



Motoring offences in Wales, 2022

20 March 2024
SB 11/2024

Most statistics within this release refer to 2022, with some referring to 2021. The coronavirus (COVID-19) pandemic had a significant impact on road traffic and police recorded road collisions and casualties in Wales in 2020 and 2021 as restrictions were put in place around how, where and why individuals could travel which is likely to have impacted the statistics presented in this release (please see page 2 for further detail). Where possible, we have compared data to the previous year as well as 2019 to give an indication of pre-pandemic trends.

Main points

Fixed penalty notices (FPNs)

- In 2022 a total of 69,200 FPNs were issued in Wales, a 7% decrease compared to both 2019 and 2021. Speed limit offences accounted for 83% of FPNs in 2022.
- Since 2012, the number of FPNs issued in Wales have seen an overall decrease from a high of 112,400.

Court proceedings

- 59,688 motoring offenders were prosecuted in Wales in 2022, a 9% increase compared to 2021 and 37% higher than in 2019.

Collisions involving drink driving (2021 data)

- In 2021, an estimated 7% of all recorded collisions in Wales involved one or more drivers impaired by alcohol.
- 23% of all fatal casualties in 2021 were estimated to be involved in alcohol related collisions.
- 13% of motorised vehicle drivers and passengers killed in Wales in 2021 were found to have had a blood alcohol level over the legal limit.

Screening breath tests

- In 2022, 25,011 screening breath tests were carried out in Wales.
- In 2022, there were 174 positive or refused breath tests of drivers involved in collisions.

About this bulletin

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

- Fixed penalty notices by police
- Court proceedings against motoring offenders
- Collisions involving alcohol or drug impaired drivers
- 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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Impact of COVID-19 on Road Transport Statistics

Statistics presented in this release which relate to the 2021 calendar year (such as collisions involving drink driving) will likely be impacted by restrictions in place at the time to reduce the spread of coronavirus (COVID-19). The restrictions generally resulted in reduced traffic volume for all types of motorised vehicles and had a significant impact on road traffic and police recorded road collisions and casualties in Wales in 2020 and 2021. This should be considered, and care should be taken when interpreting figures or comparing to previous years.

Traffic volume decreased considerably during 2020 as a result of the 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. In 2021, traffic volume saw an increase of 12.8% compared to the previous year but remained below pre-pandemic levels.

Introduction

This annual statistical bulletin looks at motoring offences in general, provides a more detailed look at drinking and driving in Wales for 2022.

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).

The bulletin also assesses the relationship between drink driving, road collisions and casualties in Wales in 2022 and 2021. It includes analysis by the Department for Transport (DfT) on collisions and casualties in collisions, and by the Transport Research Laboratory (TRL) on the blood alcohol concentration (BAC) from fatalities following traffic collisions. It presents information in three sections about:

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

Fixed Penalty Notices (FPNs)

Key points

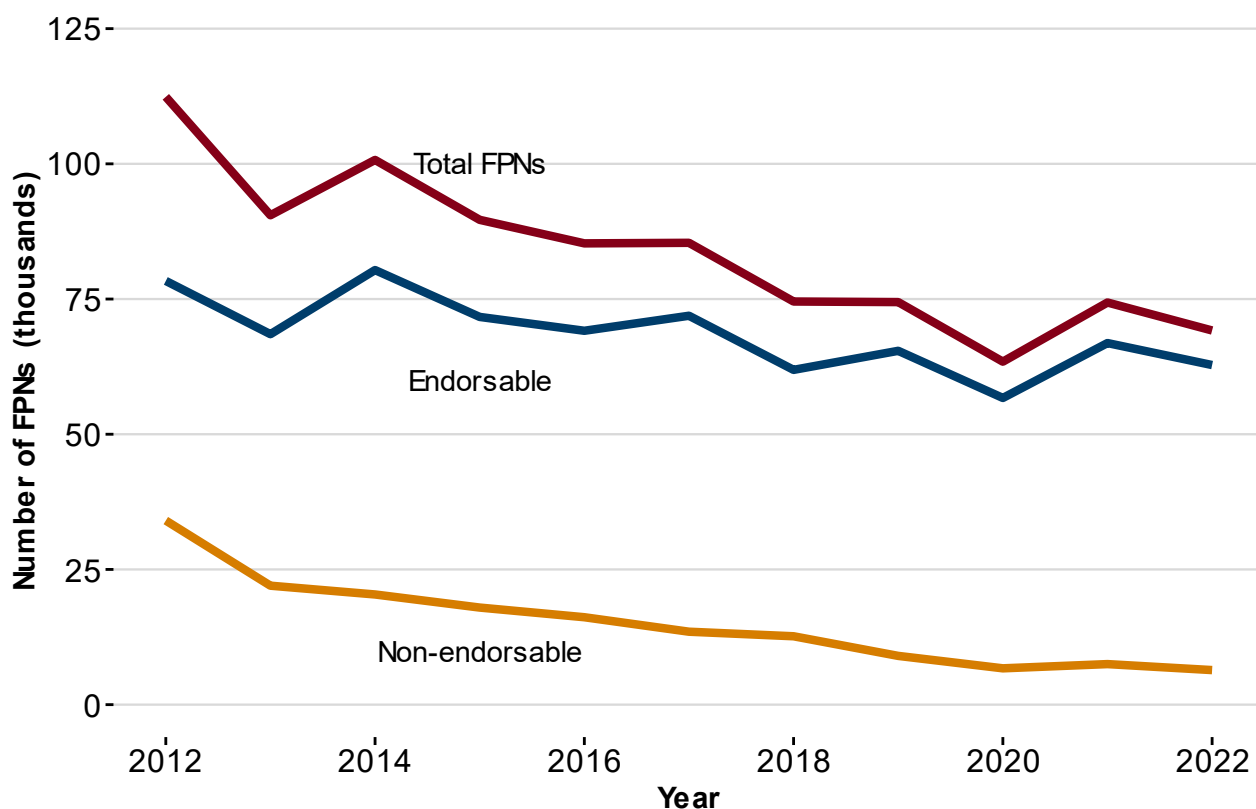
- In 2022 a total of 69,200 FPNs were issued in Wales, a 7% decrease compared to both 2019 and 2021. Endorsable FPNs accounted for 91% and non-endorsable FPNs accounted for 9%.
- Speed limit offences remained the largest category of FPNs in 2022.

How many FPNs were issued by the police in Wales in 2022?

Since 2012, there has been a gradual decrease in the number of FPNs issued in Wales.

The longer-term fall in FPNs issued in Wales may 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.

