Drinking and driving related road casualties in Wales during 2015

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Key points

- In 2015, 7.1 per cent of all drivers of motorised vehicles and 14.3 per cent of motorcyclist drivers/riders killed in traffic collisions were above the drink drive limit.
- The Department of Transport (DfT) report that 5.4 per cent of **killed and serious injury accidents (KSI)** that occurred in Wales in 2014 involved drivers over the blood alcohol limit (table 1).

- In terms of road accidents, police officers' views about the contributory factors that led to accidents suggested that 8 per cent of KSI accidents during 2015 involved drivers that were impaired by alcohol (table 2).
- In 2015, there were 63 accidents where the reporting police officer identified **pedestrian(s)** being impaired by alcohol as a contributory factor to that accident (table 2).

- In 2015, there were approximately 5 accidents where the driver was impaired by alcohol, for every one accident where a driver was impaired by **drugs** (table 2).

Breath tests of drivers taken after accidents in 2015 showed:

- Considerable variation between the months of the year and the same months in different years with a 5.7 per cent reduction in positive tests observed when compared tot the 2014 data (table 7)
- Drivers are 2.8 per cent more likely to test positive at the weekend (table 8).
- 64.6 per cent of drivers test positive between 18:00 to 03:59 (chart 1).

About this bulletin

This annual statistical bulletin assesses the relationship between drink driving, road accidents and casualties.

In this bulletin

It presents information in 5 sections about the:

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Introduction

This annual Statistical Bulletin assesses the relationship between drink driving, road accidents and casualties in Wales in 2015. It also includes analysis on 2014 accidents done by both 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 four 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; and drinking and pedestrian casualties.

Drink driving and accidents

This section reviews the relationship between drink driving and traffic accidents. It provides estimates of the proportion of accidents where one or more of the drivers involved had blood alcohol levels above the legal limit for driving (currently 80mg of alcohol per 100ml of blood). It also looks at pedestrians involved in road traffic accidents with blood alcohol levels above the legal limit for drivers.

There are three data sources:

1. Figures from police forces about road accidents reported to the police that involve personal injury on the **STATS19 statistical form**. This contains information about breath tests on drivers involved in accidents. From 2005 onwards, information collected on the STATS19 form included police officers' views about contributory factors that led to an accident. These factors include the driver (or pedestrian) being impaired by alcohol or drugs (Illegal or medicinal).

2. **Coroners Courts in England and Wales** report on blood tests carried out on people killed in traffic accidents.

3. **The Department for Transport** (DfT) brings data from 1 and 2 above together to estimate the number of personal injury road accidents involving drivers with illegal blood alcohol levels in Great Britain which include component figures for Wales.

The available information about drink driving and accidents suggests that drivers with blood alcohol levels above the legal limit for driving were involved in a significant minority of accidents in Wales.

Comparison of data sources

All of these data sources show that drink driving accounted for the minority of road accidents and casualties. The estimates made by the DfT for Wales for 2014 and police officers' views about contributory factors for accidents in 2015 show that:

Due to the relatively small number of fatal accidents, the most robust figures can be compiled by taking **killed and serious injury accidents (KSI)** together: the DfT estimates suggest that 5 per cent of accidents involved drivers over the blood alcohol limit and resulted in 6 per cent of all killed and serious casualties. The contributory factors data suggest that 8 per cent of these accidents involved drivers that were impaired by alcohol. Within the overall KSI total:

- For **fatal accidents** where drivers were over the blood alcohol limit in Wales in 2014: The DfT estimates vehicle drivers were involved in 11 per cent of fatal accidents (10 per cent of fatal casualties, see table 1). The corresponding figure from the contributory factors data showed 8 per cent of fatal accidents involved one or more drivers impaired by alcohol (table 2); The coroners court data showed that of the 70 motor vehicle and motorcycle drivers killed, 52 were tested for blood alcohol and 7 of these were found to have over the legal limit of alcohol in their blood. This is 10 per cent of the total number of vehicle driver deaths (table 3 and table 4).
- For **serious injury accidents**: The DfT estimates vehicle drivers over the blood alcohol limit were involved in 5 per cent of these accidents (5 per cent of serious casualties). The contributory factors data showed that 8 per cent of these accidents involved drivers that were impaired by alcohol.
- For **all accidents**: The DfT estimates vehicle drivers over the blood alcohol limit were involved in 4 per cent of these accidents (4 per cent of casualties). The contributory factors data showed that 4 per cent of these accidents involved drivers that were impaired by alcohol.
- The contributory factor data showed pedestrian's consumption of alcohol is associated with 7 per cent of traffic accidents involving all pedestrians:
  - The police reported a 247 drivers and 63 pedestrians involved in accidents as impaired by alcohol. For pedestrians it is reported on the basis that the alcohol contributed to the accident taking place, whether or not the pedestrian was a casualty or was uninjured (table 2).
- The contributory factor data showed drug taking by drivers and pedestrians is involved in a small number of accidents; each currently representing around 1 per cent of total accidents.
- The DfT figures showed a marginally greater proportion of accidents and casualties in **Wales** (5 per cent) are associated with drivers with illegal alcohol limits than in **Great Britain** (4 per cent) as a whole (table 1). The figures for KSI accidents and casualties in Wales are 5 per cent for accidents and 6 per cent for casualties, compared with Great Britain figures of 5 per cent for both groups. The corresponding figure for slight accidents was 5 per cent and casualties were 6 per cent in Wales, compared with 4 per cent for both groups in Great Britain (table 1)

Department for transport (DfT) estimates

The first source of information about the relationship between drink driving and traffic accidents is the DfT's[1] estimates of the numbers of road injury accidents involving drivers having illegal blood alcohol levels. These estimates are based on police data and on Coroners Court information. These are summarised in table 1 below.

Table 1: Number of accidents and casualties which had one or more motor vehicle drivers or passengers with illegal alcohol levels, by severity, Wales and Great Britain, 2014

Number and per cent

	Fatal		Serious		KSI		Slight		Total	
	Wales	Great Britain	Wales	Great Britain	Wales	Great Britain	Wales	Great Britain	Wales	Great Britain
Estimates of alcohol-related (a)(b):										
Accidents	10	220	50	880	60	1,100	250	4,530	320	5,620
Casualties	10	240	60	1,070	70	1,310	410	6,900	480	8,210
Numbers of all road traffic:										
Accidents	94	1,658	1,007	20,676	1,101	22,334	4,775	123,988	5,876	146,322
Casualties	103	1,775	1,160	22,807	1,263	24,582	6,946	169,895	8,208	194,477
Alcohol-related as proportion of all (b):										
Accidents (%)	11	13	5	4	5	5	5	4	5	4
Casualties (%)	10	14	5	5	6	5	6	4	6	4

Source: WG analysis of Department of Transport data, based on a combination of data from road accident statistics and coroners court data

(a) Current drink drive limit is 80mg per 100ml of blood.
(b) Estimated numbers, adjusted for under-reporting. These estimated figures, are rounded to nearest "10". As a result, the corresponding percentage figures are less precise.
(c) Figures may not sum to total due to rounding.
(d) KSI = Killed and seriously injured

Figures for **drivers** show that alcohol is more likely to feature as a contributory factor to serious accidents than to less serious accidents.

