



Motorcycle user casualties, 2016

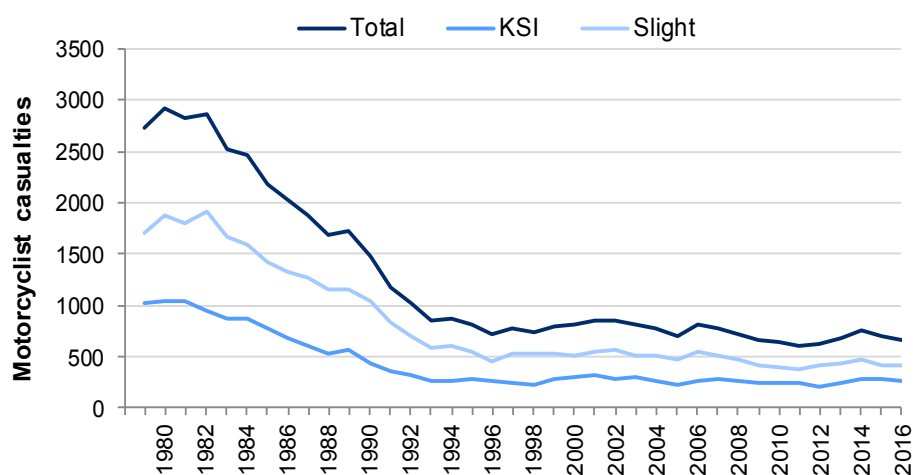
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Key points

The total number of motorcyclist casualties on Welsh roads declined in 2016, when compared to 2015 figures (12 per cent decrease).

- There were 254 motorcyclist casualties that were **killed or seriously injured (KSI)** on Welsh roads. Of this 22 were **fatal** and 232 were seriously injured.
- 408 motorcyclist casualties were **slightly** injured.

Chart 1: Motorcyclist casualties by severity, 1979-2016



Source: Road Accident Statistics, Welsh Government

Although motorcyclists accounted for just 0.7 per cent of traffic in Wales in 2016, they represent a far higher share of killed or seriously injured motor vehicle drivers (41 per cent) ([Table 2](#)).

- The majority of motorcyclists that were KSI (93 per cent) or slightly (92 per cent) injured were males ([Chart 4](#)).
- 46 per cent of motorcyclist casualties were under 30 and 54 per cent were aged 30 and over ([Chart 6](#)).

The vast majority of motorcyclist casualties on Welsh roads in 2016 occurred in fine weather conditions.

- 84 per cent of motorcyclist casualties occur in fine weather compared to 12 per cent of casualties occurring in rainy weather conditions.
- Less than 2 per cent of casualties occurred in other weather conditions (including fog/mist, snow or unknown conditions).

About this bulletin

This statistical bulletin looks at motorcyclist road traffic casualties in Wales in 2016, showing:

1. Trends in the number and severity of these casualties;

2. Circumstances associated with the accidents that resulted in these casualties.

For the most part, the figures in this bulletin are derived from the personal injury road accident data recorded by the police on STATS19 forms.

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[Table 1](#) shows the total number of casualties by the type of vehicle in which they were driving or a passenger in. Over the previous two years, motorcycle user casualties have been declining, though they still remain higher than the start of the decade. Over the longer term, overall motorcyclist casualty numbers are down on the 2004-08 period but have not fallen at the same rate as overall road casualties or car users, and the number of motorcyclists killed or seriously injured is similar to the 2004-08 average.

Table 1: Casualties by type of road user and severity, 2004-2008 average and 2011-2016

	<i>Number and percentage</i>					
	Pedestrians	Pedal cyclists	Motorcyclists (a)	Car, taxi and minibus users	Other road users (b)	Total
Total casualties						
2004-08 average	1,368	463	756	9,200	726	12,513
2011	1,154	521	612	6,553	566	9,406
2012	1,007	474	627	5,986	471	8,565
2013	1,052	496	685	5,633	469	8,335
2014	922	567	749	5,511	459	8,208
2015	850 (r)	509	693	5,162	471	7,685
2016	793	446	662	4,630	322	6,853
% change (c)	↓ 42	↓ 4	↓ 12	↓ 50	↓ 56	↓ 45
KSI						
2004-08 average	271	70	257	749	59	1,406
2011	261	118	242	573	53	1,247
2012	203	84	213	494	40	1,034
2013	260	100	246	494	44	1,144
2014	249	138	282	542	52	1,263
2015	208	123	273	524	59	1,187
2016	199	115	254	494	46	1,108
% change (c)	↓ 27	↑ 64	↓ 1	↓ 34	↓ 22	↓ 21

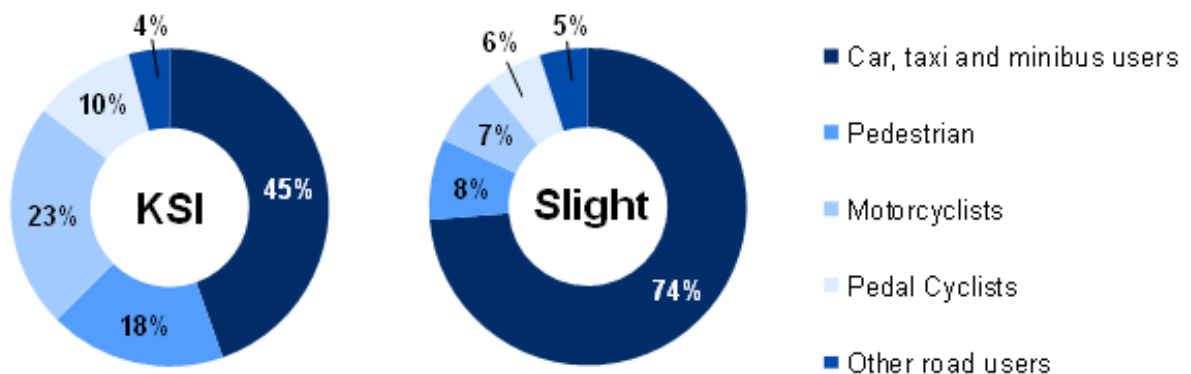
Source: Road Accident Statistics, Welsh Government

Notes:

- (a) Includes mopeds, motor scooters, motor cycles and combinations.
- (b) Includes buses, coaches, goods vehicles, invalid vehicles, motor caravans, other and unknown vehicles.
- (c) Percentage change = changes in 2016 when compared to the 2004-08 average.

