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NORTHERN IRELAND ROAD SAFETY STRATEGY TO 2020

Annual Statistical Report 2020

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NATIONAL STATISTICS

Contents

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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 2020 will be available in September 2021. The scheduled dates for all upcoming publications are available from the GOV.UK statistics release calendar: https://www.gov.uk/government/statistics

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National Statistics Status National Statistics status means that our statistics meet the highest standards of trustworthiness, quality and public value, and it is our responsibility to maintain compliance with these standards.

The Northern Ireland Road Safety Strategy to 2020 Annual Statistical Report were designated as National Statistics in September 2016, following a full assessment against the Code of Practice for Statistics.

Since the assessment by the UK Statistics Authority, we have continued to comply with the Code of Practice for Statistics, and have made the following improvements:

- Provided more context for killed or seriously injured (KSI) casualty numbers by highlighting some of the recent trends in key road safety factors since the 2004-2008 Strategy baseline period; and
- Redesigned reporting of some key performance indicators (KPI3-6) to take account of the differing levels of uncertainty.

The report also recently underwent a compliance check and the Office for Statistics Regulation (OSR) confirmed that these statistics should continue to be designated as National Statistics. We are continuing to liaise with OSR regularly as we develop the report to take into account the potential improvements noted during the compliance check process.
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

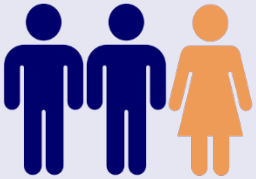
Strategy Targets Summary

In 2019, there were 56 fatalities and 774 people seriously injured in road traffic collisions, representing a 55% and 30% reduction, respectively, on the 2004-2008 baseline figures.

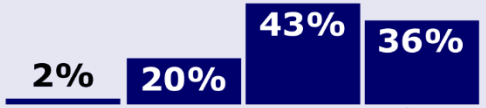
There were 71 children and 173 young people killed or seriously injured, representing a 44% and 53% reduction, respectively, on the 2004-2008 baseline figures.

In 2019	% change since '18	% change since baseline
56 fatalities	▲2%	▼55%
774 seriously injured	▲6%	▼30%
71 child KSIs	▲13%	▼44%
173 young person KSIs	►0%	▼53%

Fatalities by gender and age, 2019



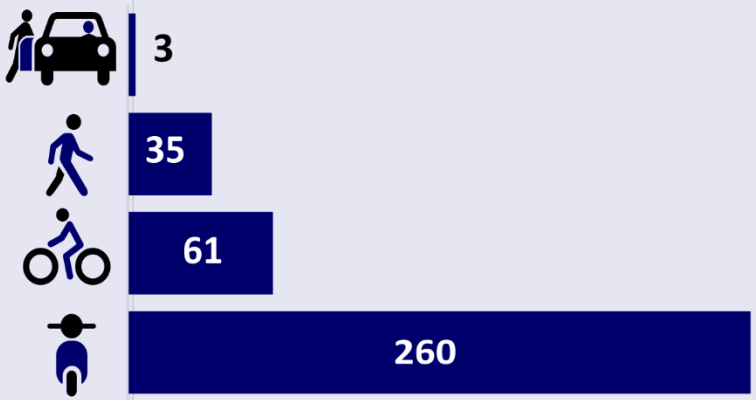
Two in three fatalities were **male**



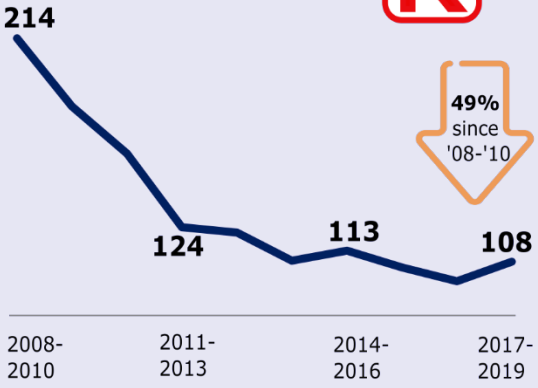
Over **one-third** of fatalities were aged **65+**

KSI rates by Travel Mode (KSIs per 100 million KMs, 2019)

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

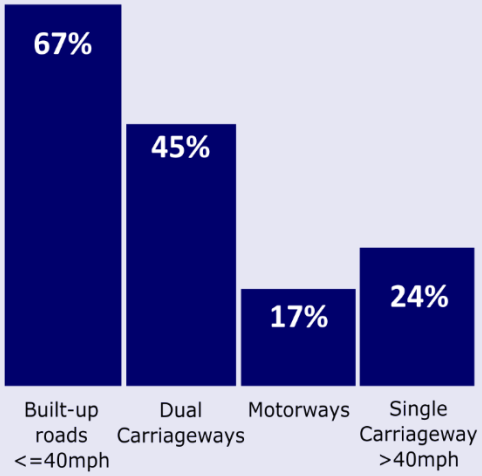


Novice Drivers



In 2017-2019 **Novice drivers** were involved in collisions that resulted in the death or serious injury of 108 people

Proportion of Vehicles Speeding* 2019



*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 targets/KPIs progress summary tables. A more in-depth commentary, discussing the various indicator trends, follows. 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-2020-detailed-tables.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. 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 significant[1] 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.

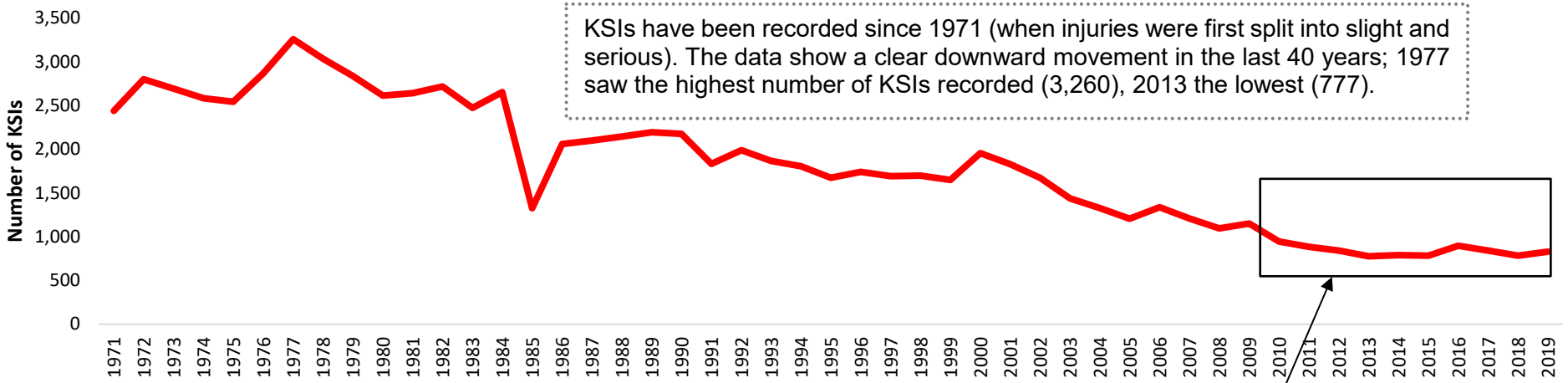
More information on the strengths and weaknesses of individual indicators, including any inherent uncertainty, is available in the accompanying indicators booklet (see link in Introduction above).

[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 from 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 indicator trends.

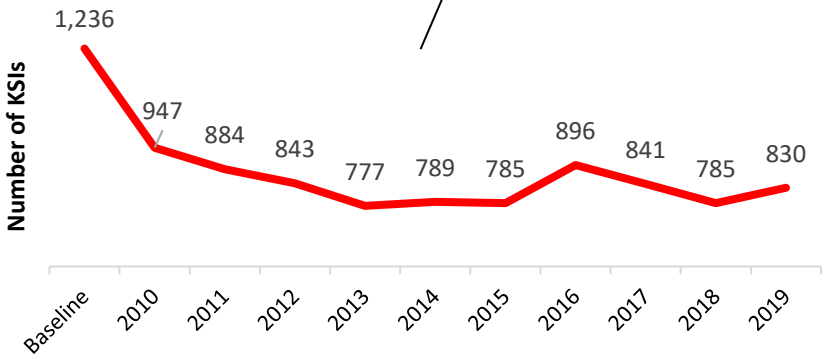
Historic Trend – Number of KSIs



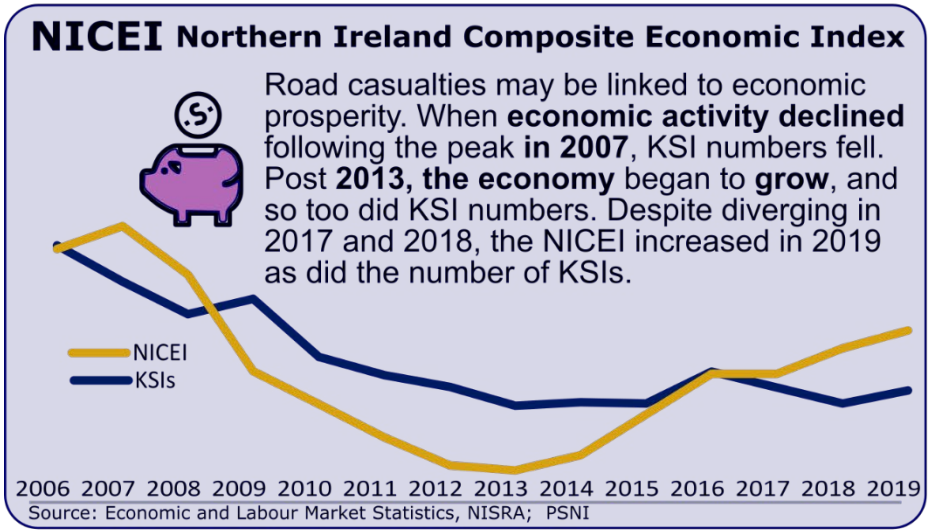
Source: PSNI Road Traffic Casualty Statistics