For all motor vehicles (motorcycles, cars and other vehicles together) in Wales Table 1 shows that:

- 5 per cent of KSI accidents or 6 per cent of KSI casualties involved the driver / drivers, being impaired by alcohol;
- 5 per cent of slight accidents or 6 per cent of KSI casualties involved the driver / drivers being impaired by alcohol.

[1] Reported drinking and driving (RAS51)

Information based on police officers' views of contributory factors

The second source of information about the relationship between drink driving and road traffic accidents is police officers' views of the contributory factors involved in these accidents. The results for 2015 are summarised in table 2.

Table 2: Accidents where alcohol and drug related contributory factors were recorded, by severity, Wales, 2015

Number and per cent

Driver or rider	Fatal	Serious	KSI	Slight	Total
Impaired by alcohol	7	76	83	164	247
Impaired by drugs	5	16	21	29	50
Total number of accidents	91	940	1,031	4,512	5,543
As percentage of total accidents					
Impaired by alcohol (%)	8	8	8	4	4
Impaired by drugs (%)	5	2	8	1	1
Pedestrian involved in an accident					
Pedestrian impaired by alcohol	4	20	24	39	63
Pedestrian impaired by drugs	0	4	4	8	12
Number of pedestrian Casualities	21	186	207	641	848
As percentage of pedestrian casualities (a)					
Pedestrian impaired by alcohol (%)	19	11	12	6	7
Pedestrian impaired by drugs (%)	0	2	2	1	1

Source: WG analysis of data from STATS19 statistical form from the police

(a) This comparison of accidents and casualties is strictly incorrect, as they refer to different aspects of the incident. Any validity in the comparison depends on the following assumptions: (i) That only adults are impaired by alcohol or drugs; (ii) That only one adult pedestrian who is "impaired by alcohol (or drugs)" is involved in these accidents; (iii) That the pedestrian involved in these accidents, and who was "impaired by alcohol (or drugs)", was a casualty (i.e. not uninjured).

(b) KSI = Killed and seriously injured

(c) Pedestrians involved in an accident (as a casuality or uninjured)

For Wales Table 2 shows:

- For every 5 accidents where the driver was impaired by alcohol (247 accidents), there was 1 accident where he/she was impaired by drugs (50 accidents, including illegal and medicinal drug use).
- Drinking by **pedestrians** is an important factor in accidents involving pedestrians and pedestrian casualties. Police reported a total of 63 pedestrians impaired by alcohol, such that it contributed to the accident taking place (whether or not the pedestrian was a casualty or uninjured).
- For every 5 accidents where the pedestrian was impaired by alcohol (63 accidents), there was 1 accident where he/she was impaired by drugs (12 accidents, including illegal and medicinal).

Coroners courts data

The third source of information about the relationship between drink driving and road traffic accidents comes from the Coroners Courts in England and Wales (Procurator Fiscal in Scotland) reports on blood tests carried out on people killed in traffic accidents. This information is used to derive the DfT estimates above. The underlying data is shown in table 3 and shows:

- The proportion of those killed in traffic accidents in Wales that had a blood test, and
- The proportion of those killed where this blood test showed blood alcohol levels above 80mg per 100ml of blood.

Some of the people killed did not receive a blood test and may have had alcohol in their blood. This latter percentage therefore represents a minimum level for the overall incidence of alcohol-related fatalities.

Table 3: People killed in road traffic accidents aged 16 or over by road user groups as a proportion of total killed, and by level of blood alcohol concentration (BAC) and road user groups, Wales and Great Britain 2014

number

	all road traffic accidents (a)		where BAC identified (b)		BAC over 80mg/100 ml blood (b)	
Total killed aged 16 and over (a)	**Wales**	**Great Britain**	**Wales**	**Great Britain**	**Wales**	**Great Britain**
Motor vehicle drivers	42	609	30	376	*3*	*75*
Motor vehicle passengers	15	230	2	82	0	16
Motorcycle riders (c)	28	339	22	216	4	20
Pedal cyclists	5	107	0	39	0	3
Pedestrians	13	417	3	169	2	59
Other/Unknown	0	20	0	6	0	2
All	**103**	**1722**	**57**	**888**	**9**	**175**

Source: WG analysis of Transport Research Laboratory (TRL) data, as collected from Coroners in Wales

(a) From STATS19 data, that is the police record of accidents and casualities

(b)These figures are lower than the "total killed" because: (i) Coroners will only record the BAC if the victim dies within 12 hours of the accident; it is estimated that 80% of victims die within 12 hours, the remaining 20% die later. (ii) Coroners practise differs, many only measure when victim is "considered at fault"; or only when blood alcohol is likely to be a factor in the death. (iii) Some coroners do not send information to the TRL.

(c) Includes motorcycle passengers

(d) Current drink drive limit is 80mg per 100ml of blood.

Figures for people killed in road traffic accidents (aged 16 and over) in Wales where the blood alcohol level was measured (table 3) show:

- 7 per cent of motor vehicle drivers (mostly car drivers) had a blood alcohol level over the legal limit.
- Of the 22 motorcyclists killed, 4 had a blood alcohol level over the legal limit.
- 15.4 per cent of pedestrians killed had a blood alcohol level over the legal limit.

Table 4: People killed in road traffic accidents, by level of blood alcohol concentration (BAC) and road user groups, Wales and Great Britain, 2014

percentage

	BAC over 50mg		BAC over 80mg		BAC over 100mg		BAC over 150mg		BAC over 200mg	
Total killed aged 16 and over (a)	**Wales**	**Great Britain**	**Wales**	**Great Britain**	**Wales**	**Great Britain**	**Wales**	**Great Britain**	**Wales**	**Great Britain**
Motor vehicle drivers	13	22	10	20	10	19	10	13	10	8
Motor vehicle passengers	0	21	0	20	0	15	0	9	0	4
Motorcycle riders (b)	27	13	18	9	18	8	9	6	5	3
Pedal cyclists	0	8	0	8	0	8	0	5	0	5
Pedestrians	67	36	67	35	67	34	67	30	67	24
Other/Unknown	0	67	0	67	0	67	0	67	0	67
All	**21**	**22**	**16**	**20**	**16**	**19**	**12**	**14**	11	9

Source: WG analysis of Transport Research Laboratory (TRL) data, as collected from Coroners in Wales

(a) Current drink drive limit is 80mg per 100ml of blood.

