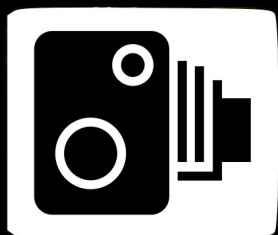


KSI casualties caused by Excessive Speed in Northern Ireland, 2014-2018



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Department for

Infrastructure

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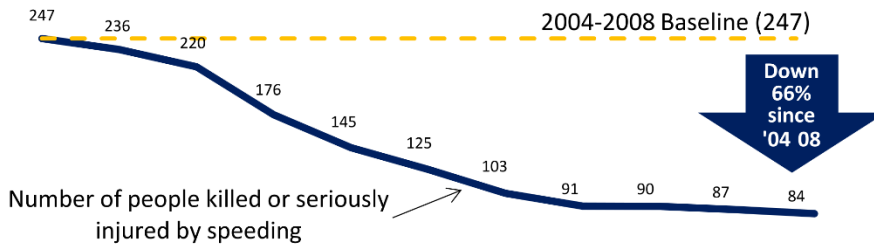
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Trend Information



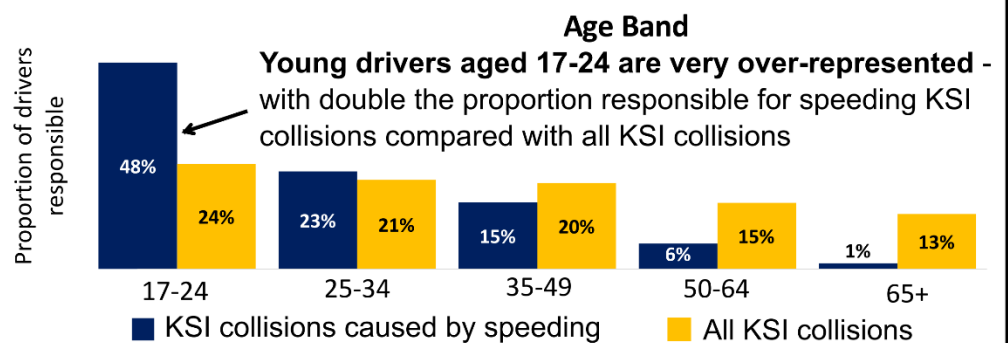
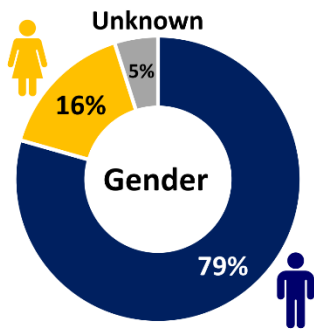
There has been a **downward trend in KSI casualties caused by speeding**, with numbers in 2014-18 falling 66% since the baseline.

Proportion of KSIs caused by speeding, 2014-18

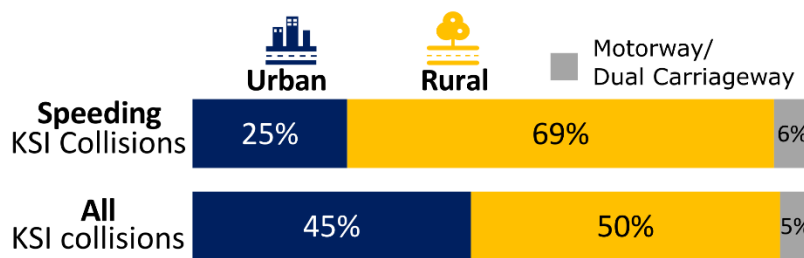


10% of all KSIs in 2014-18 were caused by speeding. However, excessive speed was the **single biggest causation factor of road fatalities**, accounting for 17%.

Drivers responsible for Speeding KSI collisions



Where?

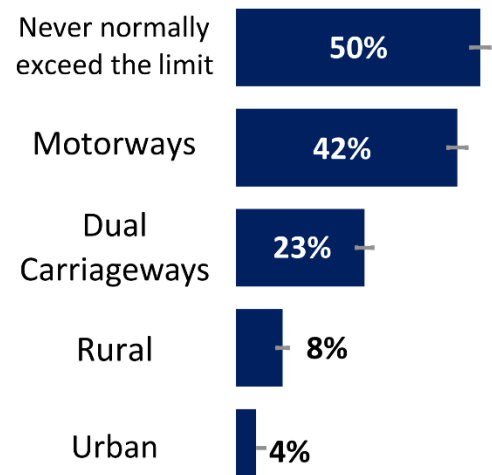


When?



Local Government District	Killed	Seriously injured	KSI
Antrim and Newtownabbey	1	18	19
Armagh city, Banbridge and Craigavon	11	36	47
Belfast	4	31	35
Causeway coast and Glens	6	30	36
Derry city and Strabane	5	18	23
Fermanagh and Omagh	6	37	43
Lisburn and Castlereagh	6	30	36
Mid and East Antrim	1	23	24
Mid Ulster	3	33	36
Newry, Mourne and Down	10	72	82
Ards and North Down	6	31	37
Northern Ireland	59	359	418

Roads where drivers say they speed, CHS 2018/19



BACKGROUND

Analysis, Statistics and Research Branch (ASRB) in DfI is responsible for producing the statistical content of the Northern Ireland Problem Profile. This involves the development of a series of reports, each with a specific focus on an aspect of Road Safety, as driven by current policy focus.

The profile of KSI casualties caused by, 'Excessive speed having regard to conditions' is the ninth¹ in the series. It will provide departmental officials with the current picture of people who were killed or seriously injured due to excessive speed (also referred to as speeding in this report), and provide evidence to allow them to consider how best to reduce casualty numbers.

The report first analyses trend information on KSI casualties caused by speeding from a 2004-2008 baseline until 2018. The profile of KSIs in 2014-2018 will then be examined (age, gender, road user category and responsibility). Next, the report examines where speeding sits in comparison with the top ten principal causation factors for KSI collisions, and describes when and where these speeding collisions are more likely to occur. There is also analysis examining the age and gender of those responsible for speeding collisions. Other analysis includes speed limit of road on which KSI collisions occur, and the proportion that were single vehicle collisions. A mapping section reports the number of speeding fatal and serious collisions by District Council and there is also a section on the 2018/19 Continuous Household Survey which examines respondent's attitudes to speeding. Finally, the report examines a breakdown of the number of offences for speeding recorded by the PSNI and the NI Road Safety Partnership.

The NI Road Safety Strategy to 2020

The Problem Profile supplements the NI Road Safety Strategy (NIRSS) to 2020 Annual Statistical Report. The NIRSS to 2020 sets out four road safety targets for Northern Ireland.

By 2020, and compared with the base year (2004 to 2008 average), there will be:

- A reduction in the number of people killed in road collisions by at least 60%.
- A reduction in the number of people seriously injured in road collisions by at least 45%.
- A reduction in the number of children (aged 0 to 15) killed or seriously injured in road collisions by at least 55%.
- A reduction in the number of young people (aged 16 to 24) killed or seriously injured in road collisions by at least 55%.

The road safety strategy also contains a suite of key performance indicators (KPIs) that are used to monitor progress towards achieving the strategy targets. KPI 19 is specific in monitoring speeding on roads in Northern Ireland:

- KPI 19: Proportion of vehicles exceeding the speed limit by road type (see page 18 for more detail on this).

¹ Previous profiles on rural roads, cyclists, motorcyclists, pedestrians, drink-driving, and older drivers can be found on the ASRB website: <https://www.infrastructure-ni.gov.uk/topics/road-safety-research>

TREND INFORMATION

Figure 1 below presents the annual number of KSI casualties caused by, ‘Excessive speed having regard to conditions’² since 2004. In the early years of the NI Road Safety Strategy (NIRSS) to 2020, KSI casualties caused by speeding fell steeply; however, numbers in the years 2011 to 2016 were fairly stable. The most recent two years have seen successive reductions in casualties again, albeit it at a slower rate than earlier in the strategy. The number in 2018 (71) is 71% less than the 2004-2008 baseline of 247.

Figure 1: Number of people killed or seriously injured by speeding, 2004-2018

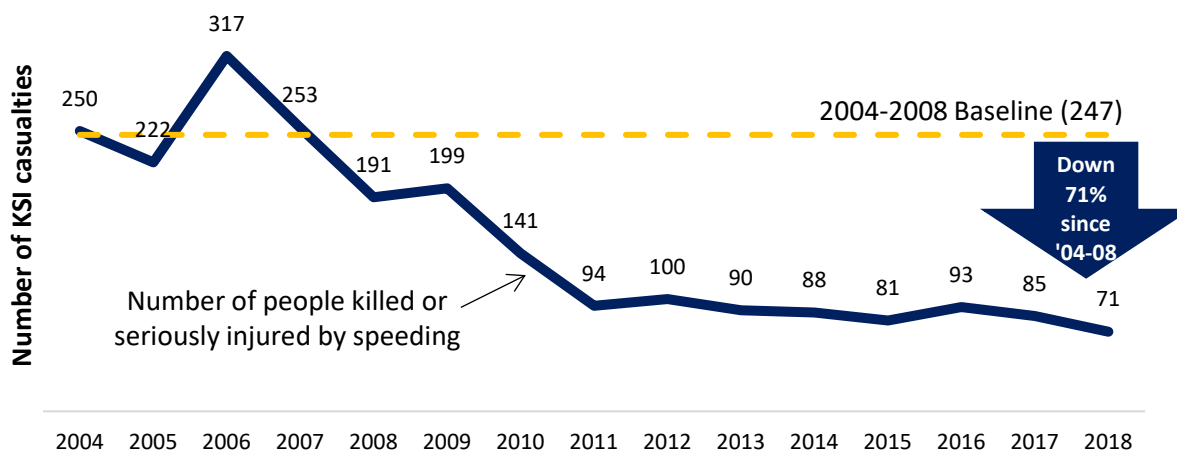
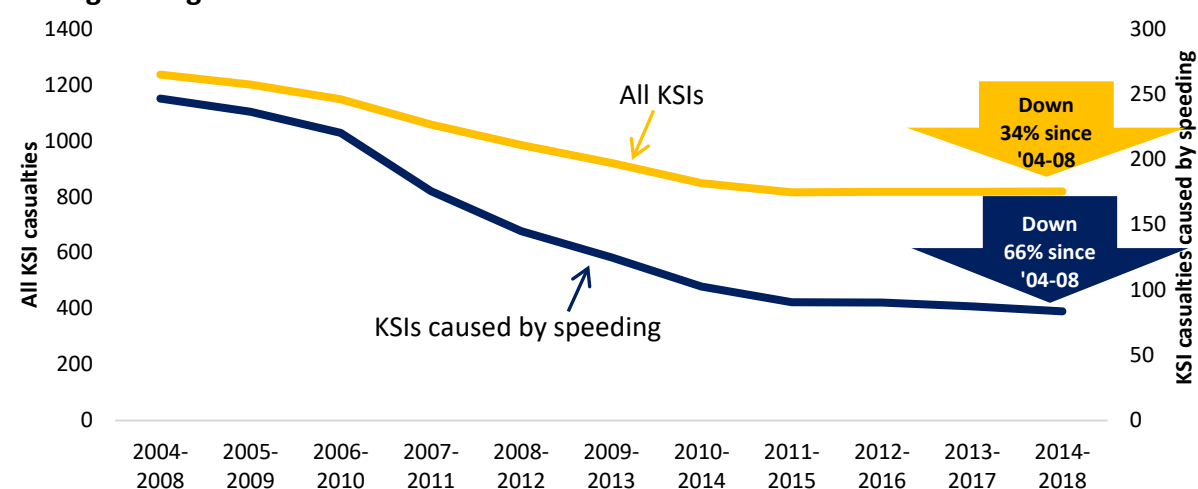


Figure 2 below shows the 5-year rolling average of KSI casualties caused by speeding plotted alongside all KSI casualties; KSIs caused by speeding are displayed on right-hand-side axis so the two trends can be better compared. While both have shown reducing numbers followed by a levelling off, the average number of KSI casualties caused by speeding has decreased far more since 2004-2008 than all KSI casualties– 66% compared with 34%.