Figure 1: Endorsable and non-endorsable FPNs issued in Wales, 2012 to 2022



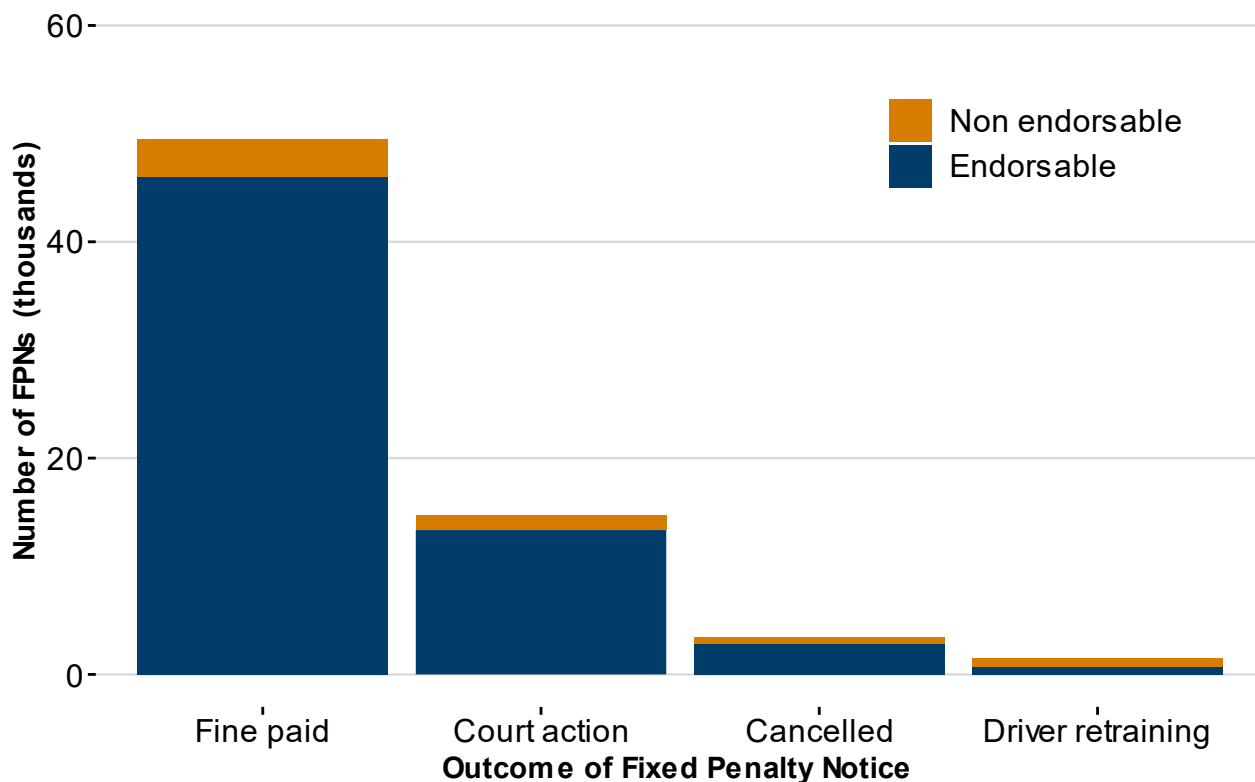
Description of Figure 1: Showing the number of endorsable and non-endorsable FPNs issued in Wales between 2012 and 2022. In 2022 a total of 69,200 FPNs were issued for motoring offences, a 7% decrease compared to 2021.

Source: Welsh Government analysis of Home Office Police Powers and Procedures data

Outcomes of FPNs in Wales in 2022

Of all the FPNs issued by the police in Wales, endorsable FPNs accounted for 91% and non-endorsable FPNs accounted for 9%. For both endorsable FPNs and non-endorsable FPNs “Fine paid” accounted for the majority of outcomes, representing 73% of endorsable FPNs and 55% of non-endorsable FPNs.

Figure 2: Endorsable and non-endorsable FPNs, by top 4 outcomes, Wales, 2022

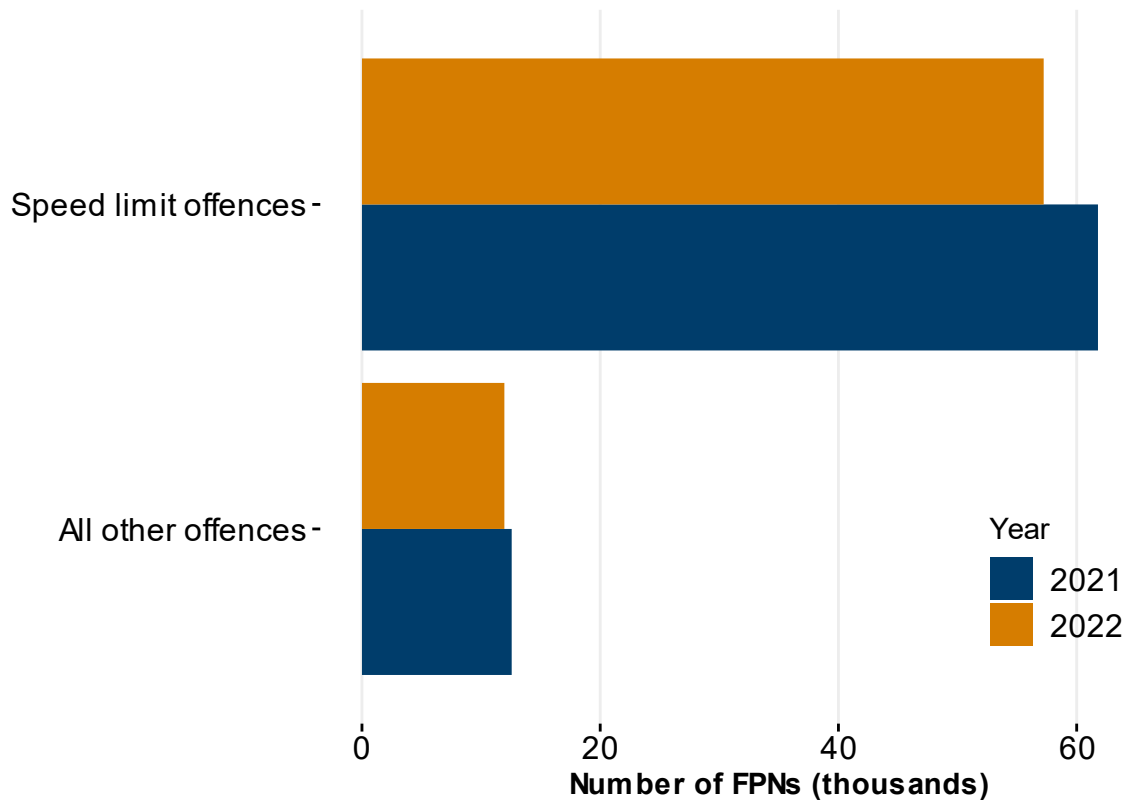


Description of Figure 2: Stacked column chart showing the four most common outcomes for FPNs issued in Wales in 2022. In 2022, "fine paid" accounted for 73% of all endorsable FPN and 55% of non-endorsable FPNs.

Source: Welsh Government analysis of Home Office Police Powers and Procedures data

Of the broad categories of FPNs issued in Wales for motoring offences in the latest two years, ‘Speed limit offences’ remained the largest category. In 2022, ‘Speed limit offences’ accounted for 83% of all FPNs issued, 20 times more than the next largest category (seat belt offences). Compared to the previous year, the number of FPNs issued for ‘Speed limit offences’, ‘Seat belt offences’, ‘Licence, insurance and record-keeping offences’ and ‘Vehicle test and condition offences’ have each decreased.

Figure 3A: Number of FPNs issued for ‘Speed limit offences’ or other offences, Wales, 2021 and 2022 [Note 1]