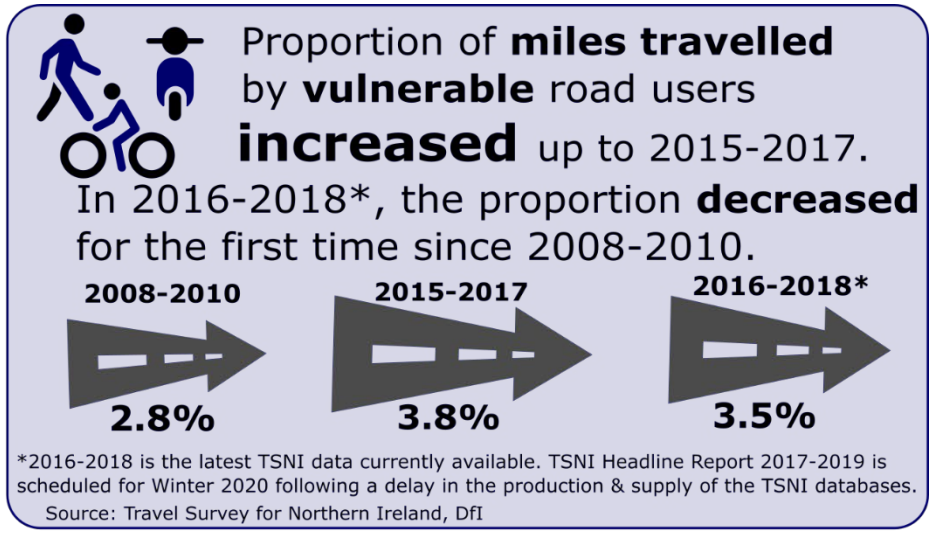
Baseline to present

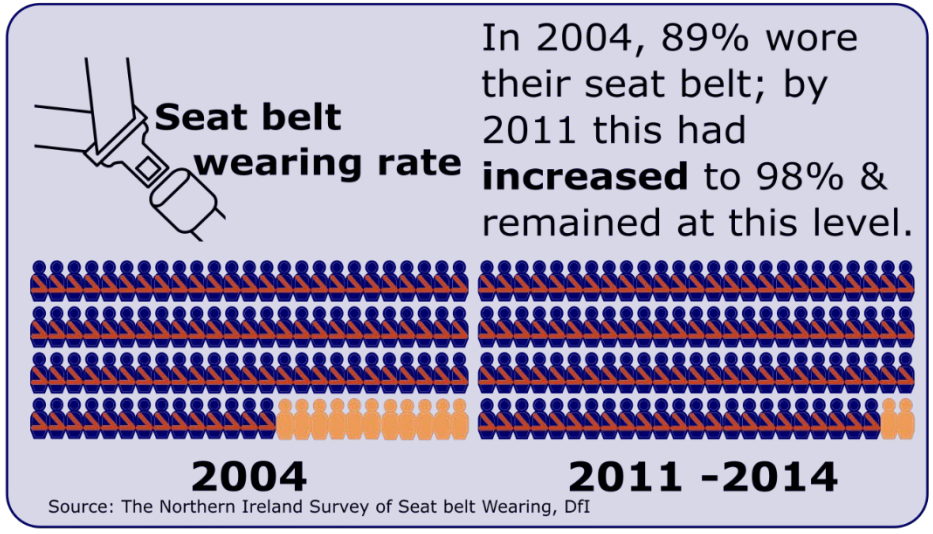
After a period of decreasing KSI numbers, most notably between 2009 and 2010, there was a period of stability from 2013-2015 (varying only by 1% each year). At the time, we stated this may indicate that numbers were levelling off. However, 2016 saw an increase of 14% on 2015, with KSI casualty numbers higher than they had been in any of the previous five years. It would appear that this increase was a temporary spike: KSIs fell by 12% in the subsequent two years, and although the 2019 figure has risen again by 5% to 830, this is just above the average of 825 recorded for the years 2011 to 2018.

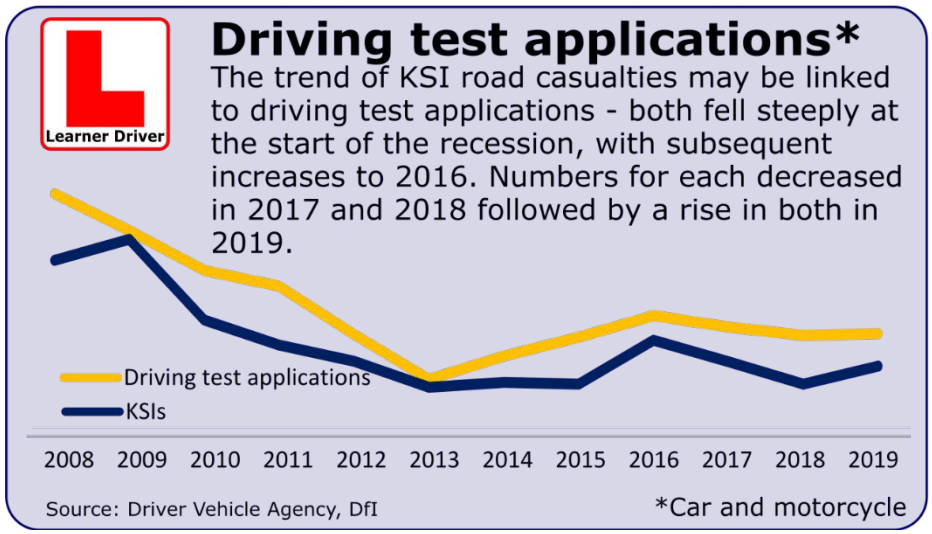


The infographics below highlight underlying trends in key factors, with the intention of providing some explanation to the KSI trend apparent above. It is, of course, impossible to pinpoint the exact cause of movement, but the issues discussed will allow users to consider the factors which may have influenced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

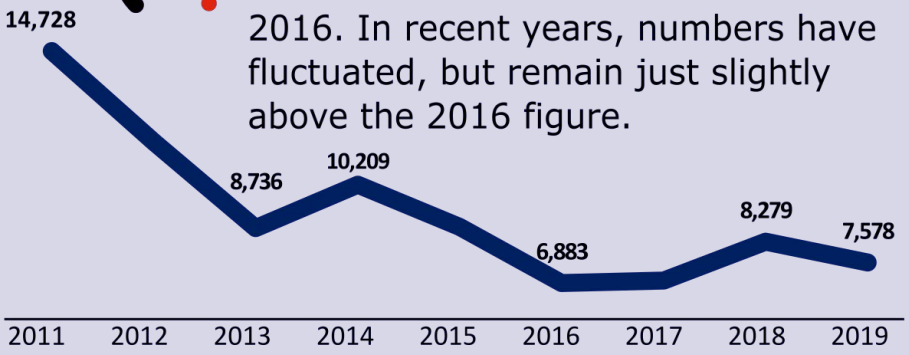






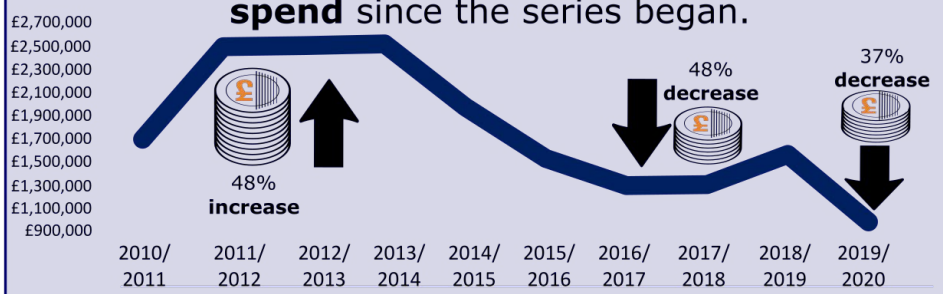


Speeding offences decreased steeply at the beginning of the decade, and despite a sharp rise in 2014, they continued to fall to a series low in 2016. In recent years, numbers have fluctuated, but remain just slightly above the 2016 figure.



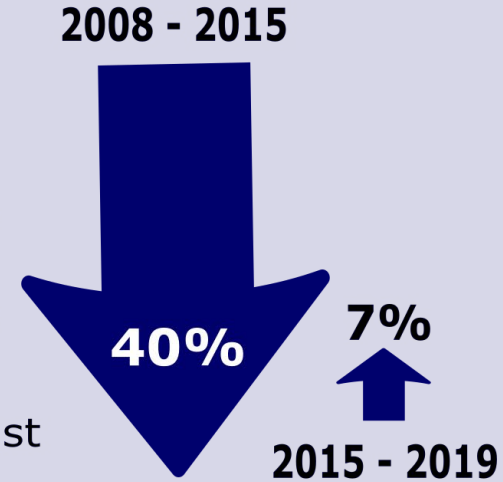
Source: PSNI Numbers refer to speeding offences detected by police, and includes offences dealt with by FPN, discretionary disposal, speed awareness course and referral for prosecution.

Money spent on **advertising increased** steeply at the start of the decade, but **fell** again in the middle of the decade. Despite an upturn in 2018, the 2019 figure was the **lowest spend** since the series began.



Source: Department for Infrastructure

After a period of steady decline, the number of **drink-drive convictions** has **stabilised** somewhat in the last three years.



Source: Northern Ireland Courts & Tribunals Service

The infographics show that, since the Strategy baseline, the period of greatest reduction in KSIs was associated with economic decline; falling numbers of driving test applications, speeding and drink driving detections[2]; and increases in advertising spend and seat belt wearing. There has also been greater exposure to risk from increased travel of 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.

[2] For 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 years of 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** = significant decrease in trend; **red** = significant increase in trend; **yellow** = no significant change in trend). 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	2017	2018	2019	Current Year Percentage (%) change from Previous Year[1]		Trend assessment: Rolling average 2015-2019	Trend assessment: Rolling Average Percentage (%) change from Baseline[1]	
Number of road traffic fatalities in Northern Ireland	50	126	63	55	56	2%	↑	63	-50%	↓
Number of road traffic serious injuries in Northern Ireland	611	1111	778	730	774	6%	↑	764	-31%	↓
Number of children (0-15 years) killed or seriously injured (KSIs) in road traffic collisions	58	128	68	63	71	13%	↑	71	-44%	↓
Number of young people (16-24 years) killed or seriously injured (KSIs) in road traffic collisions	165	366	177	173	173	0%	→	189	-48%	↓

Notes:
[1] Percentage changes have been calculated using unrounded data.