(b) Includes motorcycle passengers.

(c) the perentage numbers are cumulative. i.e. if someone has over 80mg of alcohol in their blood they will also be counted as having over 50mg

Table 4 shows the number of people killed (aged 16 or over) with a known blood alcohol concentration (BAC), and shows the proportion of this number with blood alcohol over various levels (as opposed to the proportion of total killed aged 16 and over as shown in table 3). Table 4 shows:

- 18.9 per cent of these motor vehicle drivers' fatalities had a blood alcohol level of over 200mg per 100 ml of blood that is over 2½ times the legal blood alcohol limit for drivers.
- Out of 60 motor vehicle and motorcycle drivers killed in Wales in 2014, 52 were tested for blood alcohol and 7 of these had over the legal limit of alcohol in their blood. This is 13.5 per cent of the total number of vehicle driver deaths.

Breath tests of drivers involved in accidents

Police officers test drivers at the scene of accidents for the levels of alcohol in the blood. While they aim to test every driver, sometimes that is not possible for various reasons which are outlined in table 5 below and include where the driver (1) refused to provide, (2) was not contacted, (3) the breath test was not requested and (4) the test was not provided for medical reasons. For these reasons, the numbers of positive breath tests following accidents suggests a lower incidence of drink driving than the assessment of the relationship in the first section of this Bulletin. The figures here provide, however, background about the time and location of accidents involving drink driving.

Table 5: Drivers involved in accidents: Breath test results, Wales, 2011 to 2015 (a)

Number and per cent

	Breath test taken				Breath test not taken				Total
	Positive results	Negative results	Total tests	Percentage positive	Refused to provide (b)	Driver not contacted (c)	Tests not requested (d)	Medical reasons (e)	number of drivers (f)
2011	217	6,792	7,009	3.1%	11	2,023	1,798	461	**11,302**
2012	214	6,376	6,590	3.2%	14	1,572	1,593	512	**10,281**
2013	212	6,222	6,434	3.3%	19	1,542	1,638	500	**10,133**
2014	196	6,030	6,226	3.1%	12	1,576	1,760	509	**10,083**
2015	198	5,710	5,908	3.4%	18	1,472	1,751	490	**9,646**
% Change 2014 - 2015	↑ 1.0	↓ 5.3	↓ 5.1	↑ 6.5	↑ 50	↓ 6.6	↓ 0.5	↓ 3.7	↓ 4.4

Source: WG analysis of the STATS19 statistical form from Police

(a) Excludes drivers not covered by sections 6(1) or 6(2) of the Road Traffic Act 1988, i.e. pedal cyclists and other non-motor vehicle drivers.
(b) "Refused to provide' means refused to provide irrespective of whether prosecution followed or not.
(c) "Not contacted' denotes when the driver absented himself/herself from the scene of the accident.
(d) "Not requested' includes the following: (i) cases where it was decided not to request a breath test, (ii) cases in which injury or circumstances rendered a breath test impracticable and, in addition, the figures now include, (iii) cases which are judged to have been incorrectly recorded as "test not applicable".
(e) Tests not provided for medical reasons are shown separately.
(f) Totals may not sum due to 'not applicable' category

Table 5 shows:

- The total number of drivers tested has decreased annually since 2011 and the 2015 figure represents a 15.7 per cent decrease since 2011.
- The number of positive breath tests has declined year on year from 217 in 2011 to 198 in 2015. These figures represent an 8.8 per cent decrease since 2011.
- Since 2011 the proportion of positive tests has annually been between 3.1 and 3.4 per cent of the overall total.
- A 50 per cent increase in the number of refused breath test between 2011 and 2015.
- Other years available on Stats Wales.

Table 6: Drivers involved in accidents: Breath test results, Police force areas, 2014 to 2015 (a)

Number and per cent

	Breath test taken				Breath test not taken				Total
	Positive results	Negative results	Total tests	Percentage positive	Refused to provide (b)	Driver not contacted (c)	Tests not requested (d)	Medical reasons	number (e) of drivers
North Wales									
2014	45	1,506	1,551	2.90	1	539	143	104	**2,344**
2015	41	1,437	1,478	2.77	1	524	128	88	**2,223**
% Change (f)	↓ 8.89	↓ 4.6	↓ 4.7	↓ 4.4	0	↓ 2.8	↓ 10.5	↓ 15.4	**↓ 5.2**
Gwent									
2014	27	858	885	3.05	4	225	344	67	**1,525**
2015	21	647	668	3.14	6	125	371	50	**1,220**
% Change (f)	↓ 22.2	↓ 24.6	↓ 24.5	↑ 3	↑ 50	↓ 44.4	↑ 7.8	↓ 25.4	**↓ 20**
South Wales									
2014	85	2,318	2,403	3.54	2	267	1,099	155	**3,928**
2015	98	2,228	2,326	4.21	10	250	1,069	158	**3,814**
% Change (f)	↑ 15.3	↓ 3.9	↓ 3.2	↑ 19.1	↑ 400	↓ 6.4	↓ 2.7	↑ 1.9	**↓ 2.9**
Dyfed Powys									
2014	39	1,348	1,387	2.81	5	545	174	183	**2,296**
2015	38	1,398	1,436	2.65	1	573	183	194	**2,389**
% Change (f)	↓ 2.6	↑ 3.7	↑ 3.5	↓ 5.9	↓ 80	↑ 5.1	↑ 5.2	↑ 6	**↑ 4.1**

Source: WG analysis of the STATS19 statistical form from Police

(a) Excludes drivers not covered by sections 6(1) or 6(2) of the Road Traffic Act 1988, i.e. pedal cyclists and other non-motor vehicle drivers

(b) Refused to provide - refused to provide irrespective of whether prosecution followed or not.

(c) Not contacted - when the driver absented himself/herself from the scene of the accident.

(d) Not requested - includes the following: (i) cases where it was decided not to request a breath test, (ii) cases in which injury or circumstances rendered a breath test impracticable and, in addition, the figures now include, (iii) cases which are judged to have been incorrectly recorded as "test not applicable".