[Chart 2](#) shows the percentage of KSI and slight casualties in 2016. In 2016, motorcyclists accounted for nearly 1 in 4 of all KSIs (23 per cent) and 1 in 11 (7 per cent) of all slight casualties

Chart 2: KSI and slight casualties as a percentage by type of road user, 2016



Source: Road Accident Statistics, Welsh Government

How risky is motorcycling?



Motorcyclists are at a much greater risk of becoming a casualty than other motor vehicle drivers and occupants. The relative risk in 2016 can be shown in a variety of ways.

There were around 57,414 motorcycles licensed in Wales in 2016, 1.6 per cent more than the previous peak of 2009, when there were around 56,529 motorcycles. In 2016, 6,354 motorcycles (compared with 93,260 cars) were registered for the first time in Wales¹.

Relative risks to motorcyclist vehicle drivers

There is a relatively higher proportion of fatal or serious motorcyclist casualties because of the greater vulnerability of motorcyclists compared with other motor vehicle users. In 2016, motorcyclists comprised 0.7 per cent of all motorised traffic in Wales:

When compared to all motor vehicle riders / drivers in 2016 ([Table 2](#)):

- Motorcyclists comprised 41 per cent of KSI casualties.
- Motorcyclists comprised 12 per cent of slight casualties.

When the exposure to risk was expressed as the rate of rider / driver casualties per billion vehicle kilometres travelled in Wales in 2016 ([Table 2](#)):

- 1,245 motorcyclists and 15 car, taxi and minibus KSI casualties per billion vehicle kilometres were reported.
- 1,985 motorcyclists and 119 car, taxi and minibus slight casualties per billion vehicle kilometres were reported

Table 2: Driver casualties by number and per billion vehicle kilometres, 2016

Casualty type	<i>Number and Rate per billion vehicle kilometres</i>							
	Number of driver casualties, 2016				Driver casualties per billion vehicle kilometres (a)			
	Motorcycles	Cars, taxis and minibuses	Other powered vehicles (b)	Pedal cyclists	Motorcycles	Cars, taxis and minibuses	Other powered vehicles	Pedal cyclists
Fatal	21	37	5	3	105	2	1	16
Serious	228	296	17	112	1,140	13	3	590
KSI	249	333	22	115	1,245	15	4	605
Slight	397	2,725	149	330	1,985	119	25	1,737
Total	646	3,058	171	445	3,230	134	428	2,342

Source: Road Accident Statistics, Welsh Government

Notes:

(a) Calculated using 2016 casualty data and 2016 traffic volume data

(b) Includes buses/coaches, vans and goods vehicles

¹ See [DfT website](#)

Relative risks to motor vehicle occupants

Due to motorcycles only being able to carry one passenger there is a relatively lower risk for motorcyclists when the comparison is made with all vehicle occupants by vehicle type. Generally motorcyclists carry passengers less frequently whereas the majority of cars, taxis and minibuses will be accompanied by other passengers.

When compared to all motor vehicle occupants in 2016 ([Table 3](#)):

- Motorcyclist occupants comprised of 33 per cent of KSI casualties.
- Motorcyclist occupants comprised of 9 per cent of slight casualties.

When the exposure to risk was expressed as the rate of rider / driver occupant casualties per billion vehicle kilometres travelled in Wales in 2016 ([Table 3](#)):

- 1,270 motorcyclists and 22 car, taxi and minibus KSI casualties per billion vehicle kilometres were reported.
- 2,040 motorcyclists and 181 car, taxi and minibus slight casualties per billion vehicle kilometres were reported.

Table 3: Number and rate of vehicle occupant casualties, 2016

Number and Rate per billion vehicle kilometres

Casualty type	Number of vehicle occupant casualties, 2016				Vehicle occupant casualties per billion vehicle kilometres (a)			
	Motorcycles	Cars,taxis and minibuses	Other powered vehicles (b)	Pedal cyclists	Motorcycles	Cars,taxis and minibuses	Other powered vehicles	Pedal cyclists
		Motorcycles	minibuses	vehicles (b)		Motorcycles	minibuses	vehicles
Fatal	22	53	6	3	110	2	1	16
Serious	232	441	21	112	1,160	19	53	590
KSI	254	494	27	115	1,270	22	68	605
Slight	408	4,136	242	331	2,040	181	605	1,742
Total	662	4,630	269	446	3,310	202	673	2,348

Source: Road Accident Statistics, Welsh Government

Notes:

(a) Calculated using 2016 casualty data and 2016 traffic volume data

(b) Includes buses/coaches, vans and goods vehicles

A final summary of risk

As a final summary of the extra risks involved in being a motorcycle rider, a comparison was made between car, taxi and minibus drivers and motorcyclist riders in terms of the relative risk per billion vehicle kilometre travelled (based on the data in [Table 2](#)).

For every 1 car, taxi and minibus driver casualty, per billion vehicle kilometre, there were:

- 65 motorcyclist riders killed,
- 88 motorcyclist riders seriously injured
- 86 motorcyclist riders KSI
- 17 motorcyclist riders slightly injured.