Key:

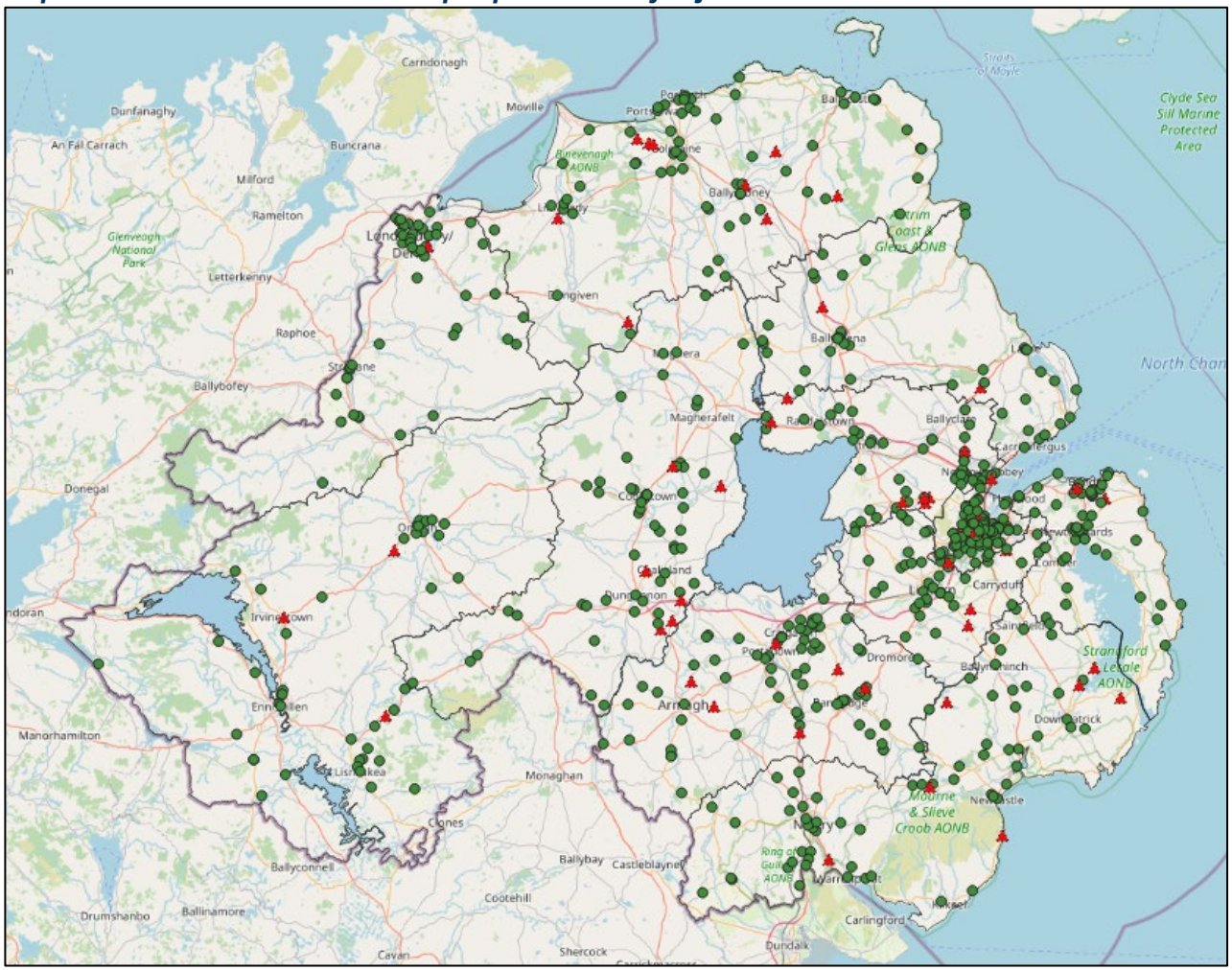
↓ Significant decrease in trend

↑ Significant increase in trend

↔ No significant change in trend

Map 1 plots the collision sites where road users were killed or seriously injured in 2019. 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 Newry, and on main roads and coastal routes.
Further interactive maps relating to road traffic collisions can be found on the NINIS website - please note that at the time of publication, the latest available year is 2018 - select the map icon at the right hand side of the dataset of interest to view the map.

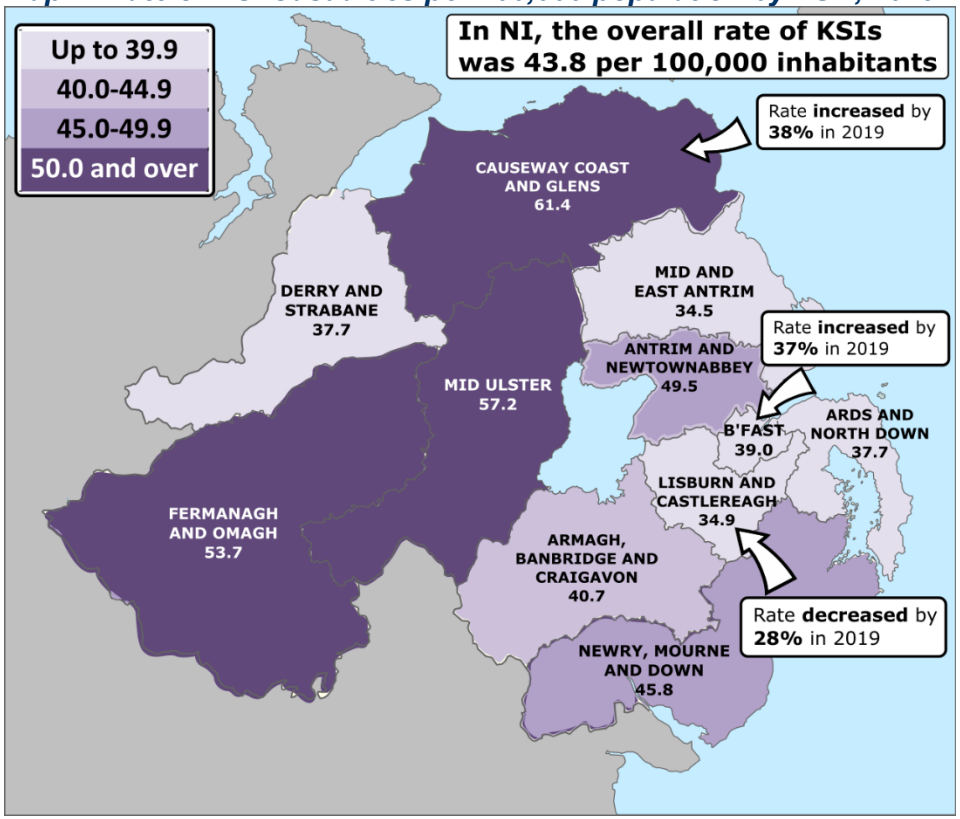
Map 1: Road traffic fatalities and people seriously injured in 2019



Source: PSNI Road Traffic Casualty Statistics

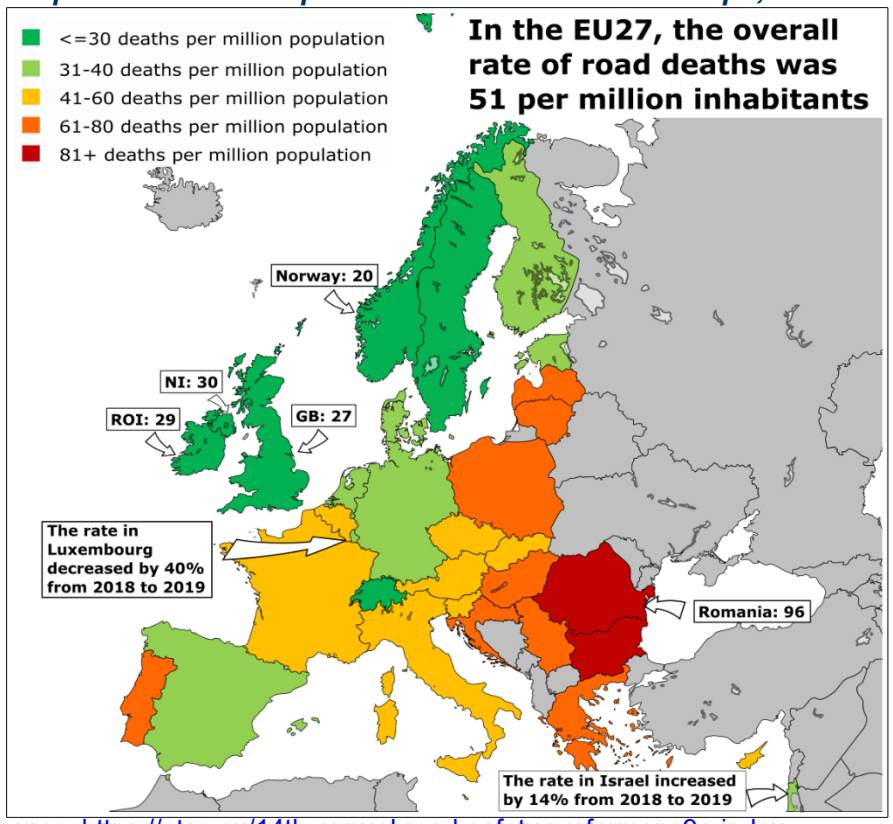
Clusters around towns and cities are not unexpected as these are more heavily populated areas. Map 2 below therefore aims to take account of the differing population densities by plotting the rate of KSI casualties in 2019 per 100,000 people.

Map 2: Rate of KSI Casualties per 100,000 population by LGD, 2019



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

Map 3: Road Deaths per million inhabitants in Europe, 2019



Source: https://etsc.eu/14th-annual-road-safety-performanc9e-index-

Map 2 above shows that Belfast and Derry and Strabane actually have two of the lowest rates of KSI casualties per population count (39.0 and 37.7, respectively) despite showing large clusters of collisions in Map 1. In contrast, Causeway Coast and Glens, and Mid Ulster have the highest rates of KSI casualties per population (61.4 and 57.2, respectively). This highlights the increased casualty risk on less densely populated, often rural roads where speed limits tend to be higher than in urban areas. A profile of collisions on rural roads is available on the ASRB website: https://www.infrastructure-ni.gov.uk/articles/northern-ireland-rural-road-analysis-2012-2016 .

Map 3 shows Northern Ireland in an International Context, plotting the rate of road deaths in 2019 for each country per million inhabitants. Northern Ireland has a similar rate (29.6) to the Irish Republic ROI (28.8) and a slightly higher rate than Great Britain (26.9). Elsewhere in Europe, and as with last year, Norway has the lowest rate (20.3), while Bulgaria and Romania have the highest rates (89.7 and 96.0 respectively). A short paper which compares the Northern Ireland fatality rate in 2018 to other countries is available at https://www.infrastructure-ni.gov.uk/publications/international-comparison-road-traffic-fatalities-2018 .

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). Time series data for all KPIs can be found in the associated tables https://www.infrastructure-ni.gov.uk/system/files/publications/infrastructure/ni-road-safety-strategy-to-2020-annual-statistical-report-2020-detailed-tables.XLSX. This report includes commentary on a number of these KPIs, detailing key points of interest.