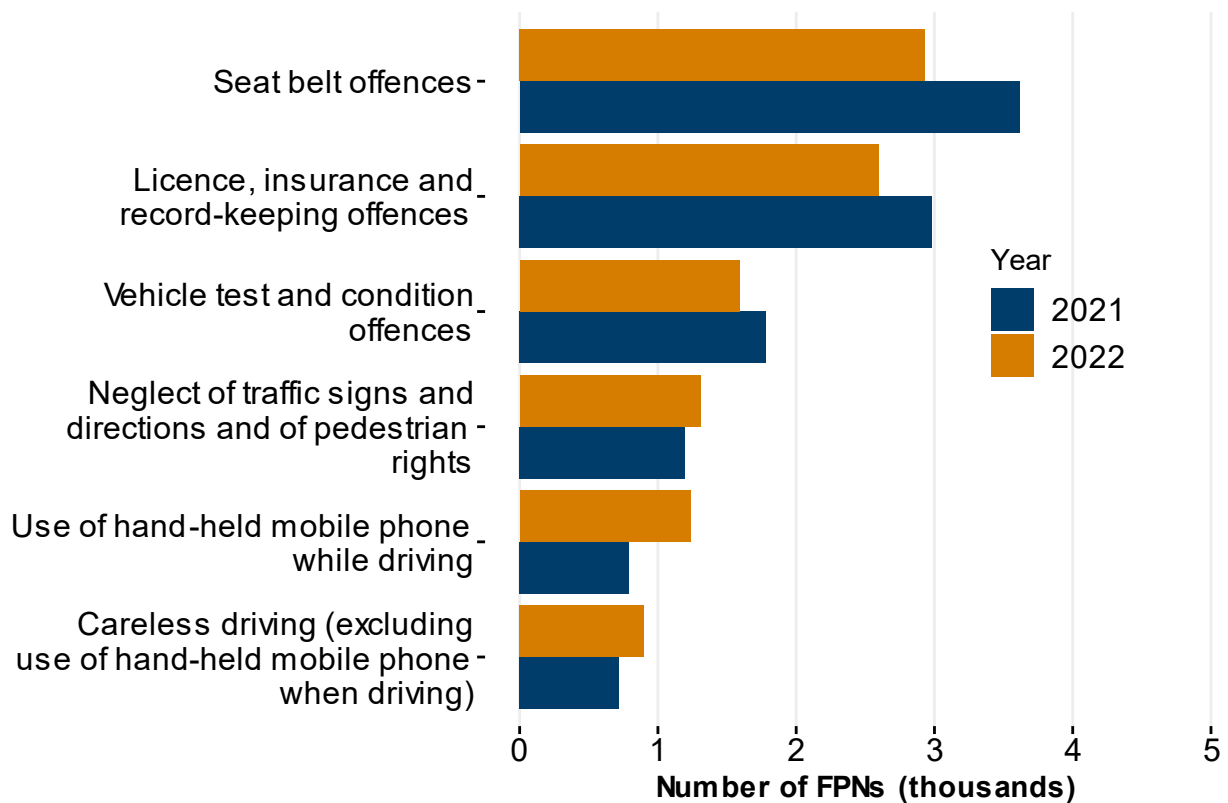
Description of Figure 3A: Column chart showing the number of FPNs issued for ‘Speed limit offences’ and for other categories of motoring offence in Wales in 2021 and 2022. ‘Speed limit offences’ accounted for 83% of all FPN’s issued in Wales in 2022 for motoring offences but have decreased in number from 2021.

[Note 1] ‘All other offences’ includes offences shown in more detail in Figure 3B below.

Source: Welsh Government analysis of Home Office Police Powers and Procedures data

Figure 3B shows the number of FPNs issued in Wales by the broad category of the offence with ‘Speed limit Offences’ excluded.

Figure 3B: Number of FPNs issued by broad category of offence excluding 'Speed limit offences', Wales, 2021 and 2022



Description of Figure 3B: Column chart that shows the number of FPNs issued for each offence category excluding 'Speed limit offences'. 'Seat belt offences' were the category with the second most FPNs issued in Wales in 2022.

Source: Welsh Government analysis of Home Office Police Powers and Procedures data

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 prosecutions instigated by government departments, private organisations and individuals.

Key points

- A total of 59,688 motoring offenders were prosecuted in Wales in 2022.

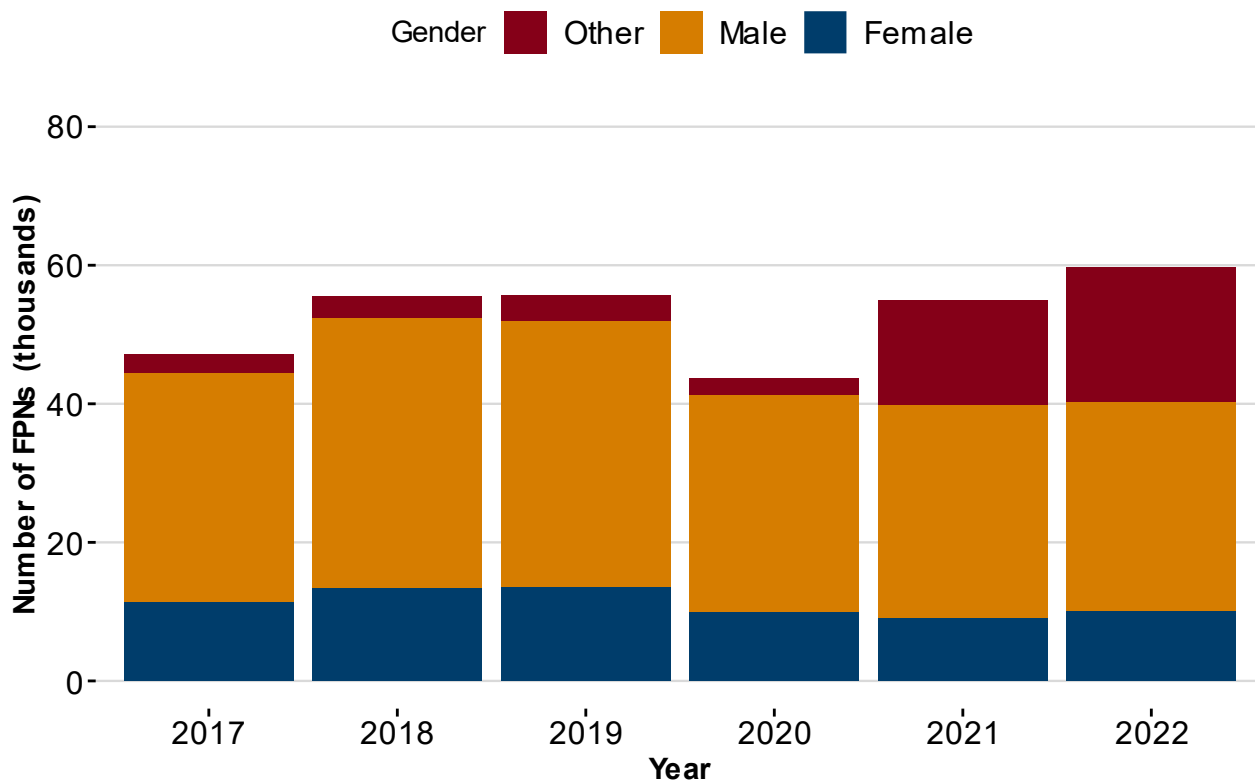
How many motoring offenders were prosecuted in Wales?

In 2022 there was a 9% increase in the number of motoring offenders that were prosecuted compared with 2021 and a 7% increase compared to 2019. Of the total motoring offenders, 50% were male, 17% were female and 33% were categorised as either not known or 'other' defendants (these include companies and public bodies) (Figure 4). The large increase in the 'other' category has been explored with the Ministry of Justice (MoJ) and several reasons are possible:

- DVLA motoring offences were included in the roll out of single justice procedure cases since late 2020 – this is where the defendant is dealt with outside of court, so information such as sex may not be recorded.
- A new case management system for magistrates' courts and the Crown Court was rolled out from late 2020 which may have had an impact.

We will continue to explore this increase.

Figure 4: All motoring offenders in Wales by gender, 2012 to 2022 [Note 1] [Note2]



Description of Figure 4: Stacked column chart that shows the gender of motoring offenders in Wales for each year between 2017 and 2022. In 2022, 50% of motoring offenders were male, 17% were female and 32% were categorised as either not known or 'other' defendants [Note 1]

Source: Welsh Government analysis of Ministry of Justice Criminal Justice Statistics.

[Note 1] "Other" includes offences committed by companies and public bodies or where an individuals' gender is unknown in the data.

