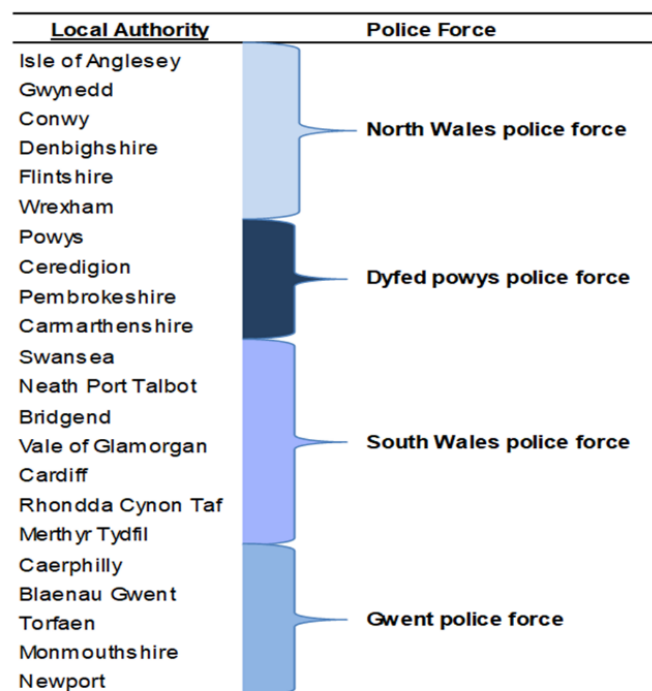
Other users include Highway Authorities, covering the Welsh Government, which is responsible for the motorway and trunk road network, and local authorities, which are responsible for other roads in Wales. Other bodies involved in road safety include the Safety Camera Partnership, Trunk Road Agents, and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

## 2 Accuracy

The statistics refer to casualties resulting from personal injury collisions on public roads reported to the police and forwarded to the Welsh Government. The police compile statistical data about road traffic collisions and casualties (called STATS19 data) for the Welsh Government and the Department for Transport (DfT). This follows police attendance at collisions that involve any personal injury, together with members of the public reporting personal injury collisions 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 collisions reported to the police involving personal injury.

The figure below shows the local authorities covered by each of the Welsh police force areas.



Source: Road Accident Statistics, Welsh Government

As discussed in the quality and data coverage section, there is known under-reporting and under-recording of personal injury road collisions, as well as potential for the misclassification of collisions. Misclassifications 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 collision with a police force when the grid reference of a collision 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 collision 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.

### **3 Timeliness and punctuality**

This release is a supplementary statistical bulletin to the [Police recorded road collisions](#) release. It provides detailed analysis of road casualties that were reported by the police forces in Wales.

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

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

### **4 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 is available on the [StatsWales website](#).

### **5 Comparability and coherence**

A casualty is defined as a person killed or injured in a collision. One collision 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 collision. They do not include those who died as a result of natural causes (e.g., heart attack) rather than as a result of the collision, nor do they include confirmed suicides. This definition is used consistently across the GB.

#### **Revision**

The bulletin was revised on 11 October 2023 to incorporate the late submission of data relating to 3 road traffic collisions (and 5 casualties) data from one police force. This has had a minor impact on most 2022 figures in this bulletin. As a result of the revision:

- The number of collisions changed from 3,312 to 3,315.
- The number of casualties changed from 4,442 to 4,447.
- The number of people killed changed from 93 to 95.

### **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:

- Improved 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 Figures 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 wellbeing of Wales. The Act puts in place seven wellbeing 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 wellbeing goals, and (b) lay a copy of the national indicators before Senedd Cymru. Under section 10(8) of the Well-being of Future Generations Act, where the Welsh Ministers revise the national indicators, they must as soon as reasonably practicable (a) publish the indicators as revised and (b) lay a copy of them before the Senedd. These national indicators were laid before the Senedd in 2021. The indicators laid on 14 December 2021 replace the set laid on 16 March 2016.

Information on the indicators, along with narratives for each of the wellbeing goals and associated technical information is available in the [Wellbeing 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 wellbeing assessments and local wellbeing plans.

## **Further details**

The document is available at

<https://www.gov.wales/reported-road-casualties-2022>

## **Next update**

May 2024

## **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)

## **Open Government Licence**

All content is available under the [Open Government Licence v3.0](#), except where otherwise stated.