Table B: Summary Table of Key Performance Indicators

Key Performance Indicator	2004-2008 Baseline	2017	2018	2019	Current Year Percentage (%) change from Previous Year[2]	Trend assessment: Rolling average 2015-2019	Trend assessment: Rolling Average Percentage (%) change from Baseline[2]
Population Level							
Rate of road deaths per 100 million vehicle kilometres **(KPI 1)**	0.8	0.4	0.3	0.3	1% ↔	0.4	-50% ↓
Rate of road deaths per million population **(KPI 2)**	72.0	33.7	29.2	29.6	1% ↑	33.8	-53% ↓
Rate of fatal and serious collisions per 100 million vehicle kilometres **(KPI 7)**	5.9	4.4	4.0	4.1	1% ↔	4.2	-29% ↓
Number of people killed where at least one person involved was over the legal blood alcohol limit **(KPI 11)**	28	13	14	12	-14% ↓	15	-45% ↓
Number of car occupants killed who were not wearing a seatbelt **(KPI 12)**	25	6	8	3	-63% ↓	6	-76% ↓

Key Performance Indicator	2004-2008 Baseline	2017	2018	2019	Current Year Percentage (%) change from Previous Year[2]	Trend assessment: Rolling average 2015-2019	Trend assessment: Rolling Average Percentage (%) change from Baseline[2]
Travel Mode - Pedestrian and Car User							
Rate of pedestrian KSIs per 100 million kilometres walked **(KPI 3)**	52.0	38.0	30.2	35.0	16% ↑	34.9	-33% ↓
Rate of car users KSIs per 100 million kilometres (cars & vans) **(KPI 6)**	5.8	3.5	3.1	3.3	7% ↑	3.4	-42% ↓

Key Performance Indicator	2004-2008 Baseline	2013-2017	2014-2018	2015-2019	Current Year Percentage (%) change from Previous Year[2]	Trend assessment: Rolling average 2015-2019	Trend assessment: Rolling Average Percentage (%) change from Baseline[2]
Travel Mode - Pedal Cyclist and Motorcyclist							
Rate of pedal cyclist KSIs per 100 million kilometres cycled **(KPI 4)**	60.1	61.1	55.3	54.4	-2% ↔	54.4	-10% ↓
Rate of motorcyclist KSIs per 100 million motorcycle kilometres **(KPI 5)**	257.1	238.1	208.4	202.7	-3% ↔	202.7	-21% ↔

Table B: Summary Table of Key Performance Indicators continued

Key Performance Indicator	2004-2008 Baseline	2017	2018	2019	Current Year Percentage (%) change from Previous Year[2]	Trend assessment: Rolling average 2015-2019	Trend assessment: 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 **(KPI 8)**	50.2	46.8	39.2	50.1	28% ↑	44.1	-12% ↓
Number of KSIs resulting from collisions involving drivers under the age of 25 **(KPI 17)**	425	235	218	233	7% ↑	239	-44% ↓

Key Performance Indicator	2004-2008 Baseline	2017	2018	2019	Current Year Percentage (%) change from Previous Year[2]	Trend assessment: Rolling average 2015-2019	Trend assessment: Rolling Average Percentage (%) change from Baseline[2]
Rural							
Number of people killed in collisions on rural roads **(KPI 9)**	92	41	36	34	-6% ↓	40	-57% ↓
Number of children (0-15) killed in collisions on rural roads **(KPI 10)**	5	2	2	1	- ↓	2	- ↓

Key Performance Indicator	2004-2008 Baseline	2017	2018	2019	Current Year Percentage (%) change from Previous Year[2]	Trend assessment: Rolling average 2015-2019	Trend assessment: 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] **(KPI 13)**	26.1	22.6	16.6	23.0	38% ↑	22.3	-15% ↓
Rate of pedestrians killed or seriously injured per 100,000 population in 10 per cent least deprived areas (Collisions SOA) [1] **(KPI 13)**	5.4	5.6	4.4	5.5	- ↑	4.8	- ↓
Rate of child pedestrians killed or seriously injured per 100,000 population in 10 per cent most deprived areas (Collisions SOA) [1] **(KPI 14)**	33.3	17.9	17.7	25.0	41% ↑	24.1	-28% ↓
Rate of child pedestrians killed or seriously injured per 100,000 population in 10 per cent least deprived areas (Collisions SOA) [1] **(KPI 14)**	6.6	6.3	3.1	6.2	- ↑	5.6	- ↓

Key Performance Indicator	2012-2014 Baseline	2014-2016	2015-2017	2016-2018	Current Year Percentage (%) change from Previous Year[2]	Trend assessment: 2016-2018	Trend assessment: 2016-2018 Percentage (%) change from Baseline[2]
Perception of road safety							
Proportion of respondents who gave reasons for feeling unsafe when walking on the road (3 year rolling average) **(KPI 20)**	82%	79%	79%	76%	-3% ↔	76%	-7% ↓
Proportion of respondents who gave reasons for feeling unsafe when cycling on the road (3 year rolling average) **(KPI 20)**	91%	91%	89%	88%	-2% ↔	88%	-4% ↔

Table B: Summary Table of Key Performance Indicators continued

Key Performance Indicator	2008-2010 Baseline	2015-2017	2016-2018	2017-2019	Current Year Percentage (%) change from Previous Year[2]	Trend assessment: Rolling average 2017-2019	Trend assessment: 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) **(KPI 18)**	86	36	33	33	0% ↔	33	-62%	↓
Number of KSI casualties resulting from collisions involving a novice driver (7-12 months post test) (3 year rolling average) **(KPI 18)**	48	25	23	25	10% ↔	25	-48%	↓
Number of KSI casualties resulting from collisions involving a novice driver (13-18 months post test) (3 year rolling average) **(KPI 18)**	44	17	16	21	30% ↑	21	-51%	↓
Number of KSI casualties resulting from collisions involving a novice driver (19-24 months post test) (3 year rolling average) **(KPI 18)**	35	28	26	29	8% ↔	29	-19%	↓
Number of KSI casualties resulting from collisions involving a novice driver (0-24 months post test) (3 year rolling average) **(KPI 18)**	214	105	99	108	9% ↑	108	-49%	↓

Key Performance Indicator	2010 Baseline	2017	2018	2019	Current Year Percentage (%) change from Previous Year[2]	Trend assessment: 2019	Trend assessment: 2019 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)) **(KPI 19)**	64%	69%	67%	67%	0% ↔	67%	4%	↑
Proportion of vehicles exceeding the speed limit on dual carriageways (11pm - 7am (free running)) **(KPI 19)**	42%	50%	47%	45%	-5% ↓	45%	8%	↑
Proportion of vehicles exceeding the speed limit on motorways (11pm - 7am (free running)) **(KPI 19)**	20%	14%	16%	17%	2% ↔	17%	-17%	↓
Proportion of vehicles exceeding the speed limit on single carriageways >40 mph (11pm - 7am (free running)) **(KPI 19)**	21%	23%	24%	24%	0% ↔	24%	10%	↑

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.

Key:

↓ Significant decrease in trend

↑ Significant increase in trend

↔ No significant change in trend

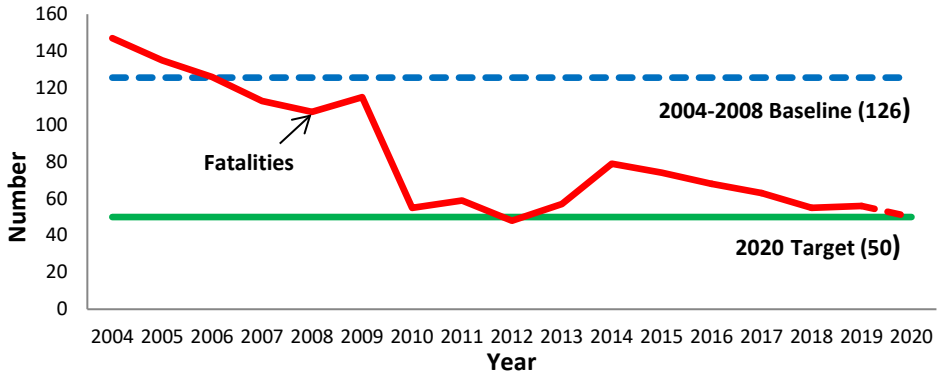
Progress on Strategy Targets

This publication is the ninth 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, the red dashed line shows the trend trajectory required in order to achieve the 2020 target; however, it is assumed that the Coronavirus pandemic will affect road casualty numbers in 2020, with lockdown causing fewer vehicles to be on the road, and an associated fewer collisions may therefore mean that the target figures are more likely to be achieved (particularly for serious injuries).

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, 2004-2019

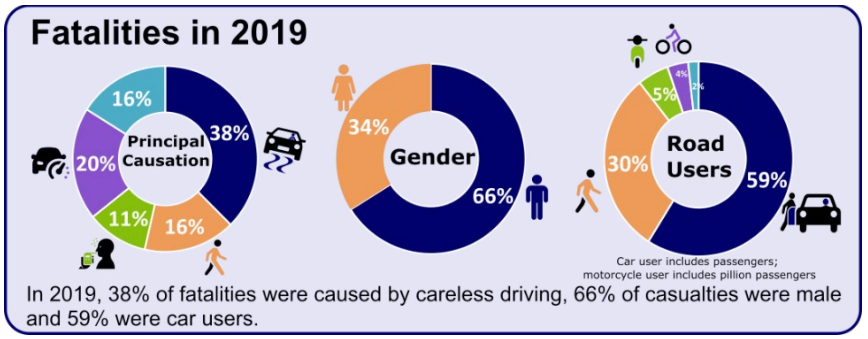


Source: PSNI Road Traffic Casualty Statistics
See: Appendix 1, Table 1

In 2019, there were 56 such fatalities recorded by the PSNI. This represents a reduction of 55% from the 2004-2008 baseline figure (126), and an increase of 2% from 2018. This increase brings to an end the consecutive reduction in fatalities over the previous four years; however, it is just six above the target, which gives potential hope that the target might be met in 2020. However, the coronavirus pandemic makes any such predictions much more uncertain. See Figure 1.

Prior to 2010, there was a clear downward trend in the number of fatalities. The 2020 Strategy target was reached in 2012 when 48 fatalities were recorded, the lowest point on record. In 2013, fatalities began to increase again; however, they have gradually reduced in the last five years leading to a levelling off at the current position in 2019.

There were 1,748 reported road deaths in GB is 2019[1]. The longer term trend in GB is similar to NI, and internationally the story is the same – since the beginning of the decade, the number of road fatalities in the 32 countries in the International Road Traffic and Accident Database (IRTAD) experienced a downward trend. However, much of the progress happened at the beginning of the decade[2], with 2017 and 2018 continuing the overall downward trend despite increases in 2015 and 2016.



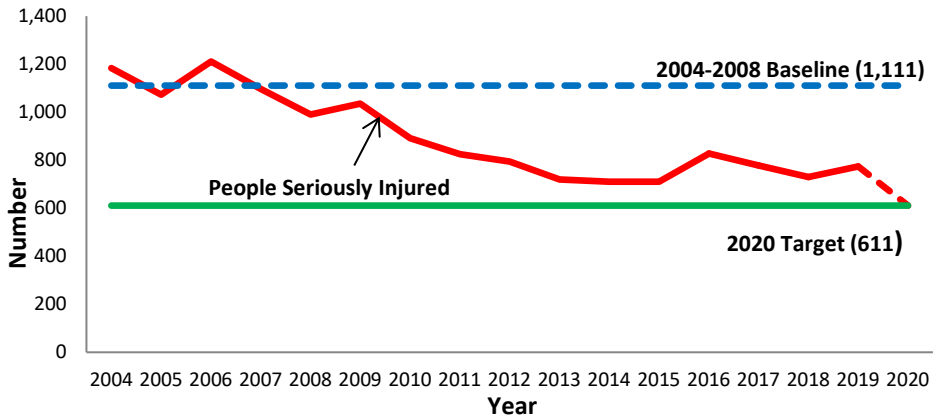
[1] https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/848485/road-casualties-year-ending-june-2019
[2] https://www.itf-oecd.org/sites/default/files/docs/irtad-road-safety-annual-report-2019

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 people seriously injured on our roads each year.