(e) Totals may not sum due to 'not applicable' category

(f) Percentage change referes to difference between 2014 and 2015

Table 6 shows:

- South Wales carried out the largest number of tests (3,814). North Wales had 1,591, Gwent had 2,594 and Dyfed Powys had 1,425 less breath tests than South Wales in 2015.
- When comparing the difference between 2014 and 2015:
    - Dyfed Powys was the only police force region to increase (3.5 per cent) the total number of breath tests.
    - Gwent had the highest percentage decrease (24.5 per cent) in total breath tests taken.
    - South Wales has the highest percentage increase in positive tests (19.1 per cent).
- Other years available on Stats Wales.

Accidents involving a driver above the legal limit for alcohol

Tables 7 and 8 and Chart 1 provide more background information about the incidences of accidents that involved a driver above the legal blood limit for alcohol.

Table 7: Total number of casualties (fatal, serious and slight) involved in accidents where at least one positive breath test was recorded, by month, Wales, 2011 to 2015

Number

	2011	2012	2013	2014	2015
January	34	26	10	19	26
February	29	22	21	22	24
March	17	29	39	27	20
April	27	15	15	32	7
May	31	30	19	48	11
June	24	27	23	28	24
July	26	25	35	18	31
August	35	31	26	22	35
September	20	24	32	19	19
October	42	35	20	24	20
November	18	22	39	29	42
December	31	36	23	11	23
All months	**334**	**322**	**302**	**299**	**282**

Source: WG analysis of the STATS19 statistical form from Police

Table 7 shows:

- Considerable variation between the months of the year and the same months in different years.
- Total positive tests in 2015 were 15.6 per cent lower than in 2011.
- A 5.7 per cent reduction in positive tests between 2014 and 2015.
- In 2015, April recorded the lowest month and November recorded the highest month (7 and 42 causalities respectively)

Table 8: Positive breath tests of drivers involved in accidents, by day of the week, Wales, 2010 to 2015 (a)

Per cent

	2011	2012	2013	2014	2015
Monday	2.4	2.0	2.3	3.0	2.6
Tuesday	1.2	1.5	2.5	2.1	1.8
Wednesday	1.6	2.3	1.3	2.1	1.2
Thursday	2.7	1.7	1.9	2.3	2.5
Friday	1.6	2.9	2.9	2.6	3.5
Saturday	6.6	6.8	7.8	5.3	5.1
Sunday	6.6	6.6	5.6	5.4	7.9
All days	**3.1**	**3.2**	**3.3**	**3.1**	**3.4**

Source: WG analysis of the STATS19 statistical form from Police

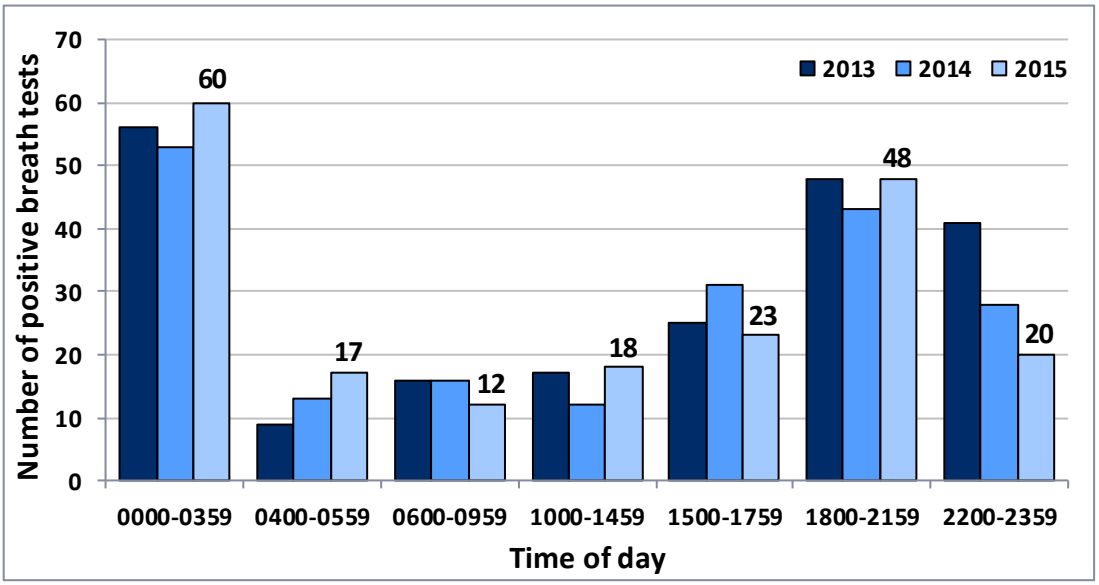
(a) Positive tests as a percentage of all breath tests of drivers involved in accidents on the given day.

Table 8 shows:

- The proportion of positive breath tests to identify peak periods for alcohol related accidents.
- An increase in drivers testing positive at the weekend (a 2.8 percentage point increase at the weekend) when compared to the rest of the week.
- Friday and Sunday as the highest mid week and weekend day where the percentage of drivers involved in accidents tested positive.

This suggests that one cause of the deviation in monthly numbers of casualties shown in table 7 will be the number of weekends falling in each month (a number that will vary from year to year).

Chart 1: Number of positive breath tests from drivers involved in accidents, by time of day, Wales, 2013 to 2015



Source: WG analysis of the STATS19 statistical form from Police

Chart 1 shows the number of positive tests by grouped time periods. It highlights that:

- Drivers involved in accidents are more likely to test positive outside of traditional working hours
- In 2015, the period between 18:00 to 03:59 accounted for 64.6 per cent of all accidents where a driver tested positive.
- The number of positive breath tests in 2015 remained consistent with 2014 figures – there were 2 less positive breath tests in 2015.
- Positive tests occur at all times of the day.

