

NORTHERN IRELAND ROAD SAFETY STRATEGY TO 2020

Annual Statistical Report 2017



Issue No: 6

Date of Publication: 28 September 2017

Reporting Period: 1 January to 31 December 2016

Theme: Travel and Transport



Contents

Reader information	2
Key points	3
Introduction	4
Road Safety Context	6
Target and Indicator Performance Summary	9
Progress on Strategy Targets	15
Progress on Key Performance Indicators	19
Appendix 1: Detailed Tables	37
Appendix 2: User Guidance	77
Appendix 3: Glossary	86

Issued by:

Analysis, Statistics and Research Branch
Department for Infrastructure
Room 4-13c, Clarence Court
10-18 Adelaide Street, Town Parks
Belfast, BT2 8GB

Contact: Helen Irwin

Telephone: 028 9054 0805

Email: asrb@nisra.gov.uk

Internet address: <https://www.infrastructure-ni.gov.uk/topics/dfi-statistics-and-research>

Reader Information

Purpose

This is an annual publication which reports progress of Road Safety Strategy to 2020 against agreed targets and key performance indicators (KPIs).

Next Update

Figures for 1 January to 31 December 2017 will be available in September 2018. The scheduled dates for all upcoming publications are available from the GOV.UK statistics release calendar: <https://www.gov.uk/government/statistics>

Copyright



© Crown copyright 2016

You may re-use this information (excluding logos) free of charge in any format or medium, under the terms of the Open Government Licence v.3. To view this licence visit www.nationalarchives.gov.uk/doc/open-government-licence/version/3/ or email: psi@nationalarchives.gsi.gov.uk.

Where we have identified any third party copyright information, you will need to obtain permission from the copyright holders concerned.

A National Statistics Publication

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 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 a producer's responsibility to maintain compliance with the standards expected of National Statistics, and to improve its statistics on a continuous basis. If a producer becomes concerned about whether its statistics are still meeting the appropriate standards, it should discuss its 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.

As we want to engage with users of our statistics, we invite you to feedback your comments on this publication to asrb@nisra.gov.uk .

This publication is also available at <https://www.infrastructure-ni.gov.uk/articles/northern-ireland-road-safety-strategy-2020-statistics>.

Key Points

Strategy Targets Summary

There were 68 fatalities and 828 serious injuries in road traffic collisions in 2016, representing a 46% and 25% reduction, respectively, on the 2004-2008 baseline figures.

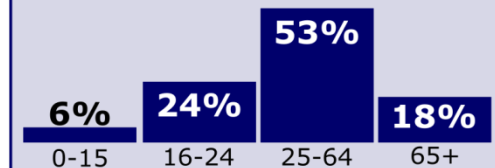
There were 82 children and 227 young people killed or seriously injured, representing a 36% and 38% reduction, respectively, on the 2004-2008 baseline figures

In 2016	% change since '15	% change since baseline
68 fatalities	▼8%	▼46%
828 seriously injured	▲16%	▼25%
82 child KSIs	▲14%	▼36%
227 young person KSIs	▲15%	▼38%

Fatalities by gender and age, 2016



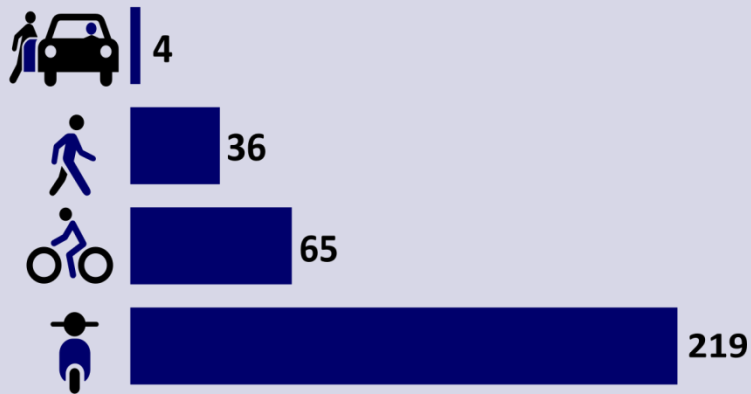
Four-fifths of fatalities were male



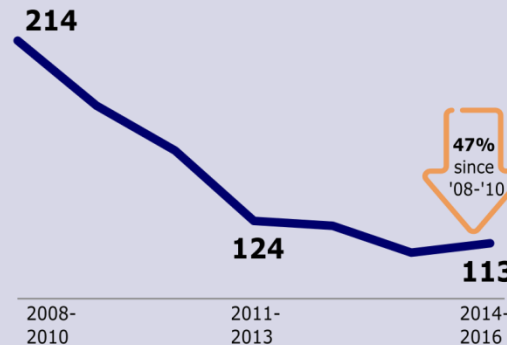
One-quarter of fatalities were aged 16-24

KSI rates by Travel Mode (KSIs per 100 million KMs, 2016)

Pedestrians, Cyclists and Motorcyclists are classed as vulnerable road users, having much higher casualty rates per kilometre travelled in comparison to Car Users.

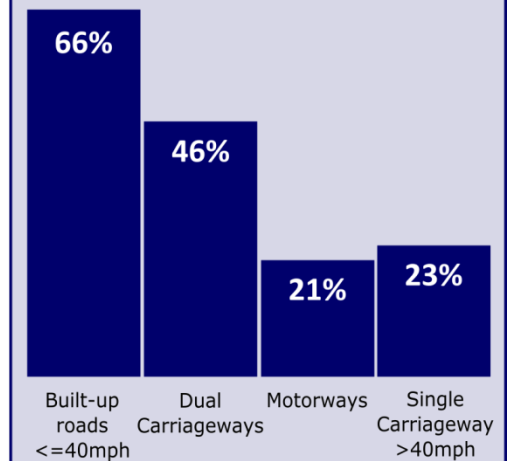


Novice Drivers



In 2014-2016 **Novice drivers** were involved in collisions that resulted in the death or serious injury of 113 people

Proportion of Vehicles Speeding* 2016



*Free running speed, 11pm-7am

Introduction

Northern Ireland's Road Safety Strategy (NIRSS) to 2020 outlines the key road safety challenges to be addressed by government between 2010 and 2020. It identified four casualty reduction targets and 199 action measures for improving road safety. As a living document, further action measures have been added; arising from the original measures or from completed research. Currently, the Strategy contains a total of 224 action measures and is available at: <https://www.infrastructure-ni.gov.uk/publications/ni-road-safety-strategy-2020>.

This statistical monitoring report tracks progress against the Strategy targets and its associated key performance indicators (KPIs). With regards to report structure, a short section setting the scene in terms of relevant road safety trends precedes a targets/KPIs progress summary followed by more in-depth commentary discussing the various indicator trends. Detailed results for each indicator, including rolling averages to further aid interpretation, are presented in Appendix 1 or can be found in Excel format at the following link https://www.infrastructure-ni.gov.uk/system/files/publications/infrastructure/ni-road-safety-strategy-to-2020-annual-statistical-report-2017-detailed-tables_0.xlsx.

Readers are strongly encouraged to read the general 'User Guidance' section in Appendix 2, and more detailed companion indicators booklet <https://www.infrastructure-ni.gov.uk/publications/road-safety-strategy-2020-indicator-guidance-booklet>, in order to gain a fuller understanding of the

various indicator data sources and methodologies employed in their construction.

Note that the targets and indicators are measured against a standard average baseline period of 2004-2008 (unless otherwise stated).

Background to NIRSS and Statistical Monitoring Report

The Strategy was launched by the former Environment Minister in March 2011 and sets out government's approach to improving road safety for all road users over the 10 year period to 2020. Several government departments and agencies were involved in the development of the strategy. The strategy was preceded by an extensive consultation exercise by DOE and its road safety partner organisations: the Driver & Vehicle Agency (DVA); the Police Service of Northern Ireland (PSNI); the former Department for Regional Development (DRD); the Department of Education (DE); the Northern Ireland Ambulance Service (NIAS); and the Northern Ireland Fire and Rescue Service (NIFRS).

The strategy targets were developed using the most recent, at the time, 5 years of PSNI reported road traffic collision and casualty data (2004-2008 baseline period). TRL (the former Transport Research Laboratory) was engaged to carry out a forecasting and target setting assignment. They had carried out similar work for GB and Scotland in the past. In addition to the headline targets, TRL also developed a set of performance Indicators by which the effectiveness of the Strategy could be reliably monitored and the drivers of performance better understood by its stakeholders. The final selection of indicators was informed by a literature review, extensive consultation with NI stakeholders, and data availability considerations. The indicators formed two groups –

16 Key Performance Indicators (KPIs) and 15 Management Information Performance Indicators (MIPIs). A number of the initial KPIs have been further split in order to provide additional detail.

TRL's Report is available at:
<http://www.trl.co.uk/reports-publications/trl-reports/report/?reportid=6644>.

Whilst the MIPIs are essentially for internal monitoring purposes, it was decided that the KPIs should be regularly updated and published. The Analytical Statistics and Research Branch (ASRB) of the Department for Infrastructure (DfI), the newly formed department now responsible for the Strategy, was commissioned to undertake this role. The first NIRSS Annual Statistical Report was published in September 2012 (reporting data for 2011), following the launch of the new 2020 Strategy earlier that year. ASRB finalised the definitions and sources for each of the indicators, collected and quality assured the data, and produced the final monitoring report. Data were not available initially to populate a number of the indicators but ASRB have, in the interim, developed sources and methodologies to complete the set. Over time, it has been necessary to revise some definitions, primarily due to data issues which have materialised, and an indicators guidance booklet has been developed setting out definitions, sources, methodologies, quality assurance arrangements, limitations, uncertainty, etc in respect of each of the KPIs (see link in Introduction above).

Indicator Uncertainty

The indicators included in this report have largely been developed from existing Official or National Statistics series. That is not to imply, however, that they are free from

limitations. Attention will be drawn to any important areas of indicator uncertainty in the surrounding text, and/or in footnotes to tables, and only those changes which are statistically significant¹ will be highlighted in the commentary or flagged in the associated tables.

The issue of uncertainty is particularly relevant when considering those indicator rates which use survey estimates in their calculation such as, for example, the number of casualties (for a particular road user group) per kilometre travelled (for that same road user group). The distance estimates themselves will derive from the Travel Survey for Northern Ireland (TSNI), which will suffer from uncertainty associated with sampling error. In effect, the central estimates will have a lower and upper bound within which the "true" population value may lie. Where possible, these boundaries have been calculated and their potential impact on relevant indicators provided in the detailed appendix tables. Where it has not been possible to precisely quantify the uncertainty associated with a specific indicator, some indication of its potential scale and direction has been given instead. Either way, readers are encouraged to examine the overall trend of an indicator rather than overly focussing on individual values. Even when an annual change is found to be statistically significant, it may only turn out to be short-lived rather than indicating any real change in the underlying direction of travel.

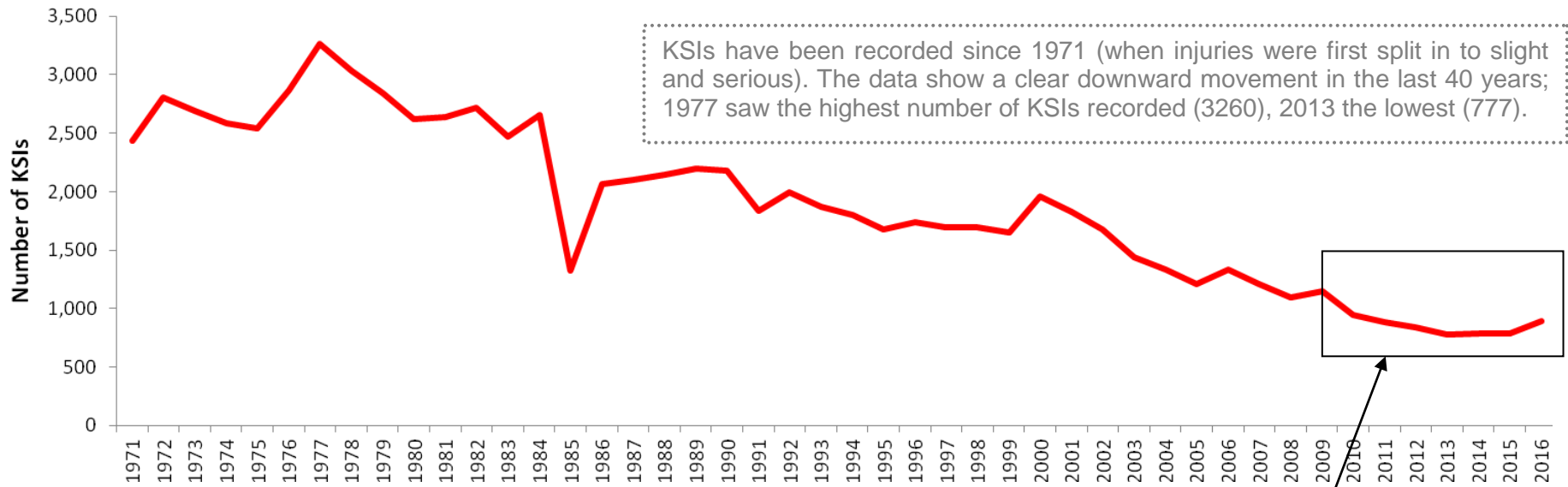
More information on the strengths and weaknesses of individual indicators, including any inherent uncertainty, is available in the accompanying indicators booklet (see link in Introduction above).

¹ Statistical significance measured at the standard 95% level – hence only those changes which have a less than one in twenty chance of resulting from random factors alone are highlighted.

Road Safety Context

In order to help readers better understand some of the movements in the various indicators contained in this report, this section provides a longer term context for killed or seriously injured (KSI) casualty numbers, before the Road Safety Strategy was first implemented, and highlights some of the recent trends in key road safety factors since the 2004-2008 Strategy baseline period (or more recently if earlier data not available). This will assist users in understanding those factors, Strategy related and otherwise, which could be driving the trends.

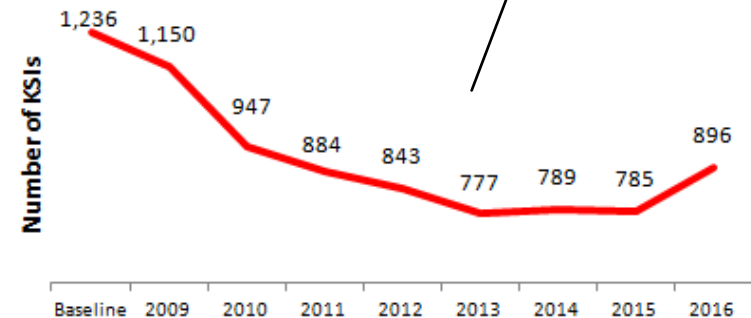
Historic Trend – Number of KSIs



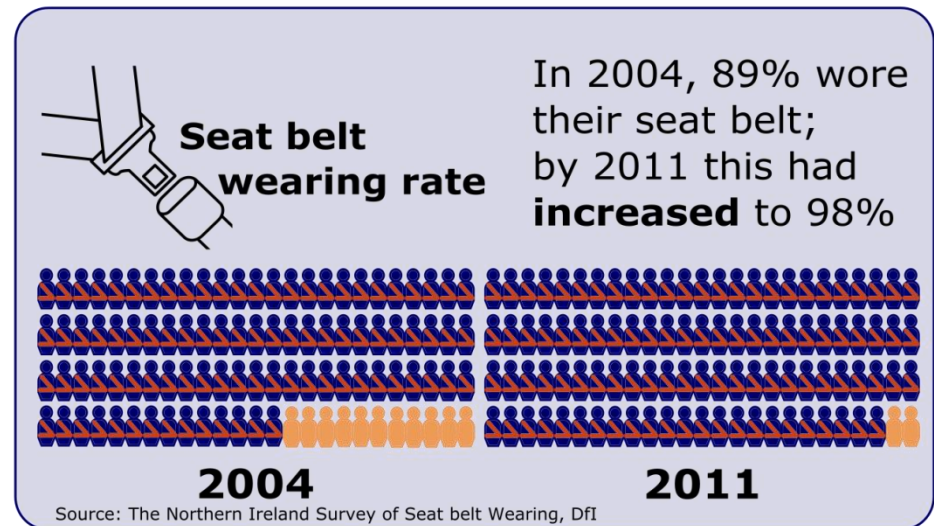
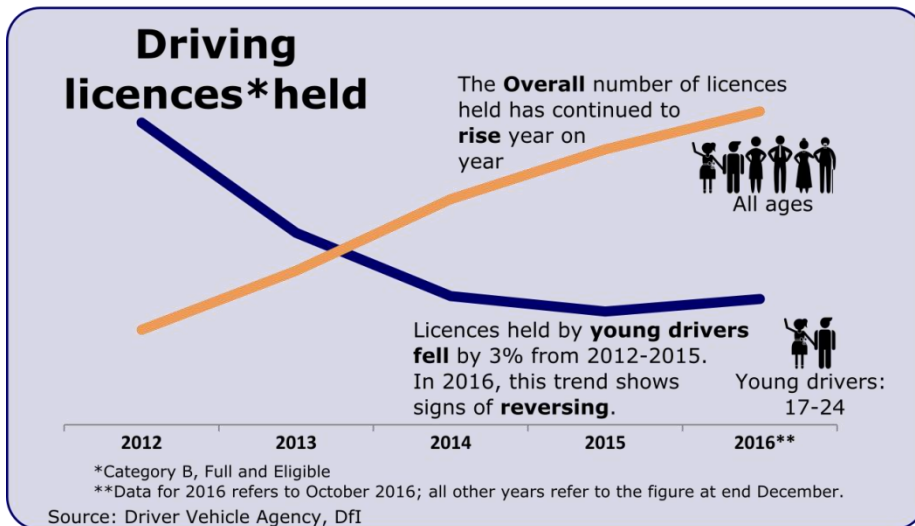
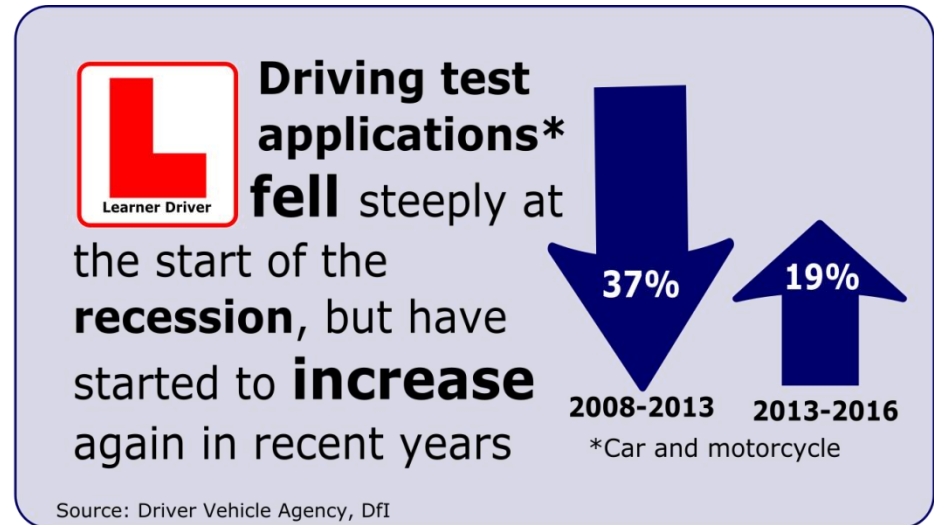
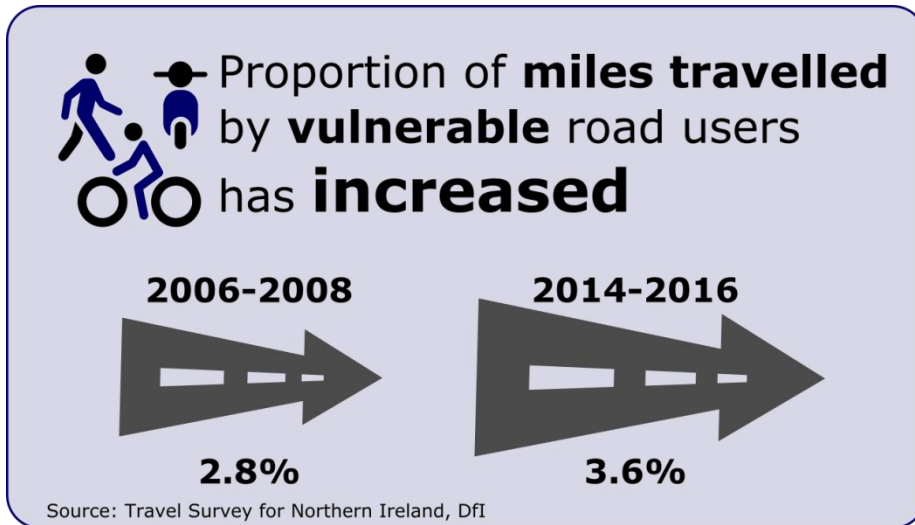
Source: PSNI Road Traffic Casualty Statistics

Baseline to present

After a period of decreasing KSI numbers, most notably between 2009 and 2010, there was a period of stability from 2013-2015 (varying only by 1 per cent each year). At the time, we stated this may indicate that numbers were levelling off. However, the most recent year has shown an increase of 14 per cent on 2015, and KSI casualty numbers in 2016 are higher than they have been in any of the last five years.

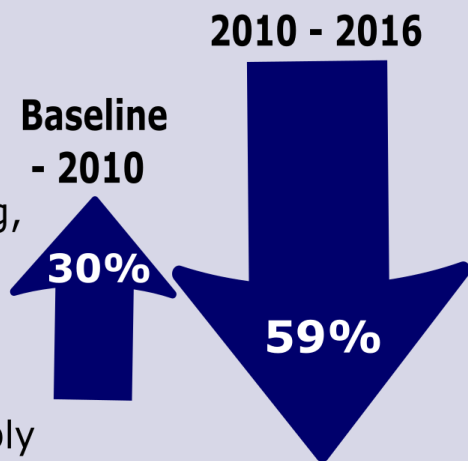


The infographics below highlight underlying trends in key road safety factors, with the intention of providing some explanation to the KSI trend apparent above. It is, of course, impossible to pinpoint the exact cause of movement, but the issues discussed will allow users to consider the factors which may have influenced these data.





After initially increasing, the number of PSNI recorded **speeding offences** has **decreased** steeply



Source: PSNI



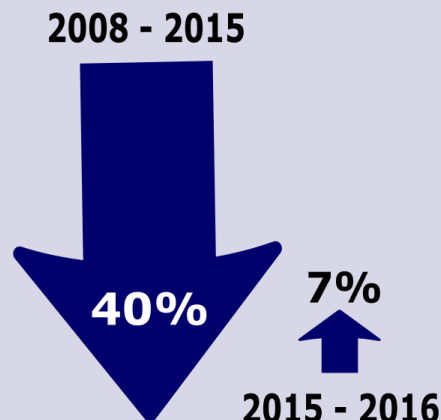
Money spent on **advertising increased** steeply at the start of the decade, but has **fallen** again in recent years



Source: Department for Infrastructure



After a period of steady decline, the number of **drink-drive convictions** has **increased** in the last year



Source: Northern Ireland Courts & Tribunals Service

The infographics show that, since the Strategy baseline, the period of greatest reduction in KSIs was associated with falling numbers of driving test applications, younger licence holders, speeding and drink driving detections² coupled with increases in advertising spend and seat belt wearing. There has also been greater exposure to risk, from increased travel, to those more vulnerable road users which may, to some extent, have offset the observed improvement in KSIs. The more recent changes in the KSI trend have coincided with either a slowing or reversal of trend in many of these key road safety factors along with further increases in risk to vulnerable road users.

²For both speeding and drink-drive offences, it should be noted that above analysis does not take account of other aspects which may contribute to the numbers/trends (e.g. associated PSNI campaigns to target speeding and drink-driving; PSNI resources etc.).

Target and Indicator Performance Summary

The four targets, reported in Table A, are:

1. To reduce the number of people killed in road collisions by at least 60% by 2020.
2. To reduce the number of people seriously injured in road collisions by at least 45% by 2020.
3. To reduce the number of children (aged 0 to 15) killed or seriously injured in road collisions by at least 55% by 2020.
4. To reduce the number of young people (aged 16 to 24) killed or seriously injured in road collisions by at least 55% by 2020.

Table A below provides a brief summary of the four strategy targets for the baseline period and most recent 3 year's data available. A trend assessment is also included comparing the baseline with the most recent 5 year rolling average. This indicates the direction of the underlying trend (**green** = favourable trend; **red** = unfavourable trend; **yellow** = no clear trend apparent). This provides for a much more robust assessment of progress against targets than would any single year's change due to natural variability in the data.

Table A: Summary Table of Strategy Targets

Strategy Target	Target	2004-2008 Baseline	2014	2015	2016	Current Year Percentage (%) change from Previous Year ¹	Trend assessment	
							Rolling average 2012-2016	Rolling Average Percentage (%) change from Baseline ¹
Number of road traffic fatalities in Northern Ireland	50	126	79	74	68	-8% ↓	65	-48% ↓
Number of road traffic serious injuries in Northern Ireland	611	1111	710	711	828	16% ↑	753	-32% ↓
Number of children (0-15 years) killed or seriously injured (KSIs) in road traffic collisions	58	128	70	72	82	14% ↑	78	-39% ↓
Number of young people (16-24 years) killed or seriously injured (KSIs) in road traffic collisions	165	366	208	197	227	15% ↑	205	-44% ↓

Notes:

¹ Percentage changes have been calculated using unrounded data.

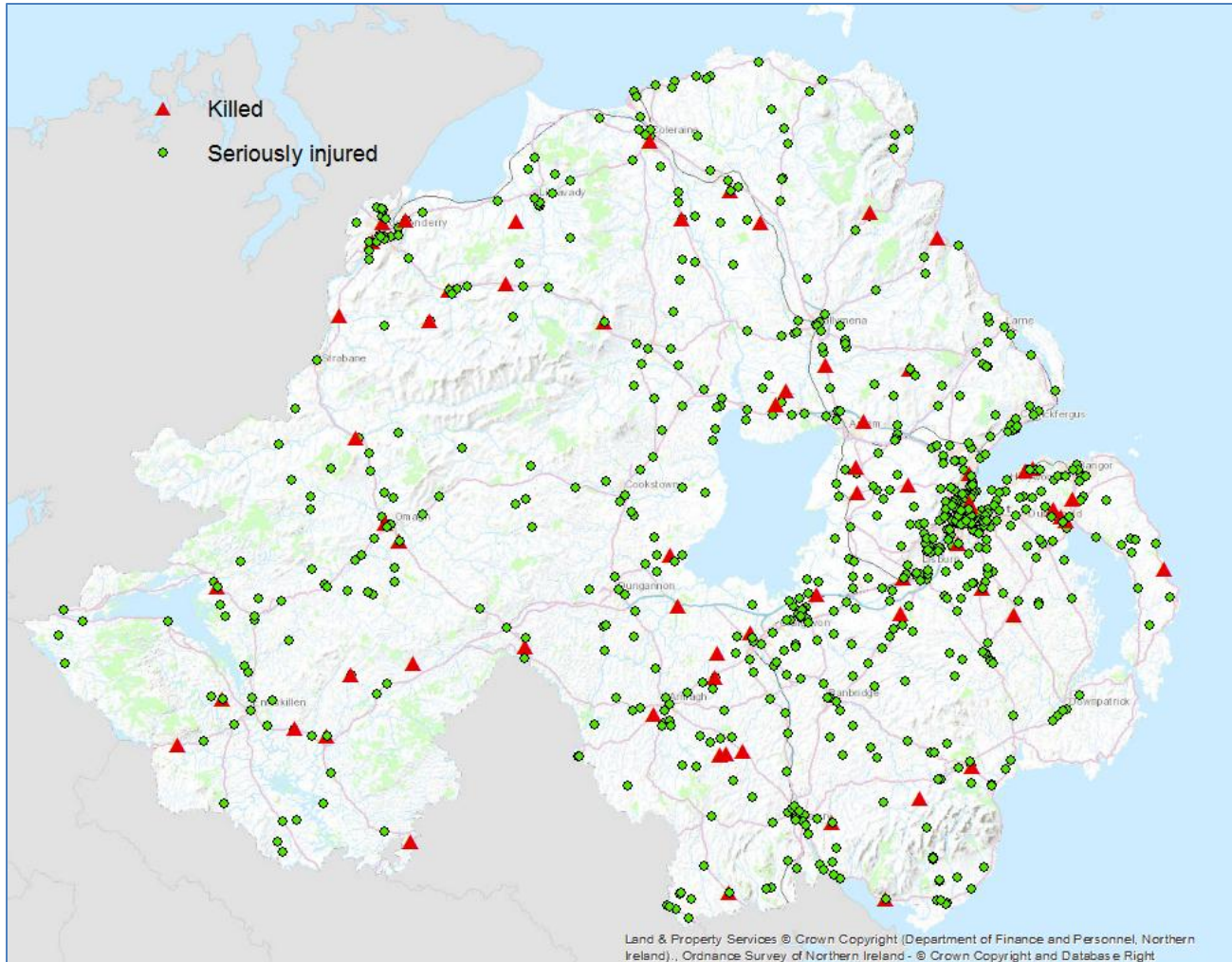
Key:

- ↓ Significant decrease in trend
- ↑ Significant increase in trend
- ↔ No significant change in trend

Map 1 below, plots the geographic distribution of the people who were killed or seriously injured in road traffic collisions in Northern Ireland during the year 2016.

Further interactive maps relating to road traffic collisions can be found on the NINIS website at the following the link: <http://www.ninis2.nisra.gov.uk/public/InteractiveMapTheme.aspx?themeNumber=118&themeName=Travel and Transport> - select the map icon at the right hand side of the dataset of interest to view the map.