Summary of motorcyclist casualties

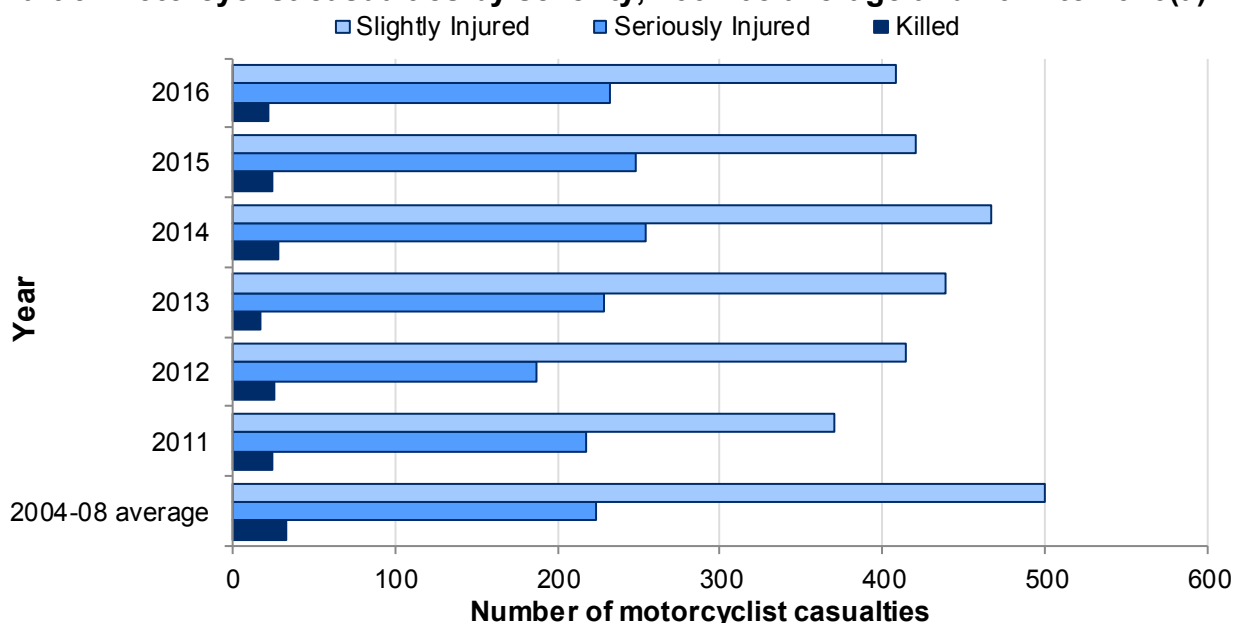
[Chart 3](#) below summarises the data on motorcyclist casualties since the 2004-08 average and from 2011 onwards with the detailed figures found in [Table 4](#).



When looking at motorcyclist casualties by severity:

- 22 were killed (3 per cent), 232 were seriously injured (35 per cent) and 408 were slightly injured (62 per cent) in 2016
- When compared to 2015, there were decreases in the casualties killed (12 per cent), seriously injured (6 per cent) and slightly injured (3 per cent) in 2016.
- When compared to the 2004-08 average, there were decreases in the casualties killed (33 per cent) and slightly injured (18 per cent) and an increase in the casualties seriously injured (4 per cent). Overall the numbers killed or seriously injured were very similar to the 2004-08 average.

Chart 3: Motorcyclist casualties by severity, 2004-08 average and 2011 to 2016(a)



Source: Road Accident Statistics, Welsh Government

Notes:

(a) Includes mopeds, motor scooters, motor cycles and combinations.

Table 4: Summary of motorcyclist casualties, 2004-2008 average and 2011-2016 (a)

	<i>Number and percentage</i>					
	Killed	Seriously Injured	KSI	Slightly Injured	Total casualties	% KSI
2004-08 average	33	224	257	499	756	34
2011	24	218	242	370	612	40
2012	26	187	213	414	627	34
2013	17	229	246	439	685	36
2014	28	254	282	467	749	38
2015	25	248	273	420	693	39
2016	22	232	254	408	662	38
% change (b)	↓ 33	↑ 4	↓ 1	↓ 18	↓ 12	↑ 4 (c)

Source: Road Accident Statistics, Welsh Government

Notes:

(a) Includes mopeds, motor scooters, motor cycles and combinations.

(b) Percentage change = changes in 2016 when compared to the 2004-08 average

(c) Percentage points difference in 2016 when compared to the 2004-08 average

**What gender are motorcyclist casualties?**

[Table 5](#) looks at all motorcyclist casualties between 2004 and 2008 (baseline), and from 2011 to 2016. This is broken down by severity of casualty. Over this period, the numbers of male motorcyclists' casualties were 8 - 13 times higher than female casualties.

Table 5: Motorcyclist casualties, by severity and gender, 2004-2008 average and 2011-2016 (a)(b)

	<i>Number</i>						
	2004-08 average	2011	2012	2013	2014	2015	2016
Killed:							
Male	31	22	24	15	27	23	21
Female	2	2	2	2	1	2	1
Serious:							
Male	205	196	176	211	222	229	216
Female	19	22	11	18	32	19	16
KSI:							
Male	236	218	200	226	249	252	237
Female	21	24	13	20	33	21	17
Slight:							
Male	442	334	371	387	416	364	376
Female	57	36	43	52	51	56	32
All severities:							
Male	678	552	571	613	665	616	613
Female	78	60	56	72	84	77	49
All casualties	756	612	627	685	749	693	662