In 2019, 774 people were seriously injured (SI) in collisions on Northern Ireland's roads, which was 6% more than the number recorded in 2018, and 30% less than the baseline figure of 1,111. SI numbers have fallen considerably since the baseline, dropping as low as 710 in 2014 before rising again by 16% to 828 between 2015 and 2016. The 2019 figure, however, saw 7% fewer people seriously injured than in 2016, indicating that the increase then was a temporary spike. Despite the decrease from 2016, SI numbers in 2019 are 27% greater than the target of 611; however, it is assumed that the coronavirus pandemic will mean a reduction in serious injuries, and therefore the target may be more likely to be achieved next year.

Figure 2: Number of people seriously injured (SI) in road collisions, 2004-2019



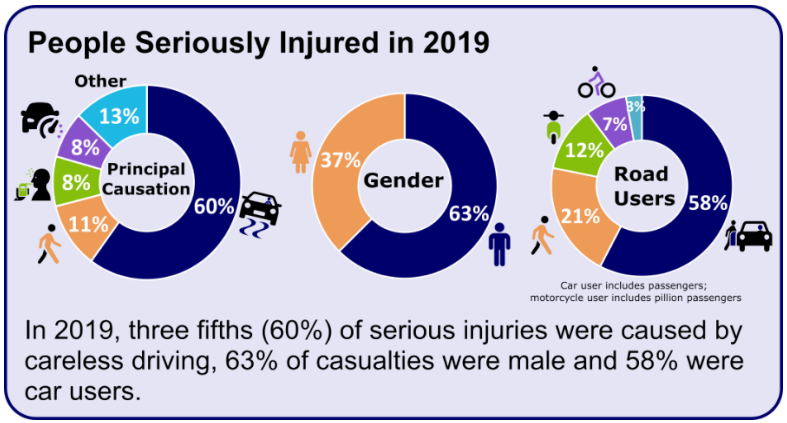
Source: PSNI Road Traffic Casualty Statistics
See: Appendix 1, Table 2

[3]https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/904698/rrcgb-provisional-results-2019.pdf

Figure 2 above examines the trend. It clearly shows the general decrease in SI numbers until 2014. 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 (16%). The numbers have fluctuated since then in increments of 6%, falling by this amount to 778 in 2017 and to 730 in 2018 before increasing again to 774 in 2019.

Females accounted for a similar proportion of those seriously injured in 2019 to those killed (37% of serious injuries compared with 34% of fatalities), while there was a noticeably smaller proportion of serious injuries caused by speeding (8% for serious injuries compared with 20% for fatalities).

The NI trend from 2004 to 2013 generally reflects that of GB, where a 24% decrease was experienced from 2004-2008 to 2013; however unlike NI where numbers have decreased by 7% since 2016, the GB numbers have risen steadily with the 2019 figure representing a 20% increase from 2013. It should be noted though that changes in systems for severity reporting in nearly half of all English Police forces have substantially affected serious injury numbers since 2016 and make comparisons with previous years difficult. For methodology of this see link below.[3]

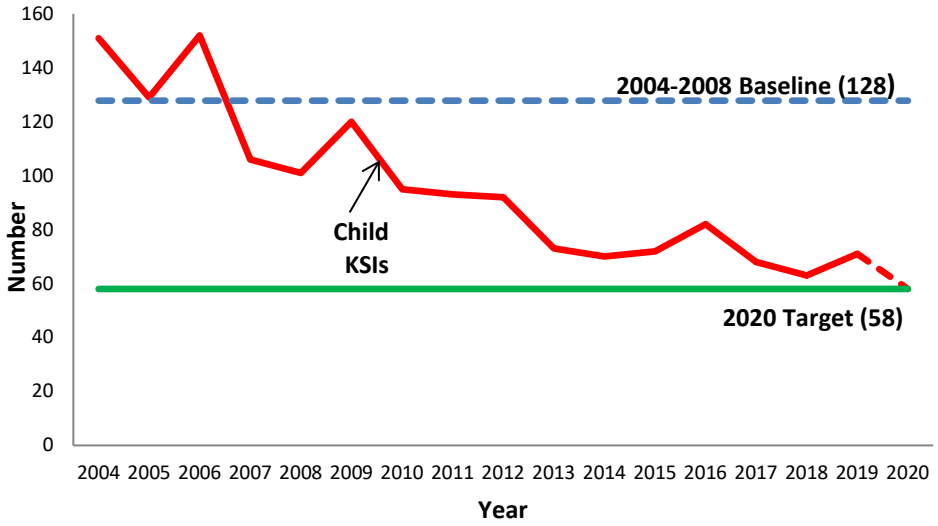


Target 3: To reduce the number of children (aged 0 to 15) killed or seriously injured in road collisions by at least 55% by 2020.

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

In 2019, there were 71 children killed or seriously injured in road collisions in Northern Ireland; eight (13%) more than in 2018, although 2018 recorded the lowest number of annual child KSIs since the strategy began. The 2019 figure represents a reduction of 44% from the baseline figure (128) but is still 22% above the target. It will be interesting to see, though, if the coronavirus pandemic and lockdown restrictions will affect the overall number of KSIs in 2020, which could perhaps lead to this target being met. See Figure 3.

Figure 3: Number of children (aged 0-15 years) killed or seriously injured (KSIs) in road collisions, 2004-2019

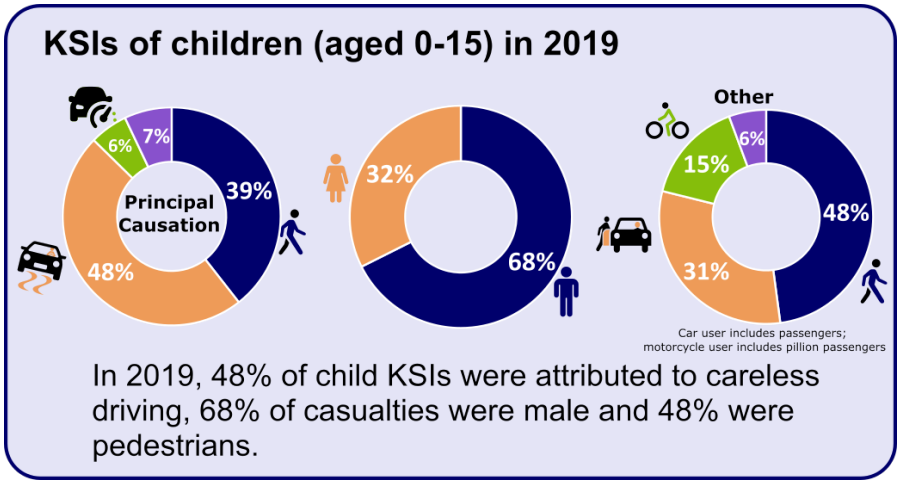


Source: PSNI Road Traffic Casualty Statistics
See: Appendix 1, Table 3

Following three years of relative stability between 2013 and 2015, the numbers have fluctuated since then with a 14% increase in child KSI numbers in 2016, two consecutive decreases in 2017 and 2018 of 17% and 7%, respectively, followed by a 13% increase again in 2019.

While the proportion of pedestrian causations has fallen for the third year in succession, down from 62% in 2017 to 49% in 2018 and 39% in 2019, careless driving has risen in contrast, making up 48% in 2019 compared with 44% in 2018 and 28% in 2017. This change in principal causation is reinforced by the fact that a greater proportion of the child KSIs in 2019 are made up of car passengers – 12% in 2017; 25% in 2018 and 31% in 2019.

The number of child KSIs for 2019 in GB is provisionally slightly higher than 2018 but please note, comparison with NI is problematic in any case because of changes in systems for severity reporting in 2016 that have substantially affected serious injury casualty numbers. However, prior to this, trends in GB were similar to NI. The largest falls in NI numbers were recorded in 2010 and 2013, both decreasing by 21% from the previous year. GB also saw its largest fall in numbers in 2013, albeit less pronounced than in NI (with GB experiencing a 13% reduction).

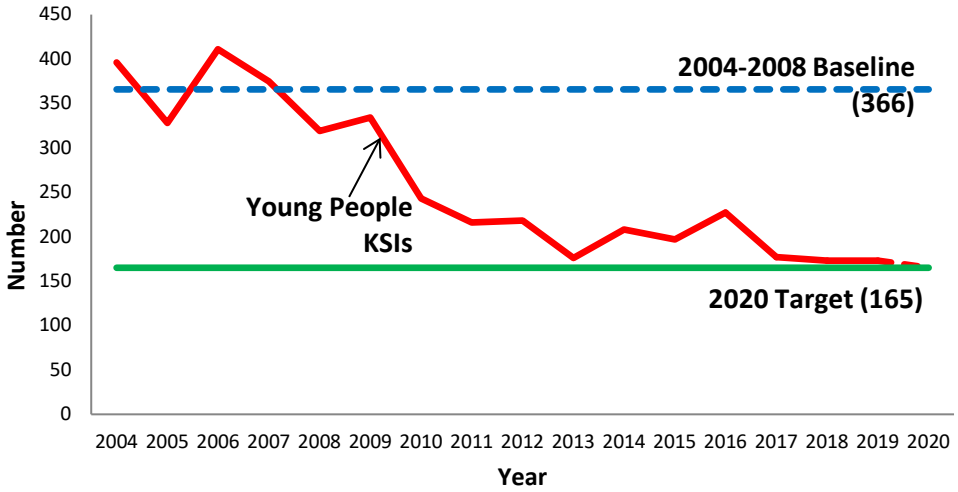


Target 4: To reduce the number of young people (aged 16 to 24) killed or seriously injured in road collisions by at least 55% by 2020.

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

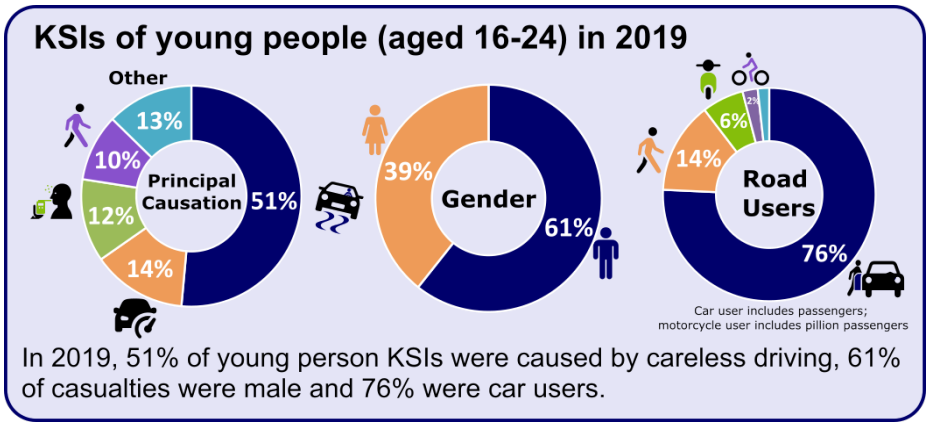
In 2019, there were 173 young people killed or seriously injured in road traffic collisions in Northern Ireland, the same number as recorded in 2018 and 53% below the baseline of 366. This is the joint lowest number of young people recorded to date.