Map 1: Road Traffic Fatalities and Serious Injuries in 2016

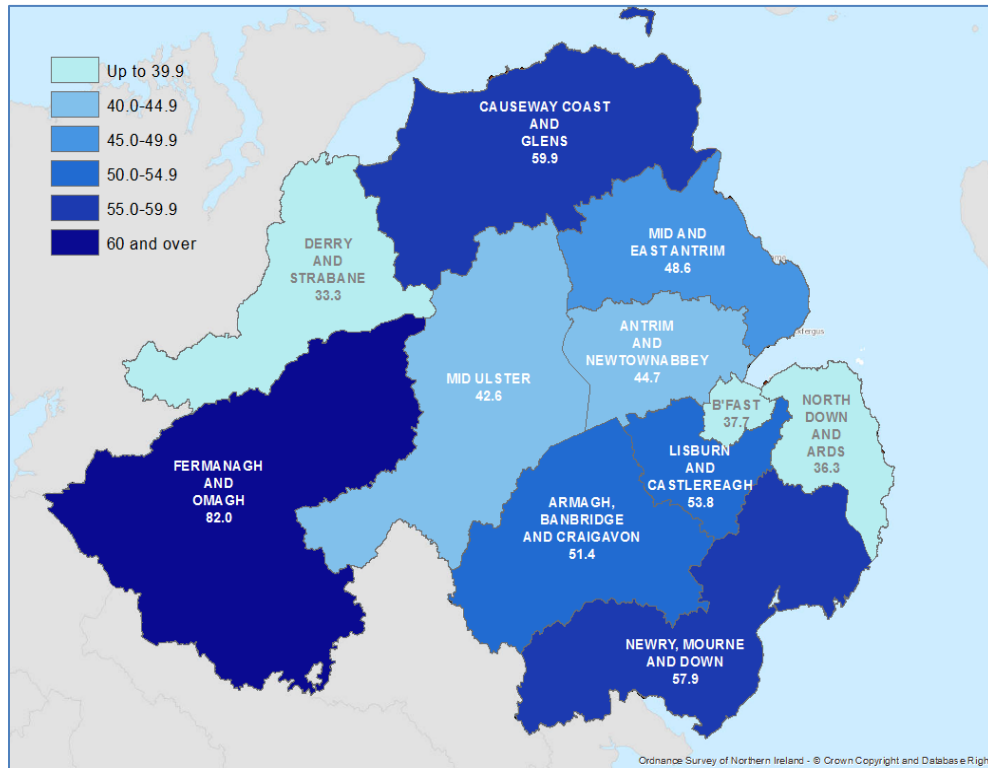


Map 1 plots the collision sites where road users were killed or seriously injured in 2016. It shows that the majority of the KSIs occurred in the east of the province, with a large cluster in and around Belfast. There are clear clusters around other towns and cities, such as Derry, and on main roads and coastal routes.

Clusters around cities are not unexpected as these are more heavily populated areas. Map 2 below therefore aims to take account of the differing population densities by plotting the rate of KSI casualties in 2016 per 100,000 people.

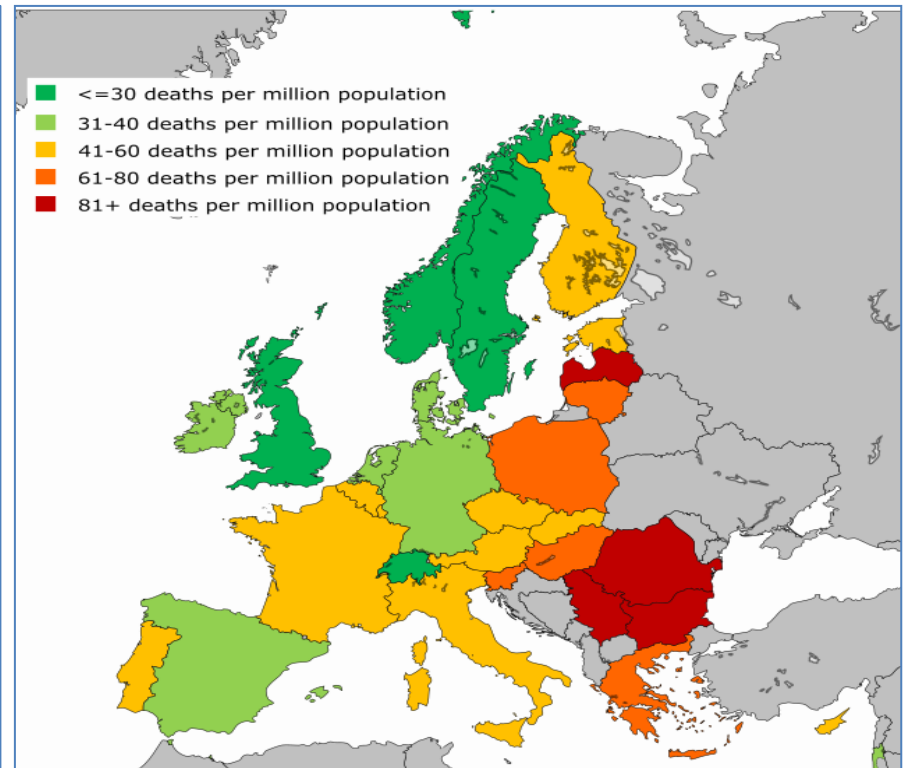
Source: PSNI Road Traffic Casualty Statistics

Map 2: Rate of KSI Casualties per 100,000 population by LGD, 2016



Source: PSNI Road Traffic Casualty Statistics, NISRA Mid-year Estimates

Map 3: Road Deaths per million inhabitants in Europe, 2016



Source: [http://etsc.eu/wp-content/uploads/PIN ANNUAL REPORT 2017-final.pdf](http://etsc.eu/wp-content/uploads/PIN_ANNUAL_REPORT_2017-final.pdf)
 Note: GB data for 2016 not yet available; year ending September 2016 data used here

Map 2 above shows that Belfast and Derry and Strabane actually have two of the lowest rates of KSI casualties per population count (37.7 and 33.3, respectively) despite showing large clusters of collisions in Map 1. In contrast, Fermanagh and Omagh has the highest rate of KSI casualties per population (82.0), even though this area looked fairly sparse in Map 1. This highlights the increased casualty risk on rural roads where speed limits tend to be higher than in urban areas.

Map 3 shows Northern Ireland in an International Context, plotting the rate of road deaths in 2016 per million inhabitants. Northern Ireland has a similar rate to ROI (37 compared with 40), but the rate here is greater than in GB (28). Elsewhere in Europe, Norway and Switzerland have the lowest rates (both 26), while Romania and Bulgaria have the highest rates (97 and 99 respectively).

The report also contains information on KPIs which are used to assess progress towards achieving strategy targets. Headline KPI results can be seen in Table B below, and again a trend assessment has been provided to help provide further insight into each indicator's direction of travel. Some of the indicators reported below are subject to statistical uncertainty (see Indicator Uncertainty section in the Introduction above). Only those changes which have been tested as being statistically significant, and hence are regarded as real changes, have been assigned a **green** or **red** arrow. A **yellow** horizontal arrow indicates that a change is not statistically significant or no clear trend was apparent (note that due to small sample sizes associated with some indicators, even seemingly large changes may not be statistically significant)

Table B: Summary Table of Key Performance Indicators

Key Performance Indicator	2004-2008 Baseline	2014	2015	2016	Current Year Percentage (%) change from Previous Year ²	Trend assessment			
						Rolling average 2012-2016	Rolling Average Percentage (%) change from Baseline ²		
Population Level									
Rate of road deaths per 100 million vehicle kilometres ^[1]	0.8	0.5	0.5	0.4	-6%	↓	0.4	-48%	↓
Rate of road deaths per million population	72.0	42.9	40.0	36.5	-9%	↓	35.4	-51%	↓
Rate of fatal and serious collisions per 100 million vehicle kilometres ^[1]	5.9	3.9	3.9	4.7	20%	↑	4.2	-29%	↓
Number of people killed where at least one person involved was over the legal blood alcohol limit	27.8	22	15	23	53%	↑	16.8	-40%	↓
Number of car occupants killed who were not wearing a seatbelt	24.6	8	5	7	40%	↑	7.6	-69%	↓
Key Performance Indicator	2004-2008 Baseline	2014	2015	2016	Current Year Percentage (%) change from Previous Year ²	Trend assessment			
						Rolling average 2012-2016	Rolling Average Percentage (%) change from Baseline ²		
Travel Mode - Pedestrian and Car User									
Rate of pedestrian KSIs per 100 million kilometres walked	52.0	32.5	37.9	35.8	-6%	↔	35.8	-31%	↓
Rate of car users KSIs per 100 million kilometres (cars & vans) ^[1]	5.8	3.1	3.2	3.9	21%	↑	3.3	-43%	↓
Key Performance Indicator	2004-2008 Baseline	2010-2014	2011-2015	2012-2016	Current Year Percentage (%) change from Previous Year ²	Trend assessment			
						Rolling average 2012-2016	Rolling Average Percentage (%) change from Baseline ²		
Travel Mode - Pedal Cyclist and Motorcyclist									
Rate of pedal cyclist KSIs per 100 million kilometres cycled	60.1	69.0	61.6	58.6	-5%	↔	58.6	-3%	↓
Rate of motorcyclist KSIs per 100 million motorcycle kilometres	257.1	358.7	301.0	289.6	-4%	↔	289.6	13%	↑

Table B: Summary Table of Key Performance Indicators continued

Key Performance Indicator	2004-2008 Baseline	2014	2015	2016	Current Year Percentage (%) change from Previous Year ²	Trend assessment		
						Rolling average 2012-2016	Rolling Average Percentage (%) change from Baseline ²	
Age Related								
Rate of people aged over 70 killed or seriously injured in road collisions per 100,000 population aged over 70	50.2	42.4	37.0	46.9	27% ↑	42.1	-16%	↓
Number of KSIs resulting from collisions involving drivers under the age of 25	424.8	259	243	265	9% ↑	244.8	-42%	↓
Key Performance Indicator	2004-2008 Baseline	2014	2015	2016	Current Year Percentage (%) change from Previous Year ²	Trend assessment		
						Rolling average 2012-2016	Rolling Average Percentage (%) change from Baseline ²	
Rural								
Number of people killed in collisions on rural roads	92.2	55	42	46	10% ↑	42.8	-54%	↓
Number of children (0-15) killed in collisions on rural roads	5.2	2	4	1	- ↓	2.9	-	↓
Key Performance Indicator	2004-2008 Baseline	2014	2015	2016	Current Year Percentage (%) change from Previous Year ²	Trend assessment		
						Rolling average 2012-2016	Rolling Average Percentage (%) change from Baseline ²	
Socio-Economic								
Rate of pedestrians killed or seriously injured per 100,000 population in 10 per cent most deprived areas (Collision SOA) ¹	28.4	12.5	21.3	24.7	16% ↑	21.7	-23%	↓
Rate of pedestrians killed or seriously injured per 100,000 population in 10 per cent least deprived areas (Collisions SOA) ¹	4.5	4.8	4.7	3.0	- ↓	4.6	-	↑
Rate of child pedestrians killed or seriously injured per 100,000 population in 10 per cent most deprived areas (Collisions SOA) ¹	34.5	15.4	23.0	35.5	54% ↑	29.9	-13%	↓
Rate of child pedestrians killed or seriously injured per 100,000 population in 10 per cent least deprived areas (Collisions SOA) ¹	6.7	6.6	6.6	3.3	- ↓	5.9	-	↓

Table B: Summary Table of Key Performance Indicators continued

Key Performance Indicator	2008-2010	2012-	2013-	2014-	Current Year Percentage (%) change from Previous Year ²	Trend assessment		
	Baseline	2014	2015	2016		Rolling average 2014- 2016	Rolling Average Percentage (%) change from Baseline ²	
Novice drivers								
Number of KSI casualties resulting from collisions involving a novice driver (0-6 months post test) (3 year rolling average)	86.2	41	35	37	6% ↔	36.7	-57%	↓
Number of KSI casualties resulting from collisions involving a novice driver (7-12 months post test) (3 year rolling average)	48.4	23	24	27	13% ↔	26.6	-45%	↓
Number of KSI casualties resulting from collisions involving a novice driver (13-18 months post test) (3 year rolling average)	43.8	26	24	20	-16% ↓	19.8	-55%	↓
Number of KSI casualties resulting from collisions involving a novice driver (19-24 months post test) (3 year rolling average)	35.3	31	27	30	13% ↔	30.0	-15%	↔
Number of KSI casualties resulting from collisions involving a novice driver (0-24 months post test) (3 year rolling average)	213.6	122	108	113	4% ↔	113.1	-47%	↓
Key Performance Indicator	2010	2014	2015	2016	Current Year Percentage (%) change from Previous Year ²	Trend assessment		
	Baseline					2016	2016 Percentage (%) change from Baseline ²	
Exceeding the speed limit								
Proportion of vehicles exceeding the speed limit on built-up 30/40 mph roads (11pm - 7am (free running))	64%	66%	68%	66%	-3% ↓	66%	2%	↑
Proportion of vehicles exceeding the speed limit on dual carriageways (11pm - 7am (free running))	42%	42%	45%	46%	2% ↑	46%	9%	↑
Proportion of vehicles exceeding the speed limit on motorways (11pm - 7am (free running))	20%	20%	17%	21%	23% ↑	21%	3%	↑
Proportion of vehicles exceeding the speed limit on single carriageways >40 mph (11pm - 7am (free running))	21%	21%	24%	23%	0% ↔	23%	11%	↑
Key Performance Indicator	2012-2014	2011-	2012-	2013-	Current Year Percentage (%) change from Previous Year ²	Trend assessment		
	Baseline	2013	2014	2015		2013- 2015	2013-2015 Percentage (%) change from Baseline ²	
Perception of road safety								
Proportion of respondents who gave reasons for feeling unsafe when walking on the road	82%	N/A	82%	81%	-1% ↔	81%	-1%	↔
Proportion of respondents who gave reasons for feeling unsafe when cycling on the road	91%	N/A	91%	90%	-1% ↔	90%	-1%	↔

Notes:

¹ Users should note that the deprivation marker is based on where the collision occurred rather than where the casualty lived.

² Percentage changes have been calculated using unrounded data. Where a '-' appears in a column relating to percentages the calculated percentage has been removed. This is due to the percentage being calculated where the denominator is less than or equal to ten. The percentage in these instances may skew the interpretation of the results and as such the user may wish to acknowledge the small numbers rather than view the percentage. Where a rate has been calculated from base data greater than ten, the percentages have been reported regardless of the value of the rate.

³ Users should note that figures have been revised. See User Guidance.

- Key:**
- ↓ Significant decrease in trend
 - ↑ Significant increase in trend
 - ↔ No significant change in trend

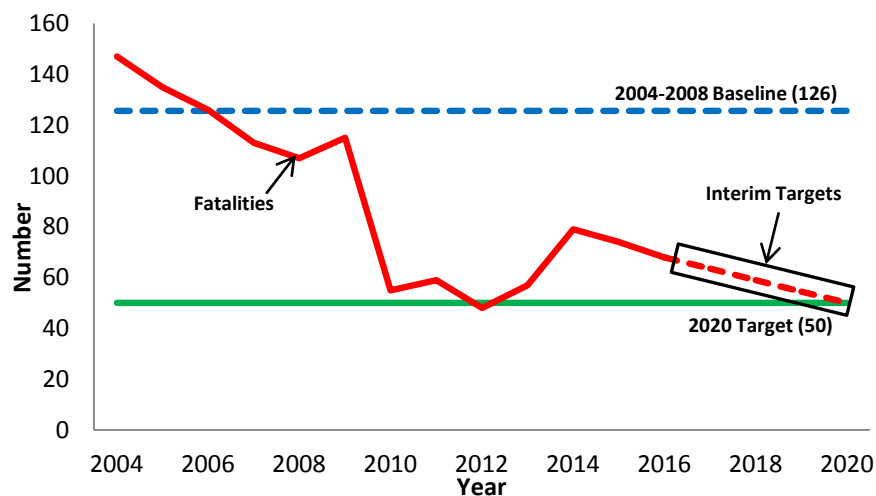
Progress on Strategy Targets

This publication is the sixth in the lifetime of the reporting on the targets and KPIs set out in the Road Safety Strategy to 2020. Progress to date, as measured against the Strategy's key targets, is outlined below. In addition to plotting the overall Strategy target trend lines, interim departmental targets for 2017 to 2020 are also shown on the charts, denoted by the red, dashed line.

Target 1: To reduce the number of people killed in road collisions by at least 60% by 2020.

The 2020 Strategy target is to have 50 or fewer fatalities recorded from road traffic collisions in Northern Ireland.

Figure 1: Number of road traffic fatalities, 2004-2016



Source: PSNI Road Traffic Casualty Statistics

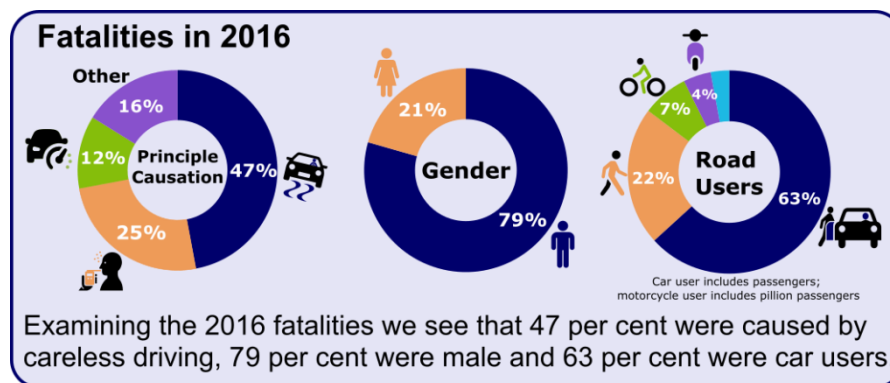
See: Appendix 1, Table 1

In 2016, there were 68 such fatalities recorded by the PSNI. This represents a reduction of 46 per cent from the 2004-2008 baseline figure (126), and a reduction of 8 per cent from 2015. This is the second year in a row to see a reduction in fatalities,

following two years of increasing numbers and if a similar trend was maintained over the next four years, it is estimated that the target would be met by 2020. See Figure 1.

Prior to 2010, there was a clear downward trend in the number of fatalities. Since 2012, these began to increase again, however, the last two years have shown annual reductions once more. The 2020 Strategy target was reached in 2012 when 48 fatalities were recorded, the lowest point on record. Although the number of road deaths in 2016 was 11 less than the number recorded in 2014, the three years from 2014 to 2016 still accounted for the largest numbers of fatalities recorded since 2010. Careless driving remains the most common principal causation factor, attributable to approaching half (47 per cent) of all fatalities in 2016, followed by drink/drug driving (25 per cent).

While GB fatality figures for the full 2016 calendar year are not yet available, in the rolling year ending September 2016, fatalities there were largely unchanged to the equivalent 2015 period.¹ The longer term trend in GB is similar to NI and internationally the story is the same – between 2000 and 2014, the number of road fatalities in the 32 countries in the International Road Traffic and Accident Database (IRTAD) declined by 42 per cent overall².



¹ https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/588773/quarterly-estimates-july-to-september-2016.pdf

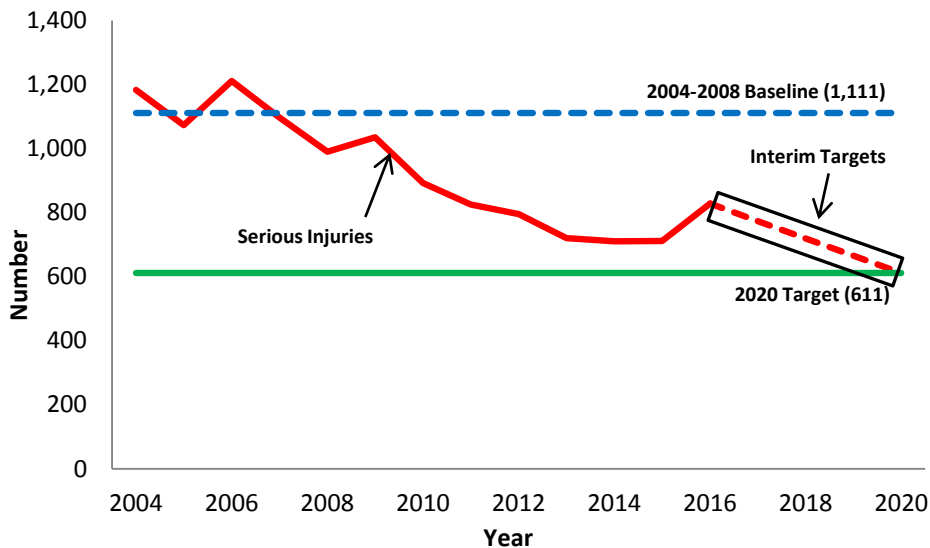
² <http://www.oecd-ilibrary.org/docserver/download/7516011e.pdf>

Target 2: To reduce the number of people seriously injured in road collisions by at least 45% by 2020.

The 2020 target is to have 611 or fewer, serious injuries on our roads each year.

In 2016, 828 people were seriously injured in collisions on Northern Ireland’s roads. This is 16 per cent more than the number recorded in 2015 and, although this still represents an overall reduction of 25 per cent on the baseline figure (1,111), it is the highest number recorded since 2010. If the target of 611 is to be reached by 2020, the trend would need to show a steady downward movement over the next few years. See figure 2.

Figure 2: Number of people seriously injured in road collisions, 2004-2016

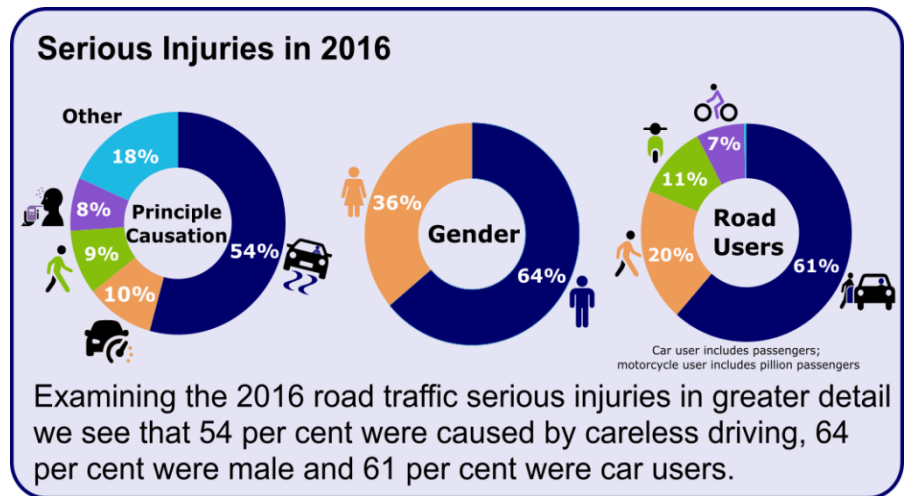


Source: PSNI Road Traffic Casualty Statistics
See: Appendix 1, Table 2

Figure 2 above examines the trend. It clearly shows a general decrease in SI numbers until 2013. There was a period of stability

in 2014 and 2015; however, in 2016, the largest annual percentage increase in the entire strategy period was recorded. Females accounted for a larger proportion of those seriously injured than those killed (36 per cent of serious injuries compared with 21 per cent of fatalities), while there was a noticeably smaller proportion of serious injuries caused by alcohol/drug driving (8 per cent of serious injuries compared with 25 per cent of fatalities).

The trend demonstrated in NI generally reflects that in GB, where a 24 per cent decrease was experienced from 2004-2008 to 2013, while a 2 per cent increase was reported from 2013 to 2015. GB data for the full 2016 calendar year is not yet available, however in the rolling year to September 2016, the number of serious injuries increased by 6 per cent on the equivalent 2015 figure.



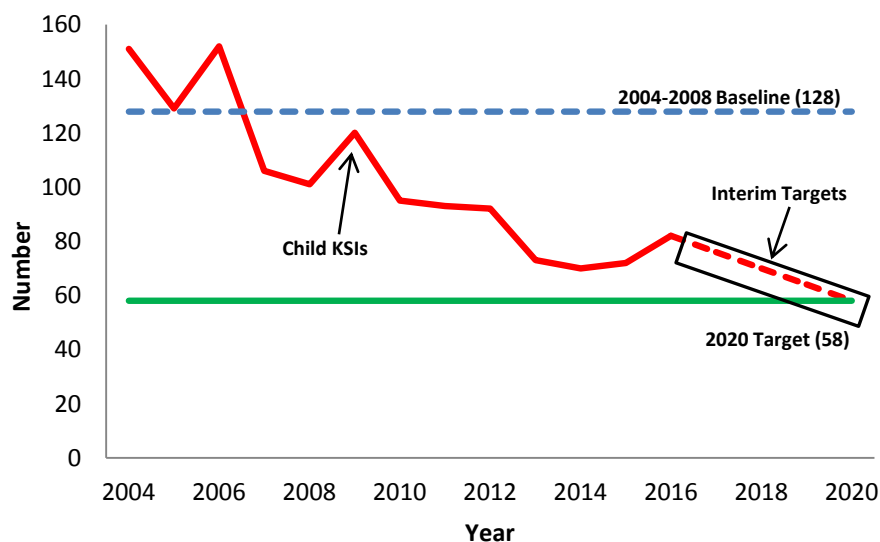
Examining the 2016 road traffic serious injuries in greater detail we see that 54 per cent were caused by careless driving, 64 per cent were male and 61 per cent were car users.

Target 3: To reduce the number of children (aged 0 to 15) killed or seriously injured in road collisions by at least 55% by 2020.

The 2020 target is to reduce the number of children killed or seriously injured on our roads to 58, or less.

In 2016, there were 82 children killed or seriously injured in road collisions in Northern Ireland; 10 more than in 2015. However, this still represents a reduction of 36 per cent from the baseline figure (128). Similar to the serious injuries above, the trend would need to show a steady downward movement over the next few years if the target of 58 is to be reached by 2020. See figure 3.

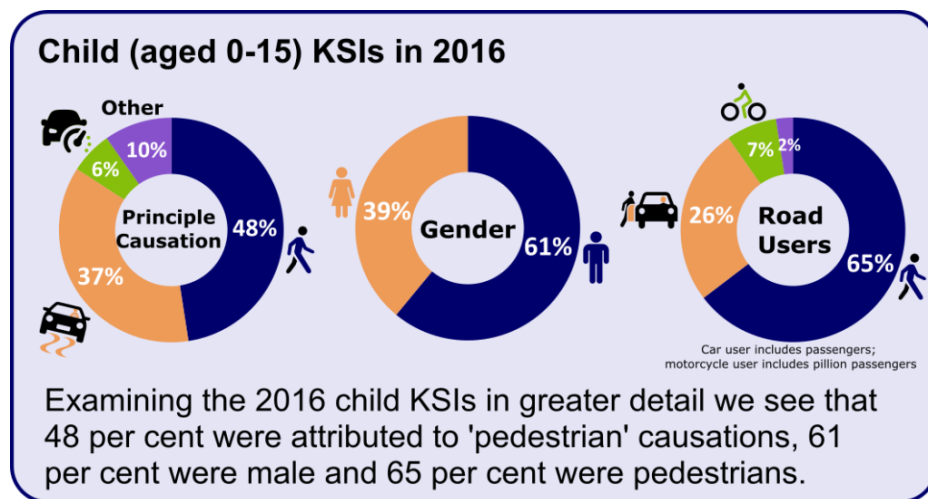
Figure 3: Number of children (aged 0-15 years) killed or seriously injured (KSIs) in road collisions, 2004-2016



Source: PSNI Road Traffic Casualty Statistics
See: Appendix 1, Table 3

Following five years of decreasing numbers, this is the second consecutive year to see an increase in the number of children killed or seriously injured. However, 2016 has seen a much larger percentage increase than 2015 (14 per cent compared to 3 per cent, respectively). It is noteworthy that pedestrian causations were cited as the principal causation factor in almost half (48 per cent) of all child KSIs, particularly given that such factors only contributed to 11 per cent of all KSIs in 2016. This is further reinforced by the fact that 65 per cent of children killed or seriously injured were pedestrians in comparison to 20 per cent of all KSIs.

Similar to NI, child KSI casualties in GB in the rolling year to September 2016 saw an increase of 8 per cent on the equivalent 2015 figure. The largest falls in NI numbers were recorded in 2010 and 2013, both decreasing by 21 per cent from the previous year. GB also saw its largest fall in numbers in 2013, albeit it less pronounced than in NI (with GB experiencing a 13 per cent reduction).

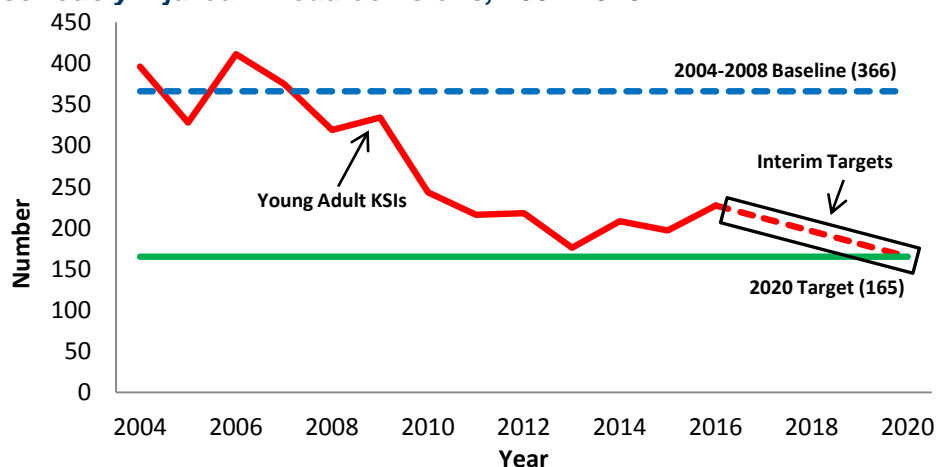


Target 4: To reduce the number of young people (aged 16 to 24) killed or seriously injured in road collisions by at least 55% by 2020.

The 2020 target is to reduce the number of young people killed or seriously injured on our roads to 165, or less.

In 2016, there were 227 young people killed or seriously injured in road traffic collisions in Northern Ireland, 30 (15 per cent) more than the number recorded in 2015 and 38 per cent below the baseline (366). These numbers would need to start reducing steadily year on year if the 2020 target of 165 KSIs is to be met.