Source: Road Accident Statistics, Welsh Government

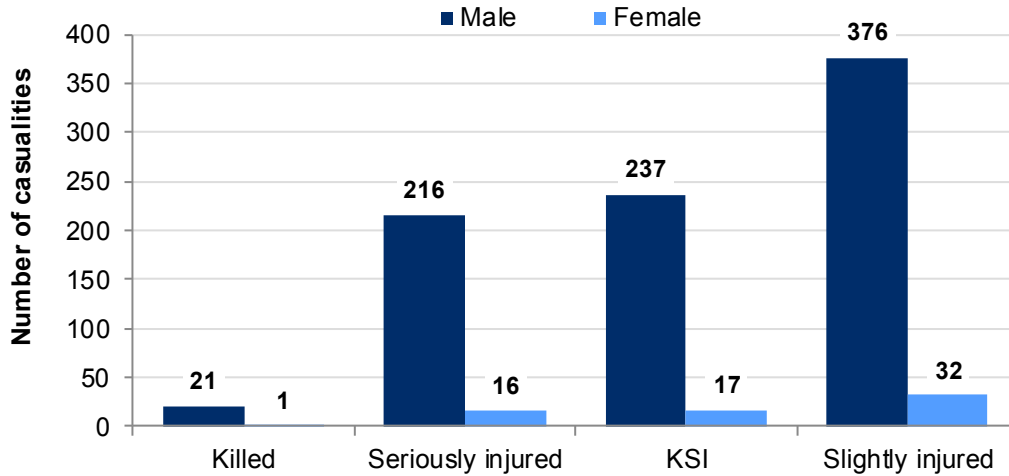
Notes:

(a) Includes mopeds, motor scooters, motor cycles and combinations.

(b) KSI = killed or seriously injured

[Chart 4](#) plots the killed, seriously injured, KSI and slightly injured motorcyclist casualties for males and females in 2016. This shows that the majority of motorcyclists that were KSI (93 per cent) or slightly injured (92 per cent) were males. Furthermore, the number of male motorcyclists KSI was over 3.5 times higher than the total female motorcyclist casualties for all severities.

Chart 4: Motorcyclist casualties, by severity and gender in 2016 (a) (b)



Source: Road Accident Statistics, Welsh Government

Notes:

(a) Includes mopeds, motor scooters, motor cycles and combinations.

(b) KSI = killed or seriously injured

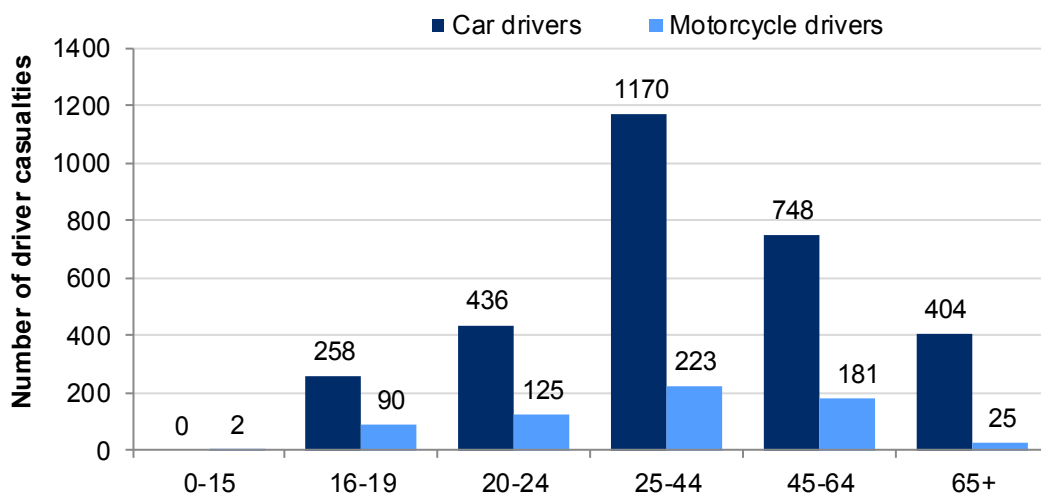
What age are motorcyclist casualties?

[Table 6](#) looks at all severities and ages of motorcycle casualties from 2014 to 2016.

The 2016 figures show that:

- For all severities 34 per cent were 25-44, 28 per cent were 45-64, 19 per cent were 20-24, 14 per cent were 16-19, 4 per cent were over 65 and 0.3 per cent were 0-15.
- The majority of motorcycle casualties were between the 25-64 age groups. This age group represented:
 - 86 per cent of the casualties that were killed.
 - 72 per cent of the casualties that were seriously injured.
 - 55 per cent of the casualties that were slightly injured.
- For all severities, car drivers and motorcycle drivers in the 25-64 age groups accounted for around 64 per cent of all casualties. Apart from the 0-15 age group, the car drivers aged 16-19 were least likely to be casualty, accounting for 9 per cent of all car driver casualties, whereas the motorcycle drivers aged 65+ were least likely to be a casualty, accounting for 4 per cent of all casualties ([Chart 5](#)).

Chart 5: Comparison of motorcyclist driver casualties with car driver casualties, 2016



Source: Road Accident Statistics, Welsh Government

Table 6: Motorcyclist casualties, by severity and age group 2014-2016

Year	<i>Number</i>				
	Killed	Serious	KSI	Slight	Total
2014					
0-15	0	2	2	0	2
16-19	1	31	32	94	126
20-24	3	31	34	84	118
25-44	9	93	102	140	242
45-64	15	90	105	135	240
65+	0	7	7	11	18
All casualties (a)	28	254	282	464	746
2015					
0-15	0	1	1	4	5
16-19	1	19	20	72	92
20-24	1	45	46	83	129
25-44	11	82	93	134	227
45-64	10	78	88	102	190
65+	2	22	24	23	47
All casualties (a)	25	247	272	418	690
2016					
0-15	0	1	1	1	2
16-19	0	21	21	73	94
20-24	0	33	33	96	129
25-44	9	82	91	133	224
45-64	10	84	94	92	186
65+	3	11	14	13	27
All casualties (a)	22	232	254	408	662

Source: Road Accident Statistics, Welsh Government

Notes:

(a) All casualties may not sum due to "unknown age group" category.