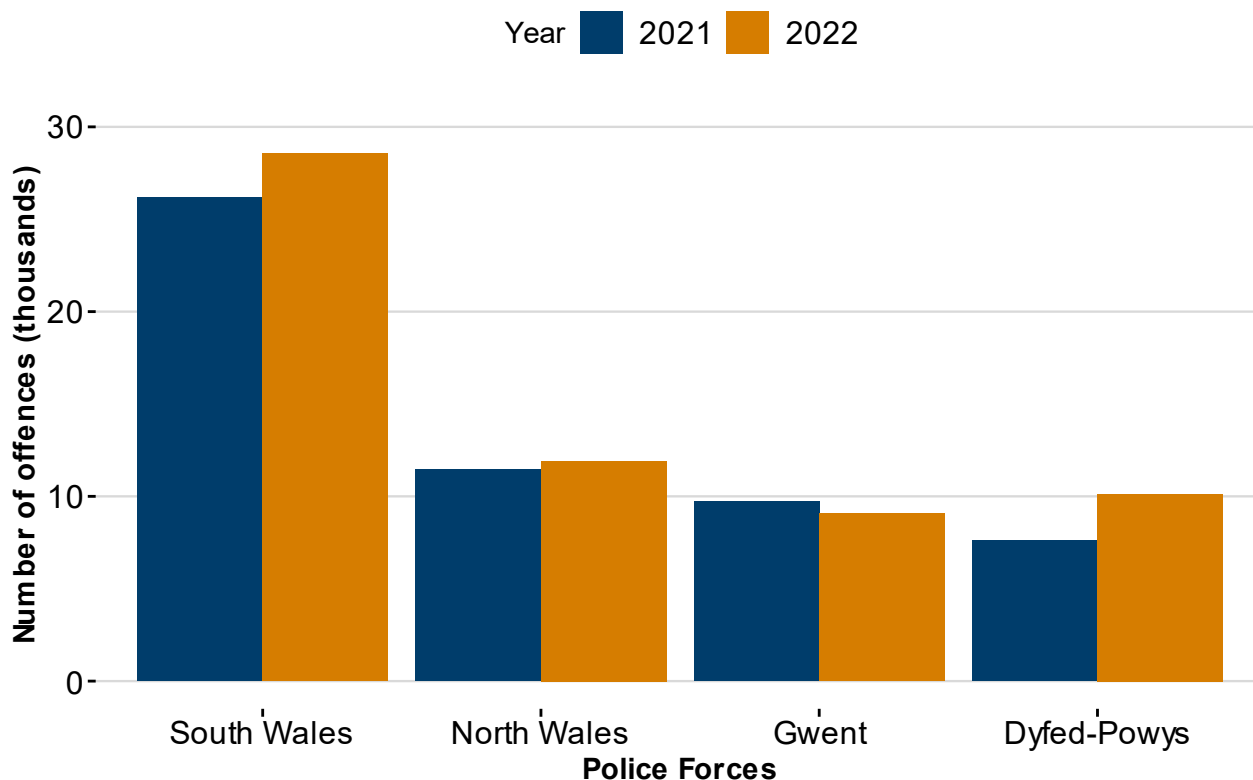
[Note 2] The fall in 2020 is likely due to the impact of COVID-19 travel restrictions.

Motoring offences by police force area

Figure 5 shows the number of motoring offences prosecuted by each of the police forces in Wales in 2022. Motoring offences prosecuted by North Wales, South Wales and Dyfed-Powys police forces increased and by Gwent police force decreased compared to 2021. Those prosecuted do not necessarily reside in the police area in which they are prosecuted.

In 2022, the conviction rate in Wales was 94%, an increase of 2 percentage points compared to the previous year and similar to 2020. Broadly, motoring offence conviction rates in Wales have remained stable in the last ten years, with little variation between the police force areas.

Figure 5: Motoring offences prosecuted by police force area, 2021 and 2022 [Note 1] [Note 2]



Description of Figure 5: Column chart that shows number of motoring offences prosecuted by Police Force Area in Wales in 2021 and 2022.

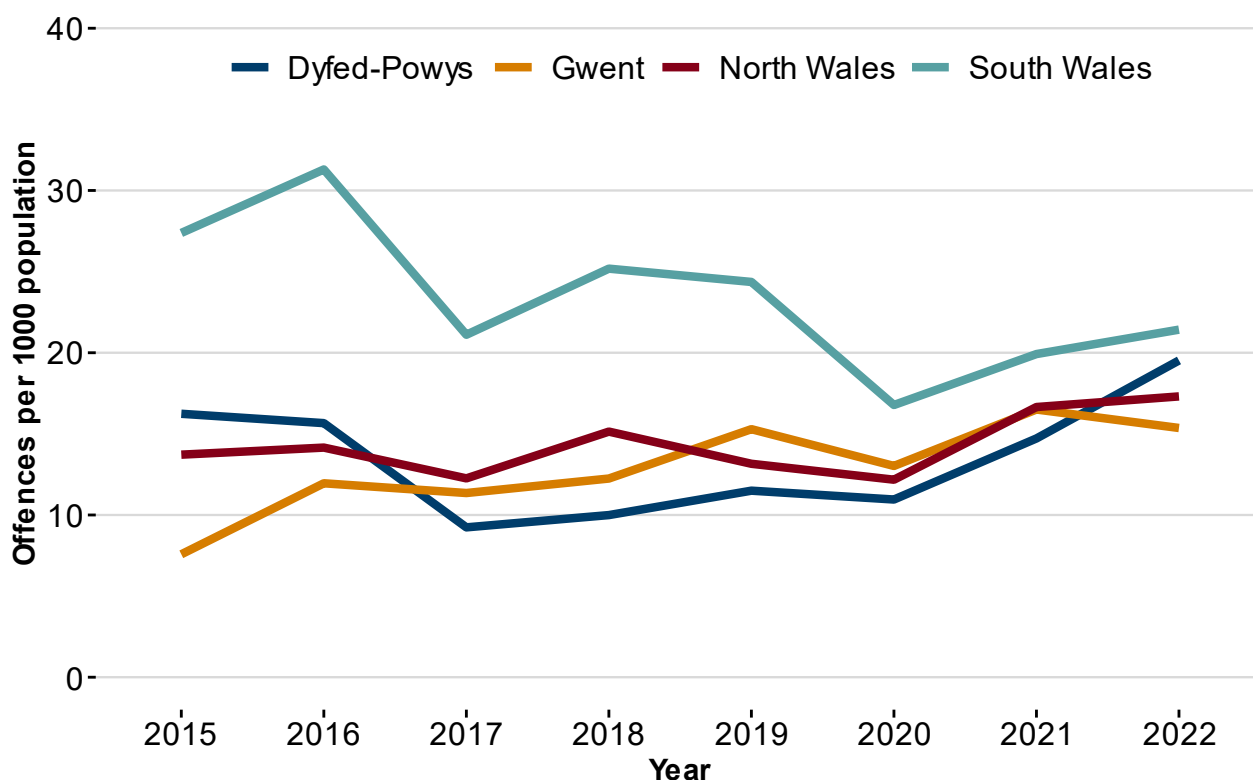
Source: Welsh Government analysis of Ministry of Justice Criminal Justice Statistics.

[Note 1] Excludes motoring offences dealt with by fixed penalty notices rather than court proceedings.

[Note 2] This figure shows the number of offences involved, not the number of persons appearing in courts. A person appearing in court can be charged with one or more offences at the same time.

The rate of motoring offences per person has been highest in South Wales since 2009. The rate in South Wales reached a peak in 2016 with 31 offences per 1,000 people, almost double that of the second highest at the time (Dyfed-Powys with 16 offences per 1,000 population) but has seen an overall decrease since then. The rates in the other three police force areas have remained relatively stable historically. In 2022 the rate of motoring offences per person increased in Dyfed-Powys by 33%, in South Wales by 8% and in North Wales by 4% (Figure 6). The rate of motoring offences per person in Gwent decreased by 7% over the same period.