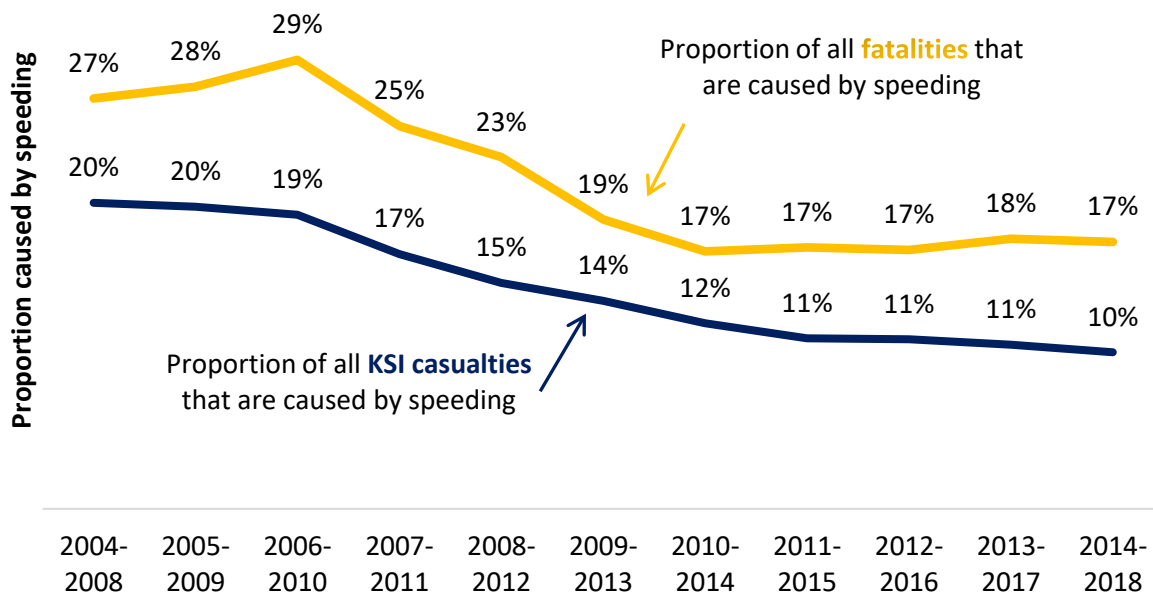
Figure 2: KSI casualties caused by speeding and KSI casualties from all causations 2004-2018



²Also referred to as ‘excessive speed’ or ‘speeding’ in this report.

Figure 3 below presents further evidence that KSI casualties caused by excessive speed have reduced at a faster rate than all KSI casualties. The proportions of KSI casualties that are attributed to speeding have fallen over time, from 20% in 2004-2008 to the most recent figure of 10% for the five year period 2014-2018. While it is true that the proportion of all KSI casualties that are caused by speeding has fallen, the data show that the proportion of fatalities caused by speeding remains a significant issue. In 2014-2018, 17% of road traffic fatalities were caused by speeding, with **excessive speed being the single biggest causation factor of road deaths in Northern Ireland.**

Figure 3: Proportion of road traffic fatalities and KSIs that are caused by speeding, Northern Ireland 2004-2018 (Rolling Average)



Examining all the trend data paints a largely positive picture. The fact that numbers of KSI casualties caused by speeding have decreased considerably since the baseline is obviously a good news story. However, it is clear that a large proportion of KSI casualties (and fatalities in particular) remain caused by speeding. Upcoming sections of this report will outline where speeding sits in comparison with the top ten principal causation factors for KSI collisions, and describes when and where these speeding collisions are more likely to occur. There is also analysis examining the age and gender of those responsible for speeding collisions. Areas that show particular over-representation will be highlighted, with a view to determining where potential casualty reductions can be made.

KSI CASUALTIES CAUSED BY SPEEDING IN CONTEXT

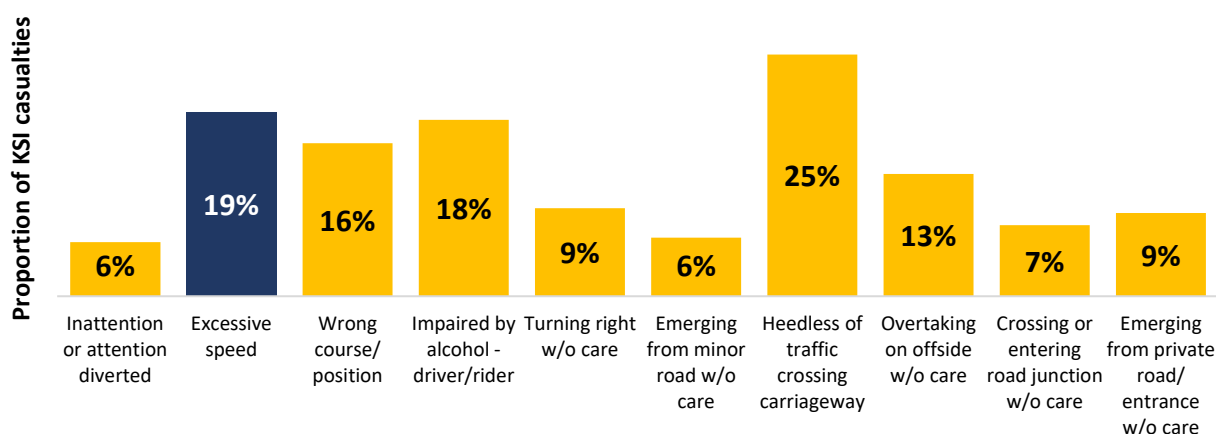
Narrowing the focus to the five year period 2014 to 2018, we can examine how speeding compares with other causation factors. Table 1 below presents the top ten principal causation factors for KSI casualties, with the top three being ‘Inattention or attention diverted’ (481 KSI casualties, or 12%), followed by ‘Excessive speed’ (418 KSI casualties, or 10%) and ‘Wrong course/position’ (355 KSI casualties, or 9%). In terms of fatalities, speeding was the principal causation recorded most frequently, with 59 people fatally injured during 2014-2018 by this causation - 17% of the total number of people killed on roads here.

Table 1: Top Ten principal causation factors of KSI Casualties, 2014-2018

Principal Causation	KSI Casualties	Fatalities	Serious injuries	% KSI Casualties
Inattention or attention diverted	481	42	439	12%
Excessive speed having regard to conditions	418	59	359	10%
Wrong course/position	355	32	323	9%
Impaired by alcohol - driver/rider	352	52	300	9%
Turning right without care	232	9	223	6%
Emerging from minor road without care	220	13	207	5%
Heedless of traffic crossing carriageway	214	13	201	5%
Overtaking on offside without care	182	16	166	4%
Crossing or entering road junction without care	161	9	152	4%
Emerging from private road/entrance without care	106	6	100	3%
All other factors	1,375	88	1,287	34%
Total	4,096	339	3,757	100%

Figure 4 below highlights just how dangerous excessive speed is. Examining the proportion of all casualties that are killed or seriously injured within the top ten causation factors, we see that speeding was ranked second: 19% of all casualties caused by speeding were killed or seriously injured (418 out 2,202), and only casualties injured by, ‘Heedless of traffic crossing carriageway’ reported a greater proportion of KSI casualties (25%).

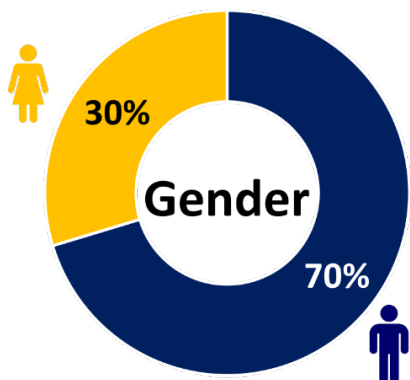
Figure 4: Proportion of casualties that are KSI casualties, 2014-2018



PROFILE OF KSI CASUALTIES CAUSED BY EXCESSIVE SPEED

Gender

Fig 5: KSI casualties caused by excess speed, by gender 2014-2018



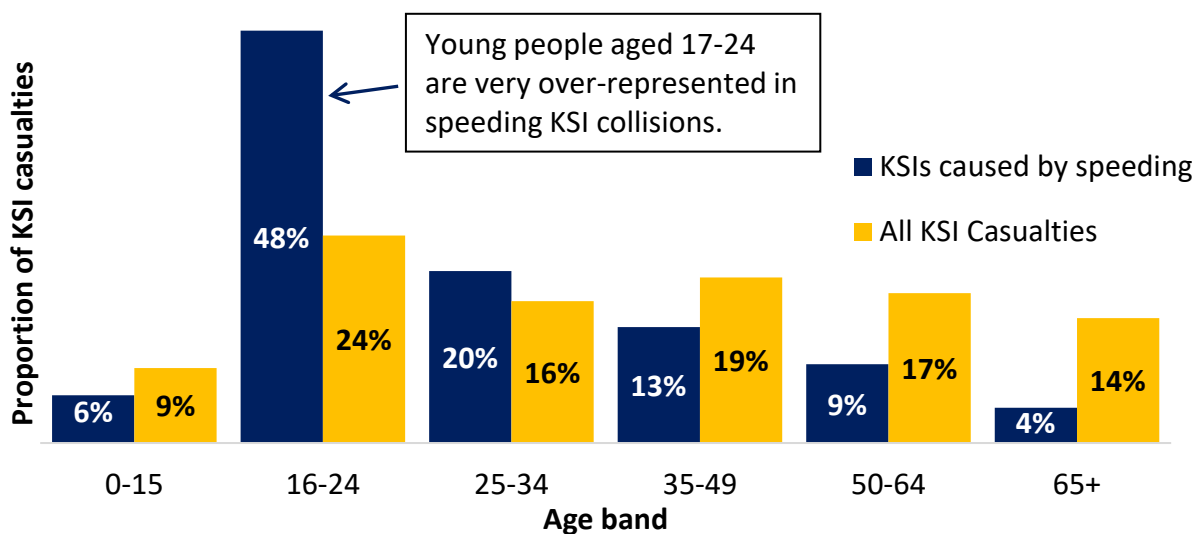
Most KSI casualties injured by speeding in 2014-2018 were male. Of the 418 speeding KSIs, 70% (294) were male and 30% (124) were female. The gender difference is even greater when considering fatalities: 81% (48) of recorded fatalities caused by excessive speed were males and 19% (11) were females.

Comparing these proportions to that of all KSIs reveals that a greater proportion of KSIs caused by speeding were male casualties compared with all causations (70% compared with 65%, respectively).

Age

Young people aged 16 to 24 made up the greatest proportion of KSI casualties caused by speeding, with the 199 KSIs in this category accounting for almost half (48%) of the total. Analysis shows that one quarter (24%) of all KSI casualties were in this age band, meaning that those caused by speeding were very over-represented in comparison. By contrast, KSI casualties of speeding in the older age groups are under-represented when comparing to the age profile of all KSI casualties: 27% of KSI casualties caused by speeding were aged 35 +, while the equivalent proportion for all KSI casualties was 51%.