[Chart 6](#) shows that for 2016, 46 per cent of all motorcyclist casualties were under 30 and 54 per cent were aged 30 and over. Younger motorcyclist casualties were less likely to be killed or seriously injured than those aged 30 or over.

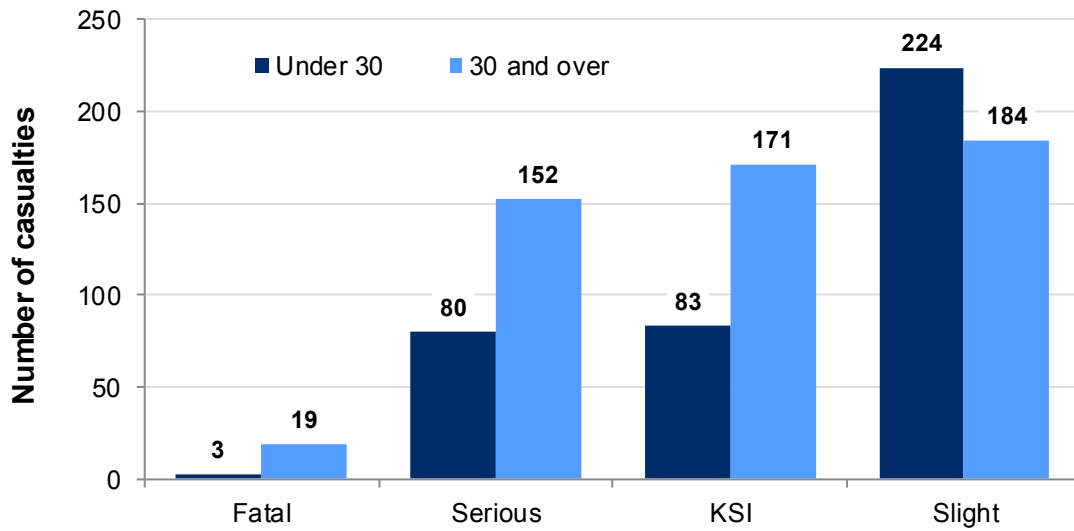
For the under 30 age group:

- 1 per cent were killed, 26 per cent were serious, 27 per cent were KSI and 73 per cent were slightly injured.

For the aged 30 and over age group:

- 5 per cent were killed, 43 per cent were serious, 48 per cent were KSI and 52 per cent were slightly injured.

Chart 6: Motorcyclist casualties by severity and broad age group (under 30 or 30 and over), 2016 (a)



Source: Road Accident Statistics, Welsh Government

Notes:

- (a) Data excludes casualties from the "unknown age" category
- (b) Includes mopeds, motor scooters, motor cycles and combinations.

What type of motorcycle was the casualty riding when the accident occurred?

[Table 7](#) shows the engine size of the motorcycle the different age groups were riding at the time of their accidents in 2016. Motorcyclist casualties aged 30 and over were more likely to be riding more powerful motorcycles than younger motorcyclists involved in accidents.

When looking at motorcycle casualties by engine size, for the:

- “50 cc and under” - 82 per cent were aged under 30, 18 per cent were aged 30 and over
- “Over 50 cc and up to 125 cc” – 69 per cent were aged under 30, 31 per cent were aged 30 and over
- “Over 125 cc and up to 500 cc” – 36 per cent were aged under 30, 64 per cent were aged 30 and over
- “Over 500 cc” – 22 per cent were under aged 30, 78 per cent were aged 30 and over
- “Unknown cc” – 70 per cent were aged under 30, 30 per cent were aged 30 and over

Table 7: Motorcyclist casualties, by broad age band and engine size of vehicle, 2016

Casualty Class	Number					Total
	50cc and under	Over 50cc and up to 125cc	Over 125cc and up to 500cc	Over 500cc	Unknown cc (c)	
KSI:						
Aged Under 30	12	41	8	21	1	83
Aged 30 or over	2	22	21	122	4	171
Total (a)	14	63	29	143	5	254
Slight:						
Aged Under 30	30	122	18	41	13	224
Aged 30 or over	7	50	25	100	2	184
Total (a)	37	172	43	141	15	408
All severities:						
Aged Under 30	42	163	26	62	14	307
Aged 30 or over	9	72	46	222	6	355
Total (a)	51	235	72	284	20	662

Source: Road Accident Statistics, Welsh Government

Notes:

(a) Includes casualties from the "unknown age" category

(b) Unknown includes where the cc was "unknown" and electric motorcycles

What time of the year do motorcyclist casualties occur?

[Table 8](#) shows the motorcyclist casualties by the time of year when they occurred, focusing on the 2004-08 average and the latest years from 2011 to 2016.

- In 2016, the highest number of motorcyclist casualties occurred from July to September (33 per cent) or from April to June (29 per cent). The smallest numbers of motorcyclist casualties occurred at the start of the year, January to March (20 per cent) and the end of the year, October to December (18 per cent).
- When compared to the same time points in 2015, the 2016 figures show a decrease for April to June (12 per cent), July to September (10 per cent), and October to December 11 per cent). The figures for January to March show an increase (35 per cent).