Figure 6: Rate of motoring offences per 1,000 population by police force area, 2015 to 2022 [Note 1]



Description of Figure 6: Line chart showing the rate of motoring offences prosecuted per 1,000 members of the population by police force area between 2015 and 2022. South Wales police force area has had the highest rate out of the four areas each year since 2015.

Source: Welsh Government analysis of Ministry of Justice Criminal Justice Statistics.

[Note 1] Rates are based on mid-year population estimates published by the Office for National Statistics.

Driving under the influence – collisions and casualties

The latest available coroners courts data refers to 2021 and to allow comparisons with this information (which is presented later in this release) the other data presented in this section also refers to 2021. Where 2022 data is available for police recorded crime, this has been included to provide additional context.

Key points

- In 2021, an estimated 7% of all recorded collisions in Wales involved one or more drivers impaired by alcohol.
- 23% of all fatal casualties reported by police forces in Wales in 2021 were estimated to be involved in an alcohol related collision.

Police officers who attend road traffic collisions 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 collisions involving drink driving. These estimates are [adjusted](#) for likely under reporting of collisions.

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

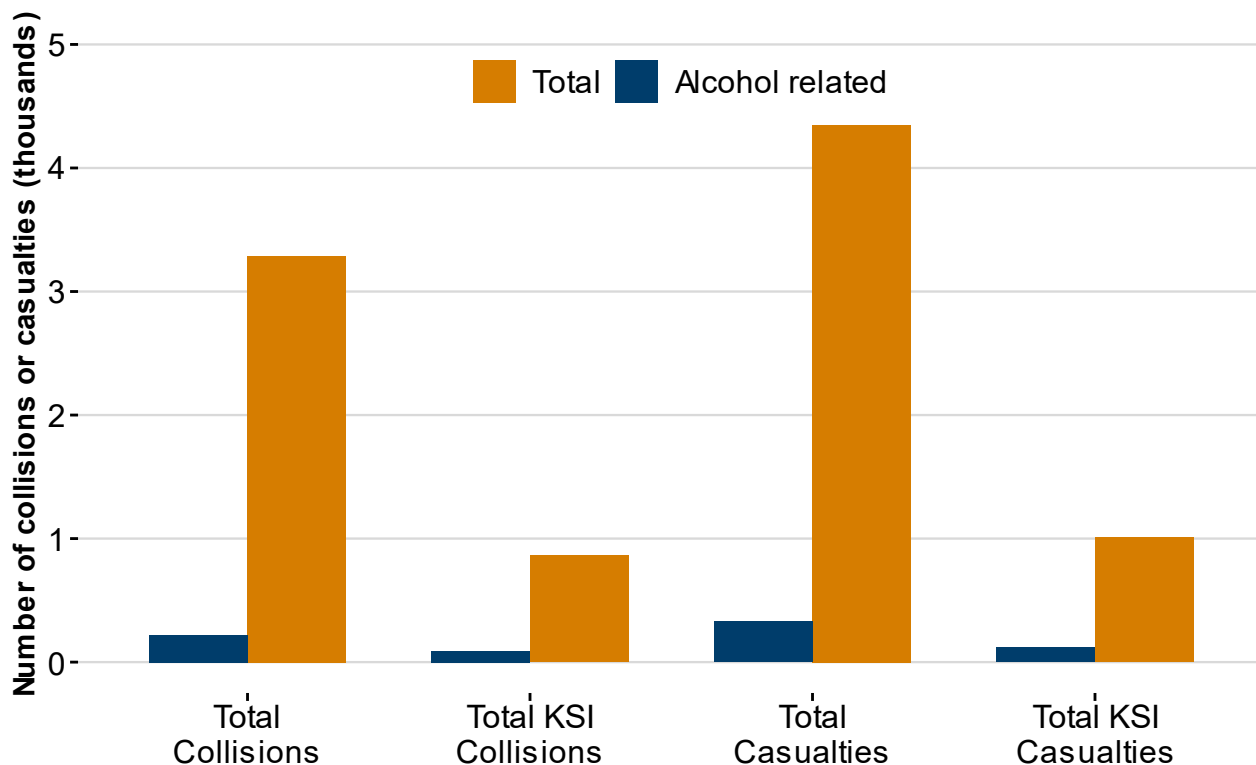
Are serious collisions more likely to involve drink driving?

Police recorded road collision and casualty numbers throughout most of 2021 were affected by the coronavirus (COVID-19) pandemic which saw restrictions on how, where and why people could travel within Wales. The restrictions generally resulted in reduced traffic volume for all types of motorised vehicles.

In 2021, the DfT estimates that 7% of all recorded collisions in Wales involved one or more drivers impaired by alcohol. For collisions resulting in slight injuries only, the proportion was 5%. For collisions that resulted in a fatality or serious injury (KSI) however, the proportion was 10 (Figure 7).

There were 4,300 casualties injured in police-recorded road collisions in Wales in 2021. The DfT estimates 7% of those casualties were injured in a collision in which one or more drivers were impaired by alcohol. When considering only casualties that sustained a fatal or serious injury the DfT estimates that the figure rises to 11%.

Figure 7: Collisions and casualties involved in alcohol related collisions by severity, 2021 [Note 1] [Note 2]



Description of Figure 7: Column chart showing the total number of police-recorded road collisions and the resulting number of casualties in Wales in 2021. The collisions and casualties are separated based on whether the collision was estimated to have involved at least one driver impaired by alcohol and by the severity of injuries sustained. The DfT estimates that 7% of all recorded collisions in Wales involved one or more drivers impaired by alcohol.

Source: Department for Transport Reported Drinking and Driving Statistics and Welsh Government Police-recorded Road Collisions.

[Note 1] Estimates for the number of alcohol related collisions and casualties are adjusted for under-reporting by the Department for Transport.

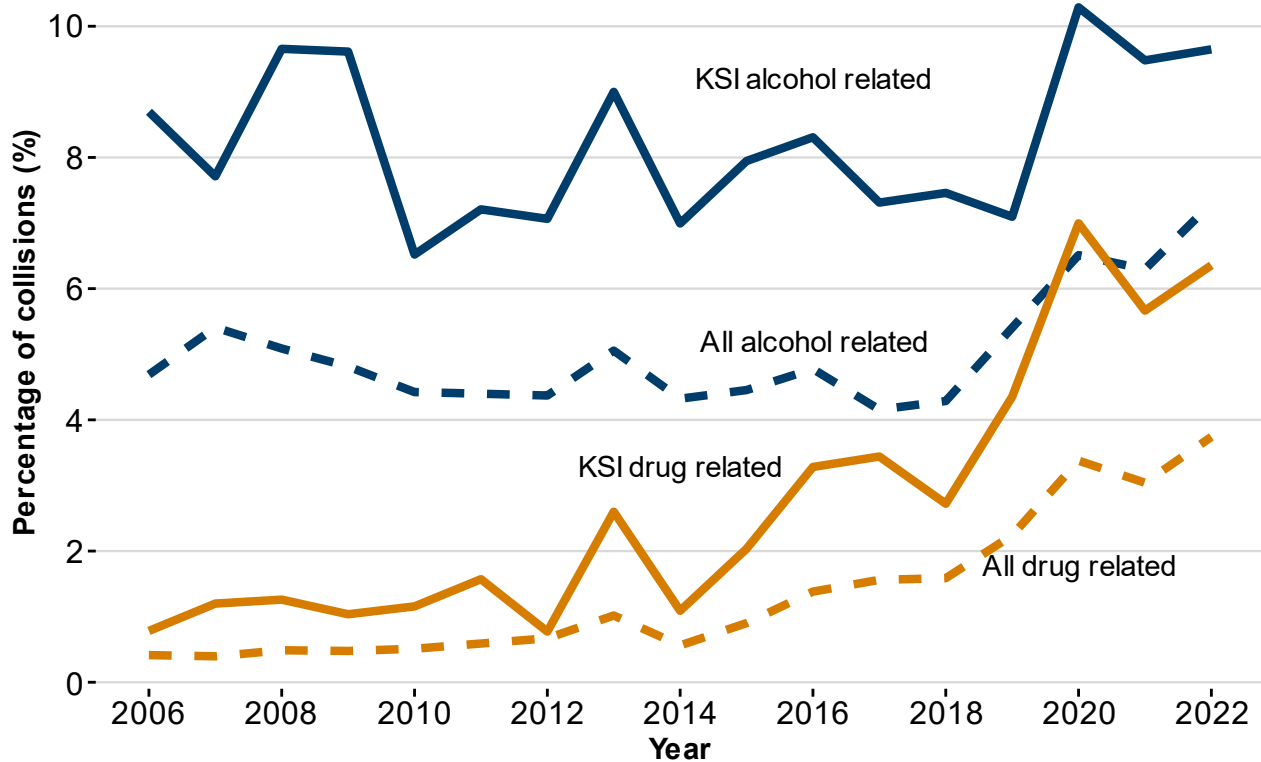
[Note 2] KSI collisions are collisions where the most serious injury sustained by a casualty involved was a fatal or serious injury. KSI casualties are casualties that sustained a fatal or serious injury as a result of a road collision.