Table 9: Positive breath tests of drivers involved in accidents, by local authority, 2013 to 2015

Number and per cent

	2013			2014			2015		
Police Force Region	**Positive**	**Negative**	**% Positive**	**Positive**	**Negative**	**% Positive**	**Positive**	**Negative**	**% Positive**
North Wales Police	**57**	**1,569**	**23**	**45**	**1,506**	**17.6**	**41**	**1,437**	**18**
Isle of Anglesey	7	95	6.9	4	112	3.4	5	100	4.8
Gwynedd	7	304	2.3	8	298	2.6	11	267	4.0
Conwy	10	273	3.5	4	315	1.3	5	293	1.7
Denbighshire	7	224	3.0	6	214	2.7	6	256	2.3
Flintshire	16	394	3.9	16	319	4.8	7	284	2.4
Wrexham	10	279	3.5	7	248	2.7	7	237	2.9
Gwent Police	**27**	**804**	**17**	**27**	**858**	**17**	**21**	**647**	**16**
Caerphilly	12	204	5.6	9	195	4.4	7	171	3.9
Blaenau Gwent	5	96	5.0	3	86	3.4	2	61	3.2
Torfaen	2	103	1.9	7	122	5.4	3	79	3.7
Monmouthshire	6	148	3.9	2	128	1.5	3	140	2.1
Newport	2	253	0.8	6	327	1.8	6	196	3.0
South Wales Police	**93**	**2,534**	**28**	**85**	**2,318**	**26**	**98**	**2,228**	**31**
Swansea	26	610	4.1	20	555	3.5	23	591	3.7
Neath Port Talbot	14	334	4.0	7	285	2.4	11	240	4.4
Bridgend	9	225	3.8	9	209	4.1	9	177	4.8
Vale of Glamorgan	7	172	3.9	7	146	4.6	5	133	3.6
Cardiff	16	678	2.3	17	612	2.7	20	624	3.1
Rhondda Cynon Taf	15	429	3.4	21	398	5.0	26	382	6.4
Merthyr Tydfil	6	86	6.5	4	113	3.4	4	81	4.7
Dyfed Powys Police	**35**	**1,315**	**10**	**39**	**1,348**	**12**	**38**	**1,398**	**11**
Pembrokeshire	6	288	2.0	16	313	4.9	11	307	3.5
Carmarthenshire	12	480	2.4	9	452	2.0	11	492	2.2
Powys	12	362	3.2	9	392	2.2	10	387	2.5
Ceredigion	5	185	2.6	5	191	2.6	6	212	2.8
Wales	**212**	**6,222**	**3.3**	**196**	**6,030**	**3.1**	**198**	**5,710**	**3.4**

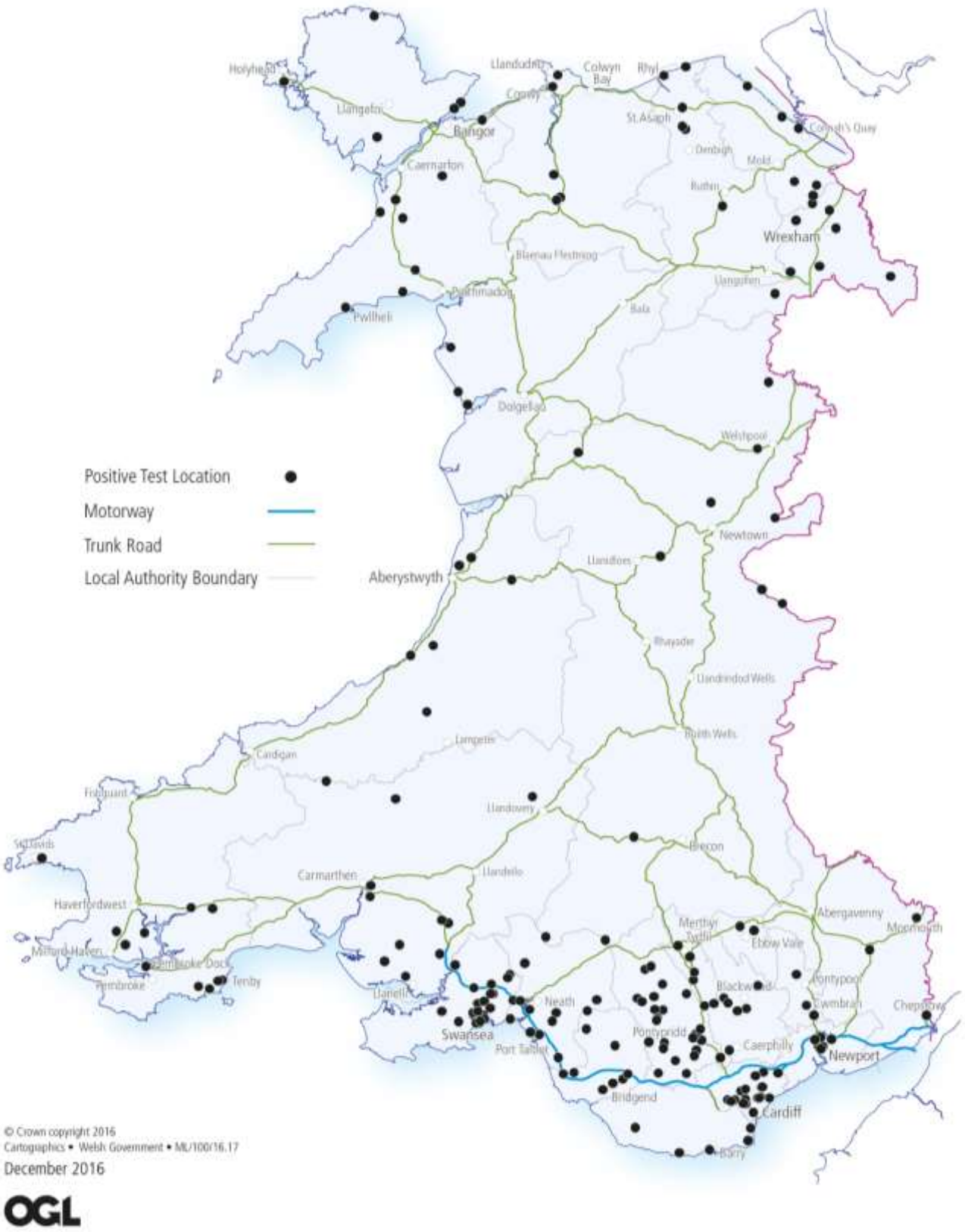
Source: WG analysis of the STATS19 statistical form from Police

Table 9 shows that in 2015:

- Rhondda Cynon Taff (26), Swansea (23) and Cardiff (20) reported the largest numbers with Caerphilly (3), Blaenau Gwent (2), and Torfean (3) reported the lowest numbers of drivers in accidents testing positively.
- The highest proportion of positive test occurred in Rhondda Cynon Taff (6.4 per cent) and the lowest in Conwy (1.7 per cent).
- By police force region, South Wales police (31 per cent) had the highest proportion of positive tests followed by North Wales police (18 per cent), Gwent Police (16 per cent) with Dyfed Powys police (11 per cent) reporting the lowest proportion of positive tests.

The map on the following page shows the locations of the 198 accidents where at least one driver had a positive breath test in Wales in 2015 (as shown in Tables 9).