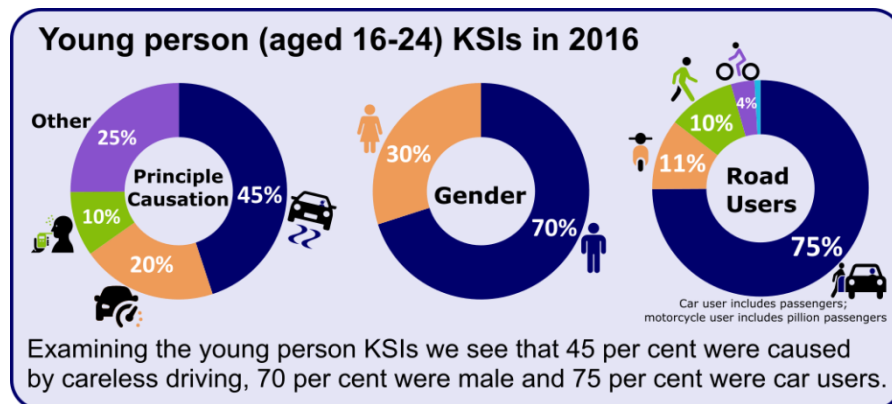
Figure 4: Number of young people (aged 16-24 years) killed or seriously injured in road collisions, 2004-2016



Source: PSNI Road Traffic Casualty Statistics
See: Appendix 1, Table 4

In 2013, the number of young people killed or seriously injured was 7 per cent above the target of 165 and it appeared that the target was within imminent reach; however, increasing numbers in 2014 and 2016 has brought the level of young people’s KSIs to 38 per cent above the target. Careless driving (45 per cent) and speeding (20 per cent) were the principal causation factors accounting for 2 in every 3 young person KSIs. The proportion of

young people killed or seriously injured due to speeding was twice the proportion of all KSIs resulting from this factor (20 per cent compared with 10 per cent). Car users were over represented in the young person KSIs with 75 per cent compared with 61 per cent of all KSIs, whilst there was a lower proportion of young pedestrian KSIs (10 per cent versus 20 per cent of all KSIs).



Influencing factors

There are a number of factors which will affect road casualty numbers. It is very difficult to pinpoint a single cause of movement; rather the influencing factors all combine to drive overall trends. Some of these factors are discussed in the ‘Road Safety Context’ section at the beginning of this report. Road casualties may be linked to economic prosperity, with OECD research concluding that, “when economic growth declines, and particularly when unemployment increases, road safety improves.”³ Results of NI research looking at potential explanatory factors behind fatality trends, particularly the large reduction post 2009 are available on the ASRB website at the following link:

<https://www.infrastructure-ni.gov.uk/publications/investigating-reduction-fatal-collisions-northern-ireland-2009-2012>

³ <http://www.itf-oecd.org/sites/default/files/docs/15irtadeconomicictimes.pdf>

Progress on Key Performance Indicators

In addition to the four principal targets, there are a suite of twenty key performance indicators (KPIs) which currently underpin the road safety strategy.

Many of the indicators are calculated as a rate in order to properly take account of the changing level of exposure, and hence risk, attached to the subject group.

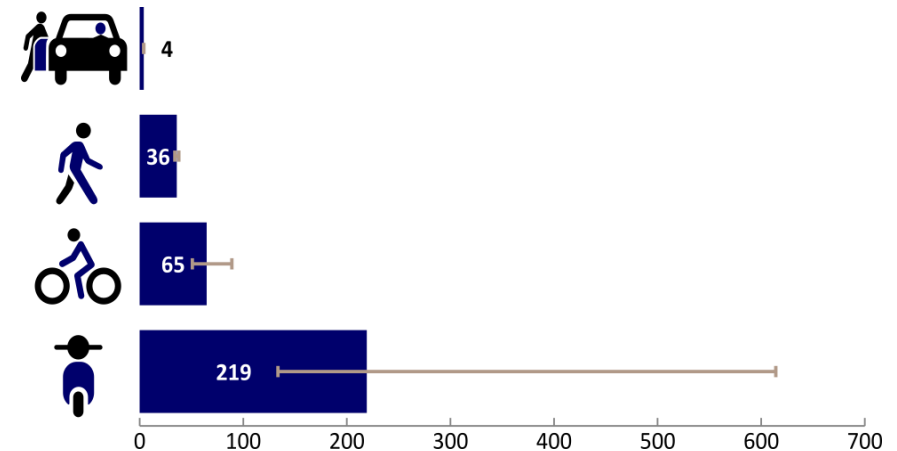
Progress to date on a range of the strategy's KPIs is outlined below. A number of the indicators, when reported by single year, show a lot of volatility. In these cases an additional figure reporting on a five year rolling average has been included to give a clearer indication of which direction the trend is moving. Where appropriate, 95 per cent confidence intervals are shown on charts to highlight the uncertainty attached to the estimates (see Introduction of User Guidance section for explanation of confidence intervals).

KPI 3 – KPI 6: Rate of killed or seriously injured casualties by road user type.

There are two ways to look at casualty numbers. Firstly, absolute counts can be examined and, although these can be informative, they tell us very little about levels of risk between different road user groups or how this risk may be changing over time. For example, on a pure casualty count basis, car occupants appear to be the most vulnerable road user group as they account for the greatest number of casualties each year. In 2016, the number of car user KSIs was 547 – 61 per cent of the total number of KSIs; however, this is a much smaller proportion than the 80 per cent of overall miles travelled per person per year by car, suggesting a lower than expected risk for this group.

The second approach therefore looks at the level of exposure each road user type experiences, using an appropriate exposure metric such as distance travelled, and hence determines their relative risk. So, rather than absolute numbers, one can instead look at casualty rates in terms of the number of casualties per kilometres travelled. See Figure 5.

Figure 5: Rate of people killed or seriously injured per 100 million kilometres travelled by road user type, 2016



Source: PSNI Road Traffic Casualty Statistics, Travel Survey for Northern Ireland, NISRA Mid-Year Population Estimates

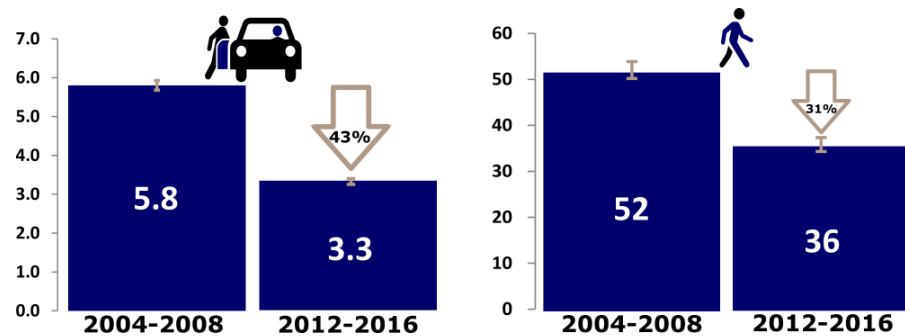
See: Appendix 1, Tables 7-10

Note: Error bar shows the 95% confidence range around the central estimate. See Tables 7-10b.

Figure 5 shows that, in 2016, car users had the lowest rate of KSIs per kilometres travelled, and hence are at less risk than the other road user groups. Pedestrians, cyclists and motorcyclists are typically referred to as vulnerable road users, having a much higher casualty rate per kilometres travelled in comparison to car users. Motorcyclists had the greatest rate and are therefore at most risk. Pedal cyclists are at over three times less risk than motorcyclists but are approaching double the risk of pedestrians.

Figure 6 below shows the most recent five years of data compared to the 2004-2008 baseline for both car users and pedestrians. It is clear that the KSI rate has decreased, by 43 and 31 per cent, respectively. With regards to car users, there was a reasonably consistent year on year downward trend from the baseline period, but this had greatly slowed by 2013 and in recent years has been increasing. Similarly for pedestrians, there was a period of rapidly reducing risk from 2011 to 2014 which has since shown signs of slowing (see Figures A and B in Annex 1 for full trend).

Figure 6: Rate of people killed or seriously injured per 100 million kilometres travelled by road user type, 2014-2016 Vs 2004-2008



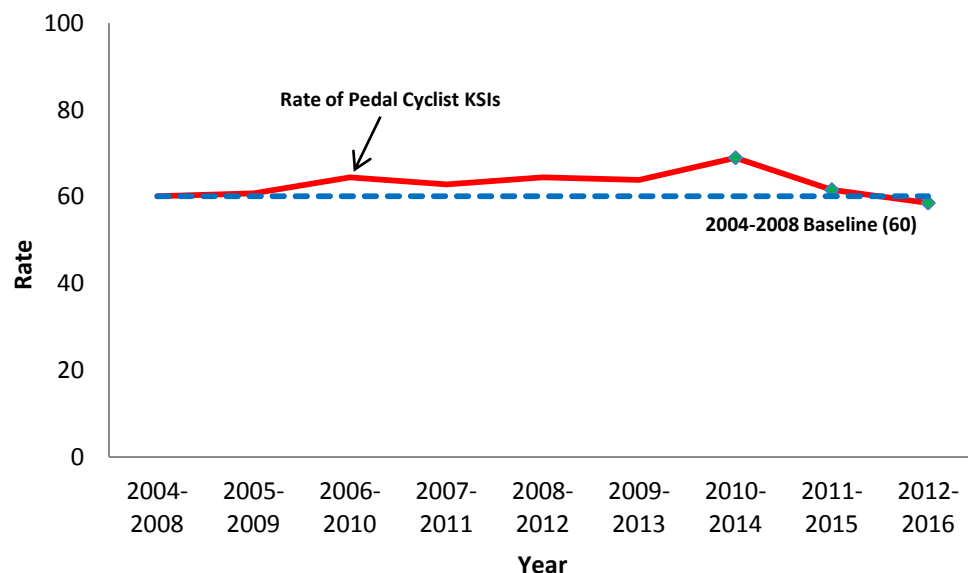
Source: PSNI Road Traffic Casualty Statistics, Travel Survey for Northern Ireland, NISRA Mid-Year Population Estimates
 See: Appendix 1, Tables 7 & 10
 Note: Error bar shows the 95% confidence range around the central estimate. See Tables 7b & 10b.

When it comes to assessing the trend for cyclists and motorcyclists, however, the extremely wide confidence intervals around the distance travelled estimates make it very difficult to reach any firm conclusions year-on-year. A consultation with users was conducted regarding potential alternative ways to assess these two road user groups, however, it was ultimately decided that there were no better alternatives available. See User Guidance section for more detail of the User Consultation.

Subsequent work carried out by ASRB revealed that more recent large changes that were reported in distance travelled for both cyclists and motorcyclists since the baseline period were, in fact, statistically significant. These significant results were obtained by pooling 5 years worth of travel survey data which is the same time period for construction of the baseline indicators. See Indicator Guidance Booklet for further information.

We know that cyclist KSIs have been increasing markedly since the Strategy baseline, with a 77 per cent increase between 2004-2008 and 2012-2016. However, there has been an 82 per cent increase in overall distance travelled by pedal cyclists over the same time period suggesting a slightly reduced risk. This is reflected in a small, but real, reduction of approaching 3 per cent in the cycling KSI rate per kilometres travelled since the baseline. The full trend is shown in Figure 7 below, with the statistically significant data points highlighted in green (based on statistically significant changes in distance travelled compared with the baseline). Due to the uncertainty still attached to some of the individual indicator data points, it is not possible to draw any meaningful conclusions until 2010-2014 when the risk peaked at an average of 15 per cent above the baseline period before beginning to reduce again and dipping just below the baseline in this latest reporting period.

Figure 7: Rate of pedal cyclist KSIs per 100 million kilometres cycled (5 year rolling average), 2004-2016

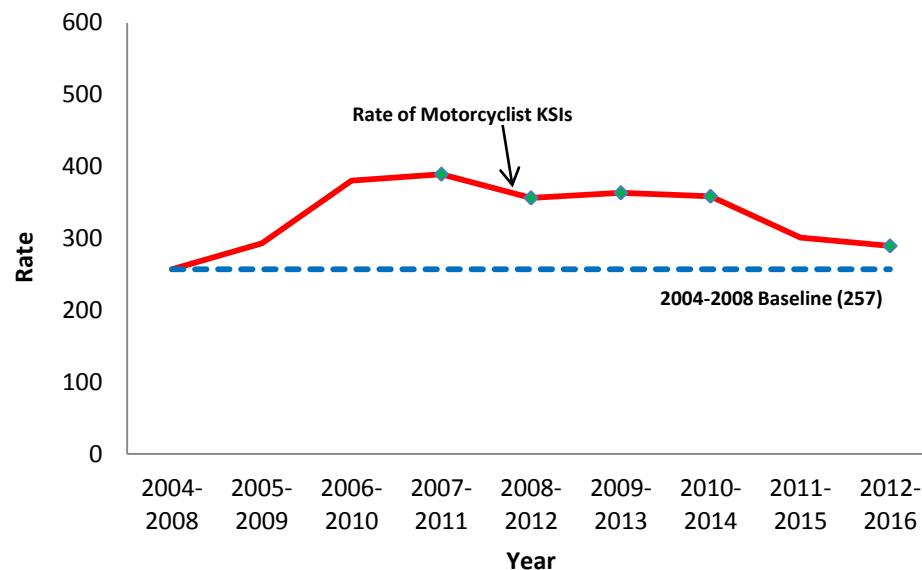


Source: PSNI Road Traffic Casualty Statistics, Travel Survey for Northern Ireland, NISRA Mid-Year Population Estimates
See: Appendix 1, Table 8a

Examining then the motorcyclist KSIs, we see that they have been decreasing since the baseline, with a 38 per cent decrease between 2004-2008 and 2012-2016. However, the overall distance travelled by motorcycle has decreased by a greater rate (45 per cent) suggesting an increased risk in travelling by this mode. This increased risk is reflected by an average increase of 13 per cent in the most recent five-year rate of motorcycle KSIs per KM travelled, compared with the baseline. The full trend can be seen in Figure 8 below, with statistically significant data points again highlighted in green. Similar to the pedal cycle rate, and due to the continued uncertainty attached to some data points, it is not possible to draw conclusions from all years; however, from those that are significant we can say that the rate peaked at an

average of 51 per cent above the baseline in 2007-2011 before beginning to reduce again in more recent reporting periods.

Figure 8: Rate of motorcyclist KSIs per 100 million motorcycle kilometres (5 year rolling average), 2004-2016



Source: PSNI Road Traffic Casualty Statistics, Travel Survey for Northern Ireland, NISRA Mid-Year Population Estimates
See: Appendix 1, Table 9a

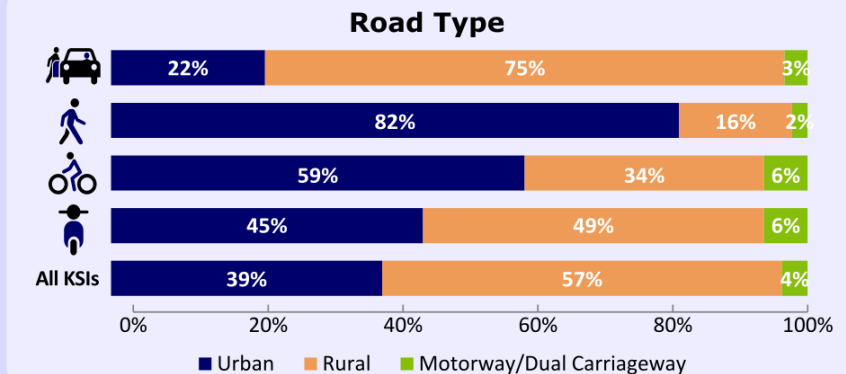
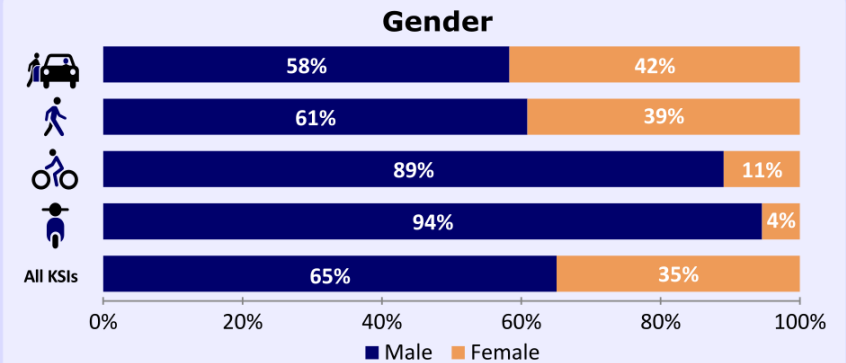
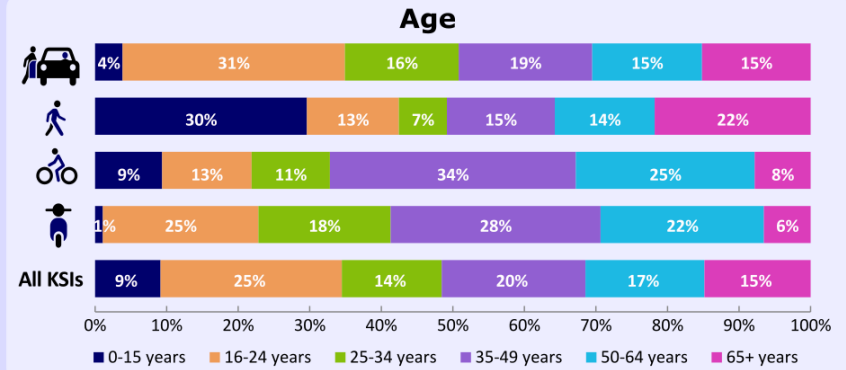
Further work

Combining 5 years worth of survey data has allowed some meaningful conclusions to be drawn in respect of the cycling/motorcycling KSI rates. However, because of the high degree of uncertainty that still exists with the distance travelled estimates, it is unlikely that any year-on-year change in risk can ever be robustly assessed. Comparisons are necessarily restricted to the baseline period, or at least lengthy periods of time, in order to allow sufficiently large change in the distance travelled estimates to be shown as statistically significant.

Further work is planned to examine how changes in trend, or detection of stationary trends, can be tested for statistically significance given the inherent uncertainty associated with each individual data point in the existing indicators. It is also planned to investigate MOT testing data in order to establish whether it can provide more reliable estimates of distance travelled in respect of motorcycles. Colleagues in RoI have similar issues with establishing robust measures of risk for cyclists and motorcyclists and a workshop is planned to discuss possible ways forward.

The outcome of all of this work will feed into future reports with a view to producing more reliable estimates, if possible, in respect of these vulnerable road user groups.

Road User KSIs in 2016

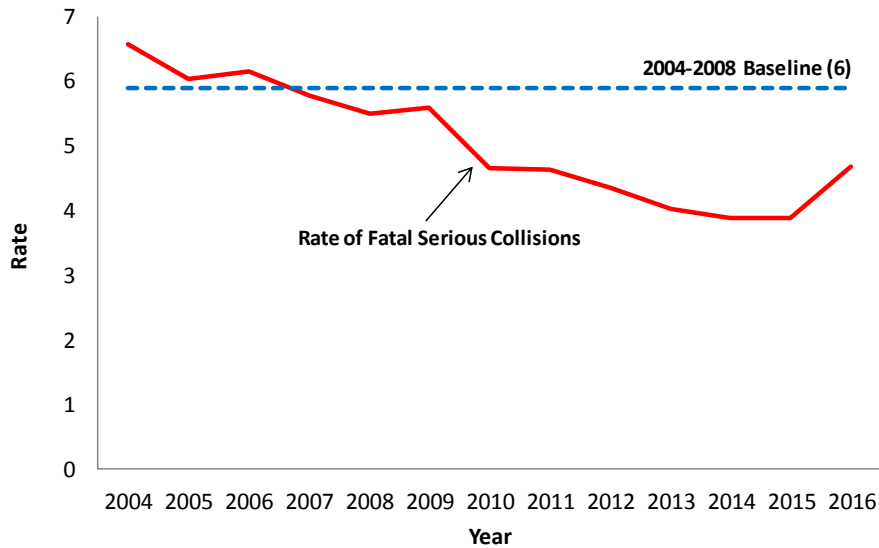


Car user includes passengers; motorcycle user includes pillion passengers

KPI 7: Rate of fatal and serious collisions per 100 million vehicle kilometres.

Since the beginning of the reporting period, the rate of fatal and serious collisions per 100 million vehicle kilometres travelled has generally been reducing. By 2015 the rate (3.9) was 34 per cent below the baseline (5.9) with only very minor increases recorded in two of the years. However, 2016 saw a 20 per cent increase in the rate taking it to 4.7, the highest it has been since 2009.

Figure 9: Rate of fatal and serious collisions per 100 million vehicle kilometres, 2004-2016



Source: PSNI Road Traffic Casualty Statistics, Travel Survey for Northern Ireland, NISRA Mid-Year Population Estimates
See: Appendix 1, Table 11

As shown in Figure 10, the increase in the overall number of KSI collisions recorded in 2016 was attributable to a rise in KSI collisions caused by careless driving (up by 25 per cent), speeding (up by 27 per cent) and alcohol/drugs driver/rider (up by 29 per cent).

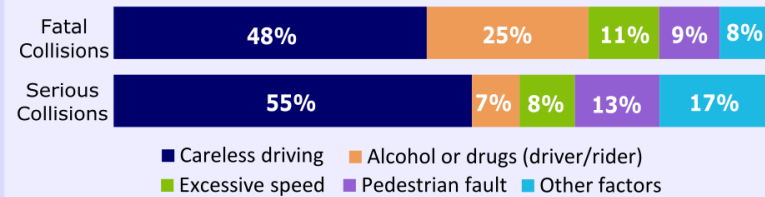
Figure 10: Percentage increase in KSI collisions from 2015 to 2016 by causation factor



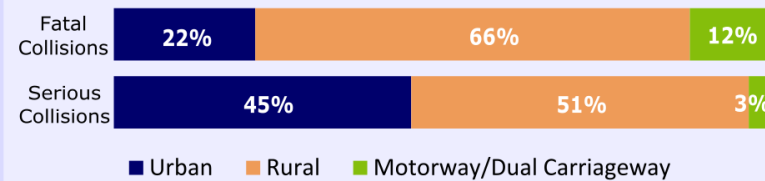
Source: PSNI Road Traffic Casualty Statistics

Fatal and Serious Collisions, 2016

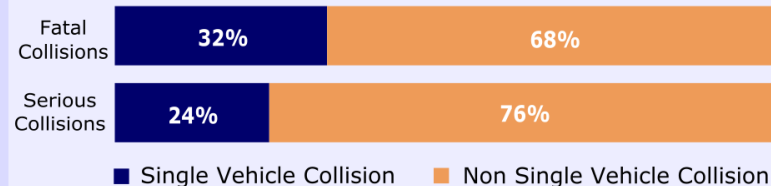
Principal Causation



Road Type



Single Vehicle Collision



Comparing fatal and serious collisions in 2016, we see that greater proportions of fatal collisions are caused by driver/rider alcohol or drugs, occur on rural roads or motorways/dual carriageways, and are single vehicle collisions.

KPI 8: Rate of people aged over 70 killed or seriously injured in road collisions per 100,000 population aged over 70.

In 2016, there were 90 people aged over 70 who were killed or seriously injured in road traffic collisions in Northern Ireland. This was the same number recorded in 2011 and was the highest recorded across the series. “Car users” accounted for almost three-fifths (59 per cent) of the KSI casualties of people aged over 70 in the last five years – this is similar to the proportion for all ages (57 per cent). Pedestrian KSIs were over-represented among the over 70s over this period; a third (32 per cent) of the KSI casualties of people aged over 70 were pedestrians compared to only 22 per cent for KSI casualties of all ages.

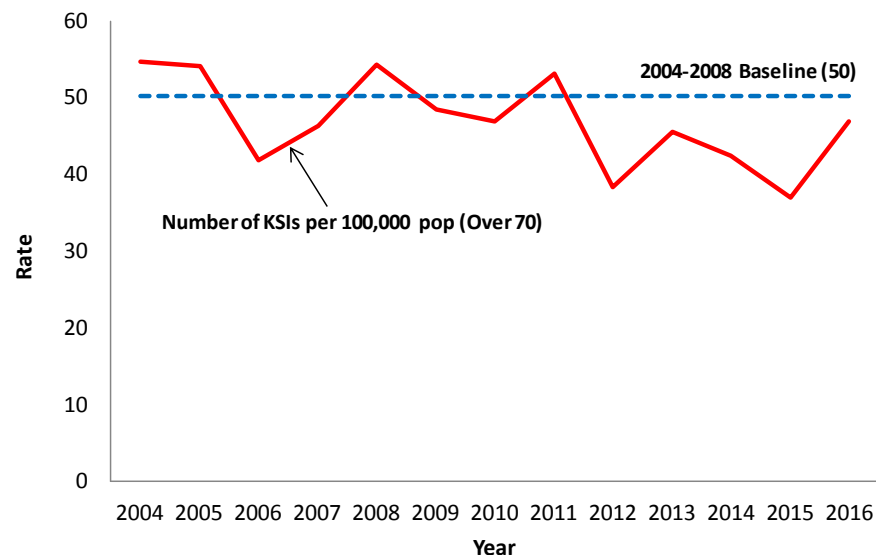
A report examining the issues relating to the number of older drivers killed or seriously injured on roads in Northern Ireland is available at the following link:

<https://www.infrastructure-ni.gov.uk/sites/default/files/publications/infrastructure/older-driver-casualties-2005-2014.pdf> , while information on pedestrian casualties, including older pedestrians, can be found here:

<https://www.infrastructure-ni.gov.uk/sites/default/files/publications/infrastructure/pedestrian-casualties-2010-2014.pdf>.

Population data is used to calculate the KSI rate for this indicator, and it shows that, in 2016, there were 46.9 people aged over 70 who were killed or seriously injured in road collisions, per 100,000 population aged over 70 years. This represents an increase of 27 per cent from 2016 (37.0), which is the greatest year on year increase across the series. Although the number of people over 70 killed or seriously injured in 2016 (90) was 15 per cent higher than the baseline figure (78), due to the growth in this population group over the last decade, the 2016 rate (46.9) was actually still 7 per cent below the baseline (50.2).

Figure 11: Rate of people aged over 70 killed or seriously injured in road collisions per 100,000 population aged over 70, 2004-2016

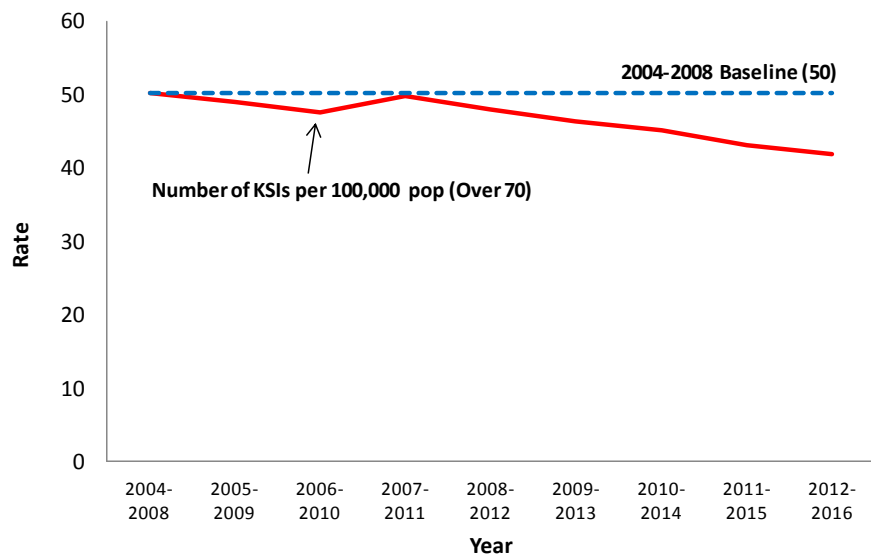


Source: PSNI Road Traffic Casualty Statistics, NISRA Mid-Year Population Estimates

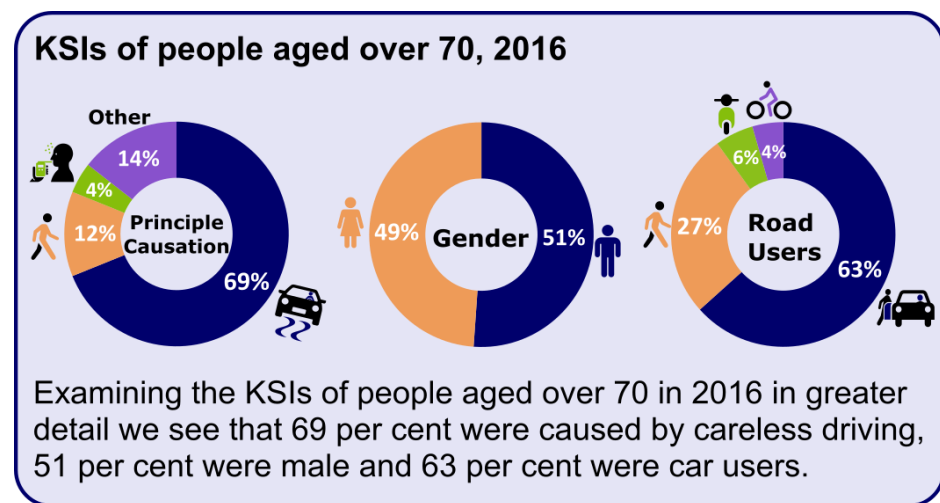
See: Appendix 1, Table 12

This series has been particularly volatile across the whole reporting period, regularly moving above and below the baseline up to 2012 where it has then remained below. It is useful, therefore, to look at Figure 12 below which plots the rates based on a five year rolling average. The chart shows that the underlying trend remained just on or below the baseline until 2007-2011. Since then it has been on a gradual downwards path, averaging 16 per cent below baseline in the latest 5 year period.