When considering solely the contributory factors reported by police officers, we can compare the causes of collisions in 2022 although this information isn't adjusted for under-reporting. In 2022, there were 2 times as many collisions caused by drivers impaired by alcohol than impaired by drugs in Wales.

Historically, the trend in the proportion of alcohol related collisions has been fairly stable since 2006 with a slight downward trend overall until 2018. However, when looking at the latest available data, the proportion increased from 6.3% in 2021 to 7.3% in 2022 (Figure 8). The proportion of drug related collisions had been increasing from 2015 reaching its highest recorded level in 2022 (3.7%).

Due to the low number of collisions 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 collisions are more likely than non-alcohol or drug related collisions to result in a serious injury or death (Figure 8).

Figure 8: Proportion of collisions involving alcohol and drug impaired drivers, Wales, 2006 to 2022 [Note 1] [Note 2]



Description of Figure 8: Line chart that shows the proportions of police-reported road collisions in Wales involving alcohol or drug impaired drivers between 2006 and 2022.

Source: Welsh Government, Police-recorded Road Collisions (Stats19)

[Note 1] Figure 8 is based on police officers' views on the factors that contributed to a road collision.

[Note 2] KSI collisions are police-recorded road collisions where the most serious injury sustained by a casualty was fatal or serious.

Coroners Courts data (year 2021)

Coroners Courts in England and Wales (Procurator Fiscal in Scotland) report on blood tests carried out on people killed in traffic collisions 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 1 shows that in 2021, 17% of motorised vehicle drivers and passengers killed in Wales whose blood was tested were found to have had a blood alcohol level over the legal limit, representing 11% of all fatalities. Across Great Britain, the proportions were higher with 22% of all tested being above the legal limit, representing 12% of all fatalities.

Tables 1: Road traffic collision fatalities by level of blood alcohol concentration (BAC, 2021 [Note 1] [Note 2]

Fatalities, aged 16 and over, with known BAC (Number)

	Total fatalities aged 16 and over	Total tested	BAC below limit	BAC above limit
			<80	>80
Wales				
Motorised vehicles users only [Note 3]	63	42	35	7
Non-motorised vehicle users only [Note 4]	22	18	*	*
Great Britain				
Motorised vehicles users only	1,070	612	480	132
Non-motorised vehicle users only	452	181	134	47

Description of Table 1: Table showing road traffic collision fatalities by level of blood alcohol concentration (BAC) and type of road user in Wales, 2021

Source: Department for Transport, as collected from Coroners and Procurators Fiscal

[Note 1] Fatalities Aged 16 and over only, with a known BAC (in mg per 100ml of blood). BAC categories are up to and including the higher limit.

[Note 2] 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.

[Note 3] Includes both Motor vehicle drivers, Motor vehicle passengers and Motorcycle riders.

[Note 4] Includes pedal cyclists, pedal passengers and pedestrians. * indicates that figures have been suppressed to prevent disclosure.

Breath tests of drivers involved in collisions

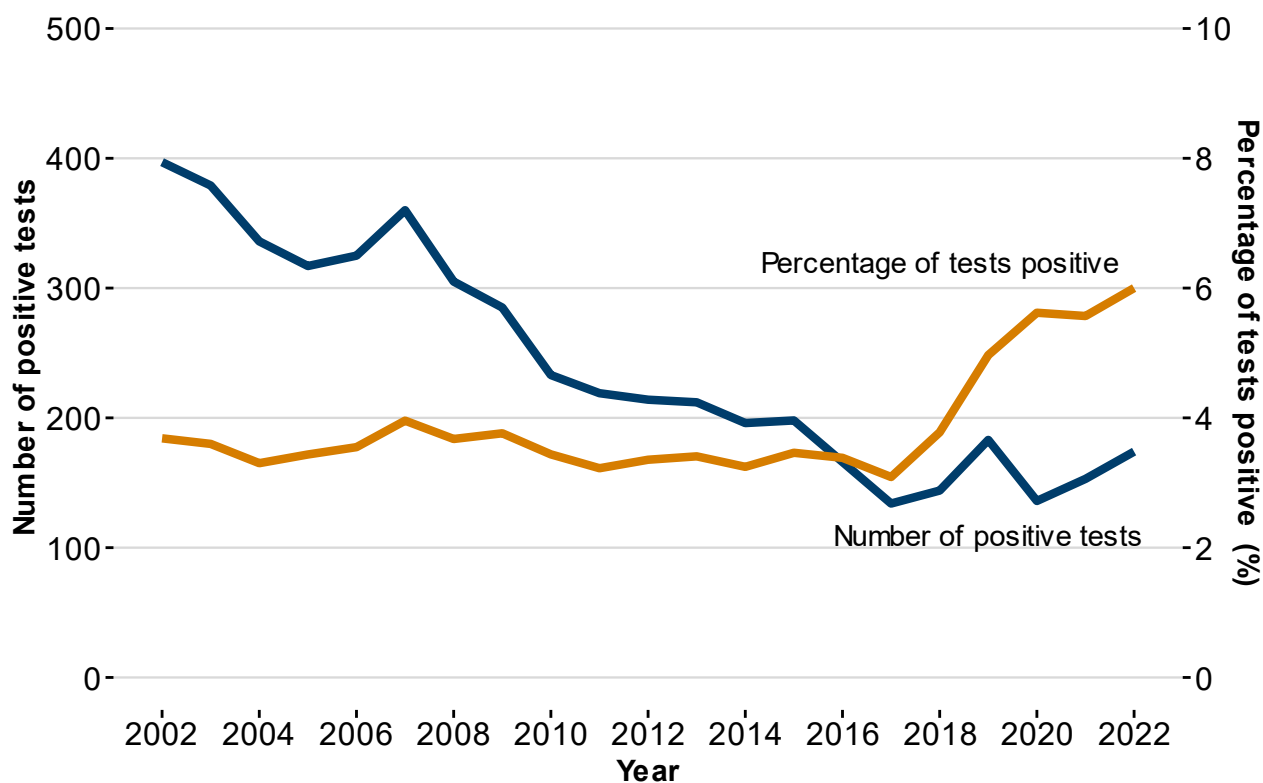
Key points

- In 2022, 25,011 screening breath tests were carried out in Wales.
- There were 174 positive breath tests of drivers involved in collisions.