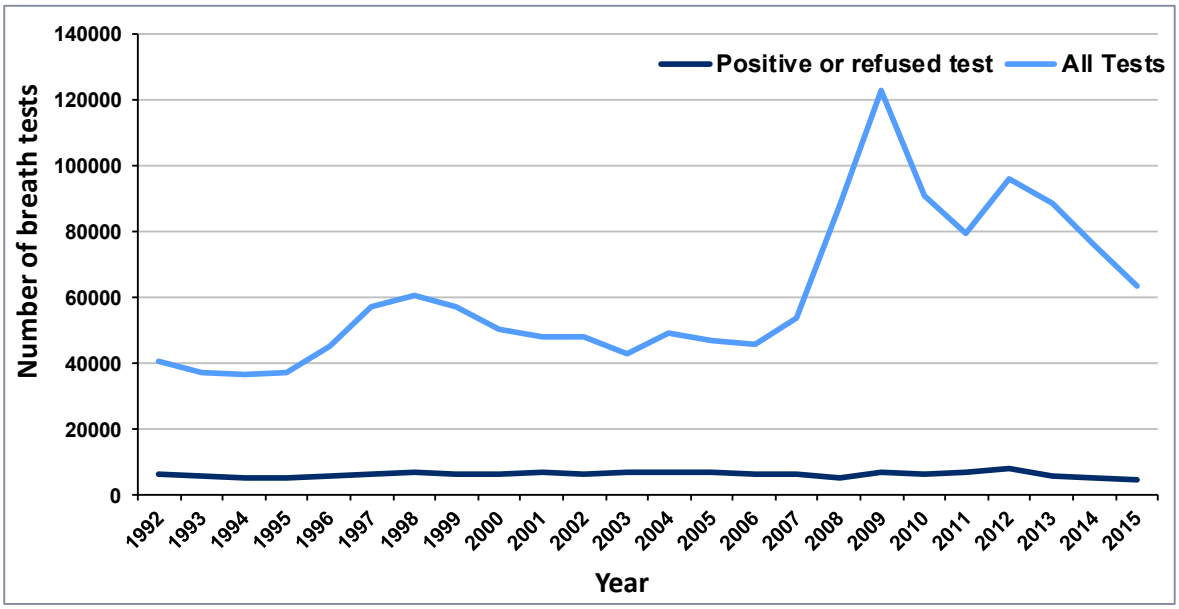
Figure 1: Accident location where at least one driver was tested positive for alcohol in Wales in 2015



Enforcement action relating to drink driving

To complete the picture of drink driving in Wales, this section summarises police and court action in relation to motoring offences, and drink driving. Those included may or may not have been in an accident.

Chart 2: Motoring offences: Screening breath tests, Wales, 1992 to 2015



Source: Welsh Government analysis of Home Office data

(i) 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 police forces.
(ii) Due to under-reporting, the positive breath tests figure has been replaced by court proceedings for Dyfed-Powys and South Wales police forces since 1998, and for Gwent police force since 2001.
(iii) From April 2003 Gwent changed to a different system of recording breath tests which resulted in a shortfall of total screenings.

Chart 2 and table 10 shows that between 1992 and 2015:

- The number of annual breath tests has fluctuated considerably from a low of 43,000 tests in 2003 to a peak of 123,000 tests in 2009.
- The number of positive tests has remained between 4,800 and 7,900 a year, regardless of the total number of tests carried out in a year.
- Large increases in tests were reported between 2008 and 2010, but since 2012 there has been a downward trend in both numbers of positive and refused breath tests and the number of breath tests carried out.
- In 2015, 63,500 screening breath tests carried out which represents a 16.2 per cent reduction on the number of tests when compared to 2014
- In 2015 there were 4,800 (7.6 per cent) positive results.

Furthermore, given the data limitations when looking at the longer term trend, and the large changes in the total number of tests, it is not possible to tell whether the reduction in positive breath tests could be attributable to fewer offences being committed, a change to processing the data or if fewer offences have been detected because of less tests being undertaken.

Table 10: Motoring Offences: screening breath tests, Wales, 2002 to 2015 (a)

Number (nearest hundred), Per cent

	Positive result or refused test (b)	Negative test results	Percentage of specimens proving positive or refused	All tests (c)
2002	6,500	41,700	14	**48,200**
2003	6,700	36,300	16	**43,000**
2004	6,800	42,500	14	**49,200**
2005	6,600	40,400	14	**47,000**
2006	6,200	39,500	14	**45,700**
2007	6,200	47,700	11	**53,900**
2008	5,200	83,000	6	**88,200**
2009	6,700	116,300	5	**123,000**
2010	6,000	84,900	7	**90,900**
2011	7,000	72,600	9	**79,600**
2012	7,900	88,200	8	**96,100**
2013	5,800	83,000	6	**88,800**
2014	5,100	70,700	7	**75,800**
2015	4,800	58,700	8	**63,500**

Source: Welsh Government analysis of Home Office data

(a) Every effort is made to ensure that the figures presented are accurate and complete. How ever, it is important to note that these data have been extracted from large administrative data systems generated by police forces.

(b) Due to under-reporting, the positive breath tests figure has been replaced by court proceedings for Dyfed-Pow ys and South Wales police forces since 1998, and for Gw ent police force since 2001.

(c) From April 2003 Gw ent changed to a different system of recording breath tests w hich resulted in a shortfall of total screenings.

Table 11: Findings of guilt at all courts for offences of driving after consuming alcohol or taking drugs by age group, Wales, 2010 to 2015 (a)

Number

	2011	2012	2013	2014	2015
Under 18	40	20	21	17	15
18-20	327	248	209	185	186
21 and over	3,021	2,929	2,783	2,818	2,840
All ages	**3,388**	**3,197**	**3,013**	**3,020**	**3,041**

Source: WG analysis of the Criminal justice statistics data, Ministry of Justice

(a) Offences of driving are defined as driving or in charge of a motor vehicle w hilst impared by drink or drugs, or w hilst above the specified limit for alcohol.

(ii) Includes offences under road traffic act 1988 sections 4 (1&2), 5 (1A&B), 6 (6), 7 (6A).

Table 11 shows:

- 3,041 offenders found guilty of driving after consuming alcohol or taking drugs in 2015,
- 93.4 per cent (2,839 offenders) were over the age of 21, 6.1 per cent (186 offenders) were aged between 18-20 and 0.5 per cent (15 offenders) were under 18
- The 2015 figures are up 0.9 and 0.7 per cent from 2013 and 2014 respectively and down 10.2 and 4.9 per cent from 2011 and 2012 respectively.