Figure 12: Rate of people aged over 70 killed or seriously injured in road collisions per 100,000 population aged over 70 (5 year rolling average), 2004-2016



Source: PSNI Road Traffic Casualty Statistics, NISRA Mid-Year Population Estimates
See: Appendix 1, Table 12a

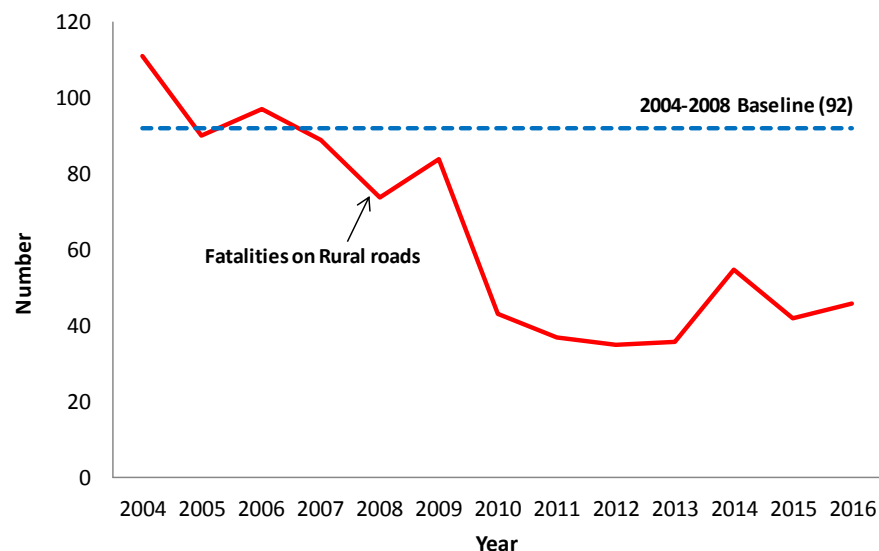


KPI 9: Number of people killed in collisions on rural roads.

Figure 13 shows that in 2016 there were 46 people killed in collisions on rural roads. Aside from a spike of 55 recorded in 2014, it is the highest number recorded since 2010. It remains, however, 50 per cent below the baseline figure of 92 fatalities.

In the five year period 2012-2016, fatalities recorded on rural roads were mainly caused by careless driving factors (43 per cent); driver/rider alcohol or drugs (20 per cent) and excessive speeding (17 per cent). Further examination of the recent causality figures shows that the fluctuating trend witnessed since 2013 has been more associated with proportionate changes in drink/drug driving KSIs than with careless driving KSIs or speeding KSIs.

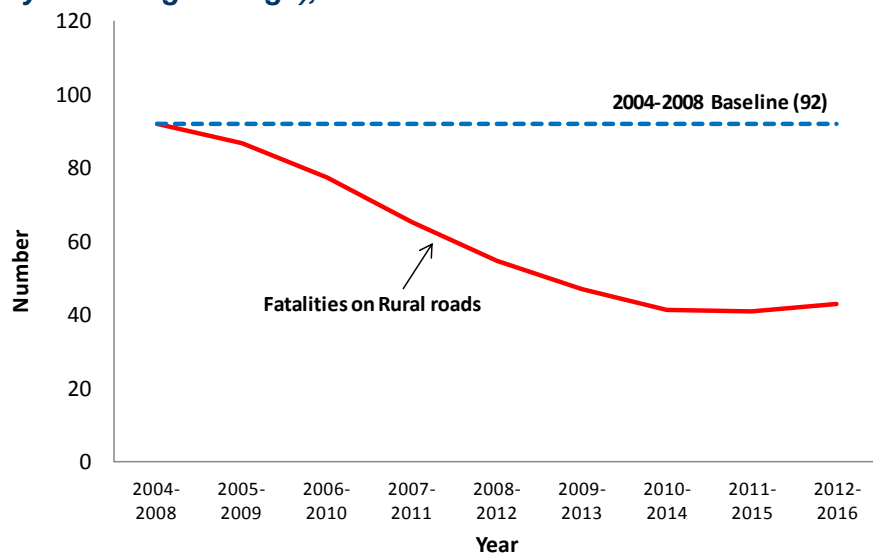
Figure 13: Number of people killed in collisions on rural roads, 2004-2016



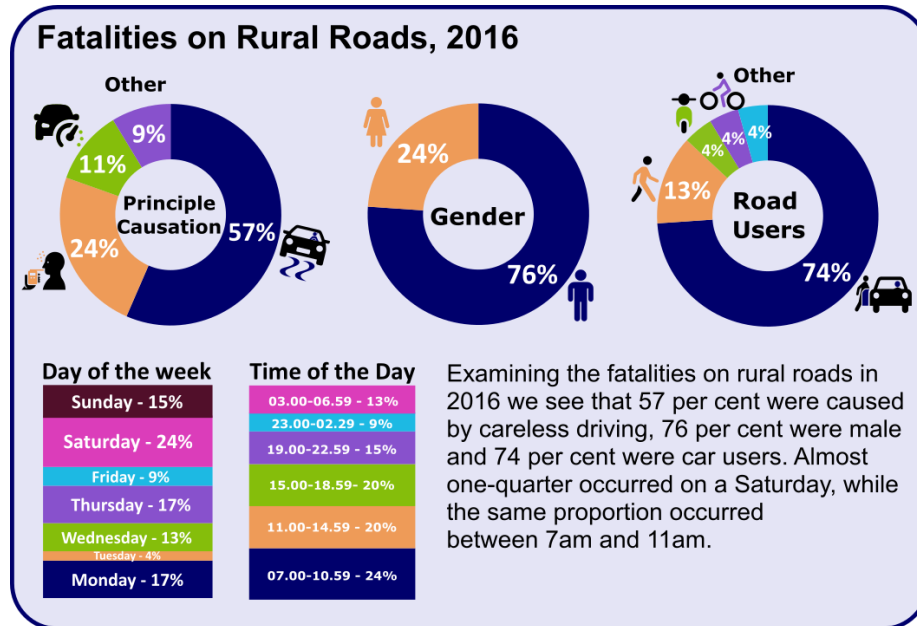
Source: PSNI Road Traffic Casualty Statistics
See: Appendix 1, Table 13

Given the volatility in this indicator in the most recent years, it makes sense to consider the 5 year rolling average to get a better idea of the direction of travel. This follows a clear downward path, albeit at a reducing rate, until the two most recent 5 year periods. The average number of fatalities recorded for 2011-15 remained the same as the previous five year period (41) while the number increased to 43 in the 2012-16 period (see Figure 14). This suggests that the longer term decreasing trend may now be beginning to reverse.

Figure 14: Number of people killed in collisions on rural roads (5 year rolling average), 2004-2016



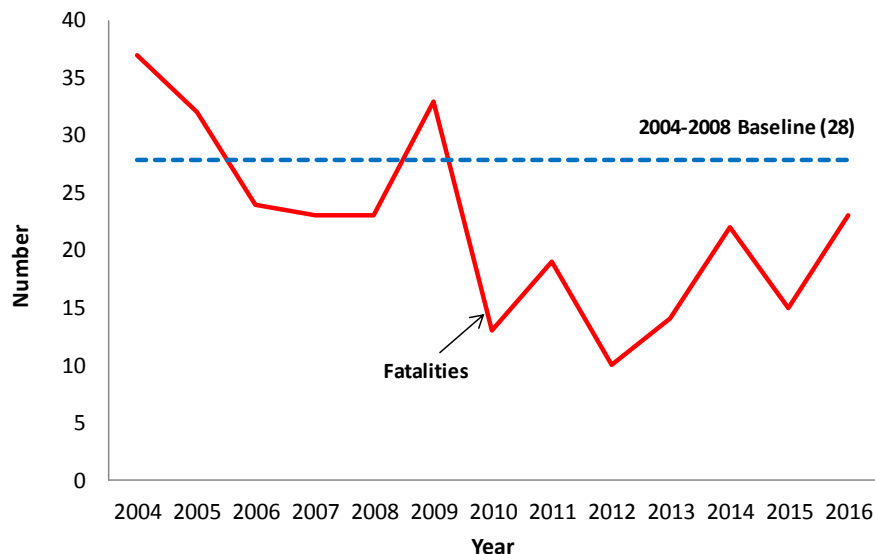
Source: PSNI Road Traffic Casualty Statistics
See: Appendix 1, Table 13a



KPI 11: Number of people killed where alcohol/drugs causation factor was attributed.

In 2016, there were 23 people killed in road traffic collisions where alcohol or drugs was attributed (see Figure 15). This is the highest number recorded since 2009 and is a 53 per cent increase from 2015 (15). It still remains 17 per cent below the baseline level of 28; however the series has experienced significant rises and falls year on year, making it difficult to establish a clear trend across the full period.

Figure 15: Number of people killed where alcohol/drugs causation factor was attributed, 2004-2016

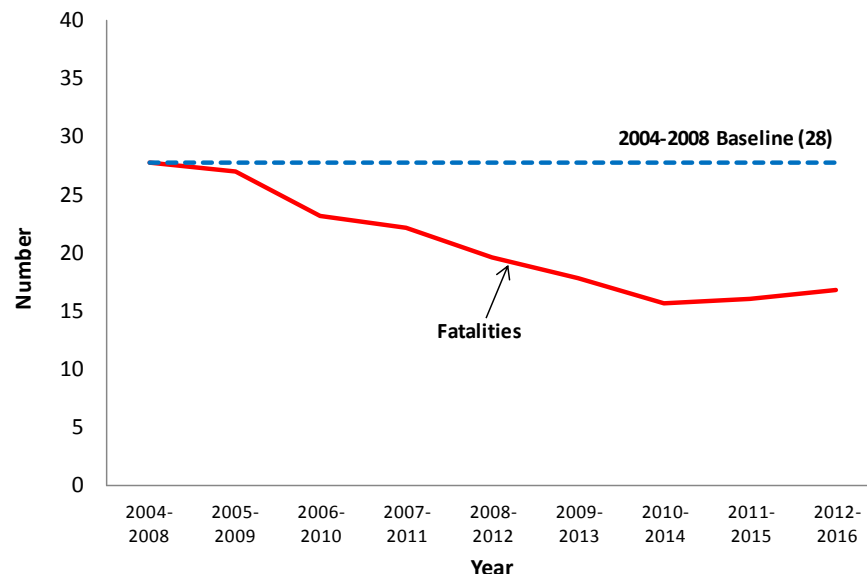


Source: PSNI Road Traffic Casualty Statistics
See: Appendix 1, Table 15

Figure 16 plots the five year rolling averages and shows that the historical downward trend, evident since the 2004-2008 baseline, ended with a slight increase (3 per cent) during the 2011-2015 period, and with a further 5 per cent increase in the most recent period.

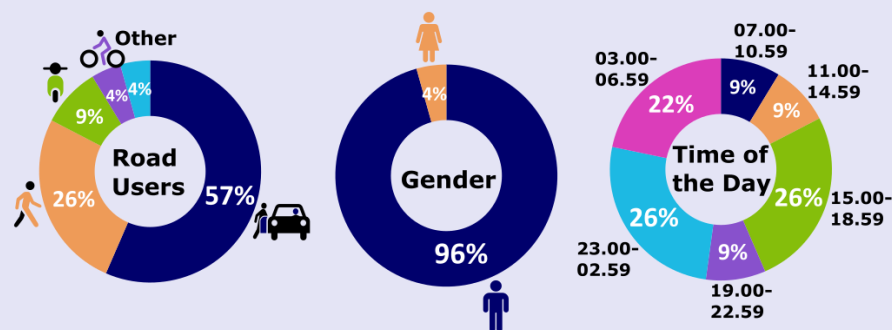
A similar trend is seen in the number of convictions for drink-driving over the last few years; the proportional decrease in year-on-year convictions was quite large up to 2013, but more recent years have seen this trend tailing off slightly and an increase of 7 per cent was reported between 2015 and 2016. See Road Safety Context section at the beginning of this report.

Figure 16: Number of people killed where alcohol/drugs causation factor was attributed (5 year rolling average), 2004-2016



Source: PSNI Road Traffic Casualty Statistics
See: Appendix 1, Table 15a

Fatalities where alcohol/drugs was attributed, 2016

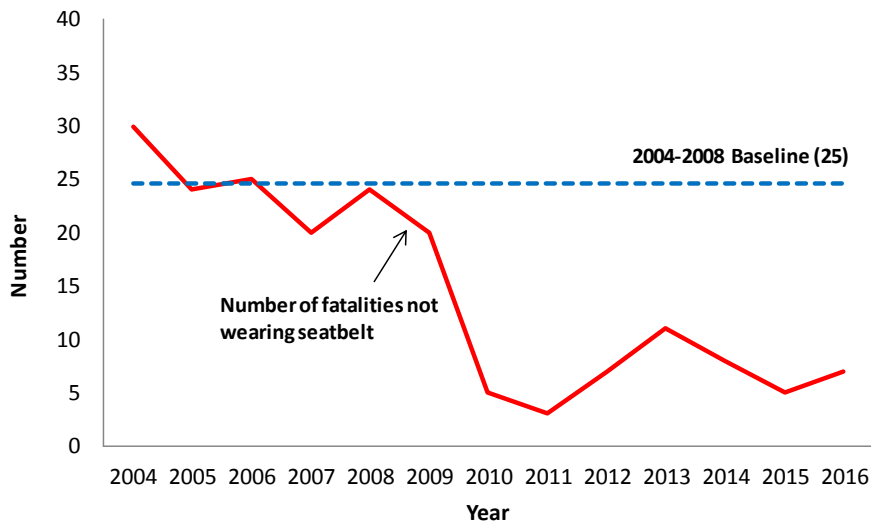


Examining the fatalities where alcohol/drugs was a causation factor, we see that 57 per cent were car users and 96 per cent were male. Over one-quarter occurred between 3pm and 7pm, with the same proportion occurring between 11pm and 3am.

KPI 12: Number of car occupants killed who were not wearing a seatbelt.

Figure 17 below shows that in 2016 there were 7 car occupants killed who were not wearing their seatbelt. This is 72 per cent below the baseline number of 25. However, similar to other indicator trends within the Strategy period, it would appear that the numbers decreased at the start of the reporting period, but have started to increase again in recent years.

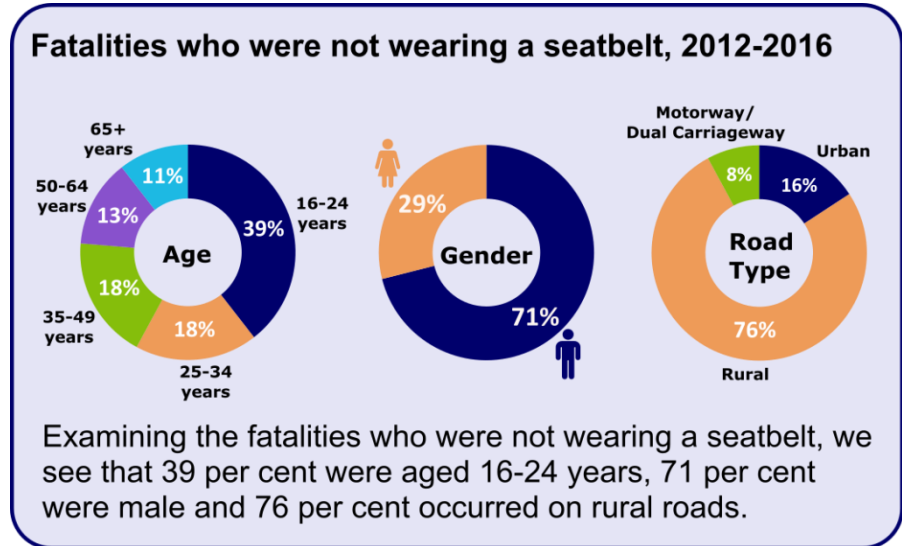
Figure 17: Number of car occupants killed who were not wearing a seatbelt, 2004-2016



Source: PSNI Road Traffic Casualty Statistics
See: Appendix 1, Table 16

Because the numbers presented here are small, it is important to exercise caution when interpreting the trend – small numbers are likely to experience more volatility. Perhaps of greater significance, the data highlights that the likelihood of being killed in a collision is much higher if you are not wearing a seatbelt. In 2016, 0.6 per cent of all car occupant casualties who were wearing a seatbelt sustained fatal injuries, compared with 3.4 per

cent of car occupant casualties who were not wearing a seat belt. So, while the overall number of car user fatalities who were not wearing a seatbelt is small, they make up a sizeable proportion of the total number of such fatalities: over the period 2012-2016, just under one-fifth (19 per cent) of car occupant fatalities were not wearing a seatbelt.



Examining the fatalities who were not wearing a seatbelt, we see that 39 per cent were aged 16-24 years, 71 per cent were male and 76 per cent occurred on rural roads.

KPI 13/15: Number of pedestrians killed or seriously injured per 100,000 population in 10 per cent most deprived areas compared with 10 per cent least deprived.

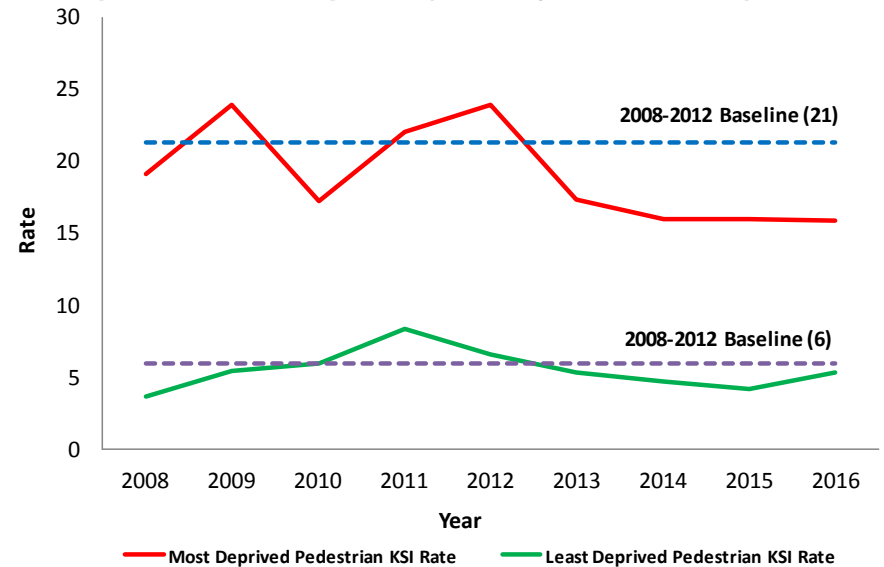
Data for the deprivation indicators is reported for both the area where the collision occurred and the home address of the casualty, however, the data for the home address of the casualty is only available from 2008 onwards.

The charts for the deprivation indicators highlight the difference in the rates in the 10 per cent most and 10 per cent least deprived areas, with the Strategy aim being to reduce the most deprived rates to bring them more into line with the least deprived.

These show that there has been some success in reducing the gap compared to the baseline period but that it has proven harder to sustain this progress in more recent years. Whilst the rate of pedestrian KSIs per 100,000 population showed a widening once again in the difference between the 10 per cent most and 10 per cent least deprived areas (based on collision location), the same rates based on the casualty's home address showed a small narrowing of the gap. In fact, 2016 recorded the narrowest gap across the series with a difference of 10.6 KSIs per 100,000 population between the most and least deprived areas – see Figure 18. However, the narrowing of the gap in the most recent year is down to a slight increase in the rate in the least deprived areas rather than from a further reduction in the most deprived rate, which has remained fairly stable over the last four years.

Even when considering the 5 year smoothed trends to minimise the inherent volatility in this indicator, the average difference between recorded pedestrian KSIs in the most and least deprived areas is less pronounced for casualty address than it is for collision location. This suggests that, although both are large, there is a greater difference between disadvantaged and affluent areas in terms of their physical site characteristics than there is in the road safety behaviours of the people who live there. Accordingly, there is an action measure identified in the Road Safety Strategy to review the casualty statistics and site conditions in the most deprived areas in Northern Ireland.

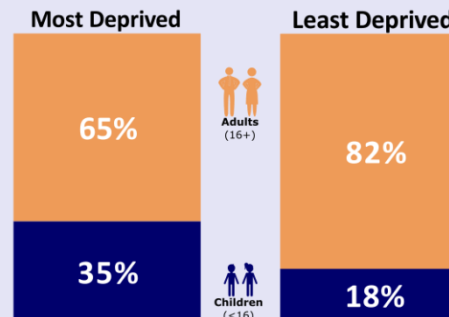
Figure 18: Rate of pedestrians killed or seriously injured per 100,000 population in 10 per cent most deprived areas compared with 10 per cent least deprived (casualty address SOA), 2008-2016



Source: PSNI Road Traffic Casualty Statistics, NISRA NIMDM & Mid-Year Population Estimates.

See: Appendix 1, Tables 19 (i) – (ii)

Age of pedestrian KSIs who live in the most and least deprived areas, 2012-2016

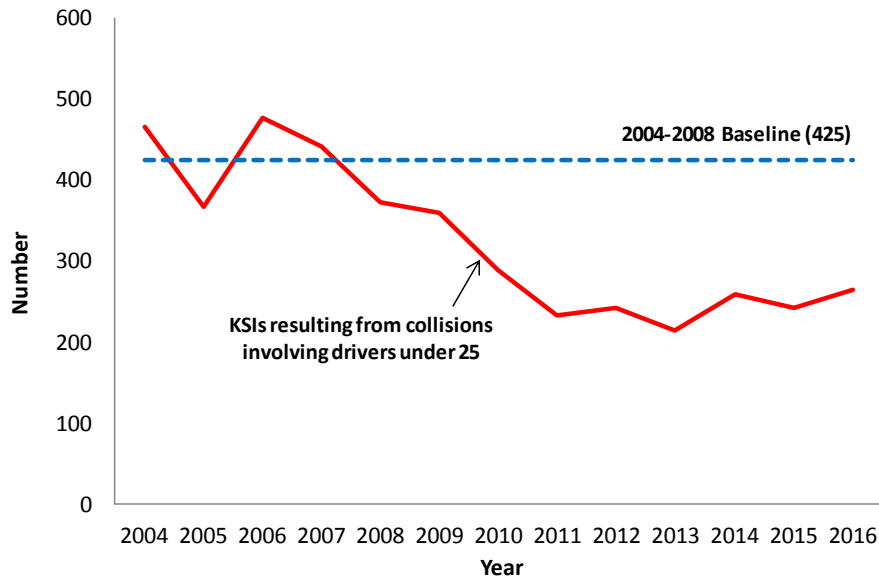


Children account for almost double the proportion of the pedestrian KSIs who live in the most deprived areas compared to those who live in the least (35% compared to 18%)

KPI 17: Number of KSIs resulting from collisions involving drivers under the age of 25.

In 2016, there were 265 KSIs resulting from collisions involving drivers under the age of 25. This is a 9 per cent increase from the number recorded in 2015 (243) and is the highest number recorded since 2010 (288). Although it remains 38 per cent below the baseline number (425), the historic downward trend began levelling off in 2011 and appears to be increasing in recent years.

Figure 19: Number of KSIs resulting from collisions involving drivers under the age of 25, 2004-2016

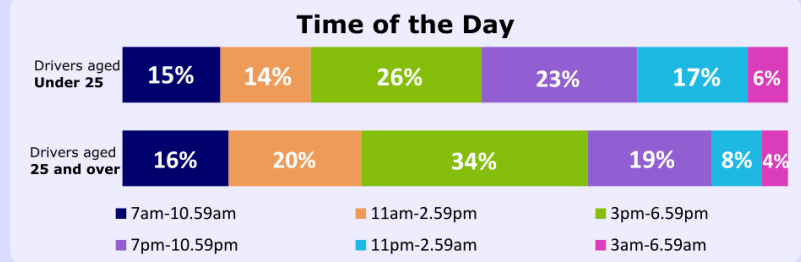
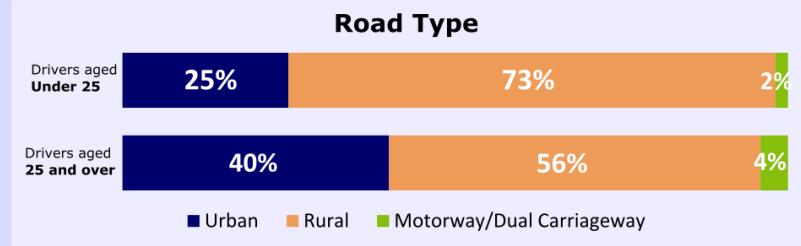
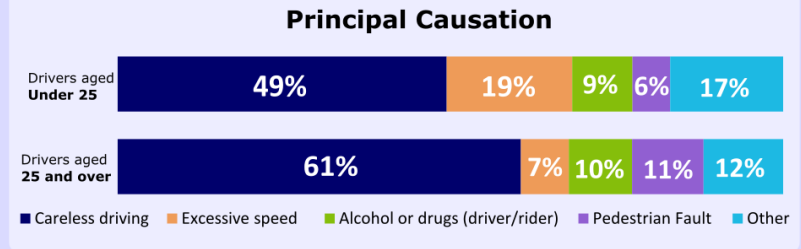


Source: PSNI Road Traffic Casualty Statistics.
See: Appendix 1, Table 21

The marked fall in the number of driving test applications occurring in the years after the 2007 recession is likely to have led to proportionally fewer younger drivers on NI roads during this period. This also coincided with the downward trend witnessed in the KSI numbers. Whilst the age profile of licence holders has

only been available since 2012, this would also seem to suggest a shift from younger to older drivers in the three years to 2015. Increases, however, in driving test applications over recent years meant that, in 2016, there was an increased presence of younger drivers on our roads, with potential road safety consequences.

KSIs from collisions involving drivers, by driver age, 2016



In collisions involving younger drivers, a greater proportion of resulting KSIs were caused by excessive speed in comparison to collisions involving older drivers. Similarly, a greater proportion of resulting KSIs occurred on rural roads as well as later in the evening (particularly 11pm - 2.59am) when a younger driver was involved in comparison to collisions involving older drivers.

KPI 18: Number of KSI casualties resulting from collisions involving a novice driver.

This is the third year reporting on this indicator. Driver and Vehicle Agency (DVA) driving test data and PSNI collision reports form the basis of this KPI and annual average estimates (based on 3 years data) for NI have been derived from a sample. Confidence intervals around the estimates are provided in table 22(f) in Appendix 1. Further details on methodology used to construct this indicator can be found at: <https://www.infrastructure-ni.gov.uk/sites/default/files/publications/infrastructure/NI-road-safety-strategy-to-2020-developing-a-novice-indicator.pdf>.

Please note all figures reported for a three year period are annual averages.

Over the three year period 2014-2016, novice drivers (new drivers within 2 years of passing their 'Category B' driving test) were involved in road traffic collisions on Northern Ireland roads that resulted in the death or serious injury of, on average, 113 people each year. This is similar to the annual average of 108 KSIs recorded during the 2013-2015 period and is 47 per cent below the 2008-2010 baseline average of 214 KSIs per annum.

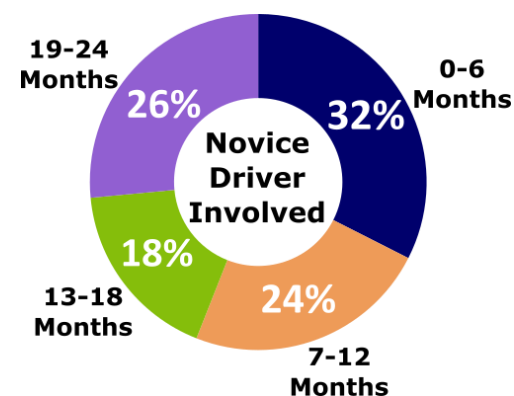
Until the most recent period, the annual average number of people killed or seriously injured in collisions involving a novice driver for each three year period has been declining since the 2008-2010 (baseline) period.

It is worthwhile noting that, coinciding with the beginning of the recession in 2007, the number of driving test applications fell steeply by 37 per cent between 2008 and 2013. This would have led to proportionally fewer novice drivers on the road during this period. As has been previously observed, the number of test applications has started to rise again in the three most recent years, and in 2016 the number of licenses held by younger

drivers increased for the first time since 2012. This may have contributed to the recent levelling off in KSI casualties from collisions involving a novice driver.

This indicator additionally reports on the length of time (up to 24 months) novice drivers have held their licence at the date of collision. During 2014-2016, the greatest proportion of the 113 KSI casualties (32 per cent) resulted from collisions that involved a driver within six months of passing their test (see Figure 20). This group accounted for the same proportion of all KSIs as in the previous reporting period.

Figure 20: KSIs from collisions involving a novice driver by length of time licence held, 2014-2016

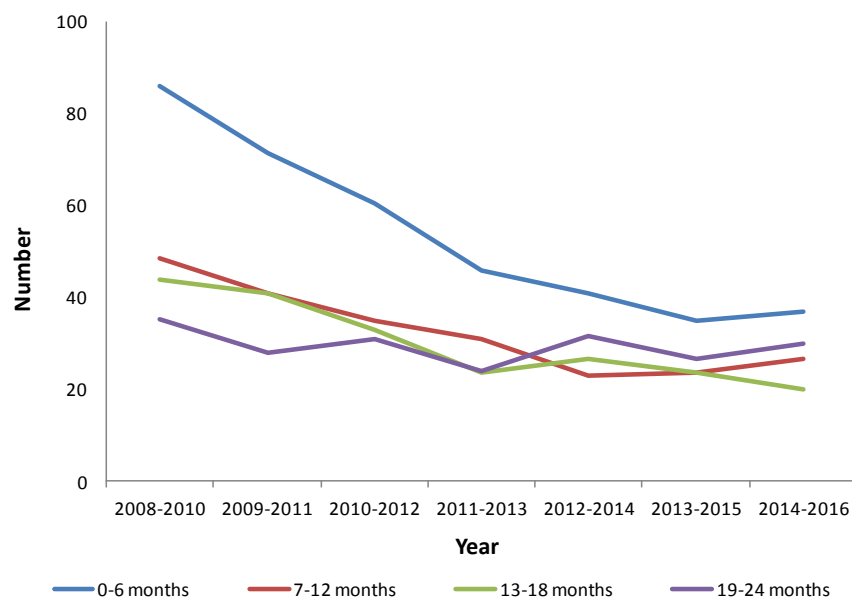


Source: PSNI Road Traffic Casualty Statistics, Driver Vehicle Agency. See: Appendix 1, Table 22

The only category to achieve a drop in the number of KSIs from last period was those resulting from a collision with a novice driver within 13-18 months of passing their test. This category now accounts for the smallest proportion of KSIs resulting from collisions with novice drivers (18 per cent).

These results highlight the risk associated with new drivers in the first 6 months after passing their driving test and this is further evident in figure 21.