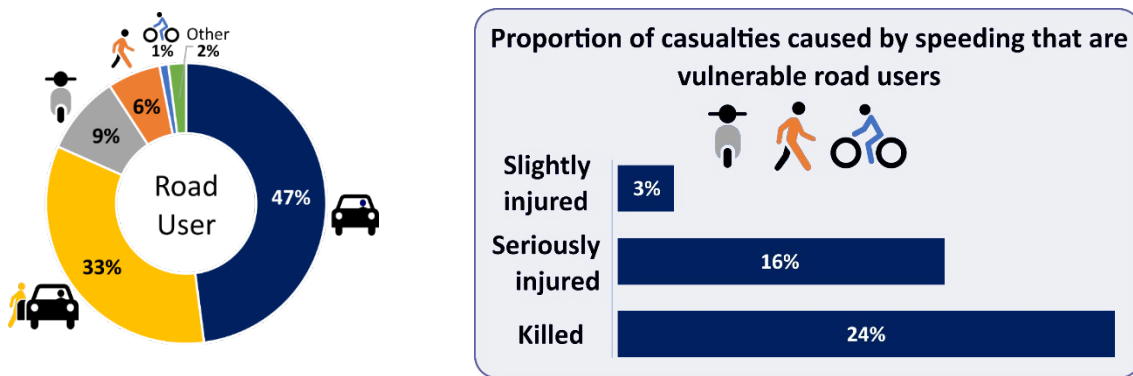
Figure 6: Age of KSI casualties – Speeding KSIs Vs all KSIs, 2014-2018



Road User

Of the 418 KSI casualties injured by speeding in 2014-2018, the vast majority were car users: almost half (47%, or 198) were car drivers and a further 33% (140) were car passengers. The remaining 19% comprised motorcyclists (9%, or 38); pedestrians (6%, or 26); pedal cyclists (1%, or 6) and other motor vehicles (2%, or 10). This means that **17% of the KSI casualties that were injured by speeding traffic were vulnerable road users** (motorcyclists, pedestrians and pedal cyclists), so called because they are likely to suffer more serious injuries if in a collision. And this is very evident when the principal causation is speeding: only 5% of all road traffic casualties caused by speeding were vulnerable road users, but the proportion increases greatly by severity of injury – 3% of casualties that sustained a slight injury caused by speeding were vulnerable road users, but this increased to 16% and 24%, respectively, for those who sustained serious injuries and fatal injuries.

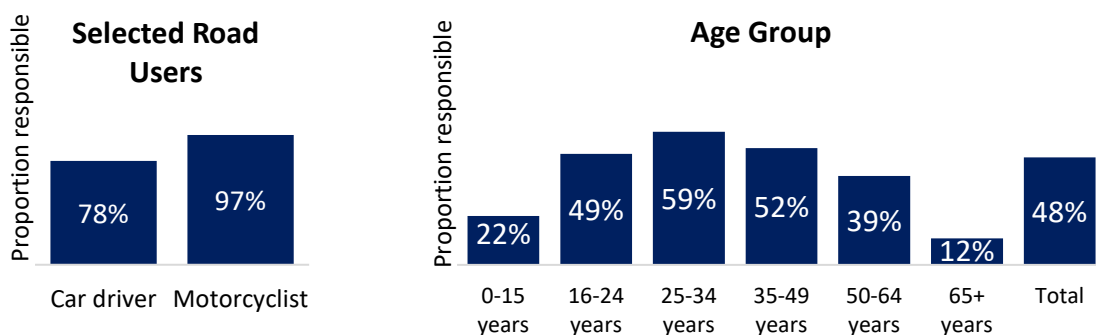
Fig 7: KSI casualties caused by excess speed, by road user 2014-2018



Responsibility

Figure 8 below shows the proportion of KSI casualties, caused by speeding, that are responsible for the collisions in which they were injured. Overall, **just under half (48%) of all KSI casualties caused by speeding were responsible** – but this varies by road user and age group. While very few, if any, passengers, cyclists and pedestrians were responsible, almost all (97%) of motorcyclist casualties injured by speeding were responsible, while 78% of car driver casualties were the responsible party. Persons aged 25 to 34 were most likely to be responsible for their injuries, while those aged 0-15 years and 65+ were least likely.

Fig 8: Proportion of KSI casualties caused by excess speed that are responsible for their injuries, by road user and age 2014-2018



PROFILE OF THOSE RESPONSIBLE FOR COLLISIONS CAUSED BY EXCESSIVE SPEED

After finding out about the KSI casualties that are caused by speeding, we next examine the people who are responsible for these speeding collisions. Between 2014 and 2018, there were 299 KSI collisions in which the principal causation factor was excessive speed. Of the 306 drivers responsible for these collisions (some collisions had multiple drivers responsible), 243 (79%) were male, 48 (16%) were female, and 15 (5%) were of unknown³ gender. Those in the 17 to 24 year age group accounted for almost half (48%) of all drivers and riders responsible for KSI collisions caused by speeding. A breakdown by age and gender is presented in Figure 9 below.

Figure 9: Drivers/riders responsible for KSI collisions caused by excessive speed, by age and gender 2014-2018

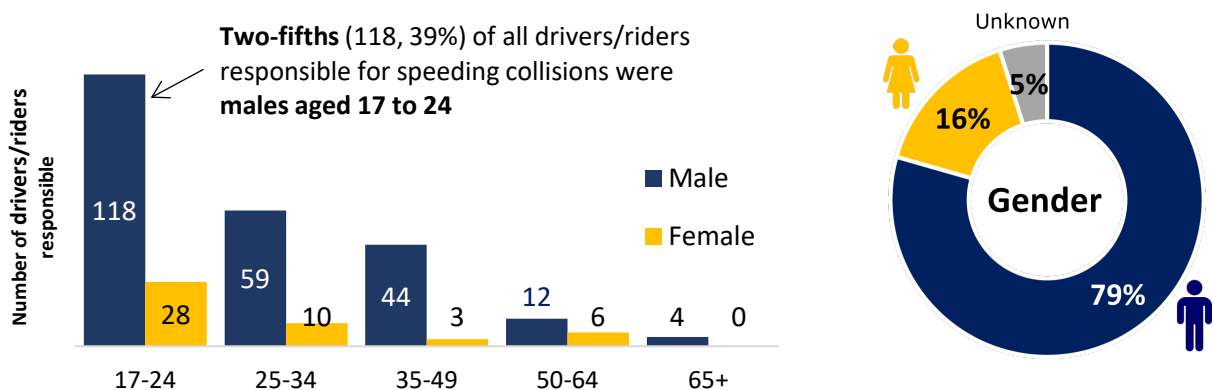
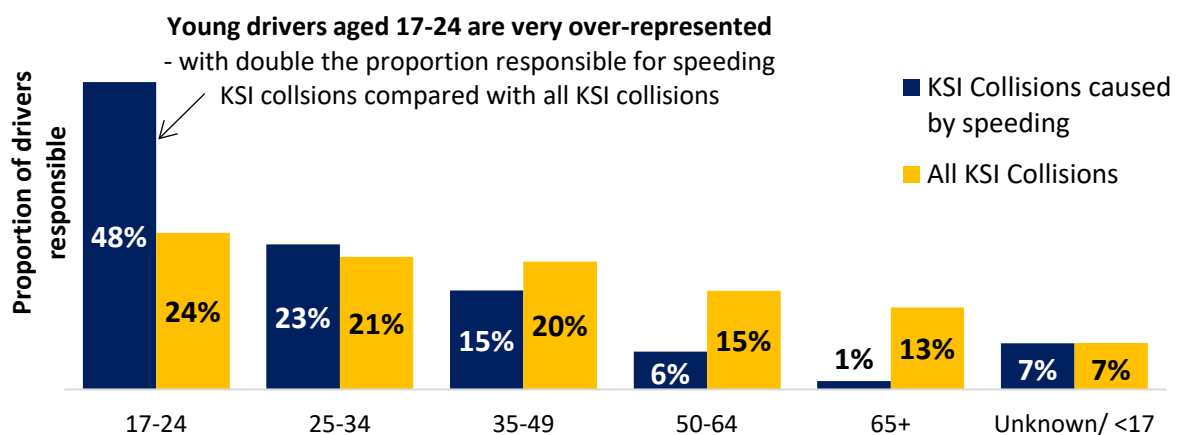


Figure 10 below shows the age band of those responsible for KSI collisions caused by speeding compared with the proportions for all KSI collisions. As can be seen, drivers aged 17 to 24 were very overrepresented in speeding KSI collisions, with double the proportion recorded compared with all KSI collisions (48% and 24%, respectively). Older drivers aged 50+ were underrepresented, accounting for 7% of KSI collisions caused by speeding compared with 28% overall.

Figure 10: Age of drivers responsible – Speeding KSI collisions Vs all KSI collisions, 2014-2018



³ Collisions where the principal causation is believed to be speeding, despite no driver being identified.

PROFILE OF SPEEDING KSI COLLISIONS

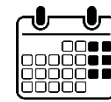
KSI collisions caused by speeding can occur at any time of the day and every day of the week; however, they are more likely to occur at the weekend. **Two fifths (40%) of all speeding KSI collisions in the last five years occurred at the weekend**, and 4pm-6pm on a Saturday and Sunday report the greatest numbers.

Table 2: KSI collisions caused by excess speed, by time of the day and day of the week 2014-2018

TIME	MON	TUE	WED	THU	FRI	SAT	SUN	Total
0601-0800	3	0	1	2	1	1	1	9
0801-1000	4	3	4	2	5	3	1	22
1001-1200	2	0	2	4	3	6	6	23
1201-1400	4	4	4	1	3	5	8	29
1401-1600	5	0	5	3	4	6	8	31
1601-1800	6	4	2	3	6	11	12	44
1801-2000	6	4	4	3	7	5	7	36
2001-2200	5	8	7	4	5	3	6	38
2201-0000	2	4	6	2	3	8	2	27
0001-0200	3	0	2	2	0	5	4	16
0201-0400	1	3	2	3	1	3	6	19
0401-0600	0	1	0	1	1	1	1	5
Total	41	31	39	30	39	57	62	299

Key

	1-3
	4-6
	7-9
	10-12



Two-fifths

(40%) of KSI collisions caused by speeding occurred at the **weekend**.

Figure 11 below shows speeding KSI collisions that occur on weekdays compared with the weekend. Speeding can often be perceived as a late-night, weekend problem - and the data support this. For most time periods, speeding KSI collisions that occur in the five days Monday to Friday outnumber Saturday and Sunday, and we know that 40% overall occur at the weekend; however, a greater proportion (51%) of speeding KSI collisions that occur between midnight and 4am, happen at the weekend. There is a peak at 8pm-10pm for speeding KSI collisions that occur on weekdays.