Table 8: Motorcyclist casualties, by time of year (quarter), 2004-2008 average and from 2011 to 2016 (a)(b)

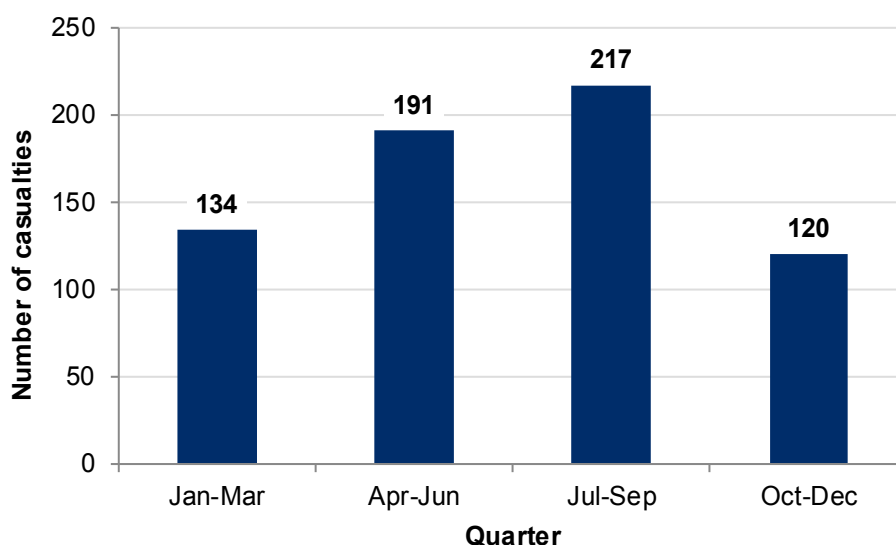
Year quarter	Number						
	2004-08 average	2011	2012	2013	2014	2015	2016
Jan-Mar	131	106	128	110	147	99	134
Apr-Jun	229	194	176	196	234	217	191
Jul-Sep	244	178	204	251	238	242	217
Oct-Dec	154	134	119	128	130	135	120
Total	756	612	627	685	749	693	662

Source: Road Accident Statistics, Welsh Government

Notes:

- (a) Includes casualties from the "unknown age" category
 (b) Includes mopeds, motor scooters, motor cycles and combinations.

Chart 7: The number of motorcyclist casualties by time of year, 2016 (a)



Source: Road Accident Statistics, Welsh Government

Notes:

- (a) Includes mopeds, motor scooters, motor cycles and combinations.

What day of the week do motorcyclist casualties occur?

[Table 9](#) shows the motorcyclist casualties by the day of the week they occurred focusing on the 2004-08 average and from 2011 to 2016.

- In 2016, motorcycle casualties were most frequent on a Saturday (19 per cent of accidents in 2016) and less frequent on a Sunday (11 per cent of all accidents in 2016).
- In 2016 the weekend average (Saturday and Sunday, 52 per cent) was higher than the midweek average (Monday to Friday, 48 per cent) for motorcyclist casualties.
- When compared to the 2004-08 average, a reduction of between 5 and 20 per cent was observed on every day of the week. Thursday had the lowest reduction (5 per cent) whereas Sunday had the highest reduction (20 per cent).

Table 9: Motorcyclist casualties by day of the week, 2004-10 average and from 2011 to 2016 (a)(b)

Day of week	<i>Number</i>						
	2004-08 average	2011	2012	2013	2014	2015	2016
Monday	90	55	78	103	97	85	83
Tuesday	95	85	73	96	113	87	77
Wednesday	97	88	69	99	85	87	90
Thursday	108	77	91	95	104	98	103
Friday	131	103	127	87	106	113	107
Saturday	145	125	122	115	155	140	129
Sunday	91	79	67	90	89	83	73
Total	757	612	627	685	749	693	662

Source: Road Accident Statistics, Welsh Government

Notes:

(a) Includes casualties from the "unknown age" category

(b) Includes mopeds, motor scooters, motor cycles and combinations.

Under what light condition are motorcyclist casualties most likely to occur?



In 2016, 78 per cent of motorcycle casualties occurred in daylight and 22 per cent occurred in darkness ([Table 10](#)).

Table 10: Motorcyclist casualties, by light condition, 2004-08 average and from 2011 to 2016 (a)(b)

Light condition	Number						
	2004-08 average	2011	2012	2013	2014	2015	2016
Daylight	618	511	523	551	638	561	519
Darkness	138	101	104	134	111	132	143
Total	756	612	627	685	749	693	662

Source: Road Accident Statistics, Welsh Government

Notes:

- (a) Includes casualties from the "unknown age" category
- (b) Includes mopeds, motor scooters, motor cycles and combinations



Under what weather condition are motorcyclist casualties most likely to occur?

In 2016, [Table 11](#) shows that most motorcyclist casualties occur in fine weather (84 per cent). The percentage of accidents occurring in fine weather conditions have remained consistently between 83 and 87 per cent since the 2004-08 average.

Table 11: Motorcyclist casualties by weather condition, 2004-08 average and from 2011 to 2016 (a)(b)

Weather condition	Number						
	2004-08 average	2011	2012	2013	2014	2015	2016
Fine	629	534	529	588	642	579	559
Rain	77	61	75	84	98	98	94
Snow	1	0	0	6	0	0	1
Fog/mist	3	0	2	0	0	2	0
Other	18	6	13	6	5	12	4
Unknown	28	11	8	1	4	2	4
Total	756	612	627	685	749	693	662

Source: Road Accident Statistics, Welsh Government

Notes:

- (a) Includes casualties from the "unknown age" category
- (b) Includes mopeds, motor scooters, motor cycles and combinations

Where on the road are motorcyclist casualties most likely to occur?

[Table 12](#) investigates whether or not motorcyclist casualties resulted from an accident that occurred at a junction, for the 2004-08 baselines and from 2011 to 2016.

- In 2016, 54 per cent of accidents occurred at a junction (46 per cent were not).
- In line with previous years, in 2016 the most common type of junction where motorcyclist casualties happen is at a T-Junction which accounted for 46 per cent of all junction related accidents. Roundabouts were the next most common type of motorcyclist casualty accounting for 20 per cent of all junction related accidents. The separated junction categories and the full range of years are shown in [Table 12](#).
- T-junctions and roundabouts were the most common type of junction related accidents in all other types of road users (eg. pedal cyclists, cars).