This section provides information on collisions 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 collisions, 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 collisions is lower than the DfT estimates for the incidence of drink driving presented earlier in Table 1. This is likely to be explained by the fact that a greater number of drivers are tested at the scene of an collision, 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 location of collisions involving drink driving (Figure 9).

Figure 9: Number and proportion of drivers with positive breath tests involved in collisions, Wales, 2002 to 2022 [Note 1]



Description of Figure 9: Line chart showing the number and percentage of breath tests taken at police-recorded road collisions that were positive or refused in Wales between 2002 and 2022.

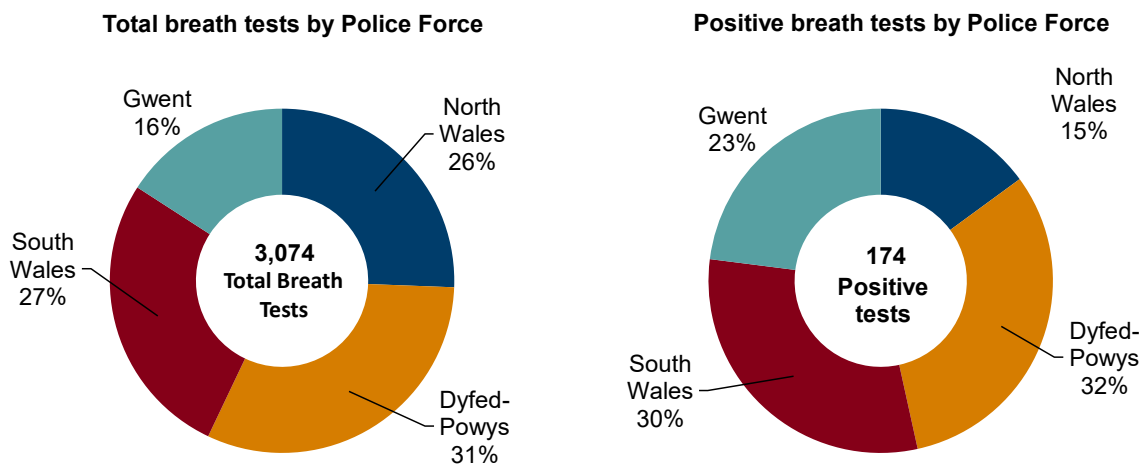
Source: Welsh Government, Police-recorded Road Collisions (Stats19)

[Note 1] 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).

It is worth noting that the total number of tests have seen an overall increase in 2022 compared to previous year. Over the long term, the total number of breath tests has generally fallen since 2000. This corresponds to a similar fall in the number of collisions recorded in Wales over this time.

- In 2022, South Wales police accounted for the highest proportion of all breath tests carried out in Wales at 44%.
- Dyfed-Powys police force area accounted for the highest proportion of positive tests taken of the four police forces in Wales at 32% (Figure 10).
- Only 15% of tests carried out by North Wales police were positive, which is the lowest of the Welsh police forces.

Figure 10: Breath test results of drivers involved in collisions by police force area, 2022 [Note 1]



Description of Figure 10: A pair of pie charts that show the proportions of all breath tests and positive breath tests that were taken by their police force area in Wales in 2022. Dyfed-Powys police force area accounted for the highest proportion of positive tests at 32%.

Source: Welsh Government analysis of Department for Transport Maritime data

[Note 1] Figures presented for total breath tests only include tests that had either a positive or negative result.

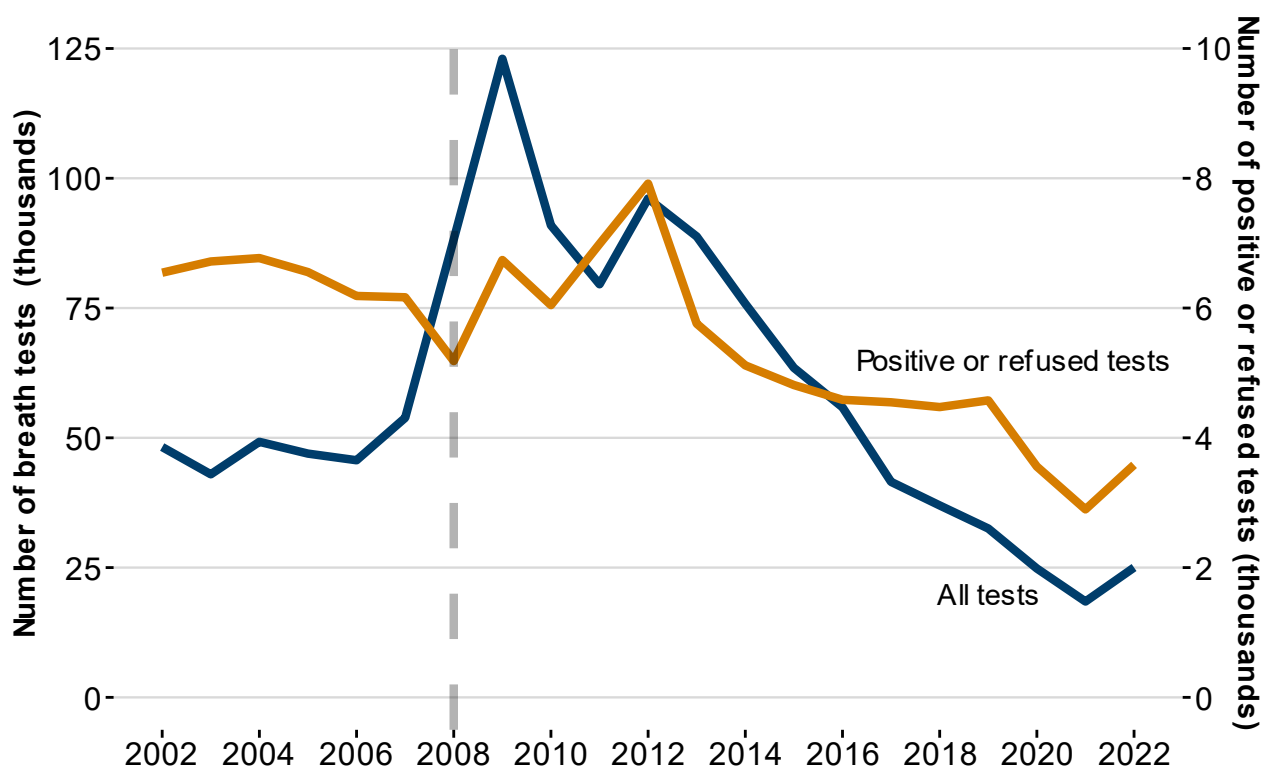
Enforcement action on breath tests outcome

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 Collisions.

The number of annual screening breath tests increased dramatically between 2007 and 2009, before falling back to the 2000-2007 levels in recent years (Figure 11). The increase was due to a new digital breath test system being implemented by many police forces. At its peak in 2009 there were 123,000 tests in Wales. In 2022 there were 25,011 tests conducted, a 35% increase compared with 2021.

In 2022, the number of breath tests that were positive or refused was 3,583 which represents 14% of all tests conducted in Wales. The number of positive or refused breath tests has increased by 23% compared to 2021 but the proportion of tests that were positive or refused has remained similar.

Figure 11: Screening breath tests, Wales, 2002 to 2022 [Note 1]



Description of Figure 11: Line chart showing the number of screening breath tests carried out and the number of tests that were positive or refused in Wales each year from 2002 to 2022. In 2022 there were 25,011 tests conducted, a 35% increase compared to 2021.

Source: Welsh Government analysis of Home Office, Police Powers and Procedures Statistics.