Figure 11: KSI collisions caused by excess speed, by time of the day – weekday vs weekend 2014-2018

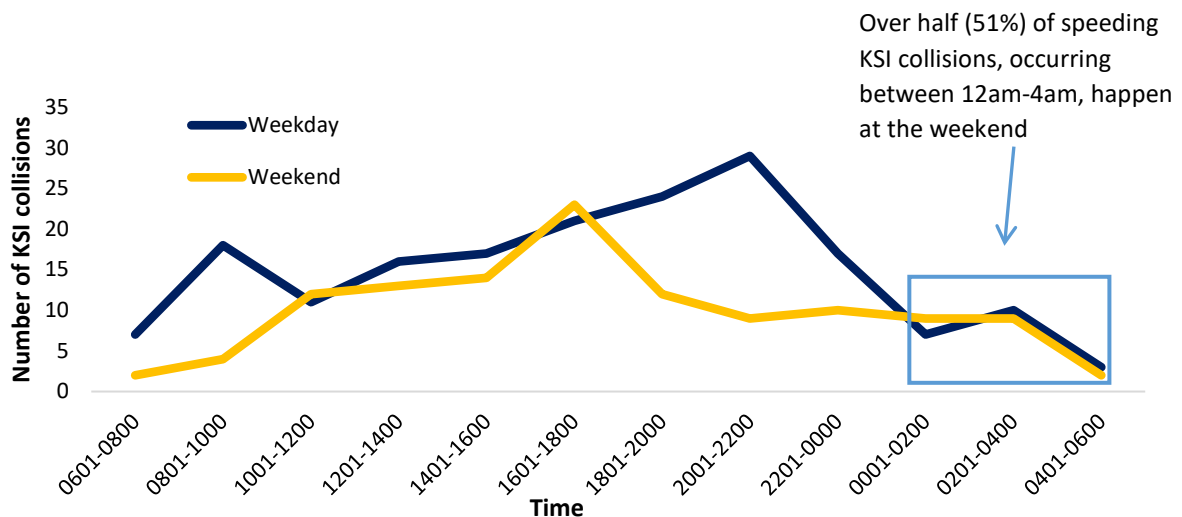


Figure 12 below shows KSI collisions caused by excess speed compared with all KSI collisions, and despite the two lines following the same general trend of increasing KSI collision numbers to 6pm followed by decreasing numbers, the chart also shows that **KSI collisions caused by excess speed are more likely to occur later at night**. Over one-third (35%) of speeding KSI collisions occur between 8pm and 6am, while the equivalent proportion for KSI collisions with any causation is under one-quarter (24%).

Figure 12: Speeding KSI collisions compared with all KSI collisions, by time of the day 2014-2018

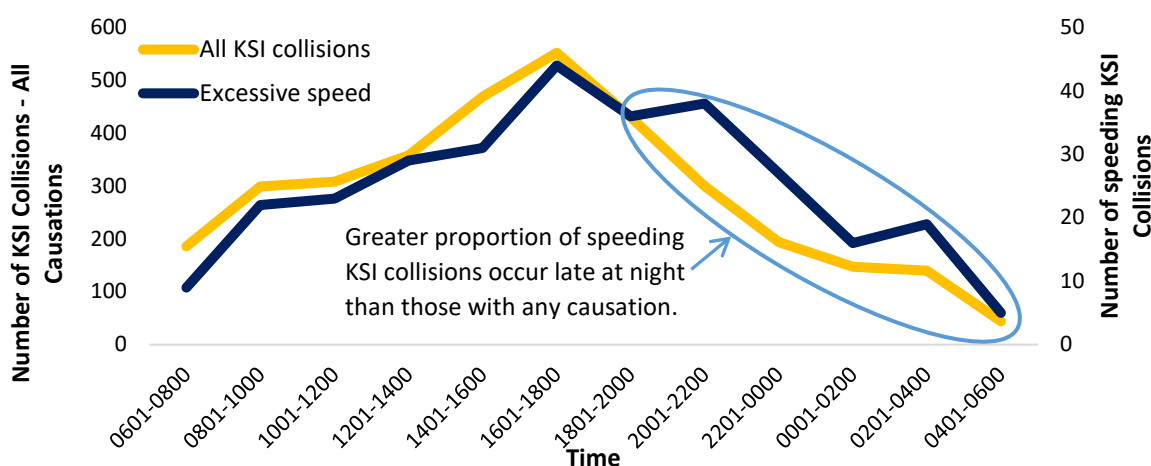


Figure 13 below shows the age group of drivers/riders responsible for speeding KSI collisions by time of collision in 2014-2018, and with the exception of 6 am to 8am and 10am to 12pm, those aged 17-24 were most frequently reported for all time periods. This is probably unsurprising given almost half (48%) of all drivers/riders responsible for speeding KSI collisions in 2014-2018 were in this age band (as seen on page 10). **Drivers and riders aged 17 to 24 are more over-represented later at night** – 67% of drivers/riders responsible for speeding KSI collisions between 10pm and 6am were aged 17 to 24, almost double the equivalent proportion for collisions occurring between 6am to 2pm (34%).

Figure 13: Age group of drivers/riders responsible for speeding KSI collisions by time of day – 2014-2018

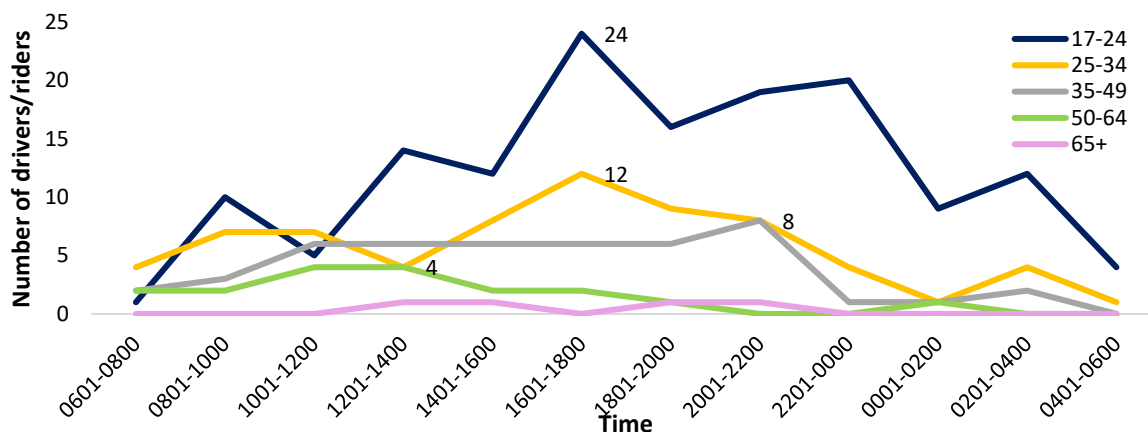
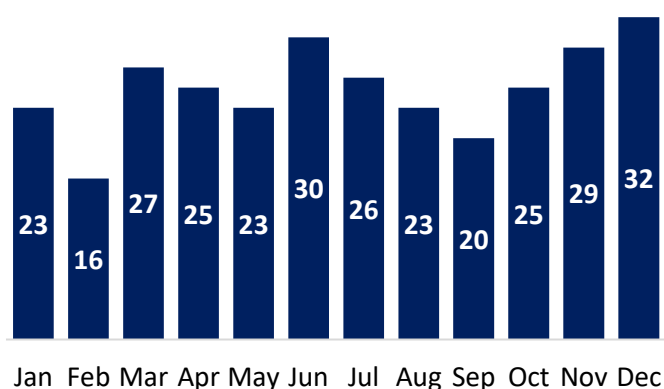


Figure 14: Speeding KSI collisions by month of year, 2014-2018



Examining a monthly breakdown shows that February reports the fewest KSI collisions caused by speeding (16) while December has the most (32), followed by June (30) and November (29). Analysis shows that the **peaks are determined by individual spikes in certain years, rather than any underlying seasonal trend** – see Table 5e in the accompanying spreadsheet to this report.

Figure 15 below shows speeding KSI collisions by speed limit of the road in 2014-2018. The majority of KSI collisions caused by excess speed occurred on rural roads⁴ - 69%. This compares with the 50% of all KSI collisions that occur on rural roads, meaning speeding KSI collisions are overrepresented on these roads. The chart below also shows the speed limit of the road on which collisions occurred, and again it is clear that speeding KSI collisions were overrepresented on roads with a 60mph speed limit.

Figure 15: Speeding KSI collisions vs all KSI collisions by speed limit of road, 2014-2018

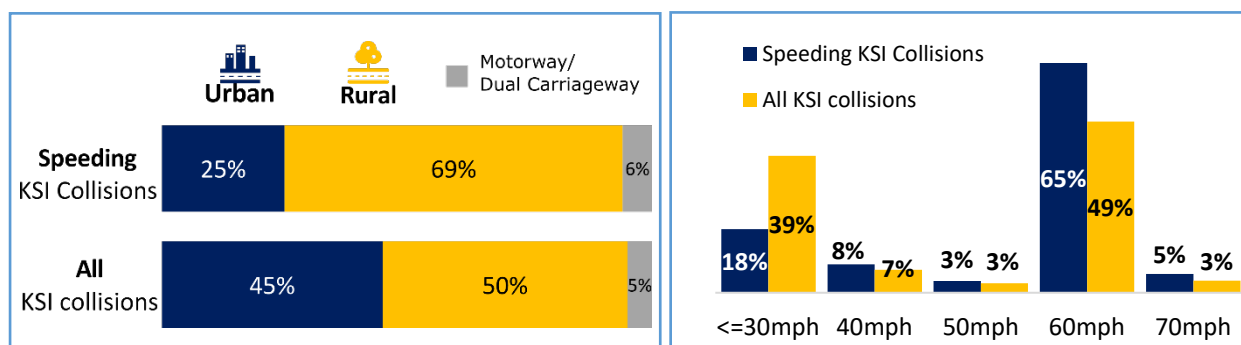
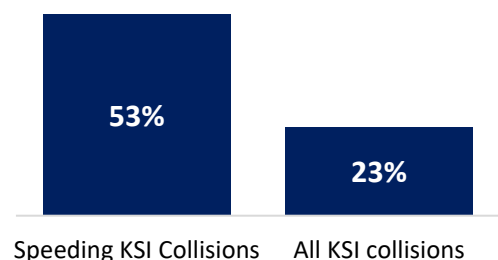


Figure 16: Single vehicle collisions: excess speed vs all causations, 2014-2018



Over half (53%) of all KSI collisions that were caused by excess speed in 2014-2018 were single-vehicle collisions, compared with 23% of all KSI collisions. Speeding KSI collisions are therefore highly overrepresented, perhaps suggesting that speed itself causes a high proportion of collisions, independent of the actions of other parties.

⁴ Urban roads are roads with a speed limit less than or equal to 40mph; rural roads are roads with a speed limit greater than 40mph (excluding motorways and dual carriageways).