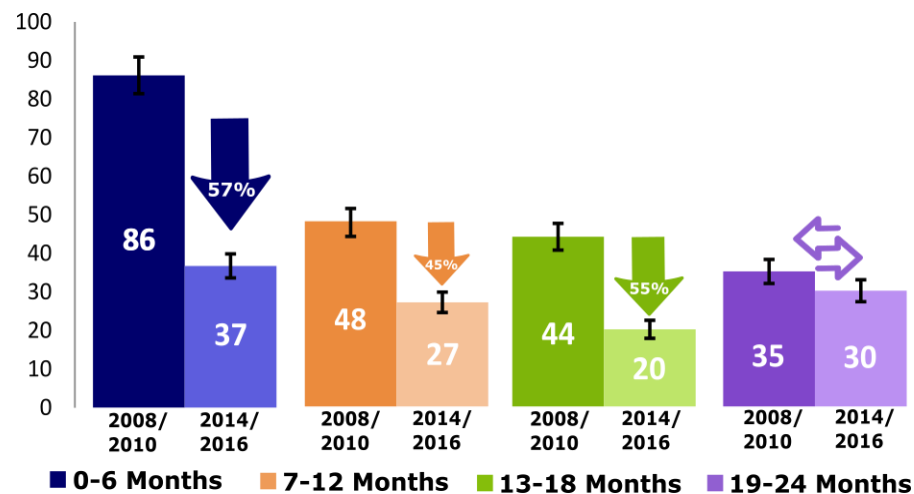
Figure 21: Number of KSI casualties resulting from collisions involving a novice driver (3 year rolling average), 2008-2016



Source: PSNI Road Traffic Casualty Statistics, Driver Vehicle Agency.
See: Appendix 1, Table 22

However, the chart also shows that, over the series, the largest decline in the average number of KSI casualties resulting from a collision involving a novice driver was recorded for the 0-6 month drivers, falling 57 per cent from the 2008-2010 baseline of 86 to 37 in 2014-2016. No significant change from the baseline figure was recorded for the KSIs resulting from collisions with a 19-24 month novice driver (from 35 to 30). These changes are further presented in Figure 22 below.

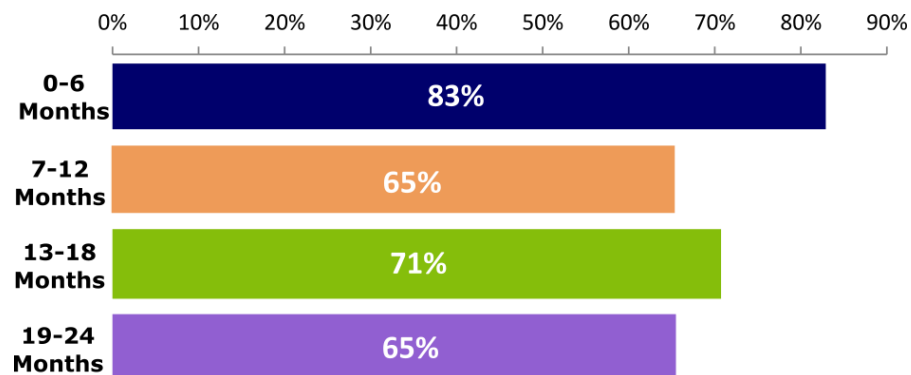
Figure 22: Number of KSI casualties resulting from collisions involving a novice driver, 2014-2016 Vs 2008-2010



Source: PSNI Road Traffic Casualty Statistics, Driver Vehicle Agency.
See: Appendix 1, Table 22
Note: Error bar shows the 95% confidence range around the central estimate.
See Table 22f.

Of the 113 KSI casualties recorded each year in the 2014-2016 period where a novice driver was involved, they were deemed to be responsible for almost three quarters (72 per cent) of these. This is similar to proportions seen in previous years. The novice drivers within 6 months of passing their test were responsible for 83 per cent of KSIs from collisions they were involved in compared with 71 per cent of 13-18 month drivers and 65 per cent of 7-12 month and 19-24 month drivers (see Figure 23).

Figure 23: Proportion of KSI casualties where a novice driver was involved and deemed responsible, 2014-2016



Source: PSNI Road Traffic Casualty Statistics, Driver Vehicle Agency.
See: Appendix 1, Table 22

Where a novice driver was deemed responsible, the greatest proportion of the 81 KSI casualties in 2014-16 were from collisions where a driver was within 6 months of passing their test (38 per cent); 17 (21 per cent) within 7-12 months; 14 (17 per cent) within 13-18 months and 19 (24 per cent) within 19-24 months.

KPI 19: Proportion of vehicles exceeding the speed limit by road type

This is the third year reporting on this indicator and, since the last publication, there have been some changes to the availability of the traffic counter data. For some counters, only a partial year of data was available, but robust consistency checking was carried out to ensure continued quality of the outputs. On the plus side, there are a larger number of traffic counters this year for analysis, which has resulted in greater coverage across the province. Full details of this 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 road types up to 40mph

Non Built-up roads

- Single carriageways above 40mph,
- Dual carriageways above 40mph
- Motorways

Furthermore proportions of vehicles exceeding the speed limits are reported for three time periods

- 24 hours
- 7am to 11pm
- 11pm to 7am (free running).

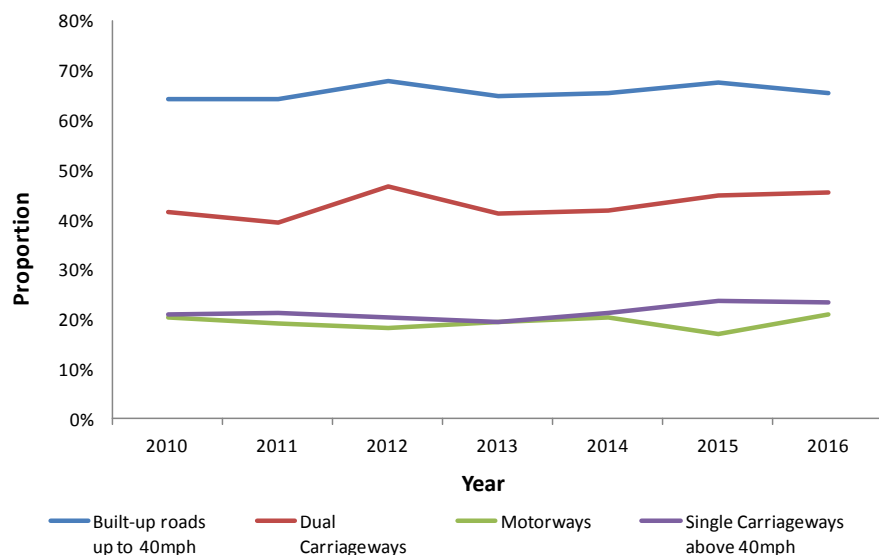
Free running speed is considered to be the speed at which vehicles will travel when they are unimpeded by other vehicles and for this reason would generally be higher than a 24 hour rate. The proportions reported in this report are based on free running estimates unless otherwise stated.

In 2016, two thirds (66 per cent) of vehicles exceeded the speed limits on built-up roads, which is 2 percentage points lower than the rate recorded in 2015, however it is still 1 percentage point higher than the baseline rate.

In non built-up areas in the same year, the proportion of vehicles exceeding the speed limits was greatest on dual carriageways (46 per cent), followed by single carriageways above 40mph (23 per cent) and motorways (21 per cent). The 23 per cent increase

(4 percentage points) recorded on motorways since 2015 is the only notable change.

Figure 24: Proportion of vehicles exceeding the speed limit (11pm - 7am), 2010-2016



Source: NI Roads Services, C2-Cloud Traffic Data, Traffic and Travel Information Report, Department for Infrastructure
See: Appendix 1, Table 23

Comparing the free running data (11pm to 7am) with the data for 7am to 11pm, which takes congestion into account, reduces the proportion of vehicles exceeding the speed limit on built-up roads from 66 per cent to 42 per cent in 2016. Dual carriageways reduced from 46 per cent to 25 per cent, single carriageways above 40mph from 23 per cent to 9 per cent, and motorways from 21 per cent to 17 per cent.

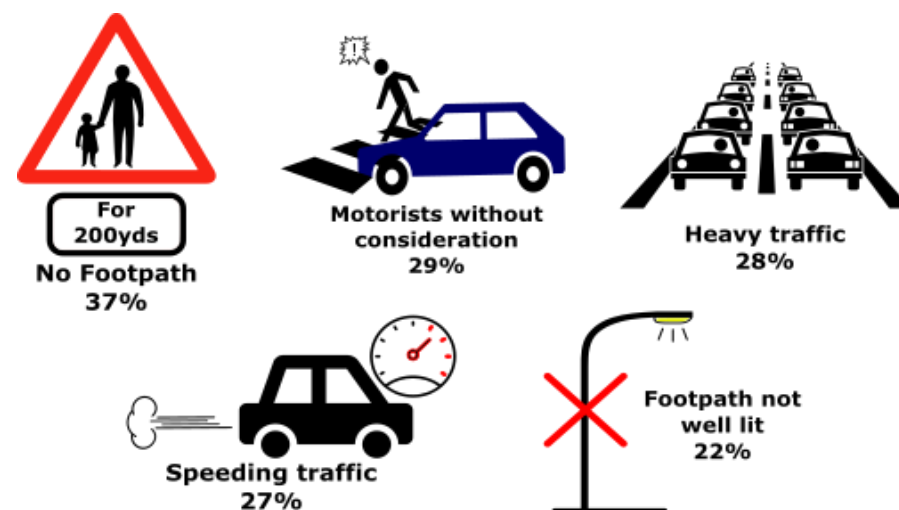
In contrast to the vehicle speeding indicator, which has not demonstrated any consistent upwards or downwards trend since the 2010 baseline, speeding offences recorded by the PSNI saw a steep decline (59 per cent) between 2010 and 2016. It should

be noted, however, that other factors may influence the PSNI statistics (e.g. associated PSNI campaigns to target speeding; PSNI resources etc). See Road Safety Context section.

KPI 20: Road user's perception of road safety

The Travel Survey in Northern Ireland (TSNI) asks respondents what makes them feel unsafe whilst walking by and/or cycling on the road. Some respondents spontaneously said they always felt safe or they did not walk/cycle on the road. To date, results have only been published for the 2012-2014 and 2013-2015 TSNI reporting cycles, but results are very similar for both periods.

Figure 25: Top 5 reasons why respondents feel unsafe when walking by the road, 2013-2015

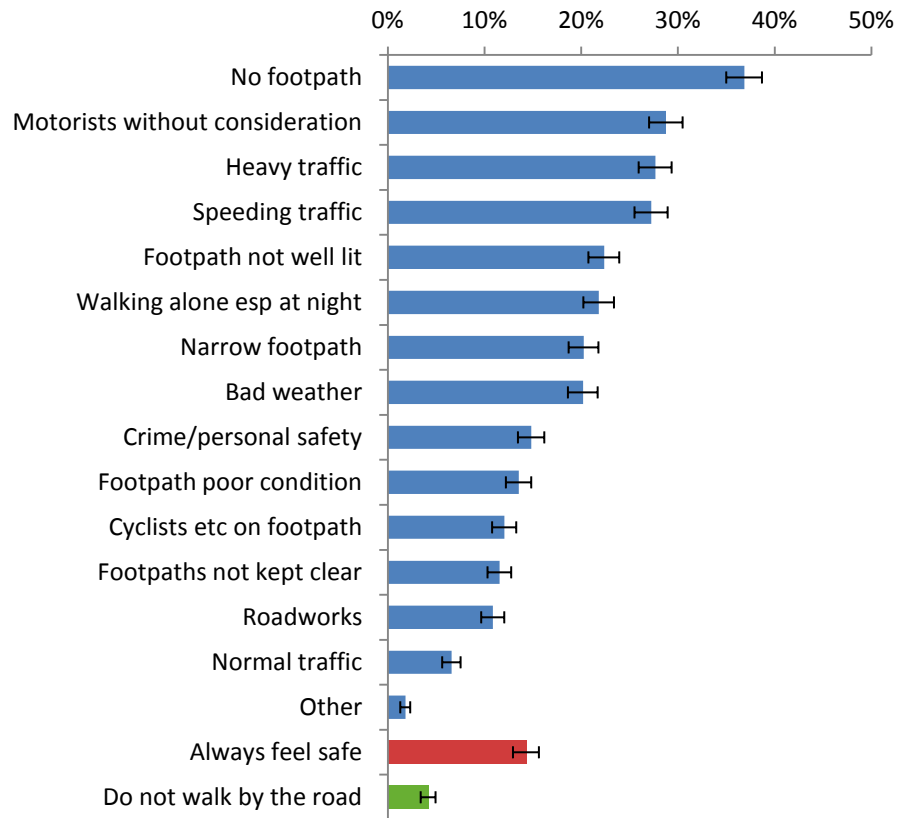


Source: Travel Survey for Northern Ireland
See: Appendix 1, Table 24

In 2013-2015, there were 2620 respondents who said they walked at least once a year, and 14 per cent of them said they always felt safe when walking by the road, while 4 per cent said

they do not walk by the road. Once again the most common reason cited for feeling unsafe was that there was no footpath, with 37 per cent of all respondents giving this answer. Over a quarter of respondents said that motorists driving without care for pedestrians, heavy traffic and traffic travelling above the speed limit made them feel unsafe (all with similar percentages of 29, 28 and 27 per cent respectively). A full list of reasons can be found in Figure 26.

Figure 26: Reasons why respondents feel unsafe when walking by the road, 2013-2015



Source: Travel Survey for Northern Ireland

See: Appendix 1, Table 24

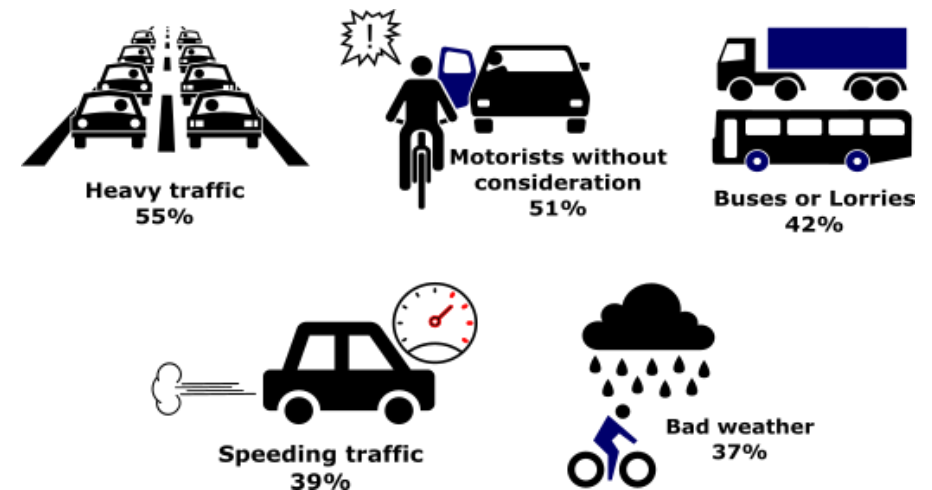
Note: Error bar shows the 95% confidence range around the central estimate.

See Table 24a.

When asked about safety when cycling, 6 per cent of the 564 respondents who had cycled in the last 12 months said they always felt safe when cycling on the road, with a further 4 per cent stating that they do not cycle on the road.

More than half of respondents (55 per cent) felt unsafe due to heavy traffic, whilst a further 51 per cent felt unsafe because of motorists driving without consideration of cyclists. Other common reasons included buses or lorries on the road (42 per cent), traffic travelling above the speed limit (39 per cent), bad weather (37 per cent) and poor road condition (36 per cent). A full list of reasons can be found in Figure 28.

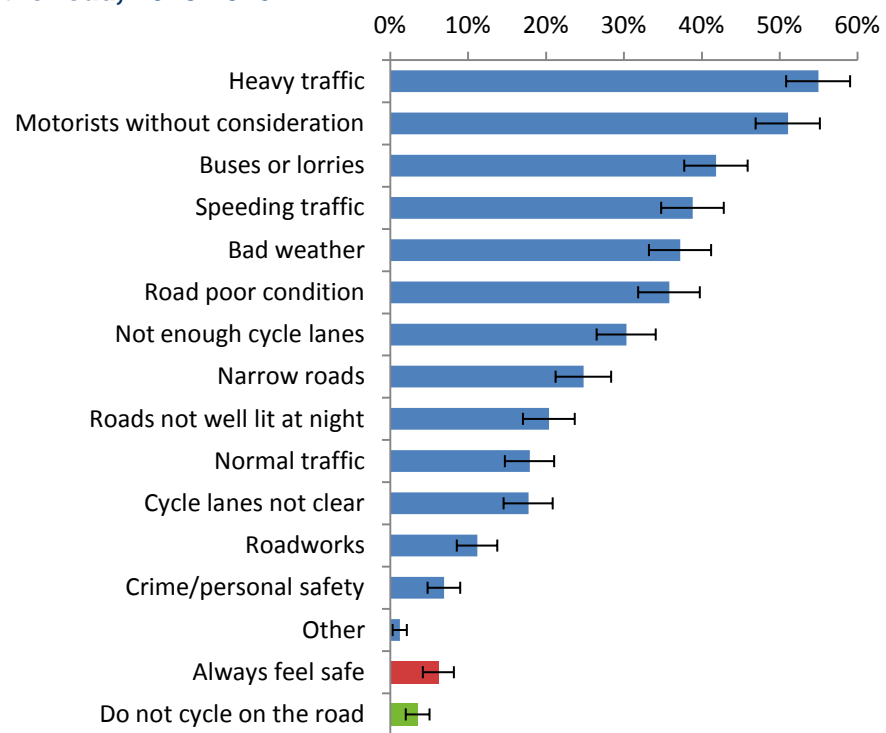
Figure 27: Top 5 reasons why respondents feel unsafe when cycling on the road, 2013-2015



Source: Travel Survey for Northern Ireland

See: Appendix 1, Table 25

Figure 28: Reasons why respondents feel unsafe when cycling on the road, 2013-2015



Source: Travel Survey for Northern Ireland

See: Appendix 1, Table 25

Note: Error bar shows the 95% confidence range around the central estimate.

See Table 25a

Appendix 1: Detailed Tables

Table 1
Number of road traffic fatalities in Northern Ireland
 Northern Ireland (2004-2016)

Year	Fatalities ¹	Percentage change from baseline	Percentage change from last year
2004	147		
2005	135		-8%
2006	126		-7%
2007	113		-10%
2008	107		-5%
2009	115	-8%	7%
2010	55	-56%	-52%
2011	59	-53%	7%
2012	48	-62%	-19%
2013	57	-55%	19%
2014	79	-37%	39%
2015	74	-41%	-6%
2016	68	-46%	-8%
2004-2008 Baseline	126		

¹ Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics

Table 1a
Number of road traffic fatalities in Northern Ireland
(5 year rolling average)
 Northern Ireland (2004-2016)

Year	Fatalities ¹	Percentage change from baseline	Percentage change from last period
2004-2008	126		
2005-2009	119	-5%	-5%
2006-2010	103	-18%	-13%
2007-2011	90	-29%	-13%
2008-2012	77	-39%	-14%
2009-2013	67	-47%	-13%
2010-2014	60	-53%	-11%
2011-2015	63	-50%	6%
2012-2016	65	-48%	3%
2004-2008 Baseline	126		

¹ Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics

Table 2
Number of people seriously injuries in road collisions in Northern Ireland
 Northern Ireland (2004-2016)

Year	Serious Injuries ¹	Percentage change from baseline	Percentage change from last year
2004	1,183		
2005	1,073		-9%
2006	1,211		13%
2007	1,097		-9%
2008	990		-10%
2009	1,035	-7%	5%
2010	892	-20%	-14%
2011	825	-26%	-8%
2012	795	-28%	-4%
2013	720	-35%	-9%
2014	710	-36%	-1%
2015	711	-36%	0%
2016	828	-25%	16%
2004-2008 Baseline	1,111		

¹ Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics

Table 2a
Number of people seriously injuries in road collisions in Northern Ireland
 Northern Ireland (2004-2016)

Year	Serious Injuries ¹	Percentage change from baseline	Percentage change from last period
2004-2008	1,111		
2005-2009	1,081	-3%	-3%
2006-2010	1,045	-6%	-3%
2007-2011	968	-13%	-7%
2008-2012	907	-18%	-6%
2009-2013	853	-23%	-6%
2010-2014	788	-29%	-8%
2011-2015	752	-32%	-5%
2012-2016	753	-32%	0%
2004-2008 Baseline	1,111		

¹ Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics

Table 3
Number of children (0-15 years) killed or seriously injured (KSIs) in road traffic collisions
 Northern Ireland (2004-2016)

Year	Child KSIs ¹	Percentage change from baseline	Percentage change from last year
2004	151		
2005	129		-15%
2006	152		18%
2007	106		-30%
2008	101		-5%
2009	120	-6%	19%
2010	95	-26%	-21%
2011	93	-27%	-2%
2012	92	-28%	-1%
2013	73	-43%	-21%
2014	70	-45%	-4%
2015	72	-44%	3%
2016	82	-36%	14%
2004-2008 Baseline	128		

¹ Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics

Table 3a
Number of children (0-15 years) killed or seriously injured (KSIs) in road traffic collisions (5 year rolling average)
 Northern Ireland (2004-2016)

Year	Serious Injuries ¹	Percentage change from baseline	Percentage change from last period
2004-2008	128		
2005-2009	122	-5%	-5%
2006-2010	115	-10%	-6%
2007-2011	103	-19%	-10%
2008-2012	100	-22%	-3%
2009-2013	95	-26%	-6%
2010-2014	85	-34%	-11%
2011-2015	80	-37%	-5%
2012-2016	78	-39%	-3%
2004-2008 Baseline	128		

¹ Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics

Table 4
Number of young people (16-24 years) killed or seriously injured (KSIs) in road traffic collisions

Northern Ireland (2004-2016)

Year	Young People KSIs ¹	Percentage change from baseline	Percentage change from last year
2004	396		
2005	328		-17%
2006	411		25%
2007	375		-9%
2008	319		-15%
2009	334	-9%	5%
2010	243	-34%	-27%
2011	216	-41%	-11%
2012	218	-40%	1%
2013	176	-52%	-19%
2014	208	-43%	18%
2015	197	-46%	-5%
2016	227	-38%	15%
2004-2008 Baseline	366		

¹ Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics

Table 4a
Number of young people (16-24 years) killed or seriously injured (KSIs) in road traffic collisions

(5 year rolling average)

Northern Ireland (2004-2016)

Year	Serious Injuries ¹	Percentage change from baseline	Percentage change from last period
2004-2008	366		
2005-2009	353	-3%	-3%
2006-2010	336	-8%	-5%
2007-2011	297	-19%	-12%
2008-2012	266	-27%	-11%
2009-2013	237	-35%	-11%
2010-2014	212	-42%	-11%
2011-2015	203	-45%	-4%
2012-2016	205	-44%	1%
2004-2008 Baseline	366		

¹ Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics

Table 5
Rate of road deaths per 100 million vehicle kilometres
 Northern Ireland (2004-2016)

Year	Fatalities ¹	Vehicle Kilometres (100 million) ^{2 [r]}	Rate ^[r]	Percentage change from baseline	Percentage change from last year
2004	147	155.71	0.94		
2005	135	159.43	0.85		-10%
2006	126	164.52	0.77		-10%
2007	113	163.35	0.69		-10%
2008	107	165.98	0.64		-7%
2009	115	166.43	0.69	-10%	7%
2010	55	166.98	0.33	-57%	-52%
2011	59	164.73	0.36	-53%	9%
2012	48	164.29	0.29	-62%	-18%
2013	57	166.28	0.34	-55%	17%
2014	79	167.44	0.47	-39%	38%
2015	74	164.16	0.45	-41%	-4%
2016	68	161.10	0.42	-45%	-6%
2004-2008 Baseline	126	163.37	0.77		

¹ Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics

² Source: Travel Survey for Northern Ireland, Department for Infrastructure

^[r] Users should note that figures have been revised. See User Guidance.

Table 5a
Rate of road deaths per 100 million vehicle kilometres
(5 year rolling average)
 Northern Ireland (2004-2016)

Year	Fatalities ¹	Vehicle Kilometres (100 million) ^{2 [r]}	Rate ^[r]	Percentage change from baseline	Percentage change from last period
2004-2008	126	163.37	0.77		
2005-2009	119	164.00	0.73	-5%	-5%
2006-2010	103	164.64	0.63	-18%	-14%
2007-2011	90	163.82	0.55	-29%	-13%
2008-2012	77	165.19	0.46	-40%	-15%
2009-2013	67	165.45	0.40	-47%	-13%
2010-2014	60	164.58	0.36	-53%	-10%
2011-2015	63	163.56	0.39	-50%	7%
2012-2016	65	163.38	0.40	-48%	3%
2004-2008 Baseline	126	163.37	0.77		

¹ Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics

² Source: Travel Survey for Northern Ireland, Department for Infrastructure

^[r] Users should note that figures have been revised. See User Guidance.

Table 5b
Rates of road deaths based on 95% confidence intervals of 100 million vehicle kilometres
 Northern Ireland (2004-2016)

Year	Upper 95% confidence limit	Published Rate ^[1]	Lower 95% confidence limit
2004	0.97	0.94	0.92
2005	0.87	0.85	0.83
2006	0.79	0.77	0.75
2007	0.71	0.69	0.67
2008	0.66	0.64	0.63
2009	0.71	0.69	0.67
2010	0.34	0.33	0.32
2011	0.37	0.36	0.35
2012	0.30	0.29	0.28
2013	0.35	0.34	0.33
2014	0.48	0.47	0.46
2015	0.46	0.45	0.44
2016	0.43	0.42	0.41
2004-2008 Baseline	0.78	0.77	0.75

¹ Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics

² Source: Travel Survey for Northern Ireland, Department for Infrastructure, NISRA Mid-Year Population Estimates

^[1] Users should note that figures have been revised. See User Guidance.

Table 6
Rate of road deaths per million population
Northern Ireland (2004-2016)

Year	Fatalities ¹	Population (count) ²	Population (millions)	Rate	Percentage change from baseline	Percentage change from last year
2004	147	1,714,042	1.71	85.76		
2005	135	1,727,733	1.73	78.14		-9%
2006	126	1,743,113	1.74	72.28		-7%
2007	113	1,761,683	1.76	64.14		-11%
2008	107	1,779,152	1.78	60.14		-6%
2009	115	1,793,333	1.79	64.13	-11%	7%
2010	55	1,804,833	1.80	30.47	-58%	-52%
2011	59	1,814,318	1.81	32.52	-55%	7%
2012	48	1,823,634	1.82	26.32	-63%	-19%
2013	57	1,829,725	1.83	31.15	-57%	18%
2014	79	1,840,498	1.84	42.92	-40%	38%
2015	74	1,851,621	1.85	39.96	-44%	-7%
2016	68	1,862,137	1.86	36.52	-49%	-9%
2004-2008 Baseline	126	1,745,145	1.75	71.97		

¹ Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics

² Source: NISRA Mid-Year Population Estimates

Table 6a
Rate of road deaths per million population
(5 year rolling average)
Northern Ireland (2004-2016)

Year	Fatalities ¹	Population (count) ²	Population (millions)	Rate	Percentage change from baseline	Percentage change from last period
2004-2008	126	1,745,145	1.75	71.97		
2005-2009	119	1,761,003	1.76	67.69	-6%	-6%
2006-2010	103	1,776,423	1.78	58.09	-19%	-14%
2007-2011	90	1,790,664	1.79	50.15	-30%	-14%
2008-2012	77	1,803,054	1.80	42.59	-41%	-15%
2009-2013	67	1,813,169	1.81	36.84	-49%	-14%
2010-2014	60	1,822,602	1.82	32.70	-55%	-11%
2011-2015	63	1,831,959	1.83	34.61	-52%	6%
2012-2016	65	1,841,523	1.84	35.41	-51%	2%
2004-2008 Baseline	126	1,745,145	1.75	71.97		

¹ Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics

² Source: NISRA Mid-Year Population Estimates

Table 7
Rate of pedestrian KSIs per 100 million kilometres walked
 Northern Ireland (2004-2016)

Year	Pedestrian KSIs ¹	Kilometres walked (100 million) ²	Rate	Percentage change from baseline	Percentage change from last year
2004	213	3.78	56.37		
2005	204	3.86	52.79		-6%
2006	224	3.87	57.87		10%
2007	183	4.08	44.83		-23%
2008	212	4.09	51.79		16%
2009	215	4.16	51.74	0%	0%
2010	177	3.95	44.82	-14%	-13%
2011	213	4.00	53.26	2%	19%
2012	191	4.37	43.69	-16%	-18%
2013	169	4.62	36.56	-30%	-16%
2014	158	4.86	32.53	-37%	-11%
2015	183	4.83	37.92	-27%	17%
2016	179	5.00	35.77	-31%	-6%
2004-2008 Baseline ^[1]	207	3.99	51.97		

¹ Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics

² Source: Travel Survey for Northern Ireland, Department for Infrastructure, NISRA Mid-Year Population Estimates

^[1] Users should note that figures have been revised. See User Guidance.

Table 7a
Rate of pedestrian KSIs per 100 million kilometres walked (5 year rolling average)
 Northern Ireland (2004-2016)

Year	Pedestrian KSIs ¹	Kilometres walked (100 million) ^{2 [1]}	Rate ^[1]	Percentage change from baseline	Percentage change from last period
2004-2008	207	3.99	51.97		
2005-2009	208	4.05	51.24	-1%	-1%
2006-2010	202	3.97	50.89	-2%	-1%
2007-2011	200	4.06	49.23	-5%	-3%
2008-2012	202	4.21	47.92	-8%	-3%
2009-2013	193	4.29	45.00	-13%	-6%
2010-2014	182	4.46	40.74	-22%	-9%
2011-2015	183	4.78	38.28	-26%	-6%
2012-2016	176	4.92	35.78	-31%	-7%
2004-2008 Baseline	207	3.99	51.97		

¹ Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics

² Source: Travel Survey for Northern Ireland, Department for Infrastructure, NISRA Mid-Year Population Estimates

^[1] Users should note that figures have been revised. See User Guidance.