Figure 4: Number of young people (aged 16-24 years) killed or seriously injured (KSIs) in road collisions, 2004-2019



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

Careless driving accounted for the majority of young people KSIs in 2019 with just over half (51%) attributed to this factor. The proportion of young people killed or seriously injured due to speeding is over represented for KSI casualties amongst young people with 14% attributed to this factor compared with 9% for all factors. Car users were also over represented for this age group accounting for 76% young people KSIs compared with 58% KSIs for this category overall, while there was a lower proportion of young pedestrian KSIs (14% versus 21% 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."[4] 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

[4] http://www.itf-oecd.org/sites/default/files/docs/15irtadeconomictimes.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.

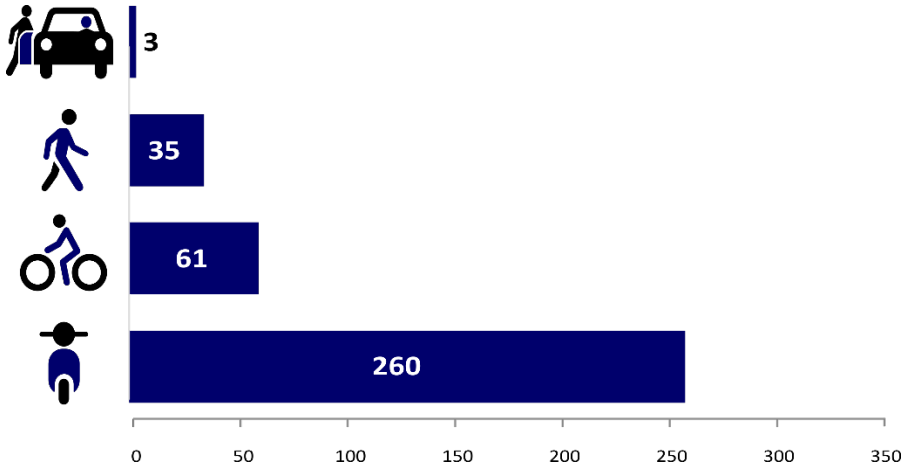
Progress to date on a range of the strategy's KPIs is outlined below. A number of the indicators, when reported by single year, show a lot of volatility. In these cases an additional figure reporting on a five year rolling average has been included to give a clearer indication of which direction the trend is moving. Where appropriate, 95% 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 2019, the number of car user KSIs was 479 – 58% of the total number of KSIs; however, this is a much smaller proportion than the approximate four fifths 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, we 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, 2019

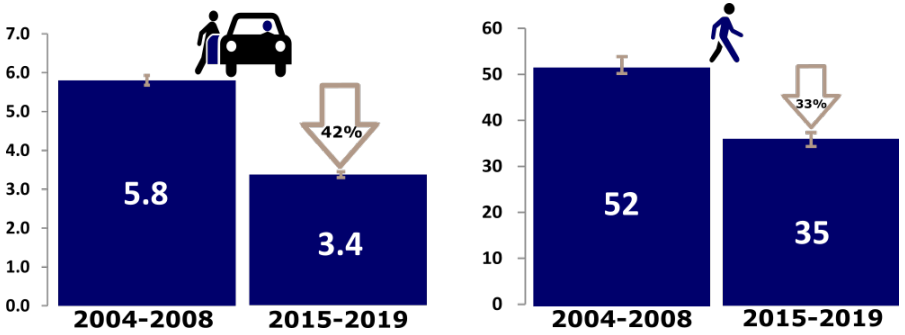


Source: PSNI Road Traffic Casualty Statistics, Travel Survey for Northern Ireland, NISRA Mid-Year Population Estimates
See: Appendix 1, Tables 7-10
Note: Error bars are not presented, but all four rates are significantly different from each other. See Tables 7-10b for the 95% confidence range around the central estimate.

Figure 5 shows that, in 2019, 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 four times less risk than motorcyclists but are at greater risk than 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 42% and 33%, 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 the 2012-2016 period showed the first increase in the series. This has been followed by a levelling off in the years subsequent to this with the rate fluctuating slightly between 3.3 and 3.4. Similarly for pedestrians, there was a period of rapidly reducing risk from 2011 to 2014, which then increased in 2015. Each year following this has seen the numbers decrease and increase alternatively with 2019 increasing to 35 from the rate of 30 recorded in 2018. See Figures A and B in Appendix 1 for full trend.

Figure 6: Rate of people killed or seriously injured per 100 million kilometres travelled by road user type, 2004-2008 Vs 2015-2019

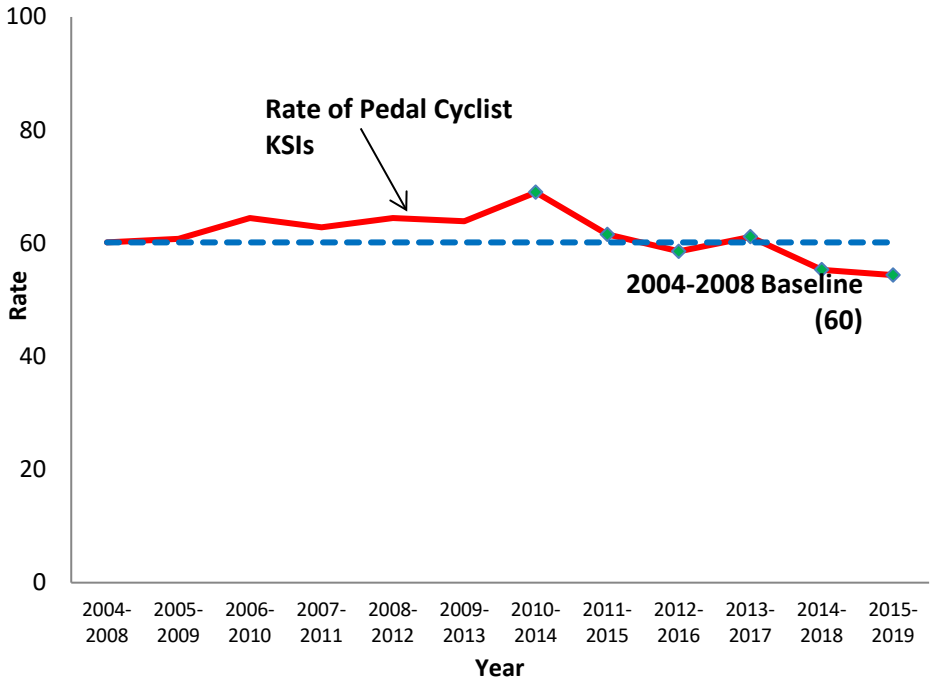


Source: PSNI Road Traffic Casualty Statistics, Travel Survey for Northern Ireland, NISRA Mid-Year Population Estimates
See: Appendix 1, Tables 7 & 10
Note: Error bar shows the 95% confidence range around the central estimate. See Tables 7b & 10b.

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 in 2016 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 cyclists since the baseline period were, in fact, statistically significant. With regards to motorcyclists, up until the most recent five year period, miles travelled by motorcycle have generally been significantly lower than the baseline period. In the most recent five years, however, the difference is not significant. These results were obtained by pooling 5 years 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 72% increase in KSIs between 2004-2008 and 2015-2019. However, there has been a 91% increase in overall distance travelled by pedal cyclists over the same time period suggesting a slightly decreased risk. This is reflected in a small, but real, decrease of approaching 10% 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% above the baseline period before beginning to reduce again. In 2013-2017, the rate rose just above the baseline again, before reducing further in the most recent reporting figure.

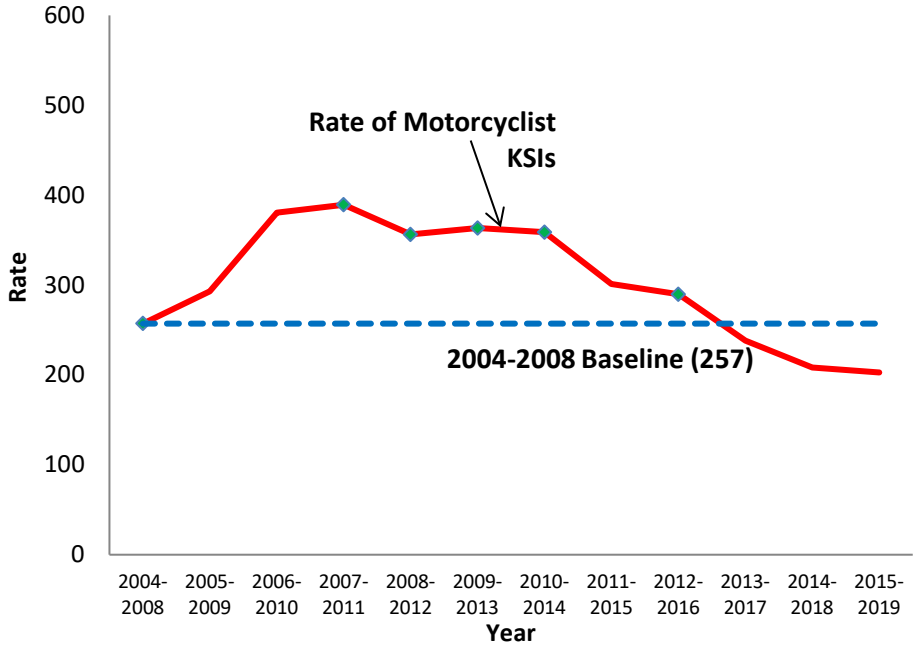
Figure 7: Rate of pedal cyclist KSIs per 100 million kilometres cycled (5 year rolling average), 2004-2019



Source: PSNI Road Traffic Casualty Statistics, Travel Survey for Northern Ireland, NISRA Mid-Year Population Estimates
Note: Data points in green are significantly different compared to the baseline.
See: Appendix 1, Table 8a

Examining then the motorcyclist KSIs, we see that they have been decreasing since the baseline, with a 40% decrease in KSIs between 2004-2008 and 2015-2019. In contrast, the overall distance travelled by motorcycle decreased at the start of the reporting period until 2010-2014, before increasing again in more recent years. The decreases seen in motorcycle distance travelled at the start of the reporting period was at a greater rate than the decrease in motorcycle KSIs, suggesting an increased risk in travelling by this mode. Recent increases in distance travelled by motorcycle mean that there is no longer a significant difference in the motorcycle KSI rate in comparison 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% 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), 2004-2019