Table 12: Motorcyclist casualties by junction type, 2016 (a)(b)

Junction Type	Number						
	2004-08 average	2011	2012	2013	2014	2015	2016
Not at junction	338	255	271	322	322	309	306
Roundabout	73	56	66	77	92	83	70
Mini roundabout	3	2	3	2	6	3	3
T junction	202	184	177	175	182	177	165
Slip road	9	3	11	8	8	9	6
Crossroad	38	25	27	33	34	29	33
Multiple junction	9	5	8	9	9	6	4
Private drive	35	34	25	32	52	48	39
Other junction	49	48	39	27	44	29	36
Total	756	612	627	685	749	693	662

Source: Road Accident Statistics, Welsh Government

Notes:

(a) Includes casualties from the "unknown age" category

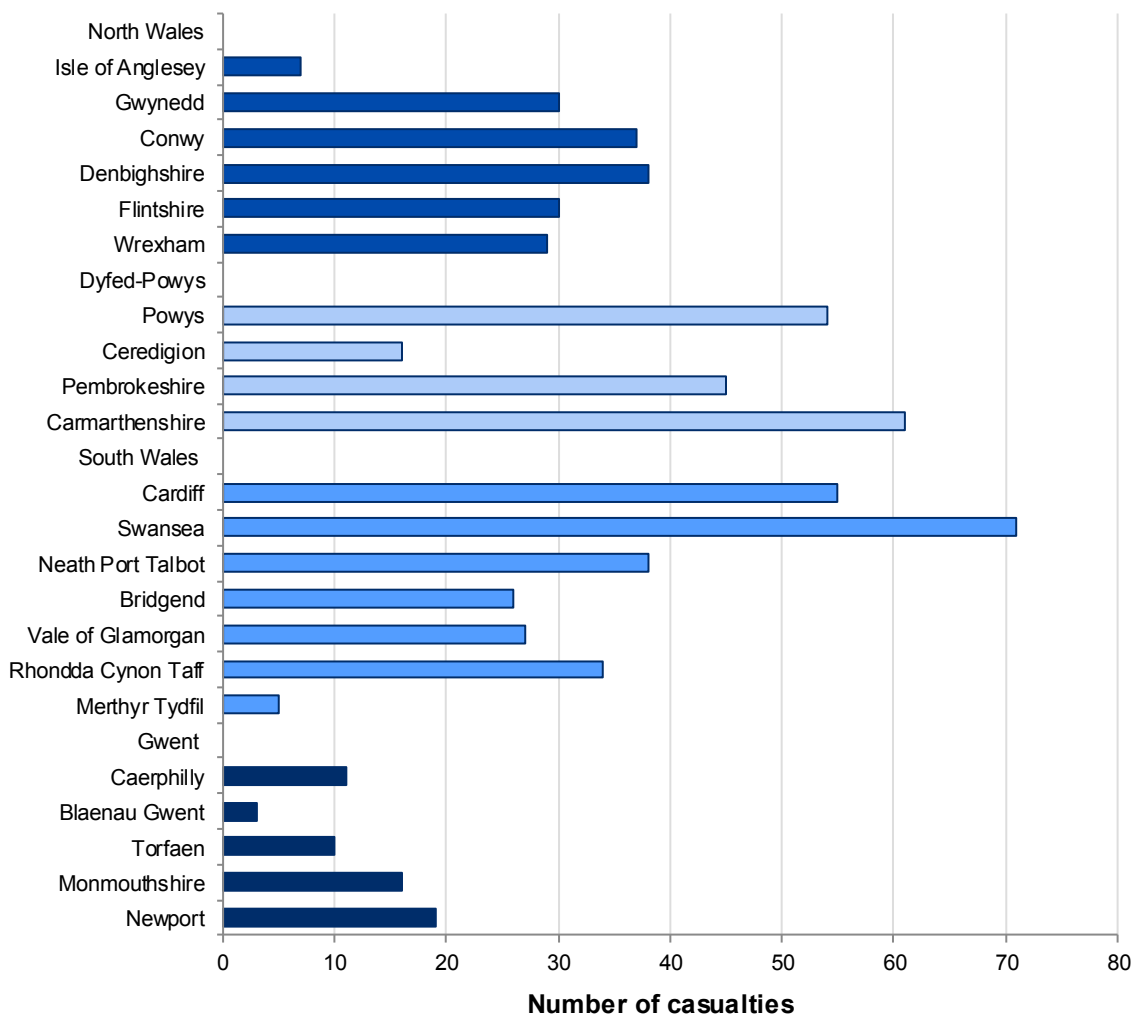
(b) Includes mopeds, motor scooters, motor cycles and combinations.

Which local authority had the most motorcycle casualties in 2016?

[Chart 8](#) shows that:

- The highest number of motorcycle casualties occurred in Swansea (71), Carmarthenshire (61), Cardiff (55) and Powys (54). They accounted for between 8 and 11 per cent each of the Wales total.
- When looking at the motorcyclist casualties by police force area:
 - Newport (3 per cent) was the highest and Blaenau Gwent (0.5 per cent) had the lowest in **Gwent**
 - Swansea (11 per cent) had the highest and Merthyr Tydfil (1 per cent) had the lowest in **South Wales**
 - Carmarthenshire (9 per cent) had the highest and Ceredigion (2 per cent) had the lowest in **Dyfed-Powys**
 - Denbighshire had the highest (6 per cent) and Isle of Anglesey (1 per cent) had the lowest in **North Wales**

Chart 8: The number of motorcyclist casualties by local authority, 2016 (a)(b)



Source: Road Accident Statistics, Welsh Government

Notes:

- (a) Includes casualties from the "unknown age" category
- (b) Includes mopeds, motor scooters, motor cycles and combinations.