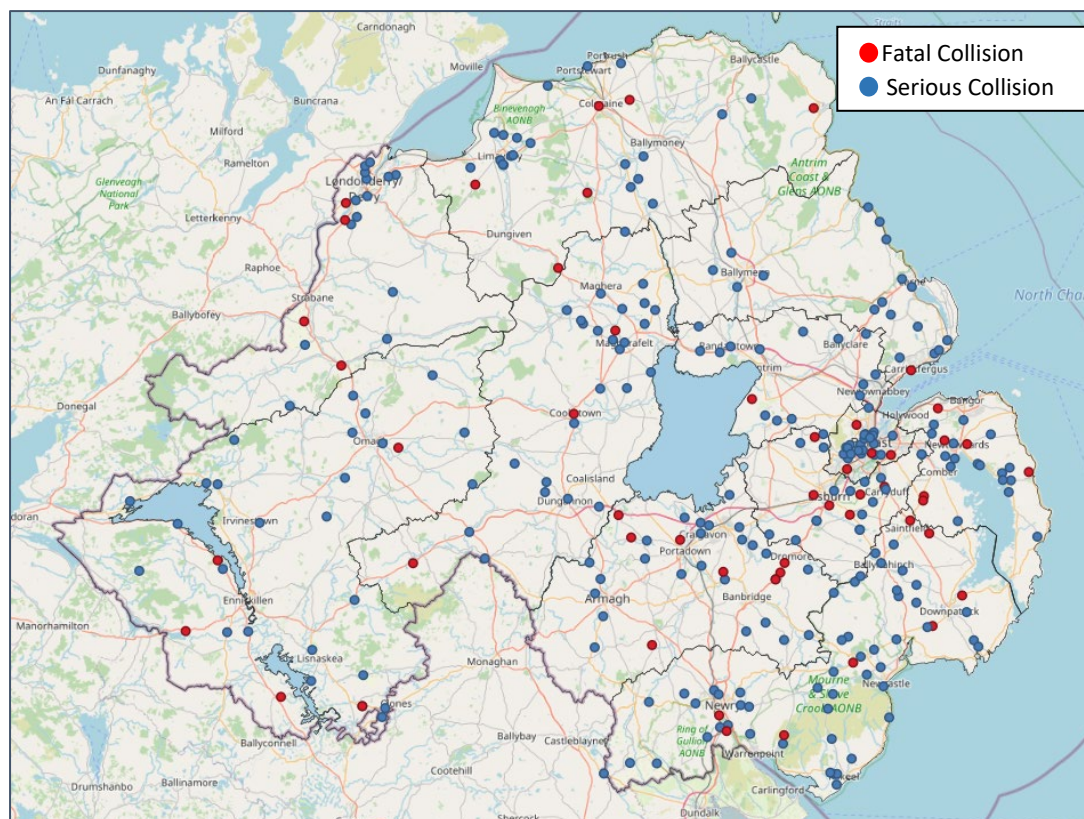
SPEEDING KSI COLLISIONS – MAPPING

Table 3 and Map 1 below show the number of fatal and serious collisions and casualties caused by speeding in 2014-2018 that occurred within each District Council. **Newry, Mourne and Down reported the most**, with 57 KSI collisions and 82 KSI casualties, while Antrim and Newtownabbey reported the fewest: 15 KSI collisions and 19 KSI casualties. Newry, Mourne and Down, and Armagh city, Banbridge and Craigavon both reported the greatest numbers of fatalities, with 10 and 11, respectively.

Table 3: KSI collisions and casualties caused by excess speed, by LGD 2014-2018

Local Government District	KSI Collisions	KSI Casualties			Annual average rate of KSI casualties per 100,000 pop ⁿ
		Killed	Seriously injured	KSI	
Antrim and Newtownabbey	15	1	18	19	2.7
Armagh city, Banbridge and Craigavon	33	11	36	47	4.5
Belfast	25	4	31	35	2.1
Causeway Coast and Glens	26	6	30	36	5.0
Derry City and Strabane	18	5	18	23	3.1
Fermanagh and Omagh	31	6	37	43	7.4
Lisburn and Castlereagh	25	6	30	36	5.1
Mid and East Antrim	18	1	23	24	3.5
Mid Ulster	28	3	33	36	5.0
Newry, Mourne and Down	57	10	72	82	9.2
Ards and North Down	23	6	31	37	4.6
Northern Ireland	299	59	359	418	4.5

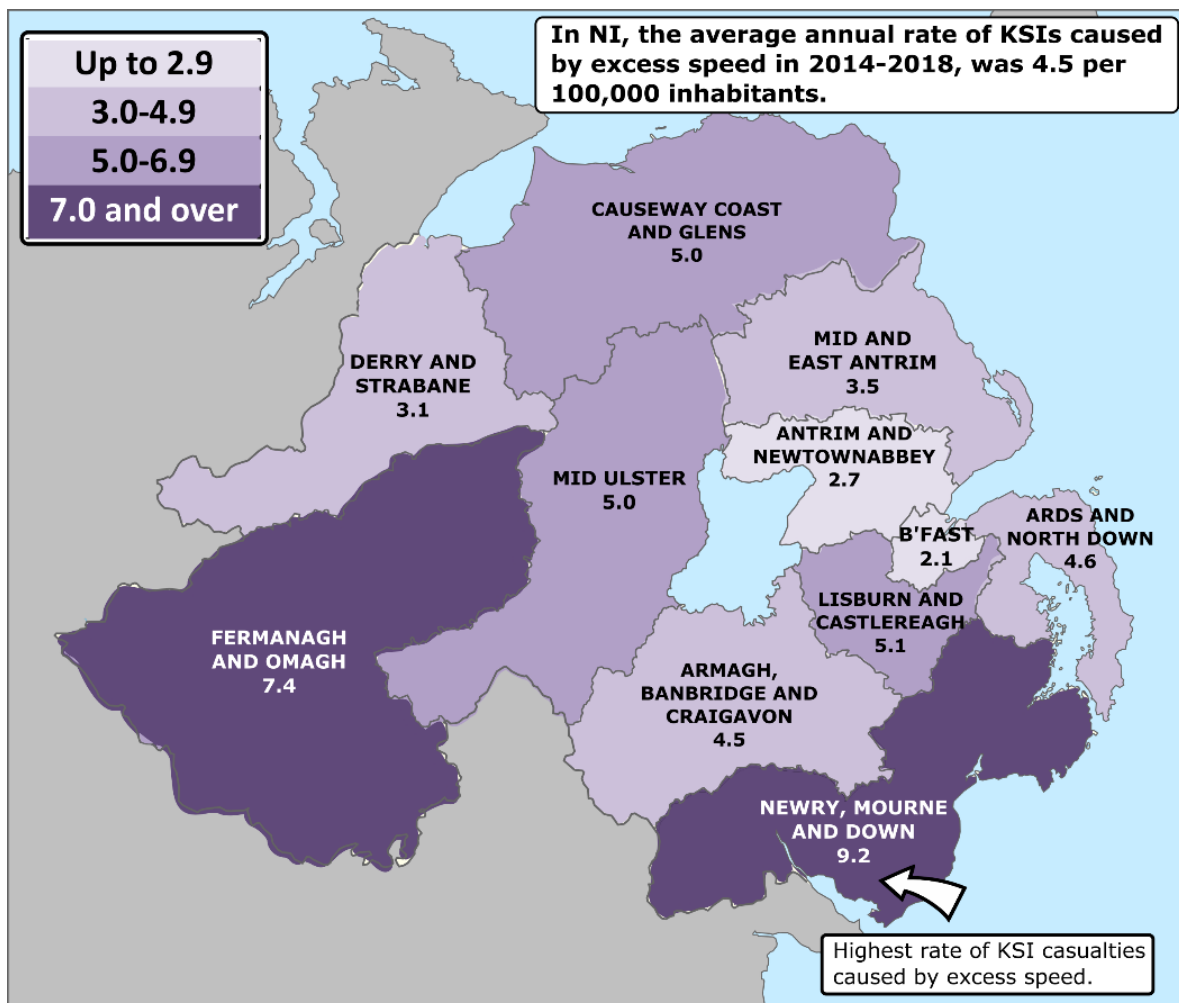
Map 1: KSI collisions caused by excess speed 2014-2018



Map 1 above shows clusters of collisions in towns and cities, particularly Belfast and Derry; however, this is only to be expected given the increased populations, and hence traffic, in urban areas. Map 2 below therefore factors in the population living in each district, showing the average annual KSI casualty rate caused by speeding in each LGD.

Overall, the annual rate of KSI casualties caused by excess speed in NI in 2014-2018 was 4.5 per 100,000 inhabitants. **Newry, Mourne and Down has the highest rate**, with an average of 9.2 KSI casualties injured by excess speed per 100,000 people each year. Fermanagh and Omagh reported the second highest rate – 7.4, and this is perhaps surprising, given how sparse the collisions look in this area in Map 1. However, Fermanagh and Omagh is the least populated LGD, and the elevated casualty rate here highlights the **increased risk on less densely populated, often rural roads where speed limits tend to be higher than in urban areas**. Despite the cluster shown in Map 1, the lowest rate was reported in Belfast (2.1), with Antrim and Newtownabbey following (2.7).

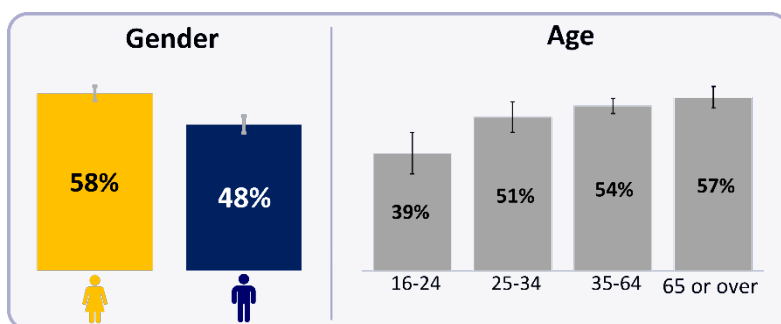
Map 2: Annual average rate of KSI casualties caused by excess speed per 100,000 population, by Local Government District, 2014-2018



ATTITUDES TO SPEEDING

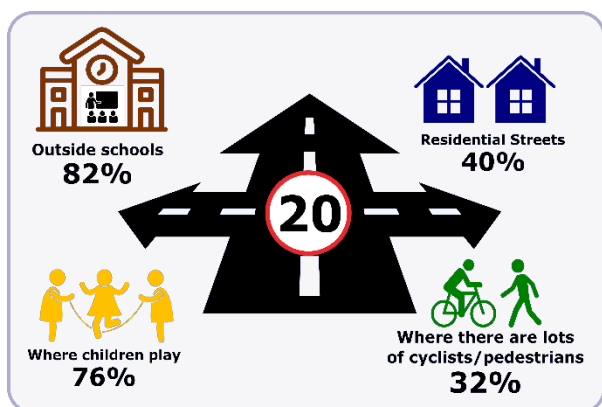
The 2018/19 Continuous Household Survey (CHS) asked 2,948 adult respondents their attitudes to specific road safety issues, including attitudes to speeding. Results were published in '[Road Safety issues in Northern Ireland, 2018/19](#)'; however, some relevant key findings are reproduced below.

Figure 17: Respondents who think a speed limit of 20mph should be more widely used, Northern Ireland CHS 2018/19



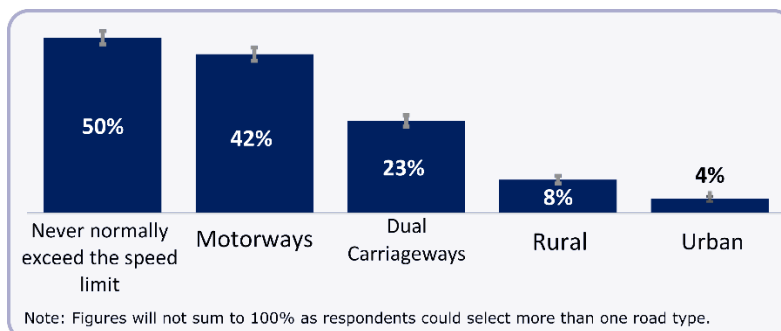
A majority of people thought that a 20mph speed limit should be more widely used, with **53% overall in favour of the proposal**. Females were more likely to think it should be more widely used, while those aged 16-24 were less likely to think it should.