Table 7b
Rates of pedestrian KSIs based on 95% confidence intervals of 100 million kilometres walked
 Northern Ireland (2004-2016)

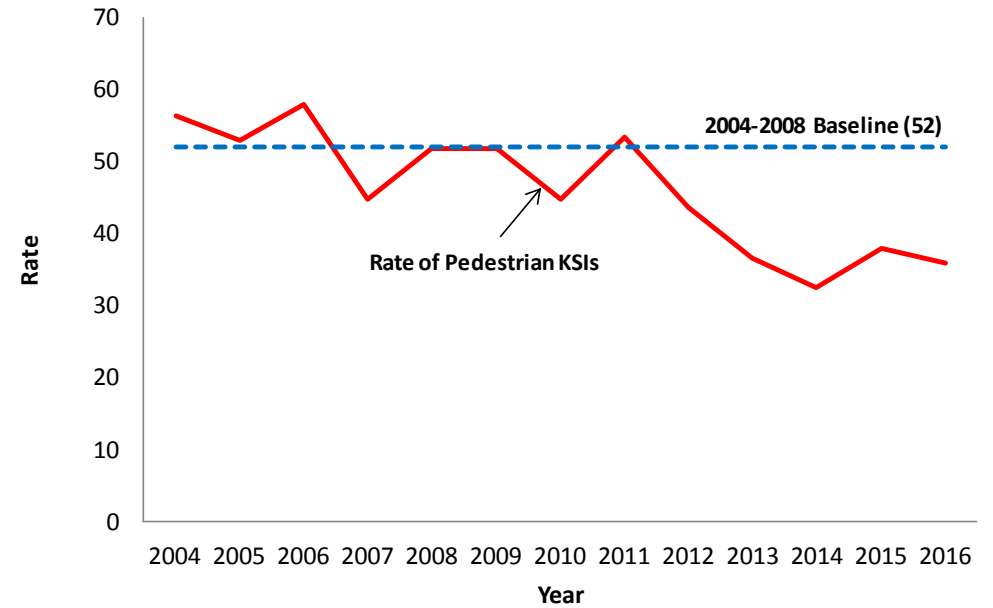
Year	Upper 95% confidence limit	Published Rate	Lower 95% confidence limit
2004	59.41	56.37	53.63
2005	55.59	52.79	50.26
2006	60.97	57.87	55.08
2007	47.12	44.83	42.76
2008	54.45	51.79	49.37
2009	54.39	51.74	49.35
2010	47.25	44.82	42.62
2011	56.56	53.26	50.32
2012	46.50	43.69	41.20
2013	38.79	36.56	34.58
2014	34.42	32.53	30.84
2015	40.15	37.92	35.92
2016	37.81	35.77	33.94
2004-2008 Baseline ^[1]	53.86	51.97	50.20

¹ Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics

² Source: Travel Survey for Northern Ireland, Department for Infrastructure, NISRA Mid-Year Population Estimates

^[1] Users should note that figures have been revised. See User Guidance.

Figure A: Rate of pedestrian KSIs per 100 million kilometres walked, 2008-2016



Source: PSNI Road Traffic Casualty Statistics, Travel Survey for Northern Ireland, NISRA Mid-Year Population Estimates

Table 8
Rate of pedal cyclist KSIs per 100 million kilometres cycled
 Northern Ireland (2004-2016)

Year	Pedal Cyclists KSIs ¹	Kilometres cycled (100 million) ²	Rate	Percentage change from baseline	Percentage change from last year
2004	29	0.47	61.85		
2005	29	0.56	52.16		-16%
2006	34	0.50	67.35		29%
2007	32	0.54	59.42		-12%
2008	28	0.46	61.13		3%
2009	32	0.58	55.45	-8%	-9%
2010	49	0.55	88.81	48%	60%
2011	49	0.64	76.30	27%	-14%
2012	57	0.82	69.38	15%	-9%
2013	46	0.77	60.10	0%	-13%
2014	62	0.83	74.77	24%	24%
2015	40	0.80	49.73	-17%	-33%
2016	64	0.99	64.73	8%	30%
2004-2008 Baseline ^[1]	30	0.51	60.15		

¹ Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics

² Source: Travel Survey for Northern Ireland, Department for Infrastructure, NISRA Mid-Year Population Estimates

^[1] Users should note that figures have been revised. See User Guidance.

Table 8a
Rate of pedal cyclist KSIs per 100 million kilometres cycled
(5 year rolling average)
 Northern Ireland (2004-2016)

Year	Pedal Cyclists KSIs ¹	Kilometres cycled (100 million) ^{2 [1]}	Rate ^[1]	Percentage change from baseline	Percentage change from last period
2004-2008	30	0.51	60.15		
2005-2009	31	0.51	60.78	1%	1%
2006-2010	35	0.54	64.45	7%	6%
2007-2011	38	0.61	62.80	4%	-3%
2008-2012	43	0.67	64.44	7%	3%
2009-2013	47	0.73	63.89	6%	-1%
2010-2014	53	0.76	68.99	15%	8%
2011-2015	51	0.83	61.55	2%	-11%
2012-2016	54	0.92	58.57	-3%	-5%
2004-2008 Baseline	30	0.51	60.15		

¹ Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics

² Source: Travel Survey for Northern Ireland, Department for Infrastructure, NISRA Mid-Year Population Estimates

^[1] Users should note that figures have been revised. See User Guidance.

Table 8b

Rates of pedal cyclist KSIs based on 95% confidence intervals of 100 million kilometres cycled

Northern Ireland (2004-2016)

Year	Upper 95% confidence limit	Published Rate	Lower 95% confidence limit
2004	95.59	61.85	45.72
2005	80.25	52.16	38.64
2006	110.21	67.35	48.49
2007	86.84	59.42	45.16
2008	88.92	61.13	46.58
2009	79.21	55.45	42.65
2010	120.52	88.81	70.31
2011	104.91	76.30	59.95
2012	88.30	69.38	57.13
2013	82.24	60.10	47.35
2014	99.70	74.77	59.82
2015	70.66	49.73	38.36
2016	89.00	64.73	50.86
2004-2008 Baseline ^[1]	83.28	60.15	47.07

¹ Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics

² Source: Travel Survey for Northern Ireland, Department for Infrastructure, NISRA Mid-Year Population Estimates

^[1] Users should note that figures have been revised. See User Guidance.

Table 8c

Rates of pedal cyclist KSIs based on 95% confidence intervals of 100 million kilometres cycled (5 year rolling average)

Northern Ireland (2004-2016)

Year	Upper 95% confidence limit	Published Rate ^[1]	Lower 95% confidence limit
2004-2008	83.28	60.15	47.07
2005-2009	78.15	60.78	49.73
2006-2010	81.63	64.45	53.24
2007-2011	77.58	62.80	52.76
2008-2012	82.34	64.44	52.94
2009-2013	79.87	63.89	53.24
2010-2014	85.41	68.99	57.86
2011-2015	78.34	61.55	50.69
2012-2016	72.63	58.57	49.07
2004-2008 Baseline	83.28	60.15	47.07

¹ Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics

² Source: Travel Survey for Northern Ireland, Department for Infrastructure, NISRA Mid-Year Population Estimates

^[1] Users should note that figures have been revised. See User Guidance.

Table 9
Rate of motorcyclist KSIs per 100 million motorcycle kilometres
 Northern Ireland (2004-2016)

Year	Motorcyclists KSIs ¹	Motorcycle Kilometres (100 million) ²	Rate	Percentage change from baseline	Percentage change from last year
2004	165	0.85	192.99		
2005	160	0.86	185.66		-4%
2006	142	0.84	168.77		-9%
2007	153	0.57	269.88		60%
2008	138	0.31	438.25		62%
2009	154	0.40	381.22	48%	-13%
2010	120	0.41	295.16	15%	-23%
2011	108	0.38	284.58	11%	-4%
2012	100	0.23	426.01	66%	50%
2013	101	0.18	571.78	122%	34%
2014	97	0.33	297.77	16%	-48%
2015	82	0.42	196.60	-24%	-34%
2016	92	0.42	219.33	-15%	12%
2004-2008 Baseline ^[r]	152	0.59	257.09		

¹ Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics

² Source: Travel Survey for Northern Ireland, Department for Infrastructure, NISRA Mid-Year Population Estimates

^[r] Users should note that figures have been revised. See User Guidance.

Table 9a
Rate of motorcyclist KSIs per 100 million motorcycle kilometres (5 year rolling average)
 Northern Ireland (2004-2016)

Year	Motorcyclists KSIs ¹	Motorcycle Kilometres (100 million) ^{2 [r]}	Rate ^[r]	Percentage change from baseline	Percentage change from last period
2004-2008	152	0.59	257.09		
2005-2009	149	0.51	292.93	14%	14%
2006-2010	141	0.37	380.54	48%	30%
2007-2011	135	0.35	389.31	51%	2%
2008-2012	124	0.35	356.19	39%	-9%
2009-2013	117	0.32	363.34	41%	2%
2010-2014	105	0.29	358.73	40%	-1%
2011-2015	98	0.32	301.01	17%	-16%
2012-2016	94	0.33	289.63	13%	-4%
2004-2008 Baseline	152	0.59	257.09		

¹ Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics

² Source: Travel Survey for Northern Ireland, Department for Infrastructure, NISRA Mid-Year Population Estimates

^[r] Users should note that figures have been revised. See User Guidance.

Table 9b
Rates of motorcyclist KSIs based on 95% confidence intervals of 100 million motorcycle kilometres
 Northern Ireland (2004-2016)

Year	Upper 95% confidence limit	Published Rate	Lower 95% confidence limit
2004	332.38	192.99	135.97
2005	302.92	185.66	133.85
2006	297.82	168.77	117.74
2007	539.77	269.88	179.92
2008	964.14	438.25	283.57
2009	762.44	381.22	254.15
2010	590.32	295.16	196.77
2011	616.60	284.58	184.98
2012	1136.02	426.01	262.16
2013	1715.34	571.78	343.07
2014	1091.84	297.77	172.40
2015	550.47	196.60	119.67
2016	614.12	219.33	133.50
2004-2008 Baseline ^[1]	415.31	257.09	186.17

¹ Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics

² Source: Travel Survey for Northern Ireland, Department for Infrastructure, NISRA Mid-Year Population Estimates

^[1] Users should note that figures have been revised. See User Guidance.

Table 9c
Rates of motorcyclist KSIs based on 95% confidence intervals of 100 million motorcycle kilometres (5 year rolling average)
 Northern Ireland (2004-2016)

Year	Upper 95% confidence limit	Published Rate ^[1]	Lower 95% confidence limit
2004-2008	415.31	257.09	186.17
2005-2009	479.34	292.93	210.91
2006-2010	618.38	380.54	274.84
2007-2011	667.39	389.31	274.81
2008-2012	610.60	356.19	251.42
2009-2013	666.12	363.34	249.80
2010-2014	717.46	358.73	239.15
2011-2015	662.23	301.01	194.77
2012-2016	637.19	289.63	187.41
2004-2008 Baseline	415.31	257.09	186.17

¹ Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics

² Source: Travel Survey for Northern Ireland, Department for Infrastructure, NISRA Mid-Year Population Estimates

^[1] Users should note that figures have been revised. See User Guidance.

Table 10
Rate of car user KSIs per 100 million kilometres (cars and vans)
Northern Ireland (2004-2016)

Year	Car User KSIs ^{1**}	Car Kilometres (100 million) ^{2 [r]}	Rate ^[r]	Percentage change from baseline	Percentage change from last year
2004	877	132.85	6.60		
2005	764	135.41	5.64		-15%
2006	882	138.66	6.36		13%
2007	799	137.87	5.80		-9%
2008	681	140.73	4.84		-16%
2009	709	139.63	5.08	-13%	5%
2010	565	141.10	4.00	-31%	-21%
2011	475	139.01	3.42	-41%	-15%
2012	467	140.58	3.32	-43%	-3%
2013	427	142.14	3.00	-48%	-10%
2014	448	143.77	3.12	-46%	4%
2015	458	141.43	3.24	-44%	4%
2016	547	139.41	3.92	-32%	21%
2004-2008 Baseline	801	137.95	5.80		

¹ Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics

² Source: Travel Survey for Northern Ireland, Department for Infrastructure, NISRA Mid-Year Population Estimates

^[r] Users should note that figures have been revised. See User Guidance.

****This table refers to occupants of either a car, car used as taxi, hackney cab, or Light Goods Vehicle (LGV) who were killed or seriously injured.**

Table 10a
Rate of car user KSIs per 100 million kilometres (cars and vans)
(5 year rolling average)
Northern Ireland (2004-2016)

Year	Car User KSIs ^{1**}	Car Kilometres (100 million) ^{2 [r]}	Rate ^[r]	Percentage change from baseline	Percentage change from last period
2004-2008	801	137.95	5.80		
2005-2009	767	138.13	5.55	-4%	-4%
2006-2010	727	139.03	5.23	-10%	-6%
2007-2011	646	138.47	4.66	-20%	-11%
2008-2012	579	140.21	4.13	-29%	-11%
2009-2013	529	140.36	3.77	-35%	-9%
2010-2014	476	141.09	3.38	-42%	-10%
2011-2015	455	140.45	3.24	-44%	-4%
2012-2016	469	140.71	3.34	-43%	3%
2004-2008 Baseline	801	137.95	5.80		

¹ Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics

² Source: Travel Survey for Northern Ireland, Department for Infrastructure, NISRA Mid-Year Population Estimates

^[r] Users should note that figures have been revised. See User Guidance.

****This table refers to occupants of either a car, car used as taxi, hackney cab, or Light Goods Vehicle (LGV) who were killed or seriously injured.**

Table 10b

Rates of car user KSIs based on 95% confidence intervals of 100 million kilometres (cars and vans)

Northern Ireland (2004-2016)

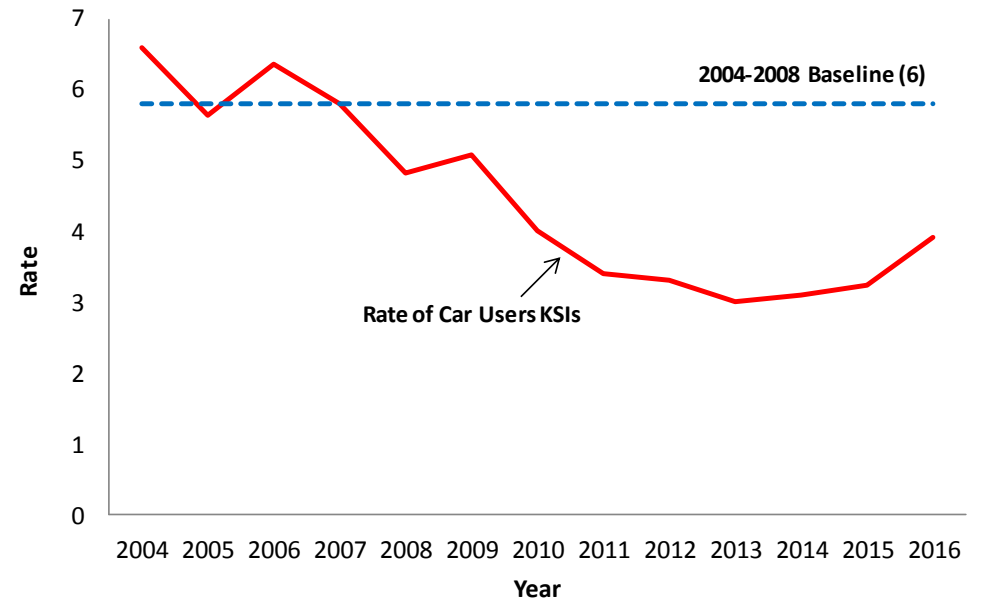
Year	Upper 95% confidence limit	Published Rate ^[1]	Lower 95% confidence limit
2004	6.79	6.60	6.43
2005	5.80	5.64	5.49
2006	6.55	6.36	6.18
2007	5.97	5.80	5.63
2008	4.98	4.84	4.71
2009	5.22	5.08	4.94
2010	4.12	4.00	3.90
2011	3.52	3.42	3.32
2012	3.42	3.32	3.23
2013	3.09	3.00	2.92
2014	3.21	3.12	3.03
2015	3.34	3.24	3.15
2016	4.04	3.92	3.81
2004-2008 Baseline	5.93	5.80	5.68

¹ Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics

² Source: Travel Survey for Northern Ireland, Department for Infrastructure, NISRA Mid-Year Population Estimates

^[1] Users should note that figures have been revised. See User Guidance.

Figure B: Rate of car user KSIs per 100 million kilometres (cars and vans), 2008-2016



Source: PSNI Road Traffic Casualty Statistics, Travel Survey for Northern Ireland, NISRA Mid-Year Population Estimates

Table 11
Rate of fatal and serious collisions per 100 million vehicle kilometres
Northern Ireland (2004-2016)

Year	Fatal and Serious Collisions ¹	Vehicle Kilometres (100 million) ^{2 [f]}	Rate [f]	Percentage change from baseline	Percentage change from last year
2004	1,023	155.71	6.57		
2005	962	159.43	6.03		-8%
2006	1,014	164.52	6.16		2%
2007	943	163.35	5.77		-6%
2008	912	165.98	5.49		-5%
2009	930	166.43	5.59	-6%	2%
2010	777	166.98	4.65	-22%	-17%
2011	763	164.73	4.63	-22%	0%
2012	714	164.29	4.35	-27%	-6%
2013	670	166.28	4.03	-32%	-7%
2014	651	167.44	3.89	-35%	-4%
2015	639	164.16	3.89	-34%	0%
2016	754	161.10	4.68	-21%	20%
2004-2008 Baseline	971	163	5.94		

¹ Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics

² Source: Travel Survey for Northern Ireland, Department for Infrastructure, NISRA Mid-Year Population Estimates

[f] Users should note that figures have been revised. See User Guidance.

Table 11a
Rate of fatal and serious collisions per 100 million vehicle kilometres (5 year rolling average)
Northern Ireland (2004-2016)

Year	Fatal and Serious Collisions ¹	Vehicle Kilometres (100 million) ^{2 [f]}	Rate [f]	Percentage change from baseline	Percentage change from last period
2004-2008	971	163.37	5.94		
2005-2009	952	164.00	5.81	-2%	-2%
2006-2010	915	164.64	5.56	-6%	-4%
2007-2011	865	163.82	5.28	-11%	-5%
2008-2012	819	165.19	4.96	-17%	-6%
2009-2013	771	165.45	4.66	-22%	-6%
2010-2014	715	164.58	4.34	-27%	-7%
2011-2015	687	163.56	4.20	-29%	-3%
2012-2016	686	163.38	4.20	-29%	0%
2004-2008 Baseline	971	163.37	5.94		

¹ Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics

² Source: Travel Survey for Northern Ireland, Department for Infrastructure, NISRA Mid-Year Population Estimates

[f] Users should note that figures have been revised. See User Guidance.

Table 11b

Rates of fatal and serious collisions based on 95% confidence intervals of 100 million vehicle kilometres

Northern Ireland (2004-2016)

Year	Upper 95% confidence limit	Published Rate ^[1]	Lower 95% confidence limit
2004	6.74	6.57	6.41
2005	6.19	6.03	5.89
2006	6.33	6.16	6.01
2007	5.93	5.77	5.63
2008	5.64	5.49	5.36
2009	5.73	5.59	5.45
2010	4.77	4.65	4.54
2011	4.76	4.63	4.51
2012	4.46	4.35	4.23
2013	4.14	4.03	3.92
2014	4.00	3.89	3.79
2015	4.00	3.89	3.79
2016	4.81	4.68	4.56
2004-2008 Baseline	6.06	5.94	5.83

¹ Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics

² Source: Travel Survey for Northern Ireland, Department for Infrastructure, NISRA Mid-Year Population Estimates

^[1] Users should note that figures have been revised. See User Guidance.

Table 12
Rate of people aged over 70 killed or seriously injured in road collisions per 100,000 population aged over 70
 Northern Ireland (2004-2016)

Year	Persons aged over 70 KSIs ¹	N.I. Population aged over 70 ²	Number of KSIs Per 100,000 Population	Percentage change from baseline	Percentage change from last year
2004	83	151,559	54.76		
2005	83	153,284	54.15		-1%
2006	65	155,458	41.81		-23%
2007	73	157,722	46.28		11%
2008	87	160,424	54.23		17%
2009	79	163,021	48.46	-4%	-11%
2010	78	166,500	46.85	-7%	-3%
2011	90	169,420	53.12	6%	13%
2012	66	172,225	38.32	-24%	-28%
2013	80	175,809	45.50	-9%	19%
2014	77	181,528	42.42	-16%	-7%
2015	69	186,726	36.95	-26%	-13%
2016	90	191,990	46.88	-7%	27%
2004-2008 Baseline	78	155,689	50.23		

¹ Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics

² Source: NISRA Mid-year population estimates.

Table 12a
Rate of people aged over 70 killed or seriously injured in road collisions per 100,000 population aged over 70 (5 year rolling average)
 Northern Ireland (2004-2016)

Year	Persons aged over 70 KSIs ¹	N.I. Population aged over 70 ²	Number of KSIs Per 100,000 Population	Percentage change from baseline	Percentage change from last period
2004-2008	78	155,689	50.23		
2005-2009	77	157,982	48.99	-2%	-2%
2006-2010	76	160,625	47.56	-5%	-3%
2007-2011	81	163,417	49.81	-1%	5%
2008-2012	80	166,318	48.10	-4%	-3%
2009-2013	79	169,395	46.40	-8%	-4%
2010-2014	78	173,096	45.18	-10%	-3%
2011-2015	76	177,142	43.13	-14%	-5%
2012-2016	76	181,656	42.06	-16%	-2%
2004-2008 Baseline	78	155,689	50.23		

¹ Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics

² Source: NISRA Mid-year population estimates.

Table 13
Number of people killed in collisions on rural roads
 Northern Ireland (2004-2016)

Year	Fatalities (Rural Roads) ¹	Percentage change from baseline	Percentage change from last year
2004	111		
2005	90		-19%
2006	97		8%
2007	89		-8%
2008	74		-17%
2009	84	-9%	14%
2010	43	-53%	-49%
2011	37	-60%	-14%
2012	35	-62%	-5%
2013	36	-61%	3%
2014	55	-40%	53%
2015	42	-54%	-24%
2016	46	-50%	10%
2004-2008 Baseline	92		

¹ Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics

Table 13a
**Number of people killed in collisions on rural roads
 (5 year rolling average)**
 Northern Ireland (2004-2016)

Year	Fatalities (Rural Roads) ¹	Percentage change from baseline	Percentage change from last period
2004-2008	92		
2005-2009	87	-6%	-6%
2006-2010	77	-16%	-11%
2007-2011	65	-29%	-16%
2008-2012	55	-41%	-17%
2009-2013	47	-49%	-14%
2010-2014	41	-55%	-12%
2011-2015	41	-56%	0%
2012-2016	43	-54%	4%
2004-2008 Baseline	92		

¹ Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics

Table 14
Number of children (0-15) killed in collisions on rural roads
 Northern Ireland (2004-2016)

Year	Fatalities (Children) ¹	Percentage change from baseline	Percentage change from last year
2004	4		
2005	8		-
2006	6		-
2007	2		-
2008	6		-
2009	2	-	-
2010	2	-	-
2011	1	-	-
2012	3	-	-
2013	2	-	-
2014	2	-	-
2015	4	-	-
2016	1	-	-
2004-2008 Baseline	5		

¹ Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics

Table 14a
Number of children (0-15) killed in collisions on rural roads
(5 year rolling average)
 Northern Ireland (2004-2016)

Year	Fatalities (Children) ¹	Percentage change from baseline	Percentage change from last period
2004-2008	5		
2005-2009	5	-	-
2006-2010	4	-	-
2007-2011	3	-	-
2008-2012	3	-	-
2009-2013	2	-	-
2010-2014	2	-	-
2011-2015	2	-	-
2012-2016	3	-	-
2004-2008 Baseline	5		

¹ Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics

Table 15
Number of people killed where alcohol/drugs causation factor was attributed
 Northern Ireland (2004-2016)

Year	Fatalities ¹	Percentage change from baseline	Percentage change from last year
2004	37		
2005	32		-14%
2006	24		-25%
2007	23		-4%
2008	23		0%
2009	33	19%	43%
2010	13	-53%	-61%
2011	19	-32%	46%
2012	10	-64%	-47%
2013	14	-50%	40%
2014	22	-21%	57%
2015	15	-46%	-32%
2016	23	-17%	53%
2004-2008 Baseline	28		

¹ Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics

Table 15a
Number of people killed where alcohol/drugs causation factor was attributed
(5 year rolling average)
 Northern Ireland (2004-2016)

Year	Fatalities ¹	Percentage change from baseline	Percentage change from last period
2004-2008	28		
2005-2009	27	-3%	-3%
2006-2010	23	-17%	-14%
2007-2011	22	-20%	-4%
2008-2012	20	-29%	-12%
2009-2013	18	-36%	-9%
2010-2014	16	-44%	-12%
2011-2015	16	-42%	3%
2012-2016	17	-40%	5%
2004-2008 Baseline	28		

¹ Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics

Please note: The KPI initially set for the strategy sought to report on the number of KSIs where a person involved in a collision was over the legal blood alcohol limit. Due to the way data is gathered it is not possible to report on the KPI at this level. It was therefore agreed to report on all KSI's where an alcohol or drug related causation factor was recorded by police as a primary causation factor or an attributing factor.

Table 16
Number of car occupants killed who were not wearing a seatbelt
 Northern Ireland (2004-2016)

Year	Fatalities (No Seatbelt) ^{1**}	Percentage change from baseline	Percentage change from last year
2004	30		
2005	24		-20%
2006	25		4%
2007	20		-20%
2008	24		20%
2009	20	-19%	-17%
2010	5	-80%	-75%
2011	3	-88%	-40%
2012	7	-72%	133%
2013	11	-55%	57%
2014	8	-67%	-27%
2015	5	-80%	-38%
2016	7	-72%	40%
2004-2008 Baseline	25		

¹ Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics
^{**}This table refers to occupants of either a car, car used as taxi, hackney cab, or Light Goods Vehicle (LGV) who were killed whilst not using a restraint.
 Please note: This includes those who were exempt from wearing a restraint

Table 16a
Number of car occupants killed who were not wearing a seatbelt
(5 year rolling average)
 Northern Ireland (2004-2016)

Year	Fatalities (No Seatbelt) ^{1**}	Percentage change from baseline	Percentage change from last period
2004-2008	25		
2005-2009	23	-8%	-8%
2006-2010	19	-24%	-17%
2007-2011	14	-41%	-23%
2008-2012	12	-52%	-18%
2009-2013	9	-63%	-22%
2010-2014	7	-72%	-26%
2011-2015	7	-72%	0%
2012-2016	8	-69%	12%
2004-2008 Baseline	25		

¹ Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics
^{**}This table refers to occupants of either a car, car used as taxi, hackney cab, or Light Goods Vehicle (LGV) who were killed whilst not using a restraint.
 Please note: This includes those who were exempt from wearing a restraint

Table 17 (i)

Rate of pedestrians killed or seriously injured (KSIs) per 100,000 population in 10 per cent most deprived areas (Collision SOA)

Northern Ireland (2004-2016)

Year	Number of KSIs ²	10 % Most Deprived (SOAs) ¹			
		Population ³	KSIs per 100,000 population	Percentage change from baseline	Percentage change from last year
2004	50	166,205	30.08		
2005	54	164,954	32.74		9%
2006	46	164,782	27.92		-15%
2007	43	165,442	25.99		-7%
2008	42	166,947	25.16		-3%
2009	42	167,161	25.13	-11%	0%
2010	44	167,765	26.23	-8%	4%
2011	45	167,757	26.82	-5%	2%
2012	48	166,814	28.77	1%	7%
2013	36	167,272	21.52	-24%	-25%
2014	21	168,441	12.47	-56%	-42%
2015	36	169,088	21.29	-25%	71%
2016	42	169,815	24.73	-13%	16%
2004-2008 Baseline	47	165,666	28.37		

¹Source: NISRA Northern Ireland Multiple Deprivation Measure 2010

²Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics

³Source: NISRA Mid Year Population Estimates

Table 17 (ii)

Rate of pedestrians killed or seriously injured (KSIs) per 100,000 population in 10 per cent least deprived areas (Collision SOA)

Northern Ireland (2004-2016)

Year	Number of KSIs ²	10 % Least Deprived (SOAs) ¹			
		Population ³	KSIs per 100,000 population	Percentage change from baseline	Percentage change from last year
2004	8	164,657	4.86		
2005	7	165,327	4.23		-
2006	8	165,505	4.83		-
2007	8	165,355	4.84		-
2008	6	165,511	3.63		-
2009	10	166,440	6.01	-	-
2010	9	166,761	5.40	-	-
2011	14	166,965	8.38	-	-
2012	10	167,663	5.96	-	-
2013	8	167,773	4.77	-	-
2014	8	168,235	4.76	-	-
2015	8	168,797	4.74	-	-
2016	5	169,222	2.95	-	-
2004-2008 Baseline	7	165,271	4.48		

¹Source: NISRA Northern Ireland Multiple Deprivation Measure 2010

²Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics

³Source: NISRA Mid Year Population Estimates

Table 17a (i)

Rate of pedestrians killed or seriously injured (KSIs) per 100,000 population in 10 per cent most deprived areas (Collision SOA)

(5 year rolling average)

Northern Ireland (2004-2016)

Year	Number of KSIs ²	10 % Most Deprived (SOAs) ¹			
		Population ³	KSIs per 100,000 population	Percentage change from baseline	Percentage change from last year
2004-2008	47	165,666	28.37		
2005-2009	45	165,857	27.37	-4%	-4%
2006-2010	43	166,419	26.08	-8%	-5%
2007-2011	43	167,014	25.87	-9%	-1%
2008-2012	44	167,289	26.42	-7%	2%
2009-2013	43	167,354	25.69	-9%	-3%
2010-2014	39	167,610	23.15	-18%	-10%
2011-2015	37	167,874	22.16	-22%	-4%
2012-2016	37	168,286	21.75	-23%	-2%
2004-2008 Baseline	47	165,666	28.37		

¹Source: NISRA Northern Ireland Multiple Deprivation Measure 2010

²Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics

³Source: NISRA Mid Year Population Estimates

Table 17a (ii)

Rate of pedestrians killed or seriously injured (KSIs) per 100,000 population in 10 per cent least deprived (Collision SOA)

(5 year rolling average)

Northern Ireland (2004-2016)

Year	Number of KSIs ²	10 % Least Deprived (SOAs) ¹			
		Population ³	KSIs per 100,000 population	Percentage change from baseline	Percentage change from last year
2004-2008	7	165,271	4.48		
2005-2009	8	165,628	4.71	-	-
2006-2010	8	165,914	4.94	-	-
2007-2011	9	166,206	5.66	-	-
2008-2012	10	166,668	5.88	-	-
2009-2013	10	167,120	6.10	-	-
2010-2014	10	167,479	5.85	-	-
2011-2015	10	167,887	5.72	-	-
2012-2016	8	168,338	4.63	-	-
2004-2008 Baseline	7	165,271	4.48		