Table 12: Findings of guilt at all courts for offences of driving etc. after consuming alcohol or taking drugs, by offence type and age group, Wales, 2015 (a)

Number

	Under 18	18-20	21 and over	All ages
Driving with alcohol in the blood above the prescribed limit	11	169	2,386	2,566
Driving and failing to provide specimen for analysis (blood, breath or urine)	1	9	285	295
In charge of motor vehicle, with alcohol in the blood above the prescribed limit	1	3	53	57
In charge of motor vehicle, and failing to provide specimen for analysis	-	-	25	25
In charge of a stolen vehicle whilst unfit through drink (impairment)	1	-	13	14
In charge of a stolen vehicle whilst unfit through drugs (impairment)	-	-	2	2
Unfit to drive through drink (impairment)	-	-	4	4
Unfit to drive through drugs (impairment)	1	5	71	77
Failing to provide specimen for initial breath test	-	-	1	1
All offences	**15**	**186**	**2,840**	**3,041**

Source: Welsh Government analysis of criminal justice statistics, Ministry of Justice data

(a) Offences of driving are defined as drivingor w hilst in charge of a motor vehicle w hilst impaired by drink or drugs or w hilst above the specified limit for alcohol

(i) '-' = Nil

(ii) Includes Offences Under Road Traffic Act 1988 sections 4(1)(2), 5(1)(A)(B), 6 (6),

In 2015, for all ages:

- 84.4 per cent were for driving with alcohol in the blood above the prescribed limit
- 9.7 per cent were for driving and failing to provide a specimen for analysis
- 2.5 per cent were unfit to drive through drugs
- 1.9 per cent were found guilty of being in charge of a vehicle with alcohol above the legal limit

Drinking and pedestrian casualties in 2015

This section encompasses the incidence of accidents that involved a pedestrian who was impaired by alcohol by looking at the police officers' views about the 'contributory factors' that led to accidents in Wales.

Table 13: Pedestrian casualties impaired by alcohol (aged 16 and over), by gender and severity, Wales, 2015

Number

	All pedestrian casualities aged 16 and over	Impaired by alcohol		
		Male	Female	Total
Killed	19	3	1	**4**
Serious	144	18	2	**20**
Slight	414	33	6	**39**

Source: WG analysis of the STATS19 statistical form from Police

Of the pedestrian casualties impaired by alcohol:

- 21.1 per cent killed were aged 16 and over
- 13.9 per cent had serious injuries
- 9.4 per cent had slight injuries
- 85.7 per cent of casualties were male

Table 14: Pedestrian casualties impaired by alcohol, by gender and age, Wales, 2015

Number

	Impaired by alcohol									All pedestrian casualties		
	Male			Female			Total					
Age group	KSI	Slight	Total	KSI	Slight	Total	KSI	Slight	Total	KSI	Slight	Total
0-15	1	1	2	0	0	0	1	1	2	44	224	268
16-19	1	1	2	1	1	2	2	2	4	19	50	69
20-24	3	6	9	0	1	1	3	7	10	11	50	61
25-29	2	7	9	0	1	1	2	8	10	14	37	51
30-39	6	6	12	0	0	0	6	6	12	19	66	85
40-49	5	6	11	0	2	2	5	8	13	23	64	87
50-59	2	2	4	2	1	3	4	3	7	22	45	67
60-69	0	3	3	0	0	0	0	3	3	19	44	63
70+	1	1	2	0	0	0	1	1	2	36	58	94
Unknown	0	0	0	0	0	0	0	0	0	0	3	3
Total	**21**	**33**	**54**	**3**	**6**	**9**	**24**	**39**	**63**	**207**	**641**	**848**

Source: WG analysis of the STATS19 statistical form from Police

When looking at pedestrian casualties impaired by alcohol by age, it showed:

- For every 1 pedestrian casualty impaired by alcohol, there were 13 that were not impaired by alcohol
- 1 in 7 pedestrian casualties impaired by alcohol are female.
- Those aged 40-49 were the highest group of pedestrian casualties impaired by alcohol.
- Those aged 0-15 or 70+ were the lowest group of pedestrian casualties impaired by alcohol.
- Those aged between 20 and 49 account for 71.4 per cent of all pedestrian casualties impaired by alcohol.

Table 15: Pedestrian casualties impaired by alcohol, by severity and time of day, Wales, 2015

Number

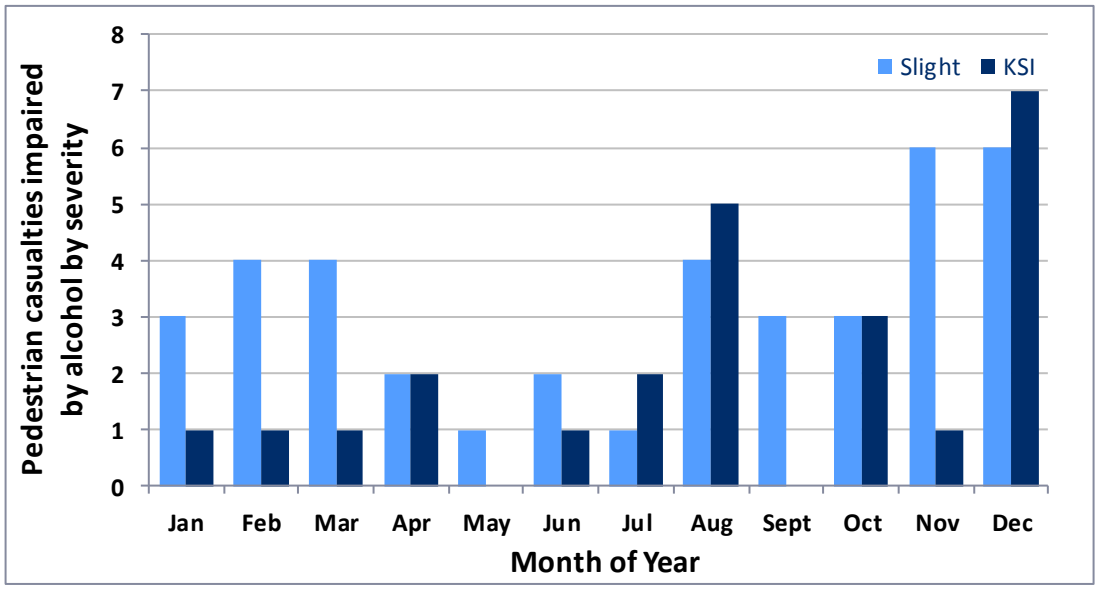
	KSI	Slight	Total
06:00-09:59	0	1	1
10:00-13:59	0	2	2
14:00-17:59	2	4	6
18:00-21:59	11	16	27
22:00-01:59	9	10	19
02:00-05:59	2	6	8
Total	**24**	**39**	**63**

Source: WG analysis of the STATS19 statistical form from Police

When looking at pedestrian casualties impaired by alcohol by time of day, it showed:

- 91.7 per cent of KSI and 82.1 per cent of slight casualties occurred between the hours of 18:00 and 05:59.