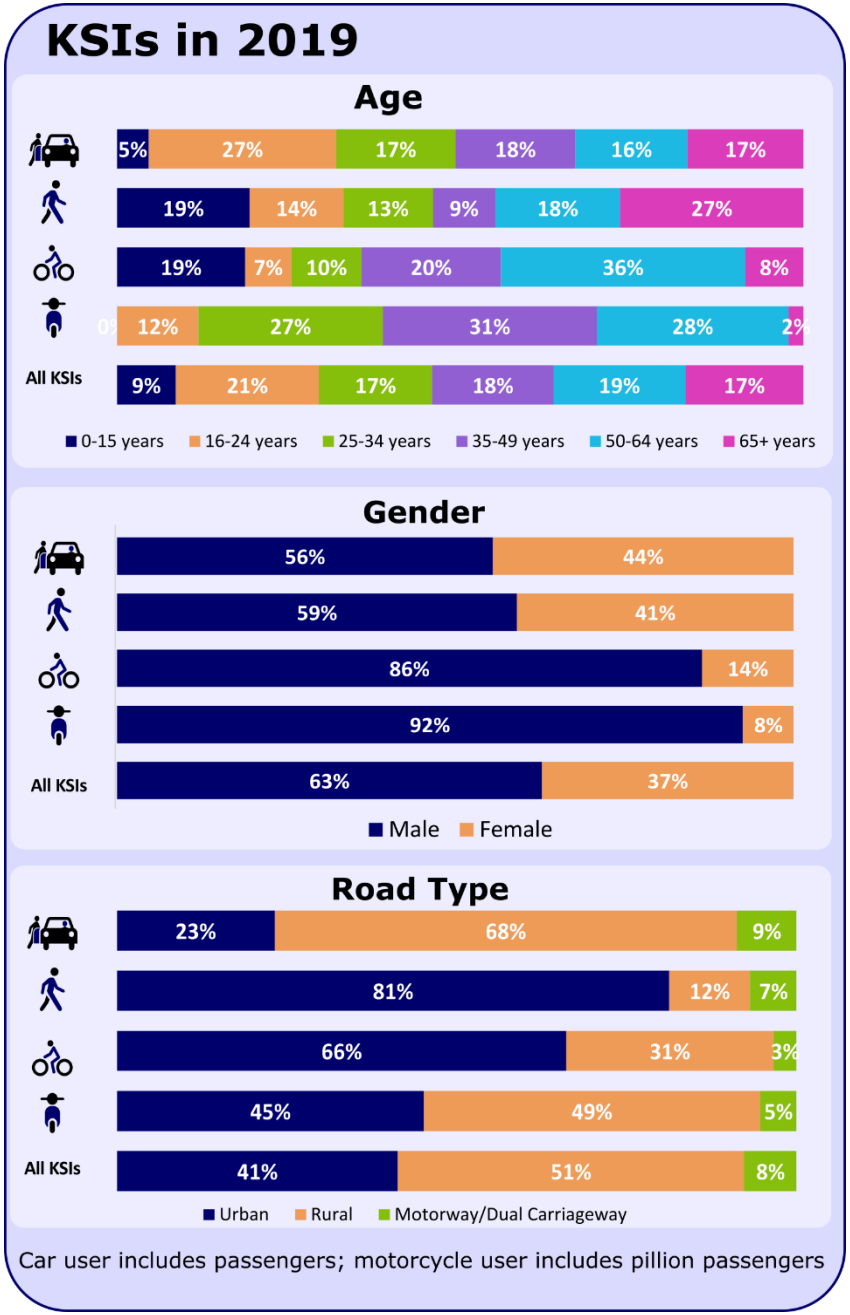
Source: PSNI Road Traffic Casualty Statistics, Travel Survey for Northern Ireland, NISRA Mid-Year Population Estimates
Note: Data points in green are significantly different compared to the baseline.
See: Appendix 1, Table 9a

Further work

Combining 5 years 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.

Colleagues in RoI have similar issues with establishing robust measures of risk for cyclists and motorcyclists and a workshop took place at the end of 2017 to discuss new or alternative means of assessing the risk. Findings from this workshop as well as further work to examine how changes in trend, or detection of stationary trends, could be tested for statistical significance was carried out in 2018/19; however, it was concluded that our currently published analysis was as robust as possible with the data available to us.

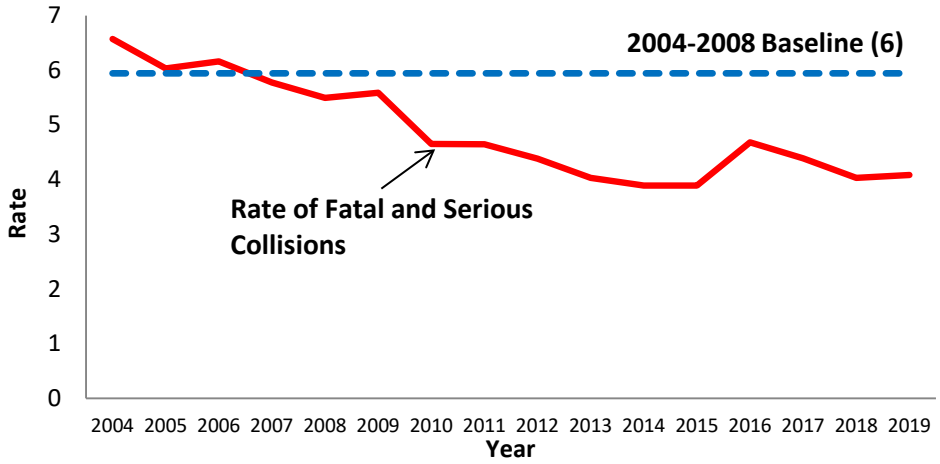
Risk exposure analysis will remain under review, with a view to producing more reliable estimates, if possible, in respect of these vulnerable road user groups. If anything changes in the future, or any new data sources for distance travelled estimates emerge, the results will feed into future reports.



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

The rate of fatal and serious collisions per 100 million vehicle kilometres travelled has generally been reducing since the baseline. By 2015 the rate (3.9) was 34% below the baseline (5.9), with only very minor increases recorded in two of the intervening years. In 2016 there was a 20% increase in the rate taking it to 4.7, the highest it had been since 2009. The rate fell again by 14% to 4.0 in 2018 and although the 2019 figure increased, the current rate is still 31% lower than the baseline average recorded for 2004 to 2008.

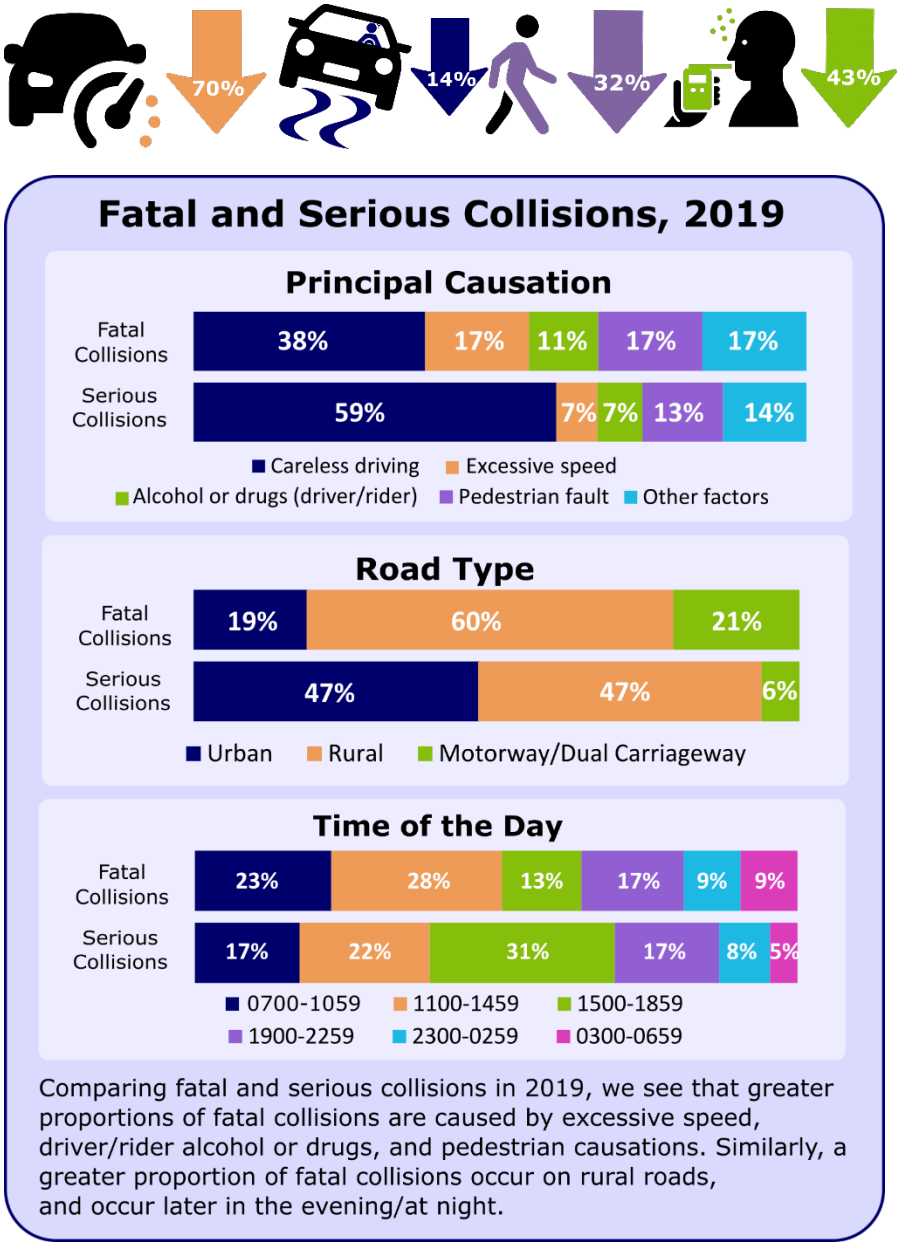
Figure 9: Rate of fatal and serious collisions per 100 million vehicle kilometres, 2004-2019



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

Comparing KSI collisions in 2019 with those recorded in 2004-2008 we see that there has been large reductions in all causation factors. The greatest fall were KSI collisions caused by excessive speed (down by 123, or 70%), followed by careless driving (down by 62, 14%). KSI collisions with pedestrian causations have decreased by 43 (32%) and KSI collisions caused by driver/rider alcohol or drugs have decreased by 40 (43%). See Figure 10.