What was the engine size of motorcycle casualties in the individual local authorities in Wales in 2016?

Table 13 shows that:

- There were 284 casualties that were driving or riding motorcycles in the “over 500 cc” category, which was 43 per cent of all motorcyclist casualties in Wales.
- There were 235 casualties that were driving or riding motorcycles in the “over 50 cc and up to the 125 cc” category, which was 35 per cent of all motorcycle casualties in Wales.
- Despite having a fewer number of casualties overall than South Wales, Dyfed Powys had the largest number of casualties that were driving or riding a motorcycle over 500cc. The number of casualties riding machines in the ‘Over 500cc’ category was highest in Powys (13 per cent).

Table 13: Number of motorcyclist casualties, by engine size of motorcycle and by local authority, 2016 (a)

Police Force	<i>Number and percentage</i>						Percentage of Wales total
	50c and under	Over 50cc and up to 125cc	Over 125cc and up to 500cc	Over 500cc	Unknown cc/ electric motorcycle	Total	
North Wales	7	52	17	85	10	171	25.8
Isle of Anglesey	0	2	1	3	1	7	1.1
Gwynedd	2	4	3	20	1	30	4.5
Conwy	0	13	2	21	1	37	5.6
Denbighshire	0	12	2	21	3	38	5.7
Flintshire	3	13	3	9	2	30	4.5
Wrexham	2	8	6	11	2	29	4.4
Dyfed-Powys	10	49	18	99	0	176	26.6
Powys	4	6	7	37	0	54	8.2
Ceredigion	0	3	2	11	0	16	2.4
Pembrokeshire	2	16	5	22	0	45	6.8
Carmarthenshire	4	24	4	29	0	61	9.2
South Wales	28	117	32	76	3	256	38.7
Cardiff	6	22	12	13	2	55	8.3
Swansea	8	33	8	21	1	71	10.7
Neath Port Talbot	6	20	3	9	0	38	5.7
Bridgend	3	14	3	6	0	26	3.9
Vale of Glamorgan	4	12	1	10	0	27	4.1
Rhondda Cynon Taff	0	16	5	13	0	34	5.1
Merthyr Tydfil	1	0	0	4	0	5	0.8
Gwent	6	17	5	24	7	59	8.9
Caerphilly	3	5	2	0	1	11	1.7
Blaenau Gwent	0	1	0	0	2	3	0.5
Torfaen	0	5	0	5	0	10	1.5
Monmouthshire	0	3	3	9	1	16	2.4
Newport	3	3	0	10	3	19	2.9
Wales	51	235	72	284	20	662	100

Source: Road Accident Statistics, Welsh Government

Notes:

(a) Includes casualties from the "unknown age" category

Key quality information

1 Context

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

The context for a separate bulletin about motorcycle user casualties is that they are a significant component of all road casualties in Wales. In 2016 they represented 23 per cent of all KSI road traffic casualties and 7 per cent of slight casualties in Wales.

Road safety targets for Wales:

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

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

1.1 Related publications

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

Results for Great Britain were published by the Department for Transport in September 2017 in the publication: '[Reported road casualties Great Britain, annual report: 2016](#)'

2. Definitions

Motorcycles: The term 'Motorcycles' refers to mopeds, motor scooters, motorcycles and motorcycle combinations.

Motorcyclists: The term 'motorcyclist casualties' or 'motorcycle users' refers to both the drivers and rider/passengers.

Casualties: 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.

3. Notes

- Some sections compare motorcyclist casualties with car user casualties, in the latter case, that is both car drivers and passengers.
- The figures show the involvement of motorcyclists in accidents; they do not show any information about the degree of responsibility of motorcycle drivers for these accidents.
- It also does not show any information about whether or not the drivers concerned held a valid driving licence.
- Some tables show the '2004 to 2008 average' because the Welsh Government has casualty reduction targets to be achieved by 2020 based on reductions from the average for this base period.

4. Relevance

There are a variety of organisations that use the Welsh road traffic accident and casualty data. The Welsh Government uses road traffic collision and casualty data to help set road safety policy. It is also used for performance indicators, both for the Welsh Government's Transport Strategy and for some Health Performance indicators. They are also component indicators in the Welsh Government's Child Poverty, Programme for Government and Sustainable Development indicators.

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

5. Accuracy

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

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

There is some possibility of under-reporting and under-recording as well as for the misclassification of accidents though these are minimised by local authorities and the Welsh Government conducting a number of data validations. For example, Welsh Government data analysts may query the location of an accident with a police force when the grid reference of an accident is in a different local authority to the one specified in the data return. These issues are discussed in more detail in a Statistical Article '[Quality Report for Welsh Road Casualties](#)'.

This data is obtained from administrative sources and thus may be affected by changes in procedures within those systems.

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

6. Timeliness and punctuality

Statistics on Police recorded road casualties for Wales in 2016 were first published on 29 June 2017 and are being followed by a number of Statistical Bulletins that are intended to provide users with more information. Most of these Bulletins focus on particular groups of road users that are either at higher risk of involvement in an accident or are more vulnerable in terms of becoming a casualty, if involved in an accident.

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

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

[Results for Great Britain](#) were published by the Department for Transport in September 2017.

7. Accessibility and clarity

This Statistical Bulletin is pre-announced and then published on the Statistics & Research website and all the data in this bulletin as well as other years is available on the [StatsWales website](#).

8. Comparability and coherence

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.

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 does not include any of the national indicators.

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

As a national indicator under the Act they must be referred to in the analyses of local well-being produced by public services boards when they are analysing the state of economic, social, environmental and cultural well-being in their areas.

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:

<http://gov.wales/statistics-and-research/motor-cycle-user-casualties/?lang=en>

Next update

January 2019

We want your feedback

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

stats.transport@gov.wales

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