¹Source: NISRA Northern Ireland Multiple Deprivation Measure 2010

²Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics

³Source: NISRA Mid Year Population Estimates

Table 18 (i)

Rate of child pedestrians killed or seriously injured per 100,000 population in 10 per cent most deprived areas (Collision SOA)

Northern Ireland (2004-2016)

Year	10 % Most Deprived (SOAs) ¹				
	Number of KSIs ²	Population ³	KSIs per 100,000 population	Percentage change from baseline	Percentage change from last year
2004	19	41,895	45.35		
2005	14	40,525	34.55		-24%
2006	15	39,577	37.90		10%
2007	13	39,098	33.25		-12%
2008	8	38,881	20.58		-38%
2009	14	38,416	36.44	6%	77%
2010	15	38,157	39.31	14%	8%
2011	10	38,210	26.17	-24%	-33%
2012	15	38,241	39.22	14%	50%
2013	14	38,383	36.47	6%	-7%
2014	6	38,880	15.43	-55%	-58%
2015	9	39,062	23.04	-33%	49%
2016	14	39,387	35.54	3%	-3%
2004-2008 Baseline	14	39,995	34.50		

¹Source: NISRA Northern Ireland Multiple Deprivation Measure 2010

²Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics

³Source: NISRA Mid Year Population Estimates

Table 18 (ii)

Rate of child pedestrians killed or seriously injured per 100,000 population in 10 per cent least deprived areas (Collision SOA)

Northern Ireland (2004-2016)

Year	10 % Least Deprived (SOAs) ¹				
	Number of KSIs ²	Population ³	KSIs per 100,000 population	Percentage change from baseline	Percentage change from last year
2004	3	33,801	8.88		
2005	1	33,413	2.99		-
2006	2	33,043	6.05		-
2007	3	32,485	9.24		-
2008	2	32,207	6.21		-
2009	2	32,022	6.25	-	-
2010	2	31,671	6.31	-	-
2011	4	31,369	12.75	-	-
2012	3	31,090	9.65	-	-
2013	1	30,687	3.26	-	-
2014	2	30,410	6.58	-	-
2015	2	30,390	6.58	-	-
2016	1	30,351	3.29	-	-
2004-2008 Baseline	2	32,990	6.67		

¹Source: NISRA Northern Ireland Multiple Deprivation Measure 2010

²Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics

³Source: NISRA Mid Year Population Estimates

Table 18a (i)

Rate of child pedestrians killed or seriously injured per 100,000 population in 10 per cent most deprived areas (Collision SOA)

(5 year rolling average)

Northern Ireland (2004-2016)

Year	Number of KSIs ²	10 % Most Deprived (SOAs) ¹			
		Population ³	KSIs per 100,000 population	Percentage change from baseline	Percentage change from last year
2004-2008	14	39,995	34.50		
2005-2009	13	39,299	32.57	-6%	-6%
2006-2010	13	38,826	33.48	-3%	3%
2007-2011	12	38,552	31.13	-10%	-7%
2008-2012	12	38,381	32.31	-6%	4%
2009-2013	14	38,281	35.53	3%	10%
2010-2014	12	38,374	31.27	-9%	-12%
2011-2015	11	38,555	28.01	-19%	-10%
2012-2016	12	38,791	29.90	-13%	7%
2004-2008 Baseline	14	39,995	34.50		

¹Source: NISRA Northern Ireland Multiple Deprivation Measure 2010

²Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics

³Source: NISRA Mid Year Population Estimates

Table 18a (ii)

Rate of child pedestrians killed or seriously injured per 100,000 population in 10 per cent least deprived areas (Collision SOA)

(5 year rolling average)

Northern Ireland (2004-2016)

Year	Number of KSIs ²	10 % Least Deprived (SOAs) ¹			
		Population ³	KSIs per 100,000 population	Percentage change from baseline	Percentage change from last year
2004-2008	2	32,990	6.67		
2005-2009	2	32,634	6.13	-	-
2006-2010	2	32,286	6.81	-	-
2007-2011	3	31,951	8.14	-	-
2008-2012	3	31,672	8.21	-	-
2009-2013	2	31,368	7.65	-	-
2010-2014	2	31,045	7.73	-	-
2011-2015	2	30,789	7.79	-	-
2012-2016	2	30,586	5.89	-	-
2004-2008 Baseline	2	32,990	6.67		

¹Source: NISRA Northern Ireland Multiple Deprivation Measure 2010

²Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics

³Source: NISRA Mid Year Population Estimates

Table 19 (i)

Rate of pedestrians killed or seriously injured (KSIs) per 100,000 population in 10 per cent most deprived areas (Casualty Address SOA)

Northern Ireland (2008-2016)

Year ⁴	Number of KSIs ²	10 % Most Deprived (SOAs) ¹			
		Population ³	KSIs per 100,000 population	Percentage change from baseline	Percentage change from last year
2008	32	166,947	19.17		
2009	40	167,161	23.93	12%	25%
2010	29	167,765	17.29	-19%	-28%
2011	37	167,757	22.06	4%	28%
2012	40	166,814	23.98	13%	9%
2013	29	167,272	17.34	-19%	-28%
2014	27	168,441	16.03	-25%	-8%
2015	27	169,088	15.97	-25%	0%
2016	27	169,815	15.90	-25%	0%
2008-2012 Baseline	36	167,289	21.28		

¹Source: NISRA Northern Ireland Multiple Deprivation Measure 2010

²Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics

³Source: NISRA Mid Year Population Estimates

⁴Casualty data on a residency basis is only available from 2008.

Table 19 (ii)

Rate of pedestrians killed or seriously injured (KSIs) per 100,000 population in 10 per cent least deprived areas (Casualty Address SOA)

Northern Ireland (2008-2016)

Year ⁴	Number of KSIs ²	10 % Least Deprived (SOAs) ¹			
		Population ³	KSIs per 100,000 population	Percentage change from baseline	Percentage change from last year
2008	6	165,511	3.63		
2009	9	166,440	5.41	-	-
2010	10	166,761	6.00	-	-
2011	14	166,965	8.38	-	-
2012	11	167,663	6.56	-	-
2013	9	167,773	5.36	-	-
2014	8	168,235	4.76	-	-
2015	7	168,797	4.15	-	-
2016	9	169,222	5.32	-	-
2008-2012 Baseline	10	166,668	6.00		

¹Source: NISRA Northern Ireland Multiple Deprivation Measure 2010

²Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics

³Source: NISRA Mid Year Population Estimates

⁴Casualty data on a residency basis is only available from 2008.

Table 19a (i)

Rate of pedestrians killed or seriously injured (KSIs) per 100,000 population in 10 per cent most deprived areas (Casualty Address SOA) (5 year rolling average)

Northern Ireland (2008-2016)

Year ⁴	10 % Most Deprived (SOAs) ¹				
	Number of KSIs ²	Population ³	KSIs per 100,000 population	Percentage change from baseline	Percentage change from last year
2008-2012	36	167,289	21.28	0%	
2009-2013	35	167,354	20.91	-2%	-2%
2010-2014	32	167,610	19.33	-9%	-8%
2011-2015	32	167,874	19.06	-10%	-1%
2012-2016	30	168,286	17.83	-16%	-6%
2008-2012 Baseline	36	167,289	21.28		

¹Source: NISRA Northern Ireland Multiple Deprivation Measure 2010

²Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics

³Source: NISRA Mid Year Population Estimates

⁴Casualty data on a residency basis is only available from 2008.

Table 19a (ii)

Rate of pedestrians killed or seriously injured (KSIs) per 100,000 population in 10 per cent least deprived areas (Casualty Address SOA) (5 year rolling average)

Northern Ireland (2008-2016)

Year ⁴	10 % Least Deprived (SOAs) ¹				
	Number of KSIs ²	Population ³	KSIs per 100,000 population	Percentage change from baseline	Percentage change from last year
2008-2012	10	166,668	6.00		
2009-2013	11	167,120	6.34	-	-
2010-2014	10	167,479	6.21	-	-
2011-2015	10	167,887	5.84	-	-
2012-2016	9	168,338	5.23	-	-
2008-2012 Baseline	10	166,668	6.00		

¹Source: NISRA Northern Ireland Multiple Deprivation Measure 2010

²Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics

³Source: NISRA Mid Year Population Estimates

⁴Casualty data on a residency basis is only available from 2008.

Table 20 (i)

Rate of child pedestrians killed or seriously injured per 100,000 population in 10 per cent most deprived areas (Casualty Address SOA)

Northern Ireland (2008-2016)

Year ⁴	Number of KSIs ²	10 % Most Deprived (SOAs) ¹			
		Population ³	KSIs per 100,000 population	Percentage change from baseline	Percentage change from last year
2008	8	38,881	20.58		
2009	15	38,416	39.05	25%	90%
2010	12	38,157	31.45	1%	-19%
2011	10	38,210	26.17	-16%	-17%
2012	15	38,241	39.22	25%	50%
2013	11	38,383	28.66	-8%	-27%
2014	8	38,880	20.58	-34%	-28%
2015	5	39,062	12.80	-59%	-38%
2016	13	39,387	33.01	6%	158%
2008-2012 Baseline	12	38,381	31.27		

¹Source: NISRA Northern Ireland Multiple Deprivation Measure 2010

²Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics

³Source: NISRA Mid Year Population Estimates

⁴Casualty data on a residency basis is only available from 2008.

Table 20 (ii)

Rate of child pedestrians killed or seriously injured per 100,000 population in 10 per cent least deprived areas (Casualty Address SOA)

Northern Ireland (2008-2016)

Year ⁴	Number of KSIs ²	10 % Least Deprived (SOAs) ¹			
		Population ³	KSIs per 100,000 population	Percentage change from baseline	Percentage change from last year
2008	2	32,207	6.21		
2009	2	32,022	6.25	-	-
2010	1	31,671	3.16	-	-
2011	7	31,369	22.32	-	-
2012	3	31,090	9.65	-	-
2013	1	30,687	3.26	-	-
2014	2	30,410	6.58	-	-
2015	1	30,390	3.29	-	-
2016	1	30,351	3.29	-	-
2008-2012 Baseline	3	31,672	9.47		

¹Source: NISRA Northern Ireland Multiple Deprivation Measure 2010

²Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics

³Source: NISRA Mid Year Population Estimates

⁴Casualty data on a residency basis is only available from 2008.

Table 20a (i)

Rate of child pedestrians killed or seriously injured per 100,000 population in 10 per cent most deprived areas (Casualty Address SOA) (5 year rolling average)

Northern Ireland (2008-2016)

Year ⁴	Number of KSIs ²	10 % Most Deprived (SOAs) ¹			
		Population ³	KSIs per 100,000 population	Percentage change from baseline	Percentage change from last year
2008-2012	12	38,381	31.27		
2009-2013	13	38,281	32.91	5%	5%
2010-2014	11	38,374	29.19	-7%	-11%
2011-2015	10	38,555	25.42	-19%	-13%
2012-2016	10	38,791	26.81	-14%	5%
2008-2012 Baseline	12	38,381	31.27		

¹Source: NISRA Northern Ireland Multiple Deprivation Measure 2010²Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics³Source: NISRA Mid Year Population Estimates⁴Casualty data on a residency basis is only available from 2008.

Table 20a (ii)

Rate of child pedestrians killed or seriously injured per 100,000 population in 10 per cent least deprived areas (Casualty Address SOA) (5 year rolling average)

Northern Ireland (2008-2016)

Year ⁴	Number of KSIs ²	10 % Least Deprived (SOAs) ¹			
		Population ³	KSIs per 100,000 population	Percentage change from baseline	Percentage change from last year
2008-2012	3	31,672	9.47		
2009-2013	3	31,368	8.93	-	-
2010-2014	3	31,045	9.02	-	-
2011-2015	3	30,789	9.09	-	-
2012-2016	2	30,586	5.23	-	-
2008-2012 Baseline	3	31,672	9.47		

¹Source: NISRA Northern Ireland Multiple Deprivation Measure 2010²Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics³Source: NISRA Mid Year Population Estimates⁴Casualty data on a residency basis is only available from 2008.

Table 21
Number of KSIs resulting from collisions involving drivers under the age of 25
 Northern Ireland (2004-2016)

Year	Number of KSIs ^{1**}	Percentage change from baseline	Percentage change from last year
2004	465		
2005	368		-21%
2006	477		30%
2007	442		-7%
2008	372		-16%
2009	359	-15%	-3%
2010	288	-32%	-20%
2011	233	-45%	-19%
2012	242	-43%	4%
2013	215	-49%	-11%
2014	259	-39%	20%
2015	243	-43%	-6%
2016	265	-38%	9%
2004-2008 Baseline	425		

¹ Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics
^{**} This table refers to KSI casualties involving a driver aged under 25 of either a car, car used as taxi, hackney cab, or Light Goods Vehicle (LGV).

Table 21a
Number of KSIs resulting from collisions involving drivers under the age of 25 (5 year rolling average)
 Northern Ireland (2004-2016)

Year	Number of KSIs ^{1**}	Percentage change from baseline	Percentage change from last period
2004-2008	425		
2005-2009	404	-5%	-5%
2006-2010	388	-9%	-4%
2007-2011	339	-20%	-13%
2008-2012	299	-30%	-12%
2009-2013	267	-37%	-11%
2010-2014	247	-42%	-7%
2011-2015	238	-44%	-4%
2012-2016	245	-42%	3%
2004-2008 Baseline	425		

¹ Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics
^{**} This table refers to KSI casualties involving a driver aged under 25 of either a car, car used as taxi, hackney cab, or Light Goods Vehicle (LGV).

Table 22
**Number of KSI casualties resulting from collisions involving a novice driver
(3 year rolling average)**
Northern Ireland (2008-2016)

		Novice Drivers - time held licence ^{1,2}				
Year		0-6 months	7-12 months	13-18 months	19-24 months	0-24 months
Novice driver responsible	2008-2010	60	29	28	25	142
	2009-2011	54	29	26	21	130
	2010-2012	48	26	21	22	117
	2011-2013	38	22	13	16	90
	2012-2014	33	13	15	19	82
	2013-2015	28	15	14	18	76
	2014-2016	30	17	14	19	81
2008-2010 Baseline		60	29	28	25	142
Novice driver not responsible	2008-2010	26	20	16	11	72
	2009-2011	17	11	15	7	51
	2010-2012	12	9	12	9	42
	2011-2013	8	9	11	8	35
	2012-2014	7	9	11	12	40
	2013-2015	7	8	9	9	33
	2014-2016	6	9	6	11	32
2008-2010 Baseline		26	20	16	11	72
Novice driver involved	2008-2010	86	48	44	35	214
	2009-2011	71	41	41	28	181
	2010-2012	60	35	33	31	159
	2011-2013	46	31	24	24	124
	2012-2014	41	23	26	31	122
	2013-2015	35	24	24	27	108
	2014-2016	37	27	20	30	113
2008-2010 Baseline		86	48	44	35	214

¹ Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics

² Source: Driver Vehicle Agency, Department for Infrastructure

****This table refers to KSI casualties resulting from a collision which involved a driver of a car, car used as taxi, hackney cab, or Light Goods Vehicle (LGV) who had held their licence for 24 months or less at the time of the collision.**

Table 22a
**Number of KSI casualties resulting from collisions involving a novice driver
(0-6 months post test)
(3 year rolling average)**
Northern Ireland (2008-2016)

Year		KSIs ^{1,2}	Percentage change from baseline	Percentage change from last year
Novice driver responsible	2008-2010	60		
	2009-2011	54	-10%	-10%
	2010-2012	48	-20%	-11%
	2011-2013	38	-37%	-21%
	2012-2014	33	-44%	-12%
	2013-2015	28	-53%	-16%
	2014-2016	30	-49%	8%
2008-2010 Baseline		60		
Novice driver not responsible	2008-2010	26		
	2009-2011	17	-33%	-33%
	2010-2012	12	-53%	-29%
	2011-2013	8	-71%	-38%
	2012-2014	7	-71%	-3%
	2013-2015	7	-75%	-11%
	2014-2016	6	-76%	-6%
2008-2010 Baseline		26		
Novice driver involved	2008-2010	86		
	2009-2011	71	-17%	-17%
	2010-2012	60	-30%	-15%
	2011-2013	46	-47%	-24%
	2012-2014	41	-52%	-11%
	2013-2015	35	-60%	-15%
	2014-2016	37	-57%	6%
2008-2010 Baseline		86		

¹ Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics

² Source: Driver Vehicle Agency, Department for Infrastructure

****This table refers to KSI casualties resulting from a collision which involved a driver of a car, car used as taxi, hackney cab, or Light Goods Vehicle (LGV) who had held their licence for 24 months or less at the time of the collision.**

Table 22b

**Number of KSI casualties resulting from collisions involving a novice driver (7-12 months post test)
(3 year rolling average)**

Northern Ireland (2008-2016)

	Year	KSIs ^{1,2}	Percentage change from baseline	Percentage change from last year
Novice driver responsible	2008-2010	29		
	2009-2011	29	3%	3%
	2010-2012	26	-10%	-13%
	2011-2013	22	-23%	-14%
	2012-2014	13	-53%	-39%
	2013-2015	15	-47%	14%
	2014-2016	17	-39%	13%
2008-2010 Baseline		29		
Novice driver not responsible	2008-2010	20		
	2009-2011	11	-42%	-42%
	2010-2012	9	-54%	-21%
	2011-2013	9	-56%	-4%
	2012-2014	9	-52%	9%
	2013-2015	8	-58%	-14%
	2014-2016	9	-53%	12%
2008-2010 Baseline		20		
Novice driver involved	2008-2010	48		
	2009-2011	41	-15%	-15%
	2010-2012	35	-28%	-15%
	2011-2013	31	-36%	-11%
	2012-2014	23	-53%	-25%
	2013-2015	24	-51%	2%
	2014-2016	27	-45%	13%
2008-2010 Baseline		48		

¹ Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics² Source: Driver Vehicle Agency, Department for Infrastructure

****This table refers to KSI casualties resulting from a collision which involved a driver of a car, car used as taxi, hackney cab, or Light Goods Vehicle (LGV) who had held their licence for 24 months or less at the time of the collision.**

Table 22c

**Number of KSI casualties resulting from collisions involving a novice driver (13-18 months post test)
(3 year rolling average)**

Northern Ireland (2008-2016)

	Year	KSIs ^{1,2}	Percentage change from baseline	Percentage change from last year
Novice driver responsible	2008-2010	28		
	2009-2011	26	-8%	-8%
	2010-2012	21	-26%	-19%
	2011-2013	13	-54%	-38%
	2012-2014	15	-45%	19%
	2013-2015	14	-49%	-7%
	2014-2016	14	-50%	-2%
2008-2010 Baseline		28		
Novice driver not responsible	2008-2010	16		
	2009-2011	15	-4%	-4%
	2010-2012	12	-24%	-21%
	2011-2013	11	-32%	-11%
	2012-2014	11	-30%	4%
	2013-2015	9	-41%	-16%
	2014-2016	6	-63%	-37%
2008-2010 Baseline		16		
Novice driver involved	2008-2010	44		
	2009-2011	41	-7%	-7%
	2010-2012	33	-25%	-20%
	2011-2013	24	-46%	-28%
	2012-2014	26	-40%	12%
	2013-2015	24	-46%	-11%
	2014-2016	20	-55%	-16%
2008-2010 Baseline		44		

¹ Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics² Source: Driver Vehicle Agency, Department for Infrastructure

****This table refers to KSI casualties resulting from a collision which involved a driver of a car, car used as taxi, hackney cab, or Light Goods Vehicle (LGV) who had held their licence for 24 months or less at the time of the collision.**

Table 22d

Number of KSI casualties resulting from collisions involving a novice driver (19-24 months post test)

(3 year rolling average)

Northern Ireland (2008-2016)

	Year	KSIs ^{1,2}	Percentage change from baseline	Percentage change from last year
Novice driver responsible	2008-2010	25		
	2009-2011	21	-15%	-15%
	2010-2012	22	-11%	4%
	2011-2013	16	-34%	-25%
	2012-2014	19	-21%	19%
	2013-2015	18	-27%	-8%
	2014-2016	19	-22%	8%
	2008-2010 Baseline	25		
Novice driver not responsible	2008-2010	11		
	2009-2011	7	-34%	-34%
	2010-2012	9	-14%	29%
	2011-2013	8	-27%	-15%
	2012-2014	12	13%	56%
	2013-2015	9	-18%	-27%
	2014-2016	11	1%	22%
	2008-2010 Baseline	11		
Novice driver involved	2008-2010	35		
	2009-2011	28	-21%	-21%
	2010-2012	31	-12%	11%
	2011-2013	24	-32%	-22%
	2012-2014	31	-11%	31%
	2013-2015	27	-25%	-15%
	2014-2016	30	-15%	13%
	2008-2010 Baseline	35		

¹ Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics

² Source: Driver Vehicle Agency, Department for Infrastructure

***This table refers to KSI casualties resulting from a collision which involved a driver of a car, car used as taxi, hackney cab, or Light Goods Vehicle (LGV) who had held their licence for 24 months or less at the time of the collision.*

Table 22e

Number of KSI casualties resulting from collisions involving a novice driver (0-24 months post test)

(3 year rolling average)

Northern Ireland (2008-2016)

	Year	KSIs ^{1,2}	Percentage change from baseline	Percentage change from last year
Novice driver responsible	2008-2010	142		
	2009-2011	130	-8%	-8%
	2010-2012	117	-18%	-11%
	2011-2013	90	-37%	-23%
	2012-2014	82	-42%	-9%
	2013-2015	76	-47%	-8%
	2014-2016	81	-43%	7%
	2008-2010 Baseline	142		
Novice driver not responsible	2008-2010	72		
	2009-2011	51	-29%	-29%
	2010-2012	42	-41%	-17%
	2011-2013	35	-52%	-18%
	2012-2014	40	-45%	15%
	2013-2015	33	-55%	-18%
	2014-2016	32	-56%	-3%
	2008-2010 Baseline	72		
Novice driver involved	2008-2010	214		
	2009-2011	181	-15%	-15%
	2010-2012	159	-26%	-12%
	2011-2013	124	-42%	-22%
	2012-2014	122	-43%	-2%
	2013-2015	108	-49%	-11%
	2014-2016	113	-47%	4%
	2008-2010 Baseline	214		

¹ Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics

² Source: Driver Vehicle Agency, Department for Infrastructure

***This table refers to KSI casualties resulting from a collision which involved a driver of a car, car used as taxi, hackney cab, or Light Goods Vehicle (LGV) who had held their licence for 24 months or less at the time of the collision.*

Table 22f

95% confidence interval around novice driver KSI casualties

Northern Ireland (2008-2016)

		Novice Drivers - time held licence ^{1,2}				
		Sampling errors +/- around published estimates				
Year		0-6 months	7-12 months	13-18 months	19-24 months	0-24 months
Novice driver responsible	2008-2010	3	3	3	3	6
	2009-2011	4	3	3	2	6
	2010-2012	3	3	2	2	5
	2011-2013	3	2	2	2	5
	2012-2014	3	2	2	2	5
	2013-2015	3	2	2	2	4
	2014-2016	3	2	2	2	4
2008-2010 Baseline		3	3	3	3	6
Novice driver not responsible	2008-2010	3	2	2	2	4
	2009-2011	2	2	2	1	4
	2010-2012	2	2	2	2	3
	2011-2013	1	2	2	1	3
	2012-2014	1	2	2	2	3
	2013-2015	1	2	2	2	3
	2014-2016	1	2	1	2	3
2008-2010 Baseline		3	2	2	2	4
Novice driver involved	2008-2010	5	4	3	3	7
	2009-2011	4	3	3	3	6
	2010-2012	4	3	3	3	6
	2011-2013	4	3	2	3	5
	2012-2014	3	3	3	3	5
	2013-2015	3	3	3	3	5
	2014-2016	3	3	2	3	5
2008-2010 Baseline		5	4	3	3	7

¹ Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics² Source: Driver Vehicle Agency, Department for Infrastructure

***This table refers to KSI casualties resulting from a collision which involved a driver of a car, car used as taxi, hackney cab, or Light Goods Vehicle (LGV) who had held their licence for 24 months or less at the time of the collision.*

Table 23
Proportion of vehicles exceeding the speed limit by road type
 Northern Ireland (2010-2016)

	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*	46%	28%	17%	11%
	2016**	43%	27%	17%	10%
	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*	68%	45%	17%	24%
	2016**	66%	46%	21%	23%
	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*	45%	27%	17%	10%
	2016**	42%	25%	17%	9%
	2010 Baseline	45%	26%	18%	8%

¹ Source: Transport NI, C2-Cloud Traffic Data

² Source: Traffic and Travel Information Report, Department for Infrastructure

* 2015 figures exclude public and bank holidays. See User Guidance for further details.

** 2016 figures were calculated using a larger number traffic counters, some with only partial year's data. See User Guidance for further details.

Table 23a
Proportion of vehicles exceeding the speed limit on built-up roads (up to 40mph)
 Northern Ireland (2010-2016)

	Year	Built-up roads up to 40mph	Percentage change from baseline	Percentage change from last year
24 hour	2010	46%		
	2011	45%	-2%	-2%
	2012	47%	2%	4%
	2013	44%	-4%	-6%
	2014	44%	-4%	1%
	2015*	46%	0%	4%
	2016**	43%	-6%	-6%
	2010 Baseline	46%		
11pm - 7am (free running)	2010	64%		
	2011	64%	0%	0%
	2012	68%	6%	6%
	2013	65%	1%	-5%
	2014	66%	2%	1%
	2015*	68%	5%	3%
	2016**	66%	2%	-3%
	2010 Baseline	64%		
7am - 11pm	2010	45%		
	2011	44%	-2%	-2%
	2012	45%	2%	4%
	2013	42%	-5%	-6%
	2014	43%	-4%	0%
	2015*	45%	0%	5%
	2016**	42%	-6%	-6%
	2010 Baseline	45%		

¹ Source: Transport NI, C2-Cloud Traffic Data

² Source: Traffic and Travel Information Report, Department for Infrastructure

* 2015 figures exclude public and bank holidays. See User Guidance for further details.

** 2016 figures were calculated using a larger number traffic counters, some with only partial year's data. See User Guidance for further details.

Table 23b
Proportion of vehicles exceeding the speed limit on dual carriageways
 Northern Ireland (2010-2016)

	Year	Dual Carriageways	Percentage change from baseline	Percentage change from last year
24 hour	2010	27%		
	2011	26%	-4%	-4%
	2012	30%	12%	17%
	2013	27%	-2%	-12%
	2014	28%	2%	4%
	2015*	28%	5%	3%
	2016**	27%	-2%	-6%
	2010 Baseline	27%		
11pm - 7am (free running)	2010	42%		
	2011	39%	-5%	-5%
	2012	47%	12%	18%
	2013	41%	-1%	-11%
	2014	42%	0%	1%
	2015*	45%	7%	7%
	2016**	46%	9%	2%
	2010 Baseline	42%		
7am - 11pm	2010	26%		
	2011	25%	-4%	-4%
	2012	29%	10%	15%
	2013	25%	-3%	-12%
	2014	26%	1%	4%
	2015*	27%	4%	3%
	2016**	25%	-3%	-7%
	2010 Baseline	26%		

¹ Source: Transport NI, C2-Cloud Traffic Data

² Source: Traffic and Travel Information Report, Department for Infrastructure

* 2015 figures exclude public and bank holidays. See User Guidance for further details.

** 2016 figures were calculated using a larger number traffic counters, some with only partial year's data. See User Guidance for further details.

Table 23c
Proportion of vehicles exceeding the speed limit on motorways
 Northern Ireland (2010-2016)

	Year	Motorways	Percentage change from baseline	Percentage change from last year
24 hour	2010	18%		
	2011	17%	-6%	-6%
	2012	16%	-11%	-5%
	2013	19%	6%	18%
	2014	19%	6%	0%
	2015*	17%	-8%	-14%
	2016**	17%	-7%	2%
	2010 Baseline	18%		
11pm - 7am (free running)	2010	20%		
	2011	19%	-5%	-5%
	2012	18%	-10%	-5%
	2013	19%	-4%	7%
	2014	20%	1%	5%
	2015*	17%	-16%	-17%
	2016**	21%	3%	23%
	2010 Baseline	20%		
7am - 11pm	2010	18%		
	2011	17%	-6%	-6%
	2012	16%	-11%	-5%
	2013	19%	7%	19%
	2014	19%	7%	0%
	2015*	17%	-8%	-13%
	2016**	17%	-8%	0%
	2010 Baseline	18%		

¹ Source: Transport NI, C2-Cloud Traffic Data

² Source: Traffic and Travel Information Report, Department for Infrastructure

* 2015 figures exclude public and bank holidays. See User Guidance for further details.

** 2016 figures were calculated using a larger number traffic counters, some with only partial year's data. See User Guidance for further details.

Table 23d
Proportion of vehicles exceeding the speed limit on single carriageways (above 40mph)
 Northern Ireland (2010-2016)

	Year	Single Carriageways above 40mph	Percentage change from baseline	Percentage change from last year
24 hour	2010	9%		
	2011	9%	2%	2%
	2012	9%	4%	2%
	2013	8%	-8%	-11%
	2014	10%	13%	23%
	2015*	11%	21%	7%
	2016**	10%	11%	-8%
	2010 Baseline	9%		
11pm - 7am (free running)	2010	21%		
	2011	21%	1%	1%
	2012	20%	-4%	-4%
	2013	19%	-8%	-5%
	2014	21%	1%	10%
	2015*	24%	12%	11%
	2016**	23%	11%	0%
	2010 Baseline	21%		
7am - 11pm	2010	8%		
	2011	8%	2%	2%
	2012	9%	5%	3%
	2013	8%	-8%	-12%
	2014	9%	14%	24%
	2015*	10%	22%	6%
	2016**	9%	12%	-8%
	2010 Baseline	8%		

¹ Source: Transport NI, C2-Cloud Traffic Data

² Source: Traffic and Travel Information Report, Department for Infrastructure

* 2015 figures exclude public and bank holidays. See User Guidance for further details.

** 2016 figures were calculated using a larger number traffic counters, some with only partial year's data. See User Guidance for further details.