[Note 1] From April 2008 (denoted by the dotted line) 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. Gwent Police carried out the lowest rate of tests (5.7 tests per 1,000 people) whilst Dyfed-Powys Police carried out the highest rate (10.2 per 1,000). There were 3,583 positive or refused tests in 2022 representing a 24% increase on 2021 and 1% increase on 2019. Despite the total number of tests continuing to fall, the percentage of positive or refused tests is currently the highest it has been since 2003, now standing at 14% (Table 2). There has been a 55% fall in the number of positive or refused tests since the peak in 2012, largely reflecting the fall in the total number of tests carried out over the same period (down 74%). Those screened for a breath test do not necessarily reside in the police area in which they are tested.

Table 2: Screening breath tests by police force area, Wales, 2022

	<i>Number and percent</i>				
	North Wales	Dyfed-Powys	South Wales	Gwent	Wales Total
Number of breath tests					
Total tests	5,371	5,306	10,966	3,368	25,011
Positive or refused	689	846	1,492	556	3,583
<i>Percentage positive or refused</i>	<i>12.8%</i>	<i>15.9%</i>	<i>13.6%</i>	<i>16.5%</i>	14.3%
Rate of breath tests per 1,000 population [Note 1]					
Rate of total tests	7.8	10.2	8.2	5.7	8.0
Rate of positive or refused	1.0	1.6	1.2	0.9	1.1

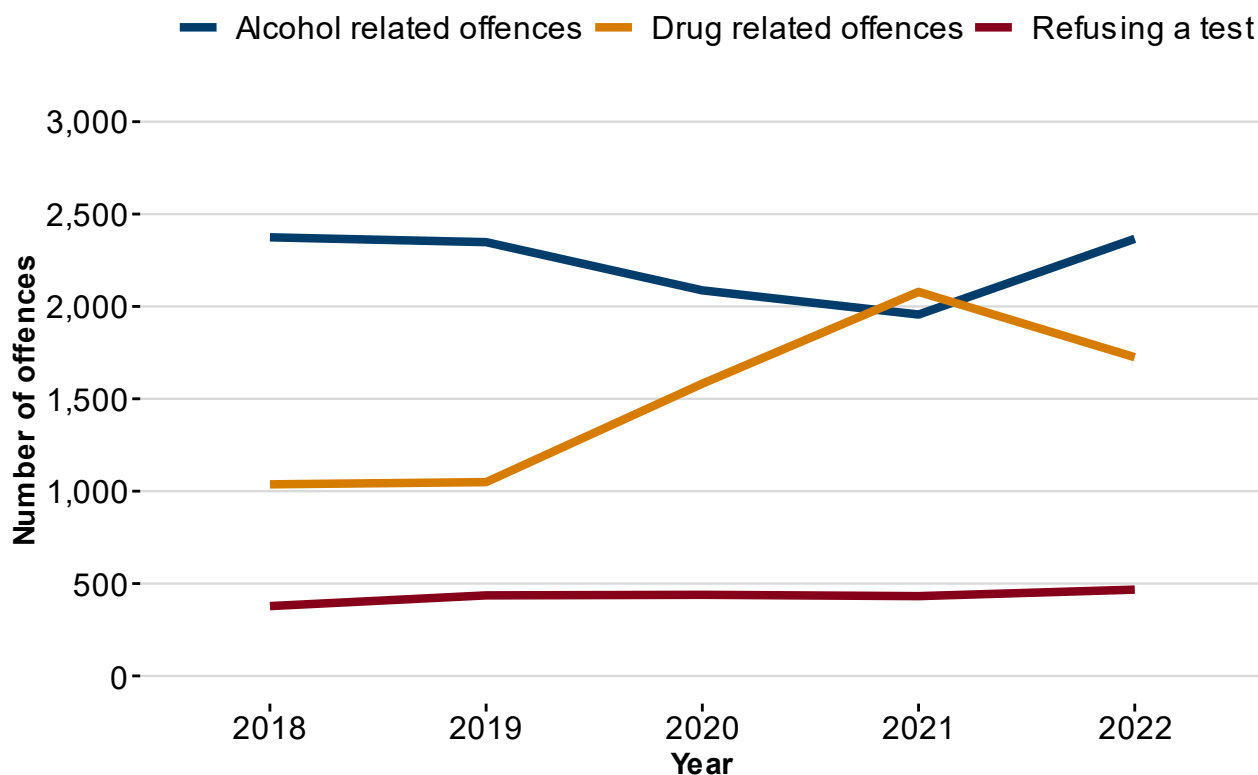
Description of Table 2: table showing the number of screened breath tests carried out by police force area in Wales in 2022.

Source: Welsh Government analysis of Home Office Police Powers and Procedures Statistics.

[Note 1] Population estimates are based on mid-2022 population estimates for Wales supplied by the 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.

Figure 12: Guilty verdicts for drink or drug driving offences, Wales, 2018 to 2022 [Note 1]



Description of Figure 12: Line chart showing the number of guilty verdicts for drink or drug driving offences in Wales between 2018 and 2022. In 2022, there were more alcohol related offences than either drug related offences or offences committed by refusing a test.

Source: Welsh Government analysis of Ministry of Justice (MoJ) Criminal Justice System statistics.

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

- 4,558 offenders were found guilty of drink or drug driving offences in 2022, an increase of 91 (2%) on the previous year.
- In 2022, the majority of guilty verdicts for drink or drug driving offences were for alcohol related offences with “driving with alcohol in the blood above the prescribed limit” accounting for 2,261 offences (25% of all drink or drug driving offences).
- Drug driving convictions have increased significantly across Wales and Great Britain in recent years. However, it is not possible to estimate the extent to which this actually reflects increases in drug driving, as it may correspond to increased testing and enforcement activity by police forces.

Notes

1 Context

1.1 Related publications

Welsh Government publishes a bulletin on [Police recorded road Collisions](#), an annual release which covers road Collisions and casualties in Wales.

Equivalent data for England can be found using 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](#).

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

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 Police Service of Northern Ireland publish information on motoring offences in Northern Ireland in their [Motoring Offence Statistics report](#).

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

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

2 Data sources

The information on fixed penalty notices for driving offences is sourced 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 as part of 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 includes data about road traffic Collisions and casualties compiled by the police and is submitted 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 Collisions.

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

The information on screening breath tests is sourced 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 responsibility for civil parking enforcement has changed historically from police to local authorities.

By 2013, all local authorities had taken on this responsibility, for more information on when the change in responsibility for parking enforcement occurred in different local authorities, please see previous versions of this [statistical release](#).

Motoring offences recorded by local authorities are not covered by the statistics presented in this release.

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 collision and is aged 16 or over. It is estimated that 80% of road traffic collision 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 underlying data understates the role of alcohol for passengers, pedestrians and cyclists, the underlying data provide sufficient data 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 a collision. 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 in tables:

- Percentage change not valid on baseline of zero.
- * Figure suppressed due to disclosure

6 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.

Statistics on [motoring offenders](#) and [drink driving](#) used to be reported separately. We combined these into a single statistical release for the 2018 release which was [published in December 2019](#).

6.2 Accuracy

Please See section 6.5 below.

6.3 Timeliness and punctuality

The statistics in this bulletin relate to cases in Wales in 2021 and cases covering Wales and Great Britain during 12 months ending December 2021.

6.4 Accessibility and clarity

This statistical bulletin is pre-announced and published on the [Statistics for Wales](#) website and is accompanied by tables on [Statswales](#).

6.5 Comparability and coherence

FPN data from police powers and procedures

- 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.
- 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. Due to this, only Wales level data is presented in this bulletin as it is not possible to provide a police force specific breakdown.

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 that refer to the type of offence prosecuted 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 collision fatalities. See section 3.2 above

Breath test data from police powers and procedures

- Figures for 'total breath tests' showed 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 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 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>

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

Next update

December 2024 (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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