Chart 3: Pedestrian casualties impaired by alcohol, by severity and time of year, Wales, 2015



Source: WG analysis of the STATS19 statistical form from Police

When looking at pedestrian casualties impaired by alcohol by severity and time of year, it showed:

- December as the highest number of KSI (7) casualties with November and December having the highest number of slight casualties (6).
- May and September (0) recorded no KSI casualties, with May and July having the lowest number of Slight casualties (1).
- Quarter 4 (October to December) was the highest and quarter 2 (April to June) had the lowest quarter for the number of pedestrian casualties.

Notes

1 Context

1.1 Related publications

The Department for Transport produce a series of 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 Department of the Environment in Northern Ireland produce an annual statistical report on road safety which includes information on fatalities attributed to alcohol:

2 Data source

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 court proceedings in relation to drink driving reproduces the statistics compiled by the Ministry of Justice in their criminal justice series.

3 Definitions

3.1 Coverage

The coverage of the Coroners Courts data is as follows:

- The blood test is only carried out if the victim dies within 12 hours of the accident (so only cover 80 per cent of road traffic accident fatalities), and is aged 16 and over;
- Across all types of victim, the average coverage is 75 per cent of these 'victims dying within 12 hours'. This is because (1) some coroners do not send in data and (2) Coroners practise differs, many only measure blood alcohol when victim is 'considered at fault'; and sometimes only when blood alcohol is likely to be a factor.
- This gives 60 per cent 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 (around 70 per cent) but less for passengers, pedestrians, and pedal cyclists (40-50per cent). So whilst the raw data understates the role of alcohol for pedestrians and cyclists, the raw data are probably a fair guide for drivers.

3.2 Drink drive definitions

A drink drive accident is an incident on a public road in which someone is killed or injured and where one or more of the drivers or rider involved:

- Refused to give a breath test when requested by the Police, or
- Failed a roadside test by registering over 35 micrograms of alcohol per 100 millilitres of breath, or
- Was subsequently found to have more than 80 milligrams of alcohol per 100 millilitres of blood.

In addition to these drink drive accidents, a proportion of accidents involve pedestrians whose behaviour was affected by alcohol (or who were subsequently found to have alcohol in their blood). It is also clear from the STATS19-based information about 'contributory factors' to accidents, and other research, that drugs (both illegal and medicinal) are also a factor in some traffic accidents.

3.3 Other definitions

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

3.4 Changes to legislation and practise

A summary of the legislation and changes to police procedures:

- The Road Safety Act 1967 made it illegal to drive with a blood alcohol concentration of more than 80mg per 100ml and introduced roadside screening for alcohol for the first time.
- The Transport Act 1981 introduced additional measures to curtail drinking and driving including evidential breath testing and stiffer penalties. The fall has been fairly regular since 1980, but with a sharp decline in 1983 when the law relating to drink/driving was changed and evidential breath-testing was introduced by the 1981 Transport Act. Evidential breath testing was introduced in 1983 to supplement the taking of blood samples.
- This Act also introduced compulsory seat belt wearing and new procedures for licensing learner motorcyclists.
- Section 6 of the Road Traffic Act (1988) allows the police to test any driver involved in an accident, whether or not anyone is injured. The act stipulates that where there has not been a road accident, the police can only take a roadside breath test following a moving traffic offence, or if there is suspicion of alcohol use.
- In April 1996 the Association of Chief Police Officers in England and Wales (ACPO) adopted a policy of breath testing all drivers involved in road accidents which the police deal with or attend, whether injuries are involved or not. Before this, all Scottish police forces, and some in England and Wales, already operated similar policies, but in some cases for injury accidents only.

4 Symbols

In tables where figures have been rounded to the nearest final digit, there may be an apparent discrepancy between the sum of the constituent items and the total shown.

The following symbol has been used throughout the bulletin: "–"which is "not applicable"

5 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.

5.1 Relevance

Each year, the four police forces in Wales launch the All Wales Christmas Anti Drink/Drug Driving Campaign, a campaign to crackdown on drink driving and driving under the influence of drugs over the Christmas period, and the latest drink drive statistics are used in the campaign publicity material.

5.2 Accuracy

1. For DfT estimates: The basis of the figures is described in the DfT article about drinking and driving: Reported Road Casualties in Great Britain - 2013 and 2014. Briefly, they combine the data from the STATS19 about any drivers or riders that either fail their breath test or refuse to take a test, together with data from Coroners about the blood alcohol levels of road users who dies within 12 hours of an accident. The estimates are adjusted to take account of cases where drivers were not tested because they left the scene of the accident, or where blood alcohol levels were not reported because, for example, they died more than 12 hours after the accident.

2. For Contributory factors: These figures are based in police officers' views, so figures are based on a subjective view of an accident. The police officers may miss out on drivers that are not obviously drunk; they also have a choice about which contributory factors to enter so may miss out alcohol in favour of a literal description of the accident (e.g. junction overshoot, travelling too fast for the conditions *etc*). Taking these factors together suggest that these figures will tend to under-estimate the role of alcohol in accidents.

5.3 Timeliness and punctuality

The statistics in this bulletin relate to cases in Wales and Great Britain during 12 months ending December 2015.

5.4 Accessibility and clarity

This Statistical Bulletin is pre-announced and then published on the Statistics & Research website and is accompanied by Excel versions of the tables shown.

5.5 Comparability and coherence

See sections 1.1 and 2.

National Statistics status

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

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

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

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

Well-being of Future Generations Act (WFG)

The Well-being of Future Generations Act 2015 is about improving the social, economic, environmental and cultural well-being of Wales. The Act puts in place seven well-being goals for Wales. These are for a more equal, prosperous, resilient, healthier and globally responsible Wales, with cohesive communities and a vibrant culture and thriving Welsh language. Under section (10)(1) of the Act, the Welsh Ministers must (a) publish indicators ("national indicators") that must be applied for the purpose of measuring progress towards the achievement of the Well-being goals, and (b) lay a copy of the national indicators before the National Assembly. The 46 national indicators were laid in March 2016 and this release includes none of theses national indicators.

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

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

Further details

The document is available at: http://gov.wales/statistics-and-research/drinking-driving/?lang=en

Further tables of data are available at: https://statswales.gov.wales/Catalogue/Transport/

Next update

Drinking and driving related road casualties in Wales during 2016 will be published in December 2016

We want your feedback

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

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