Table 24
Reasons why respondents feel unsafe when walking by the road
 Northern Ireland (2012-2015)

	Percentage of Respondents*	
	2012-2014	2013-2015
No footpath	37%	37%
Motorists driving without consideration of pedestrians	29%	29%
Heavy traffic	27%	28%
Traffic travelling above the speed limit	28%	27%
If footpath is not well lit at night	23%	22%
Walking on my own especially at night	22%	22%
Narrow footpath	21%	20%
Bad weather	20%	20%
Worry about crime/personal safety	15%	15%
If condition of footpath is poor	13%	14%
Cyclists, Scooters, Skateboarders on the footpath	11%	12%
If footpaths are not kept clear	11%	12%
Roadworks	11%	11%
Normal traffic even if travelling within the speed limit	7%	7%
Other	2%	2%
<i>Always feel safe</i>	13%	14%
<i>Do not walk by the road</i>	4%	4%
Base	2698	2620

¹ Source: Travel Survey for Northern Ireland, Department for Infrastructure

* Users should note that percentages will not add to 100 as respondents could give multiple answers

Table 24a
95% confidence interval around reasons why people feel unsafe when walking by the road
 Northern Ireland (2012-2015)

	2012-2014		2013-2015	
	Estimate (% of respondents)	95% Confidence Range +/-	Estimate (% of respondents)	95% Confidence Range +/-
No footpath	37%	2%	37%	2%
Motorists driving without consideration of pedestrians	29%	2%	29%	2%
Heavy traffic	27%	2%	28%	2%
Traffic travelling above the speed limit	28%	2%	27%	2%
If footpath is not well lit at night	23%	2%	22%	2%
Walking on my own especially at night	22%	2%	22%	2%
Narrow footpath	21%	2%	20%	2%
Bad weather	20%	2%	20%	2%
Worry about crime/personal safety	15%	1%	15%	1%
If condition of footpath is poor	13%	1%	14%	1%
Cyclists, Scooters, Skateboarders on the footpath	11%	1%	12%	1%
If footpaths are not kept clear	11%	1%	12%	1%
Roadworks	11%	1%	11%	1%
Normal traffic even if travelling within the speed limit	7%	1%	7%	1%
Other	2%	1%	2%	1%
<i>Always feel safe</i>	13%	1%	14%	1%
<i>Do not walk by the road</i>	4%	1%	4%	1%

¹ Source: Travel Survey for Northern Ireland, Department for Infrastructure

Table 25
Reasons why respondents feel unsafe when cycling on the road
Northern Ireland (2013-2015)

	Percentage of Respondents*	
	2012-2014	2013-2015
Heavy traffic	55%	55%
Motorists driving without consideration of cyclists	50%	51%
Buses or lorries	44%	42%
Traffic travelling above the speed limit	38%	39%
Bad weather	36%	37%
If road condition is poor	35%	36%
Not enough cycle lanes	28%	30%
Narrow roads	22%	25%
If the roads are not well lit at night	20%	20%
Normal traffic even if travelling within speed limit	17%	18%
Cycle lanes not kept clear	16%	18%
Roadworks	13%	11%
Worry about crime/personal safety	6%	7%
Other	1%	1%
<i>Always feel safe</i>	5%	6%
<i>Do not cycle on the road</i>	3%	4%
Base	623	564

¹ Source: Travel Survey for Northern Ireland, Department for Infrastructure

* Users should note that percentages will not add to 100 as respondents could give multiple answers

Table 25a
95% confidence interval around reasons why people feel unsafe when cycling on the road
Northern Ireland (2013-2015)

	2012-2014		2013-2015	
	Estimate (% of respondents)	95% Confidence Range +/-	Estimate (% of respondents)	95% Confidence Range +/-
Heavy traffic	55%	4%	55%	4%
Motorists driving without consideration of cyclists	50%	4%	51%	4%
Buses or lorries	44%	4%	42%	4%
Traffic travelling above the speed limit	38%	4%	39%	4%
Bad weather	36%	4%	37%	4%
If road condition is poor	35%	4%	36%	4%
Not enough cycle lanes	28%	4%	30%	4%
Narrow roads	22%	3%	25%	4%
If the roads are not well lit at night	20%	3%	20%	3%
Normal traffic even if travelling within speed limit	17%	3%	18%	3%
Cycle lanes not kept clear	16%	3%	18%	3%
Roadworks	13%	3%	11%	3%
Worry about crime/personal safety	6%	2%	7%	2%
Other	1%	1%	1%	1%
<i>Always feel safe</i>	5%	2%	6%	2%
<i>Do not cycle on the road</i>	3%	1%	4%	2%

¹ Source: Travel Survey for Northern Ireland, Department for Infrastructure

Appendix 2: User Guidance

Introduction

This statistics release is the sixth of an annual series which will continue to be produced each September over the lifetime of the Northern Ireland Road Safety Strategy to 2020.

As the strategy progresses, KPIs will continue to be reviewed as it may be the case that some are not as reliable as previously envisaged or do not report the data in a meaningful way for assisting and improving road safety. Users will be informed of any changes to monitoring through this publication.

All the differences which have been highlighted in the commentary within this report have been tested for statistical significance ($p < 0.05$). This means that there is at least a 95 per cent probability that there is a genuine difference between results and the difference is not simply explained by random chance or sample error. Where the term 'similar', 'no real difference', 'no real change' or 'around the same' has been used when comparing results, it means that there is no significant difference between the results being compared.

Main Uses of Data

Data contained in this release provides the main source of information to assess the progress of the Road Safety Strategy to 2020 against agreed targets and KPIs.

The Northern Ireland Road Safety Strategy to 2020 is available by following the link below:

<https://www.infrastructure-ni.gov.uk/sites/default/files/publications/doe/motoring-plan-northern-ireland-road-safety-strategy-to-2020-2011.pdf>.

These data also provide policy makers with the necessary information to formulate and evaluate road safety services and are helpful in assessing the effectiveness of resource allocation in providing services that are fully responsive to public need.

Additionally, Road Safety Strategy to 2020 information is used to inform the media, special interest groups and academics, and by the DfI to respond to parliamentary/assembly questions and ad hoc queries from the public.

While it is recognised that the main customers for this report are internal policy colleagues, the report is also used externally by a wide variety of different groups, each of which has varying degrees of use for the data. Examples include, advertisers using the data to target campaigns, and community groups using the data to lobby Government to effect Road Safety improvements. Evidence has been gathered regarding external user requirements and a Statement of User Needs has been produced – See:

<https://www.infrastructure-ni.gov.uk/publications/road-safety-strategy-2020-statement-user-needs>. An updated action plan will be published following release of this report.

General interest research briefs are available on the DfI website. Please see the link below:

<https://www.infrastructure-ni.gov.uk/topics/statistics-and-research/road-safety-research>.

Information captured through collision reporting by the PSNI enables analysis to be produced on the collision location and also the home address of the casualty. For the purposes of monitoring, the strategy had detailed two KPIs which use SOA collision information. Data on collision SOA is available for the complete time period of interest to this report. Users should note that data on the casualties home SOA is only available from 2008.

Strategy Governance, Statistical Independence and Reporting

A Strategy Delivery Board has the lead responsibility for monitoring and reporting on progress towards delivery of the Strategy and reports to the DfI Minister. Its membership is made up of representatives from the various road safety partners listed above. ASRB publish the progress of the targets and KPIs as National Statistics and additionally provides a general analytical/research support function to the Delivery Board in order to help it perform its role. ASRB staff are independent government statisticians, on secondment from the Northern Ireland Statistics and Research Agency (NISRA), and are governed by the Code of Practice for Official Statistics [https://www.statisticsauthority.gov.uk/wp-content/uploads/2015/12/images-codeofpracticeforofficialstatisticsjanuary2009_tcm97-25306.pdf].

ASRB brings proposals for the format of the monitoring report, and its constituent indicator definitions and methodologies, to the Delivery Board in order to avail of their operational and policy expertise. Such collaborative working between independent statisticians and policy makers is in keeping with the UK Statistics Authorities recommended approach to performance measurement as set out in their Monitoring Review 3/15 *Official Statistics, Performance Measurement and Targets* [<https://www.statisticsauthority.gov.uk/archive/assessment/monitoring/monitoring-reviews/monitoring-review-3-2015---official-statistics--performance-measurement-and-targets.pdf>].

Whilst the Board, as part of its delivery role, is responsible for formally signing off on proposed indicators, methodological changes, and the future statistical research work programme, the Senior Statistician has final say on all statistical issues and has sole responsibility for the orderly production, management and dissemination of the Annual Statistical Report.

The Annual Statistical Report provides the main source of information for the Delivery Board to assess progress being made against the Strategy. However, any comment on Strategy effectiveness is always issued separately from the Statistical Report itself. Up until 2014, this was done via the publication of an Annual Strategy Report [<https://www.infrastructure-ni.gov.uk/publications/northern-irelands-road-safety-strategy-2020-annual-report-2013>]. There are no plans, however, for any further updates to this annual policy report. Future assessment of Strategy effectiveness will therefore be confined to Ministerial press releases commenting, if appropriate, on the official figures.

Data Sources

A variety of statistical sources have been utilised to enable robust monitoring of targets and indicators over the lifetime of the strategy. All sources have been fully referenced in the accompanying tables and Excel spreadsheet which can be downloaded at:

https://www.infrastructure-ni.gov.uk/system/files/publications/infrastructure/ni-road-safety-strategy-to-2020-annual-statistical-report-2017-detailed-tables_0.xlsx.

Generally all sources of data used in this publication are National Statistics (NS) or Official Statistics (OS), produced by statisticians from the Northern Ireland Statistics and Research Agency (NISRA). A brief description of each source is included below; however, for full details please see the published Indicators Booklet:

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

PSNI Road Traffic Data (NS)

Where PSNI data are contained in this report, these have been validated and quality assured by NISRA Statisticians working in PSNI, before being passed to DfI Statisticians.

The definitions used in this report compare directly with those used by PSNI – see the following link to the User Guide to Police Recorded Injury Road Traffic Collision Statistics in Northern Ireland: <https://www.psni.police.uk/globalassets/inside-the-psni/our-statistics/road-traffic-collision-statistics/documents/traffic-statistics-user-guide---2016-review---final.pdf>.

Details of the main definitions used can be found in the Glossary at Appendix 3.

The PSNI road traffic collision statistics are not based on a sample survey and are not, therefore, subject to sampling error. However, their main limitation is the extent to which they represent the true level of collisions and casualties, resulting in injury, that occur in Northern Ireland. More background on this can be found in the PSNI user guide (link above).

Whilst not perfect, police data on road traffic collisions remains the most detailed, complete and reliable single source of information on road traffic casualties, particularly for monitoring trends over time. Users, however, should still exercise caution when interpreting changes in trends based on small numbers of casualties.

PSNI data required to report on the novice driver indicator is reliant on the accurate recording and inputting the driving licence number on the collisions vehicle file. To the extent that this is not done, we effectively end up with a sample of vehicle records (around 59 per cent in the current analysis period of 2008-2016) although this is tested to ensure that there is no systematic bias with respect to excluded cases.

Travel Survey for Northern Ireland (TSNI) (NS)

In this publication, indicators which previously utilised VKT data now use TSNI estimates. See Indicator Guidance Booklet for more detail:

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

The TSNI is conducted, and the data validated, by NISRA Central Survey Unit (CSU), the leading social research organisation in Northern Ireland. The data is then passed to NISRA Statisticians working in DfI, who analyse it and produce the TSNI publications.

The sample size in the Travel Survey for Northern Ireland is relatively small; therefore three years of data need to be combined to ensure data are sufficiently robust.

Please see link below to the most recent data from the TSNI and related user guidance.

<https://www.infrastructure-ni.gov.uk/articles/travel-survey-northern-ireland>.

The Travel Survey estimates are derived from a random sample survey and are dependent upon the particular sample chosen. Each estimate from the survey will have an associated sampling error.

Where Travel Survey data have been used in this report, the sampling errors are presented in table C below. The impact of sampling error on published rates can be found in Appendix 1: Detailed Tables (tables 5b, 7b, 8b, 8c, 9b, 9c, 10b and 11b).

Table C: Average miles travelled per person per year by mode, 2002-2016

Year	Pedestrians		Pedal Cyclists		Motorcyclists		Car Users		Motorised Vehicle Users	
	Estimate	95% confidence range +/-	Estimate	95% confidence range +/-	Estimate	95% confidence range +/-	Estimate	95% confidence range +/-	Estimate	95% confidence range +/-
2002-2004	137	7	17	6	31	13	4817	131	5646	139
2003-2005	139	7	20	7	31	12	4871	136	5735	145
2004-2006	138	7	18	7	30	13	4944	141	5866	153
2005-2007	144	7	19	6	20	10	4864	139	5763	149
2006-2008	143	7	16	5	11	6	4916	137	5798	147
2007-2009	144	7	20	6	14	7	4839	131	5768	142
2008-2010	136	7	19	5	14	7	4859	132	5750	146
2009-2011	137	8	22	6	13	7	4762	133	5643	148
2010-2012	149	9	28	6	8	5	4791	137	5599	149
2011-2013	157	9	26	7	6	-	4828	139	5648	151
2012-2014	164	9	28	7	11	8	4855	141	5654	152
2013-2015	162	9	27	8	14	9	4747	139	5510	148
2014-2016	167	9	33	9	14	9	4653	138	5377	146

Source: Travel Survey for Northern Ireland, Department for infrastructure

The following conversion factors have been applied in this report:

- 1 Mile = 1.609 Kilometres
- 1 Kilometre = 0.6214 Miles

Further information can be found in the TSNI Technical Report:

<https://www.infrastructure-ni.gov.uk/articles/travel-survey-northern-ireland>.

NISRA Population Data (NS)

This report draws on population data produced by NISRA's Demography and Methodology Branch. These data are contained in the following publications:

NISRA Mid-Year Population Estimates

<http://www.nisra.gov.uk/demography/default.asp17.htm>.

Northern Ireland Multiple Deprivation Measure 2010

http://www.nisra.gov.uk/deprivation/nimdm_2010.htm.

The main limitation to the population estimates is the collection of Migration data as it is the most difficult component of population change to measure. Although migration estimates are deficient in

recording certain groups of the population, the methodology in place to adjust and scale up the data is deemed sufficiently robust.

Northern Ireland Multiple Deprivation Measures (NIMDM) were used in relation to KPIs to identify the 10 per cent most deprived areas and the 10 per cent least deprived areas in Northern Ireland. The relevant road traffic collision statistics were then attached using both the SOA where the collision occurred and the SOA where the casualty lived. In the final step, MYEs were used to produce rates of all pedestrians and child pedestrians killed or seriously injured per 100,000 population in these areas.

Transport NI – Vehicle Kilometres Travelled (used in publications prior to 2017)

The last available year of data for the Vehicle Kilometres Travelled (VKT) is 2014; due to budget constraints the survey is no longer being carried out. In this publication, indicators which previously utilised VKT data now use TSNI estimates. See Indicator Guidance Booklet for more detail.

Transport NI – Speed Data

Data used to report compliance with road speed is captured from road traffic counters placed throughout the Northern Ireland road network. Prior to 2017, Transport NI Cloud Traffic Data were extracted from around 130 permanent 24 hour counters where speed data were available. There were approximately 110 of these counters which had valid data and were used to produce the indicator results. This year, speed data were available from a greater number of counters (228), however in many cases, only a partial year existed. Results were generated using the 157 counters which provided valid data. The greater number provided better coverage across NI, and robust checks were put in place to ensure the partial data did not impact upon the quality of outputs. See Indicator Guidance Booklet:

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

Despite a larger number of available counters with speed data, the data are not available for all roads in Northern Ireland; additionally some roads that do have data are excluded (see methodology (link below) or indicator booklet (link above)). Furthermore, users should note that not all counters are available every year.

The available data are therefore a sample, with associated sampling errors. However, because of the very large sample of vehicles on which the estimates are based, the confidence intervals calculated are very narrow - less than one percentage point either side of the central estimate for the free-running (11pm-7am) estimates and less than half a percentage point for the 24 hour estimates and 7am-11pm estimates. Of chief concern would be whether the sample is representative of the road network as a whole, and for that reason, consistency checks are put in place to compare counters on similar road types, with any outliers being fully investigated. The traffic counts for each site are deemed to be of a high enough volume to ensure population level speeding estimates are robust. Moreover, all differences are tested for statistical significance before being highlighted in the main Statistical Report.

Transport NI advise that speed reports are not something that they have a direct business need for and, as such, no quality checks have been carried out on the data to validate the speed measurements. ASRB, however, have removed any counters from their dataset where the readings appear to be rogue or inconsistent.

Due to the uncertainty associated with the speed data, an updated methodology was implemented to improve the quality of the output. This involved weighting the data using the 24 hour

Annual Average Daily Traffic (AADT) flows, which are sourced from the same traffic counters, but are quality assured and published in the Traffic and Travel Information Report below:

<https://www.infrastructure-ni.gov.uk/sites/default/files/publications/infrastructure/traffic-travel-information-report-2015.pdf>

Users should also note that the 2015 speed data used for this publication excludes all public and bank holidays, however, Transport NI have confirmed that this will have minimal impact on the annual average traffic data.

During 2016, a number of traffic counters were deactivated, whilst new counters were activated mid-year, resulting in only a small number of counters reporting a full year's data. Following guidance from Transport NI, and wide ranging consistency checking by ASRB, partial year's data from a larger number of counters were deemed fit for purpose and 157 counters (10 of which had full year's data) were used to produce the outputs for the speeding indicator.

More information on the methodology used to produce the speeding indicator is detailed in the paper below:

<https://www.infrastructure-ni.gov.uk/sites/default/files/publications/infrastructure/NI-road-safety-strategy-to-2020-developing-a-speed-indicator.pdf>.

DVA Driving Test Data

A dataset containing all drivers who passed their Category B driving test data from 2006 was provided by the Driver and Vehicle Agency from the NI Driver Licensing System (NIDLS) to enable novice drivers to be identified in the PSNI road traffic collision records.

This dataset is limited to tests carried out in Northern Ireland only. This could result in novice driver casualties being slightly underestimated. The issue would arise if any drivers who had

taken their test outside NI were subsequently involved in a collision in their first two years of driving within the jurisdiction. Any such cases would inevitably be missed in the data matching process although this is only regarded as a minor issue.

Due to the accuracy and completeness issues with regards to the licence numbers in the PSNI collisions file, only those vehicles in collisions where all drivers have a valid licence number are included in the sample used for analysis. Checks have been carried out on key characteristics of the sample to ensure that it is representative of the overall pool of records. The number of casualties from the sample has been weighted up to reflect the true totals. Furthermore, three years of data have been combined to ensure survey estimates are sufficiently robust.

Table 22f in Appendix 1: Detailed Tables gives the 95 per cent confidence intervals for the estimated number of KSIs involving a novice driver by responsibility of the driver. There were a number of other minor methodological issues which could have impacted on the robustness of this indicator. These were tested and were not deemed to be significant sources of error.

More information is available in the methodology paper below: <https://www.infrastructure-ni.gov.uk/sites/default/files/publications/infrastructure/NI-road-safety-strategy-to-2020-developing-a-novice-indicator.pdf>.

Statistical Geography

This report makes reference to Super Output Areas (SOAs). This is a measure of statistical geography which divides Northern Ireland into 890 areas, of similar population size and which are socially similar. These have been used by NISRA to produce population statistics and deprivation statistics at a low level of geography. For more information please see website link below: <http://www.nisra.gov.uk/geography/SOA.htm>.

User Consultation

A User Consultation was conducted in July/August 2017 regarding (i) potential and (ii) required changes to the Report. See:

www.infrastructure-ni.gov.uk/consultations/user-consultation-northern-ireland-road-safety-strategy-2020-annual-statistical-report.

(i) The first part of the consultation dealt with potential changes to KPI 4 and KPI 5 (Rate of killed or seriously injured pedal cyclists/motorcyclists per KMs travelled). ASRB were concerned that the high level of uncertainty around the Travel Survey for Northern Ireland (TSNI) estimates with regards to miles travelled by motorcyclists and pedal cyclists meant no robust findings could be derived. Alternative measures were suggested, basing these indicators instead on numbers of cyclists and motorcycle licences in force, rather than distance travelled. However, these alternatives assumed that the distance travelled per cyclist or motorcyclist has remained reasonably constant over time.

Evidence from the Travel Survey in England, where small sub-group sample sizes are not such an issue, shows that the kilometres travelled by pedal cycle per person per year has been increasing over time: the 2012-2016 average represented a 29 per cent increase on the 2004-2008 figure. The trend for motorcycle miles is the opposite, where average miles per person per year fell by 13 per cent in the same time period. It is reasonable to assume that similar directional trends would be present in Northern Ireland.

For this reason, and despite no objections to the new indicators being raised in the consultation, it was felt that it could be misleading to present alternative casualty risk indicators that did not make some attempt to capture distance travelled. Work was also taken forward to attempt to reduce the uncertainty around the indicators by pooling more years of Travel Survey data and

hence increasing the effective sample size. Whilst this did not prove to be a very successful strategy in terms of markedly reducing the confidence intervals associated with individual KSI rates, it did reveal that more recent large changes that were reported in distance travelled for both cyclists and motorcyclists since the baseline period were, in fact, statistically significant. These significant results were obtained by pooling 5 years worth of travel survey data which is the same time period for construction of the baseline indicators.

This is an important finding as it means that we can then be confident that any change in a KSI rate which is based on a statistically significant change in distance travelled (from the baseline period), is a **real change**. This is true, even if the resultant KSI rate itself has not itself experienced much movement. For example, a proportionally large reduction in KSI numbers could be offset by a similarly large (but real) reduction in distance travelled resulting in only a small change in the overall KSI rate.

The net result of the consultation, and parallel data pooling work, was a decision to retain the existing indicators but to base them on five rather than 3 years worth of travel survey data. Further work has also been recommended to try and further improve these indicators, and their interpretation, in future reports.

(ii) The second part of the consultation concerned required changes to KPI1, KPI6 and KPI7 (indicators which had previously used Vehicle Kilometres Travelled (VKT) data in their calculations). The last available year of data for the VKT is 2014; due to budget constraints the survey is no longer being carried out. Therefore, an alternative source of data was required to enable continued reporting – the Travel Survey for Northern Ireland (TSNI) was proposed. ASRB carried out extensive analysis before concluding that the TSNI would be sufficient for reporting needs in these three indicators. There were no objections to this in the consultation responses, and data

presented in this report are therefore based on the new data source. Further information, and historic comparisons of the indicators using the two different sources, can be found in the Indicator Guidance Booklet.

Revisions Policy

None of the data used to construct the various indicators in this report are subject to a scheduled programme of revisions; therefore any revisions to the figures in this report will typically be as a result of one-off definitional/methodological changes or corrections to errors and the impact will be quantified where possible. In circumstances where figures in this report have been revised, an [r] is presented in the relevant tables.

Further details on DfI's revision policy and supporting statements relating to Official Statistics can be found at:

<https://www.infrastructure-ni.gov.uk/publications/code-practice-official-statistics-supporting-statements>.

Five Year Rolling Average

A number of the indicators are based on small numbers of events so, when reported by single year, can show a lot of volatility. Despite this issue, it is necessary to report the single year figure to ensure consistency with how the key road safety targets have been defined. However, in these cases an additional figure reporting on a five year rolling average has been included to give a clearer indication of which direction the trend is moving.

Rounding and Summing

It should be noted that, in some instances, individual table cells may not perfectly sum to the total due to rounding.

When calculating baseline figures and rates for use in monitoring the strategy's KPIs, these figures have been rounded to 2 decimal places in the detailed tables; however they are rounded to 1 decimal place in this report and the associated summary tables. Percentage changes and percentage point differences have been calculated on unrounded figures and rates.

Notation and Terminology

Where a cell is left blank, no calculation has been carried out.

Percentage changes have been calculated using unrounded data. Where a '-' appears in a column relating to percentages the calculated percentage has been removed. This is due to the percentage being calculated where the denominator is less than or equal to ten. The percentage in these instances may skew the interpretation of the results and as such the user may wish to acknowledge the small numbers rather than view the percentage.

Where a rate has been calculated from base data greater than ten, the percentages have been reported regardless of the value of the rate.

Useful Road Safety Sources

While it is our intention to direct users to road safety information elsewhere in the UK, ROI and internationally, users should be aware that statistics in other administrations are not always measured in a comparable manner to those in Northern Ireland. Details of road safety data published elsewhere are listed below.

Road Safety Information in Northern Ireland

Northern Ireland Road Safety Research

<https://www.infrastructure-ni.gov.uk/topics/statistics-and-research/road-safety-research>.

The Northern Ireland Road Safety Monitor Report covers behaviour, attitudes and awareness of road safety issues among the general public in Northern Ireland. It was last carried out in 2014.

<https://www.infrastructure-ni.gov.uk/articles/northern-ireland-road-safety-monitor-statistics>.

The NI Seat Belt Survey reports on the level of seat belt wearing by occupants travelling in cars, vans and taxis throughout Northern Ireland. It was last carried out in 2014.

<https://www.infrastructure-ni.gov.uk/publications/northern-ireland-survey-seat-belt-wearing-2014-annual-report>.

Key statistics relating to the activity of the Northern Ireland Road Safety Partnership (NIRSP)

<https://www.nidirect.gov.uk/articles/ni-road-safety-partnership>.

Road Safety Information in the United Kingdom

The UK government launched a Strategic Framework for Road Safety in 2011, which can be viewed at:

<https://www.gov.uk/government/publications/strategic-framework-for-road-safety>.

Statistics on road casualties in Great Britain can be accessed by following the link below:

<http://www.dft.gov.uk/statistics/series/road-accidents-and-safety/>.

Free flow speeds statistics for GB are available at:

<https://www.gov.uk/government/collections/speeds-statistics>.

Information on road safety in Scotland can be found by clicking on the link below:

<https://www.transport.gov.scot/publication/scotlands-road-safety-framework-to-2020-framework-summary/>.

Scotland's Road Safety Framework to 2020 Annual Report 2016 can be viewed at:

<https://www.transport.gov.scot/publication/road-safety-framework-annual-report-2016/>.

Scottish Road Casualty Statistics are available at:

<https://www.transport.gov.scot/publication/key-reported-road-casualties-scotland-2016/>.

Extra Scottish Road Casualty Statistics tables are also available at:

<https://www.transport.gov.scot/publication/key-reported-road-casualties-scotland-2016-dataset/>.

Scottish Transport Statistics, which include injury road accidents tables, can be found at:

<https://www.transport.gov.scot/publication/scottish-transport-statistics-no-35-2016-edition/>.

The latest National Statistics produced by the Welsh Government were released on 29 June 2017 and can be accessed via the following link:

<http://www.roadsafetywales.org.uk/statistics/>.

Road Safety Information in Ireland and International

The Road Safety Authority produces Road Safety statistics for Ireland:

<http://www.rsa.ie/en/RSA/Road-Safety/Our-Research/>.

The Garda National Traffic Bureau (GNTB) produces Traffic Statistics for the Republic of Ireland. These can be found at:

<http://www.garda.ie/Controller.aspx?Page=1368&Lang=1>.

Free speed study statistics for Ireland are available at:

<http://rsa.ie/en/RSA/Road-Safety/RSA-Statistics/Surveys--Consultations/Speed/>.

Eurostat published road safety statistics at regional level, which looks at long-term trends in the number of lives lost in road traffic accidents in the European Union (EU). See below for the link to this article:

http://ec.europa.eu/eurostat/statistics-explained/index.php/Road_safety_statistics_at_regional_level.

Road safety statistics produced using data collected and processed in the Community Road Accident Database (CARE) and supplied by the European Commission is available at:

http://ec.europa.eu/transport/road_safety/specialist/statistics/index_en.htm.

The IRTAD Road Safety Annual Report provides an overview for road safety performance in 38 countries, as well as detailed reports for each country.

<https://www.itf-oecd.org/road-safety-annual-report-2016>.

In August 2015, the United Nations (UN) approved the inclusion of road safety targets in the final text of its Sustainable Development Goals. The relevant target is: By 2020, halve the number of global deaths and injuries from road traffic accidents.

<http://www.un.org/sustainabledevelopment/health>.

The European Transport Safety Council (ETSC) published a report Ranking EU Progress on Road Safety in June 2017. It can be accessed via:

http://etsc.eu/wp-content/uploads/PIN_ANNUAL_REPORT_2017-final.pdf.

Appendix 3: Glossary

Term	Explanation
Car Occupants	Persons in a car, light goods vehicle, car driven as taxi or hackney cab.
Car Users	Persons in a car, light goods vehicle, car driven as taxi or hackney cab.
Casualty	A person who sustains a slight, serious or fatal injury.
Children	Persons under 16 years of age.
Collisions	Collisions involving personal injury occurring on the public highway (including footpaths) in which a vehicle is involved. Collisions are categorised as either 'Fatal', 'Serious' or 'Slight' according to the most severely injured casualty.
Drivers under the age of 25	Drivers aged under 25 of either a car, car used as taxi, hackney cab, or Light Goods Vehicle (LGV).
Killed	Died within 30 days from injuries received in a collision.
Motorcyclists	Drivers/riders of mopeds and motorcycles. Includes riders of two-wheeled motor vehicles, motorcycle combinations, scooters and mopeds.
Not wearing a seatbelt	Occupants of either a car, car used as taxi, hackney cab, or Light Goods Vehicle (LGV) who were not using a restraint. <i>Please note: This includes those who are exempt from wearing a restraint.</i>
Novice Driver	Driver who has passed their Category B driving test within 24 months
Pedal cyclists	Drivers/riders of pedal cycles. Includes children riding toy cycles on the carriageway and the first rider of a tandem.
Pedestrians	Include children on scooters, roller skates or skateboards; children riding toy cycles on the footpath; persons pushing bicycles or other vehicles or operating pedestrian-controlled vehicles; persons leading or herding animals; occupants of prams or wheelchairs; people who alight safely from vehicles and are subsequently injured; persons pushing or pulling a vehicle; persons other than cyclists holding on to the back of a moving vehicle.
Rural roads	Roads with a speed limit of greater than 40mph. <i>Please note: This data excludes motorways.</i>
Serious Injury	An injury for which a person is detained in hospital as an 'in-patient', or any of the following injuries whether or not the person is detained in hospital: fractures, concussion, internal injuries, crushings, burns, severe cuts and lacerations or severe general shock requiring medical treatment.
Slight Injury	An injury of a minor character such as a sprain, bruise or cut not judged to be severe or slight shock requiring roadside attention.
Young People	Persons aged 16 – 24 years.