Figure 18: Areas where 20mph should be applied, Northern Ireland CHS 2018/19



Despite 53% of respondents stating that a 20mph limit should be more widely used, when considering specific locations, 82% thought a 20mph speed limit should be applied outside schools and 76% said areas where children play. Two-fifths (40%) said on residential streets and 32% in areas with a lot of cyclists or pedestrians. One in ten respondents (10%) thought that a 20mph speed limit should not be applied anywhere.

Figure 19: Roads where drivers say they would normally drive faster than the speed limit, Northern Ireland CHS 2018/19



Half (50%) of all drivers stated that they never normally exceeded the speed limit. Over two fifths of all drivers (42%) reported they normally exceeded the speed limit on motorways and almost a quarter of all drivers (23%) also admitted

to normally speeding on dual carriageways. The proportions dropped to 8% for roads in a rural area and 4% for those in an urban area.

SPEEDING OFFENCES – PSNI REPORTED, ROAD SAFETY PARTNERSHIP 2014-2018

To add some context to the casualty data, we can examine the numbers of speeding offences detected in NI. In the five years 2014-2018 there were a total of 244,210 speeding offences recorded by either the [PSNI](#) or the [NI Road Safety Partnership](#) (RSP). The highest speed detected by PSNI officers over the 5 year period was 151mph on a 70mph road, while the highest speed detected by the RSP was 110mph on a 70mph road. A summary breakdown of offences are included below; however, detailed tables are available in the Annex or from the respective websites linked above.

Figure 20: Proportion of speeding offences by disposal type: PSNI and Road Safety Partnership, 2014-2018

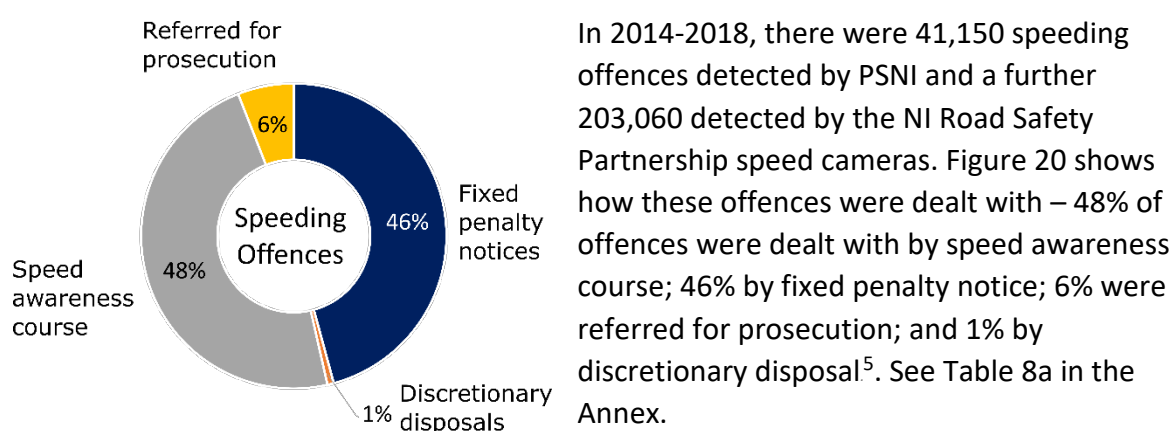
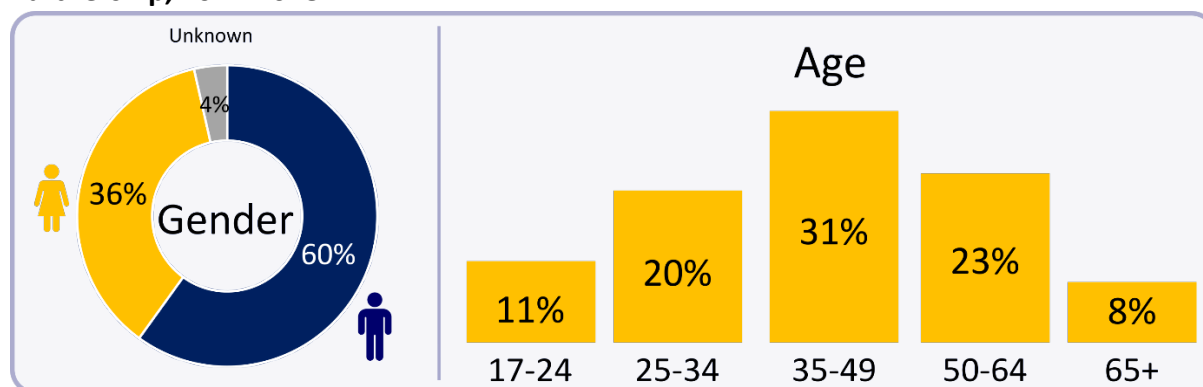


Figure 21 below shows speeding offences by gender and age. Three-fifths (60%) of speeding offences recorded overall were for males (71% of PSNI offences; 58% for the RSP). The age group that reported the most speeding offences was 35-49 years, with 31%; while only 11% of all speeding offences are in the age group 17-24 years, and 8% were aged 65+. See table 8b in the Annex for the PSNI and the RSP breakdown of figures.

Figure 21: Proportion of speeding offences by gender and age: PSNI and Road Safety Partnership, 2014-2018



⁵ Discretionary disposals were removed as a disposal for motoring offences on 30th June 2016.

Figure 22 below shows speeding offences by time of the day. Overall, 26% of speeding offences in 2014-2018 were recorded between 10am-12 noon (17% of PSNI offences; 28% for the RSP⁶). The chart shows that offences rise steeply to this peak, before falling again in the afternoon and into the evening.

Figure 22: Proportion of speeding offences by time of the day: PSNI and Road Safety Partnership, 2014-2018

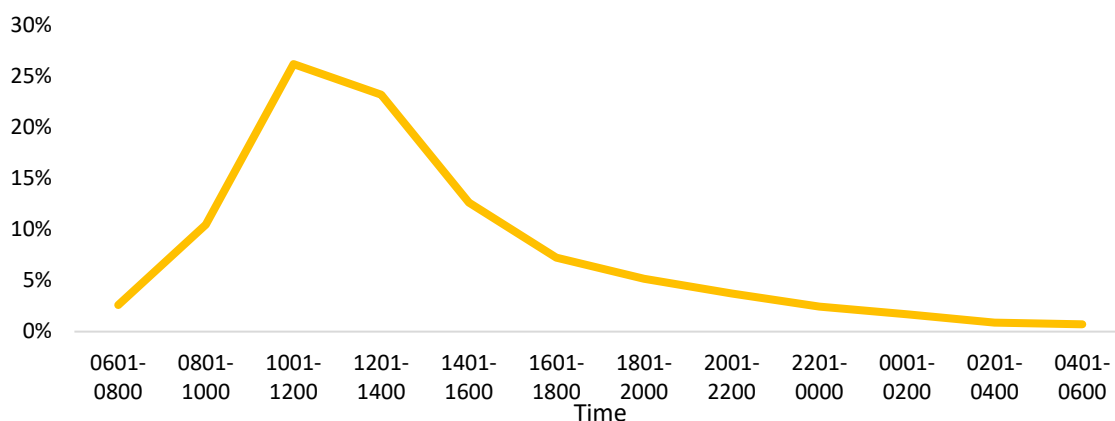
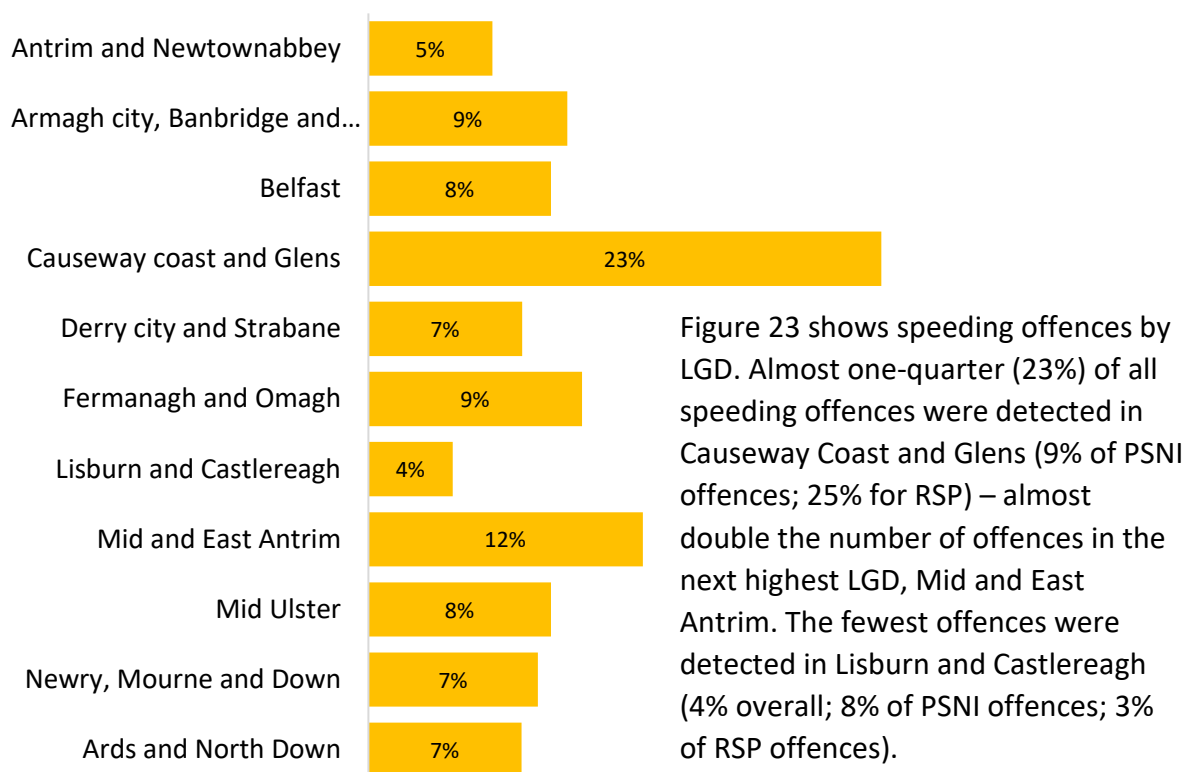


Figure 23: Proportion of speeding offences by LGD: PSNI and Road Safety Partnership, 2014-2018



⁶ The RSP uses mobile speed cameras, fixed speed cameras, and average speed cameras. While fixed and average speed cameras operate 24 hours a day, the mobile cameras are operated during daylight hours.

NI ROAD SAFETY STRATEGY TO 2020 – PROPORTION OF VEHICLES SPEEDING

Key performance indicator 19 of the NI Road Safety Strategy to 2020 monitors the proportion of vehicles speeding by road type. Further details of the speeding measure, including methodology, can be found in the Indicator Booklet:

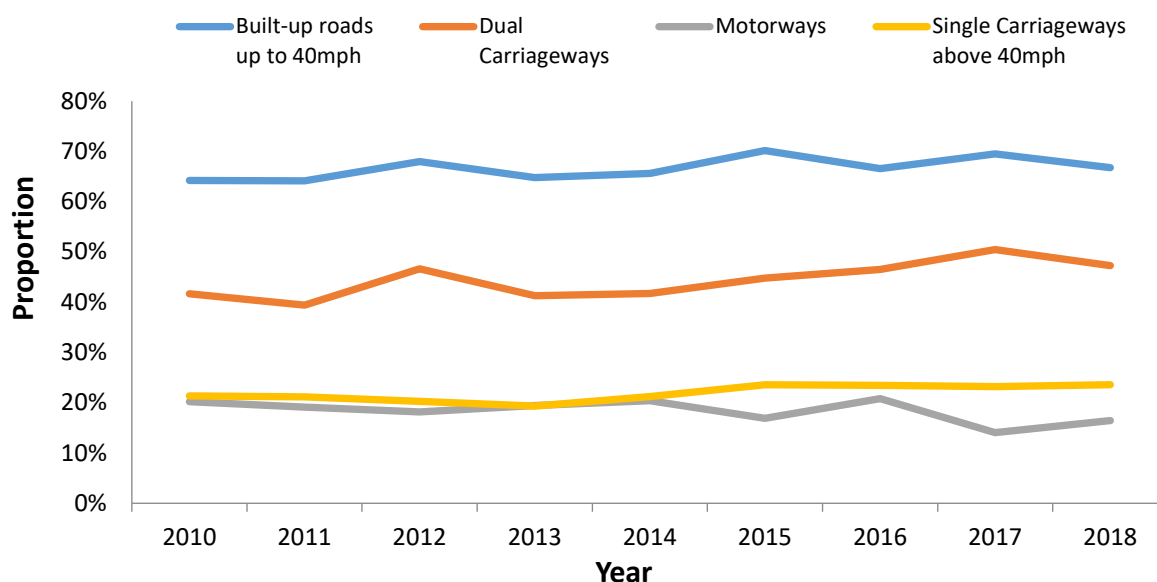
<https://www.infrastructure-ni.gov.uk/sites/default/files/publications/infrastructure/Road-safety-strategy-to-2020-indicator-guidance-booklet.pdf>.

The indicator reports the proportion of traffic exceeding the speed limit on built up roads (all roads up to 40mph) and non-built-up roads (single and dual carriageways above 40mph and motorways). Proportions of vehicles exceeding the speed limits are reported for three time periods: 24 hours; 7am to 11pm; and 11pm to 7am (free running).

Free running speed is considered to be the speed at which vehicles will travel when they are unimpeded by other vehicles and for this reason would generally be higher than a 24 hour rate. The proportions reported in this report are based on free running estimates.

In 2018, over two thirds (67%) of vehicles exceeded the speed limits on built-up roads, while in non-built-up areas in the same year, the proportion of vehicles exceeding the speed limits was greatest on dual carriageways (47%) followed by single carriageways above 40mph (24%) and motorways (16%). Proportions speeding on built-up roads and dual carriageways have generally been increasing in recent years despite the downturn in 2018, while the proportion speeding on motorways has tended to fluctuate. Rates of speeding on single carriageways remains relatively stable.

Figure 24: Proportion of vehicles exceeding the speed limit (11pm - 7am), 2010-2018



Source: NI Roads Services, C2-Cloud Traffic Data, Traffic and Travel Information Report, Department for Infrastructure

See <https://www.infrastructure-ni.gov.uk/publications/northern-ireland-road-safety-strategy-2020-annual-statistical-report-2019> for further information and additional data.

ANNEX OF TABLES

Table 1a: Number of people killed or seriously injured on roads in Northern Ireland, Speeding KSIs compared with All KSIs, 2004-2018

	Killed		Seriously injured		KSIs	
	Speeding	All	Speeding	All	Speeding	All
2004	31	147	219	1,183	250	1,330
2005	23	135	199	1,073	222	1,208
2006	46	126	271	1,211	317	1,337
2007	32	113	221	1,097	253	1,210
2008	36	107	155	990	191	1,097
2009	27	115	172	1,035	199	1,150
2010	10	55	131	892	141	947
2011	7	59	87	825	94	884
2012	8	48	92	795	100	843
2013	11	57	79	720	90	777
2014	14	79	74	710	88	789
2015	14	74	67	711	81	785
2016	8	68	85	828	93	896
2017	13	63	72	778	85	841
2018	10	55	61	730	71	785

Table 1b: Number of people killed or seriously injured by speeding, 2004-2018 (Rolling average)

	Killed		Seriously injured		KSIs	
	Speeding	All	Speeding	All	Speeding	All
2004- 2008	34	126	213	1,111	247	1,236
2005- 2009	33	119	204	1,081	236	1,200
2006- 2010	30	103	190	1,045	220	1,148
2007- 2011	22	90	153	968	176	1,058
2008- 2012	18	77	127	907	145	984
2009- 2013	13	67	112	853	125	920
2010- 2014	10	60	93	788	103	848
2011- 2015	11	63	80	752	91	816
2012- 2016	11	65	79	753	90	818
2013- 2017	12	68	75	749	87	818
2014- 2018	12	68	72	751	84	819

Table 1c: Proportion of road traffic fatalities and serious injuries that are caused by speeding, Northern Ireland 2004-2018 (Rolling Average)

	Killed	Seriously injured	KSI
2004- 2008	27%	19%	20%
2005- 2009	28%	19%	20%
2006- 2010	29%	18%	19%
2007- 2011	25%	16%	17%
2008- 2012	23%	14%	15%
2009- 2013	19%	13%	14%
2010- 2014	17%	12%	12%
2011- 2015	17%	11%	11%
2012- 2016	17%	11%	11%
2013- 2017	18%	10%	11%
2014- 2018	17%	10%	10%

Table 2: Top Ten principal causation factors of KSI Casualties, 2014-2018

Principal Causation	Fatalities	Serious injuries	KSI Casualties		All Casualties		% of casualties that are KSI casualties
			#	%	#	%	
Inattention or attention diverted	42	439	481	12%	8,583	18%	6%
Excessive speed having regard to conditions	59	359	418	10%	2,202	5%	19%
Wrong course/position	32	323	355	9%	2,246	5%	16%
Impaired by alcohol - driver/rider	52	300	352	9%	1,931	4%	18%
Turning right without care	9	223	232	6%	2,552	5%	9%
Emerging from minor road without care	13	207	220	5%	3,639	8%	6%
Heedless of traffic crossing carriageway	13	201	214	5%	857	2%	25%
Overtaking on offside without care	16	166	182	4%	1,441	3%	13%
Crossing or entering road junction without care	9	152	161	4%	2,198	5%	7%
Emerging from private road/entrance without care	6	100	106	3%	1,234	3%	9%
All other factors	88	1287	1375	34%	19,737	42%	7%
Total	339	3,757	4,096	100%	46,620	100%	9%

Table 3a: KSI casualties by gender, speeding KSIs compared with all KSIs 2014-2018

	Speeding KSIs			All KSIs		
	Male	Female	Total	Male	Female	Total
Killed	48	11	59	259	80	339
Seriously injured	246	113	359	2,419	1,338	3,757
Total	294	124	418	2,678	1,418	4,096

Table 3b: Proportion of KSI casualties that are male, speeding KSIs compared with all KSIs 2014-2018

	Speeding KSIs	All KSIs
Killed	81%	76%
Seriously injured	69%	64%
Total	70%	65%

Table 3c: KSI casualties by age, speeding KSIs compared with all KSIs 2014-2018

	Speeding KSIs			All KSIs		
	Killed	Seriously injured	Total	Killed	Seriously injured	Total
Unknown	0	2	2	0	5	5
0-15 years	3	20	23	20	335	355
16-24 years	27	172	199	78	904	982
25-34 years	10	73	83	48	623	671
35-49 years	8	48	56	57	726	783
50-64 years	8	30	38	59	650	709
65+ years	3	14	17	77	514	591
Total	59	359	418	339	3,757	4,096

Table 3d: Proportion of KSI casualties by age, speeding KSIs compared with all KSIs 2014-2018

	Speeding KSIs	All KSIs
Unknown	0%	0%
0-15 years	6%	9%
16-24 years	48%	24%
25-34 years	20%	16%
35-49 years	13%	19%
50-64 years	9%	17%
65+ years	4%	14%
Total	100%	100%

Table 3e: KSI casualties caused by excess speed, by road user 2014-2018

	Killed		Seriously injured		Total	
	#	%	#	%	#	%
Car driver	27	46%	171	48%	198	47%
Car passenger	16	27%	124	35%	140	33%
Motorcyclist	8	14%	30	8%	38	9%
Pedestrians	6	10%	20	6%	26	6%
Pedal cyclist	0	0%	6	2%	6	1%
Other	2	3%	8	2%	10	2%
Total	59	100%	359	100%	418	100%

Table 3f: KSI casualties caused by excess speed, by responsibility and age 2014-2018

	Casualty not responsible for collision	Casualty responsible for collision	Total	% Responsible
Unknown	1	1	2	-
0-15 years	18	5	23	22%
16-24 years	101	98	199	49%
25-34 years	34	49	83	59%
35-49 years	27	29	56	52%
50-64 years	23	15	38	39%
65+ years	15	2	17	12%
Total	219	199	418	48%

Table 4a: Drivers/riders responsible for KSI collisions caused by excessive speed, by age and gender 2014-2018

	Male	Female	Unknown	Total	%
17-24	118	28	0	146	48%
25-34	59	10	0	69	23%
35-49	44	3	0	47	15%
50-64	12	6	0	18	6%
65+	4	0	0	4	1%
Unknown/<17	6	1	15	22	7%
Total	243	48	15	306	100%
%	79%	16%	5%	100%	

Table 4b: Age of drivers responsible – Speeding KSI collisions Vs all KSI collisions, 2014-2018

	All KSI Collisions		Speeding KSI Collisions	
	#	%	#	%
17-24	646	24%	146	48%
25-34	548	21%	69	23%
35-49	528	20%	47	15%
50-64	407	15%	18	6%
65+	338	13%	4	1%
Unknown/<17	192	7%	22	7%
Total	2,659	100%	306	100%

Table 5a: KSI collisions caused by excess speed, by time of the day and day of the week 2014-2018

	MON	TUE	WED	THU	FRI	SAT	SUN	Total
0601-0800	3	0	1	2	1	1	1	9
0801-1000	4	3	4	2	5	3	1	22
1001-1200	2	0	2	4	3	6	6	23
1201-1400	4	4	4	1	3	5	8	29
1401-1600	5	0	5	3	4	6	8	31
1601-1800	6	4	2	3	6	11	12	44
1801-2000	6	4	4	3	7	5	7	36
2001-2200	5	8	7	4	5	3	6	38
2201-0000	2	4	6	2	3	8	2	27
0001-0200	3	0	2	2	0	5	4	16
0201-0400	1	3	2	3	1	3	6	19
0401-0600	0	1	0	1	1	1	1	5
Total	41	31	39	30	39	57	62	299

Key

	1-3
	4-6
	7-9
	10-12

Table 6: KSI collisions and casualties caused by excess speed, by LGD 2014-2018

Local Government District	KSI Collisions	KSI Casualties			Population estimate	Annual average rate of KSI casualties per 100,000 population
		Killed	Seriously injured	KSI		
Antrim and Newtownabbey	15	1	18	19	141,131	2.7
Armagh city, Banbridge and Craigavon	33	11	36	47	209,951	4.5
Belfast	25	4	31	35	339,483	2.1
Causeway coast and Glens	26	6	30	36	143,428	5.0
Derry city and Strabane	18	5	18	23	149,998	3.1
Fermanagh and Omagh	31	6	37	43	115,845	7.4
Lisburn and Castlereagh	25	6	30	36	141,407	5.1
Mid and East Antrim	18	1	23	24	137,707	3.5
Mid Ulster	28	3	33	36	145,221	5.0
Newry, Mourne and Down	57	10	72	82	177,719	9.2
Ards and North Down	23	6	31	37	159,457	4.6
Northern Ireland	299	59	359	418	1,861,346	4.5

Table 7a: Do you think that a lower speed limit of 20mph should be more widely used?

	2017/18		2018/19		Significant difference Between 17/18 and 18/19
	%	n	%	n	
Driver	52%	2,166	51%	2,295	↓ ↓
Non driver	69%	610	64%	628	
Male	52%	1,221	48%	1,251	
Female	59%	1,555	58%	1,672	
SOA Urban	57%	1,761	56%	1,746	
SOA Rural	53%	1,015	50%	1,177	
Least Deprived Quintile	52%	508	51%	546	
Most Deprived Quintile	65%	501	63%	547	
16-24	40%	188	39%	199	
25-34	56%	379	51%	382	
35-64	56%	1,480	54%	1,573	
65 or over	58%	729	57%	769	
Total	56%	2,776	53%	2,923	

Table 7b: Areas where a 20mph speed limit should be applied

	2017/18		2018/19		Significant difference Between 17/18 and 18/19
	% yes	n	% yes	n	
Outside Schools	80%	2,242	82%	2,405	
Where children play	75%	2,104	76%	2,214	
On residential streets	43%	1,188	40%	1,177	
Where there are a lot of cyclists or pedestrians	34%	963	32%	929	
In all built up areas	32%	890	30%	890	
On residential roads	18%	496	19%	555	
Nowhere	11%	301	10%	294	
On main roads	2%	66	3%	86	
Other (please state)	2%	43	1%	20	
		2,793	-	2,932	

Table 7c: Which, if any, of the following road types would you normally drive faster than the speed limit?

Road Type	2017/18	2018/19	Significant?
Urban	4%	4%	
Rural	9%	8%	
Dual Carriageway	25%	23%	↓
Motorway	44%	42%	
Never	48%	50%	
Base	2,174	2,295	

Table 8a: Number of speeding offences: 2014-2018

PSNI	Fixed penalty notices	Discretionary disposals	Speed awareness course	Referred for prosecution	Total
2014	6,003	1,281	1,797	1,128	10,209
2015	5,711	337	1,654	1,083	8,785
2016	4,541	32	1,265	1,043	6,881
2017	4,801	0	1,157	1,010	6,968
2018	5,884	0	1,382	1,041	8,307
2014-2018	26,940	1,650	7,255	5,305	41,150

Source: PSNI Motoring Offence Statistics in Northern Ireland

RSP	Fixed penalty notices	Speed awareness course	Referred for prosecution	Total
2014	16,234	23,534	1,993	41,761
2015	20,334	23,970	1,606	45,910
2016	18,498	23,071	1,775	43,344
2017	12,402	17,035	1,639	31,076
2018	17,391	21,392	2,186	40,969
2014-2018	84,859	109,002	9,199	203,060

Source: Northern Ireland Road Safety Partnership

Table 8b: Number of speeding offences by age and gender of offender, 2014-2018

PSNI	Male	Female	Unknown	Total
Under 17	5	0	0	5
17-24	6,531	2,350	4	8,885
25-34	7,921	3,143	5	11,069
35-49	8,550	3,945	9	12,504
50-64	5,021	2,023	7	7,051
65+	1,227	389	5	1,621
Unknown	7	8	0	15
Total	29,262	11,858	30	41,150

Source: PSNI Motoring Offence Statistics in Northern Ireland

RSP	Male	Female	Unknown	Total
Under 17	10	7	1	18
17-24	10,331	6,904	389	17,623
25-34	21,545	15,629	1,250	38,424
35-49	34,369	26,043	2,406	62,818
50-64	28,674	17,282	1,957	47,913
65+	11,973	5,299	843	18,114
Unknown	10,291	6,065	1,796	18,150
Total	117,193	7,7229	8,642	203,060

Source: Northern Ireland Road Safety Partnership

Table 8c: Number of speeding offences by month and day of week, 2014-2018

PSNI	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Total
January	573	449	456	520	483	533	571	3,585
February	479	432	515	537	460	537	524	3,484
March	431	472	475	480	487	495	596	3,436
April	368	453	510	583	469	549	499	3,431
May	376	434	477	568	465	551	557	3,428
June	490	458	443	493	482	497	519	3,382
July	487	516	499	616	520	487	564	3,689
August	373	476	470	561	518	436	431	3,265
September	494	513	402	670	572	493	453	3,597
October	490	536	583	666	596	592	496	3,959
November	369	418	435	542	486	458	558	3,266
December	256	353	413	421	369	393	423	2,628
Total	5,186	5,510	5,678	6,657	5,907	6,021	6,191	41,150

Source: PSNI Motoring Offence Statistics in Northern Ireland

RSP	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Total
January	2,241	2,268	1,995	2,150	2,520	2,354	2,353	15,881
February	2,434	2,081	2,181	1,874	2,550	1,985	2,014	15,119
March	2,461	2,718	2,594	2,246	2,302	2,340	1,911	16,572
April	2,396	2,861	2,808	2,440	2,711	2,437	2,327	17,980
May	2,981	2,593	2,409	2,576	2,849	2,994	2,522	18,924
June	2,985	2,713	2,368	2,293	3,038	2,249	2,256	17,902
July	2,787	2,485	2,891	2,902	3,005	2,282	2,073	18,425
August	2,962	3,041	2,956	3,249	3,190	2,501	1,830	19,729
September	2,236	2,458	2,450	2,569	2,453	2,225	1,729	16,120
October	2,710	2,593	2,997	2,408	2,783	2,751	2,158	18,400
November	2,640	2,561	2,385	2,511	2,352	2,091	1,973	16,513
December	1,841	1,753	1,524	1,706	1,691	1,598	1,382	11,495
Total	30,674	30,125	29,558	28,924	31,444	27,807	24,528	203,060

Source: Northern Ireland Road Safety Partnership

Table 8d: Number of speeding offences by time of the day and day of week, 2014-2018

PSNI	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Total
0601-0800	87	108	147	113	137	62	47	701
0801-1000	309	368	317	415	420	383	372	2,584
1001-1200	941	944	956	1,272	1131	866	1,047	7,157
1201-1400	527	631	602	867	664	515	567	4,373
1401-1600	669	746	745	1,037	785	655	597	5,234
1601-1800	455	498	609	563	319	445	603	3,492
1801-2000	316	370	344	356	322	443	413	2,564
2001-2200	506	493	559	531	469	620	589	3,767
2201-0000	231	299	260	271	487	475	372	2,395
0001-0200	176	93	143	132	158	335	338	1,375
0201-0400	23	24	27	34	32	60	81	281
0401-0600	45	34	28	65	60	19	21	272
Time Unknown	901	902	941	1001	923	1143	1144	6,955
Total	5,186	5,510	5,678	6,657	5,907	6,021	6,191	41,150

Source: PSNI Motoring Offence Statistics in Northern Ireland

RSP	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Total
0601-0800	793	611	910	812	758	1,007	742	5,633
0801-1000	3,427	2,686	3,981	2,883	3,066	4,457	2,510	23,010
1001-1200	8,619	8,262	9,276	8,493	8,355	7,766	6,146	56,917
1201-1400	7,640	7,818	8,265	7,092	8,050	7,008	6,486	52,359
1401-1600	3,632	4,583	3,114	3,316	4,623	2,912	3,512	25,692
1601-1800	2,563	2,738	1,366	2,360	2,604	1,164	1,466	14,261
1801-2000	2,038	1,557	783	1,958	1,795	997	996	10,124
2001-2200	820	704	633	866	788	803	730	5,344
2201-0000	493	515	502	476	534	568	498	3,586
0001-0200	304	292	372	294	396	512	636	2,806
0201-0400	162	173	173	184	246	369	542	1,849
0401-0600	183	186	183	190	229	244	264	1,479
Total	30,674	30,125	29,558	28,924	31,444	27,807	24,528	203,060

Source: Northern Ireland Road Safety Partnership

Table 8e: Number of speeding offences by Local Government District, 2014-2018

PSNI	Fixed penalty notices	Discretionary disposals	Speed awareness course	Referred for prosecution	Total
Antrim and Newtownabbey	3,062	0	471	573	4,106
Armagh City, Banbridge and Craigavon	4,863	0	1,443	893	7,199
Belfast	1,594	0	453	341	2,388
Causeway Coast and Glens	2,509	0	947	406	3,862
Derry City and Strabane	2,048	0	449	796	3,293
Fermanagh and Omagh	2,350	0	256	359	2,965
Lisburn and Castlereagh	2,100	0	779	324	3,203
Mid and East Antrim	1,533	0	421	245	2,199
Mid Ulster	3,021	0	619	691	4,331
Newry, Mourne and Down	2,811	0	1,070	540	4,421
Ards and North Down	1,048	0	339	125	1,512
Unknown	1	1,650	8	12	1,671
Northern Ireland	26,940	1,650	7,255	5,305	41,150

Source: PSNI Motoring Offence Statistics in Northern Ireland

Table 8e cont.: Number of speeding offences by Local Government District, 2014-2018

RSP	Fixed penalty notices	Speed awareness course	Referred for prosecution	Total
Antrim and Newtownabbey	3,863	5,045	342	9,250
Armagh City, Banbridge and Craigavon	6,060	7,410	769	14,239
Belfast	7,770	8,752	765	17,287
Causeway Coast and Glens	19,297	29,358	2,783	51,438
Derry City and Strabane	5,936	6,872	477	13,285
Fermanagh and Omagh	8,509	10,645	925	20,079
Lisburn and Castlereagh	2,509	3,113	279	5,901
Mid and East Antrim	11,067	15,204	1,102	27,373
Mid Ulster	6,645	8,146	565	15,356
Newry, Mourne and Down	6,308	6,972	578	13,858
Ards and North Down	6,895	7,485	614	14,994
Northern Ireland	84,859	109,002	9,199	203,060

Source: Northern Ireland Road Safety Partnership

Table 9: Proportion of vehicles exceeding the speed limit by road type, Northern Ireland 2010-2018

	Year	Built-up roads up to 40mph	Dual Carriageways	Motorways	Single Carriageways above 40mph
24 hour	2010	46%	27%	18%	9%
	2011	45%	26%	17%	9%
	2012	47%	30%	16%	9%
	2013	44%	27%	19%	8%
	2014	44%	28%	19%	10%
	2015	49%	28%	17%	11%
	2016	44%	27%	17%	10%
	2017	41%	32%	13%	10%
	2018*	39%	31%	17%	12%
2010 Baseline		46%	27%	18%	9%
11pm - 7am (free running)	2010	64%	42%	20%	21%
	2011	64%	39%	19%	21%
	2012	68%	47%	18%	20%
	2013	65%	41%	19%	19%
	2014	66%	42%	20%	21%
	2015	70%	45%	17%	24%
	2016	67%	47%	21%	23%
	2017	69%	50%	14%	23%
	2018*	67%	47%	16%	24%
2010 Baseline		64%	42%	20%	21%
7am - 11pm	2010	45%	26%	18%	8%
	2011	44%	25%	17%	8%
	2012	45%	29%	16%	9%
	2013	42%	25%	19%	8%
	2014	43%	26%	19%	9%
	2015	48%	27%	17%	10%
	2016	43%	26%	17%	9%
	2017	39%	30%	12%	9%
	2018*	37%	30%	17%	11%
2010 Baseline		45%	26%	18%	8%

Source: Transport NI, C2-Cloud Traffic Data and Traffic and Travel Information Report, Department for Infrastructure,