Figure 10: Percentage change in KSI collisions from baseline average (2004 to 2008) to 2019 by selected causation factor



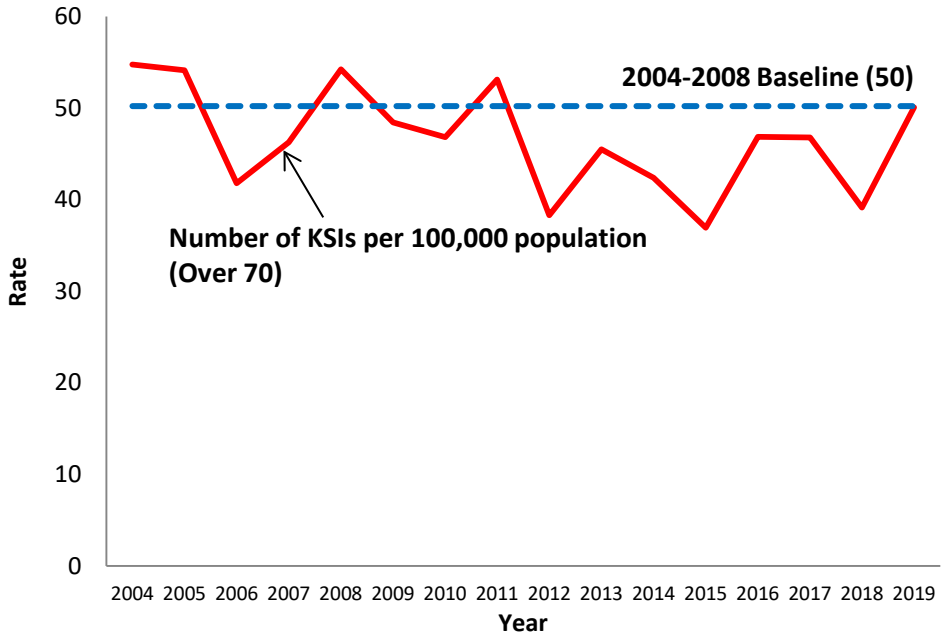
KPI 8: Rate of people aged over 70 killed or seriously injured in road collisions per 100,000 population aged over 70.

In 2019, there were 104 people aged over 70 who were killed or seriously injured in road traffic collisions in Northern Ireland. This number is the highest recorded in the series and represents a 32% increase since 2018, when 79 were recorded. Car users accounted for over three-fifths (63%) of the KSI casualties of people aged over 70 in 2019 – this is similar to the proportion for all ages (58%). Pedestrian KSIs were over-represented among the over 70s; just over three-in-ten (31%) of the KSI casualties of people aged over 70 in 2019 were pedestrians, compared to only 21% for KSI casualties of all ages. In addition, female KSI casualties were over-represented also among the over 70s: over half (51%) of KSI casualties aged over 70 were female, compared with 37% of all KSI casualties.

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/articles/pedestrian-ksi-casualties-northern-ireland-2013-2017.

Population data is used to calculate the KSI rate for this indicator, and it shows that, in 2019, there were 50.1 people aged over 70 who were killed or seriously injured in road collisions, per 100,000 population aged over 70 years, the highest this rate has been since 2011. Although the number of people over 70 killed or seriously injured in 2019 (104) was 33% greater than the baseline figure (78), due to the growth in this population group over the last decade, the 2019 rate equates to approximately the same as that recorded for the baseline (50.2).

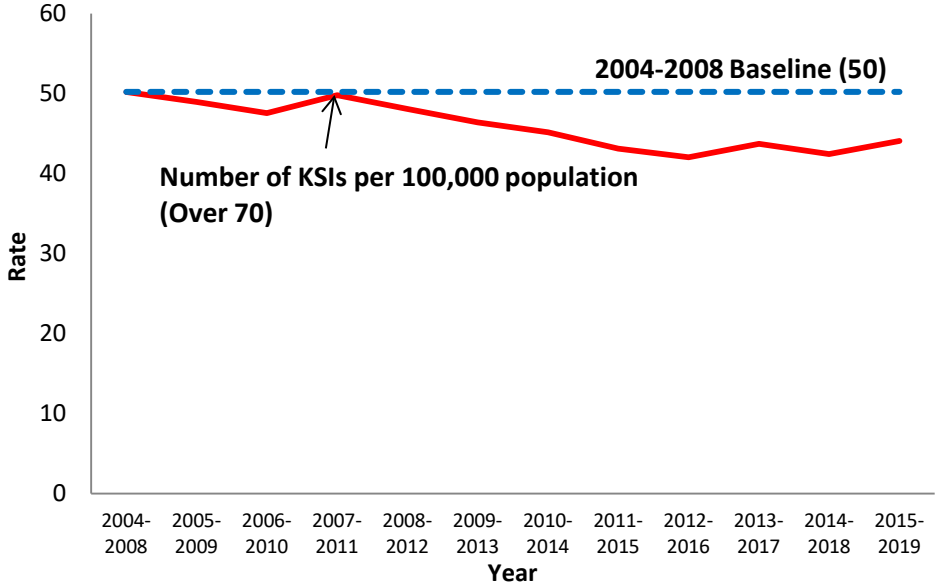
Figure 11: Rate of people aged over 70 killed or seriously injured in road collisions per 100,000 population aged over 70, 2004-2019



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

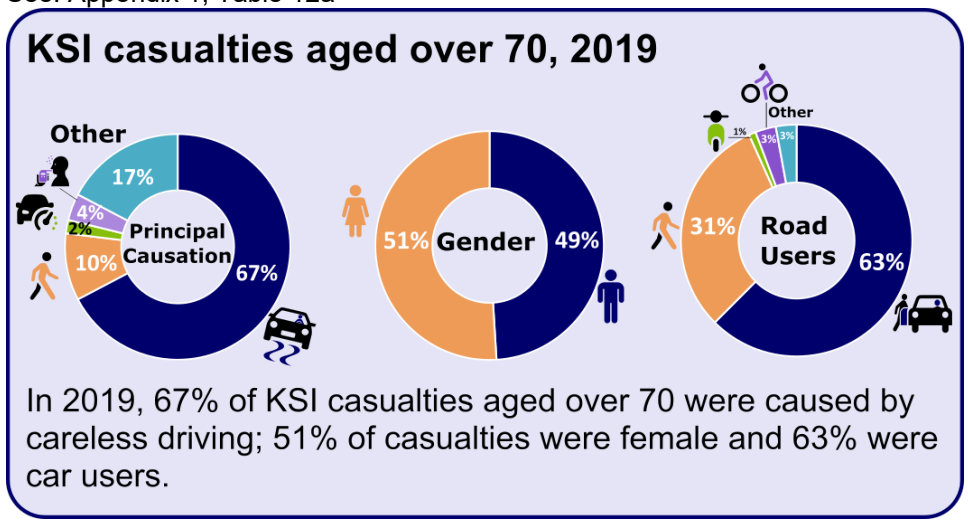
This series has been particularly volatile across the whole reporting period, regularly moving above and below the baseline up to 2012 where it has then remained below, albeit by just 0.2 in 2019. It is useful, therefore, to look at Figure 12 overleaf which plots the rates based on a five year rolling average. The chart shows that the underlying trend remained just on or below the baseline until 2007-2011. After that, it moved gradually downwards, averaging 16% below baseline in the 2012-2016 five year period. Since then, there have been small increases and decreases in the rate, to the current figure of 44.1 recorded in 2015-2019, which is 12% lower than the baseline.

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), 2004-2019



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

See: Appendix 1, Table 12a

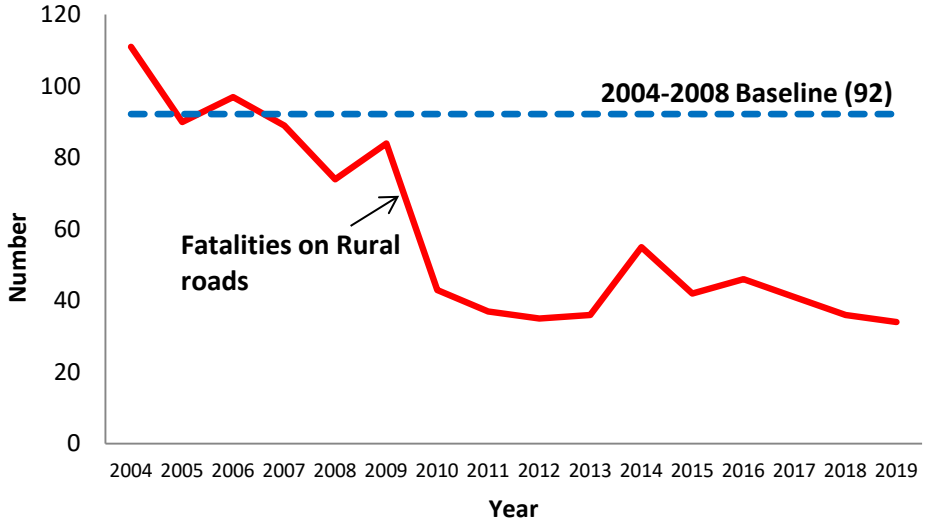


KPI 9: Number of people killed in collisions on rural roads.

Figure 13 shows that in 2019 there were 34 people killed in collisions on rural roads. The numbers recorded in 2019 are down 6% on 2018 (36), are similar to the levels recorded in 2011-2013, and represent the series low. Fatalities on rural roads are now 63% below the baseline figure of 92.

In 2019, fatalities recorded on rural roads were mainly caused by careless driving factors (32%) and excessive speeding (29%). Further examination of the recent casualty figures shows that the reducing trend witnessed since 2016 has been more associated with proportionate changes in careless driving fatalities (fatalities caused by careless driving on rural roads have decreased by 58% since 2016). Fatalities on rural roads caused by drink-driving and speeding tend to fluctuate.

Figure 13: Number of people killed in collisions on rural roads, 2004-2019

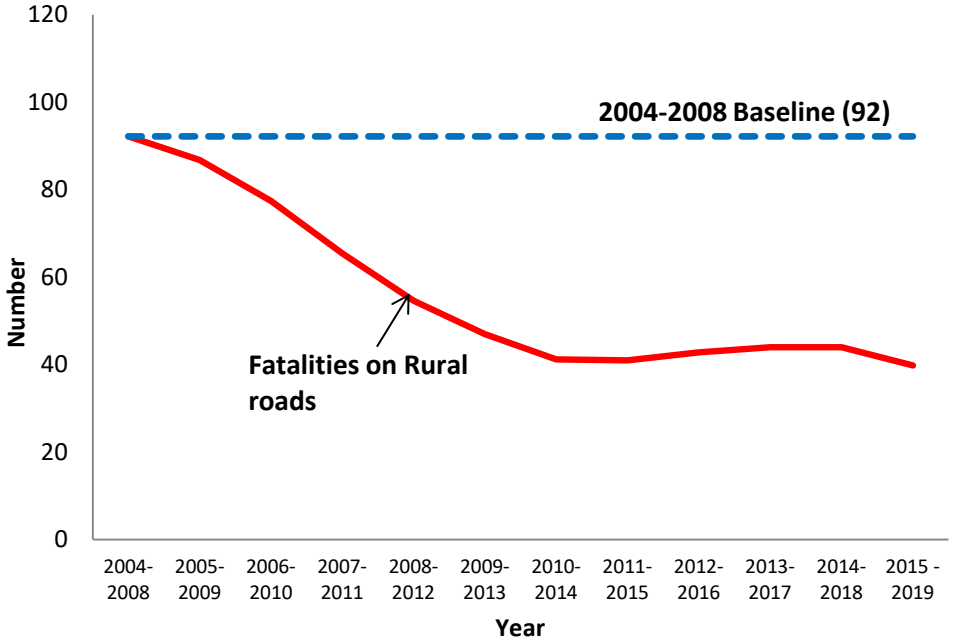


Source: PSNI Road Traffic Casualty Statistics

See: Appendix 1, Table 13

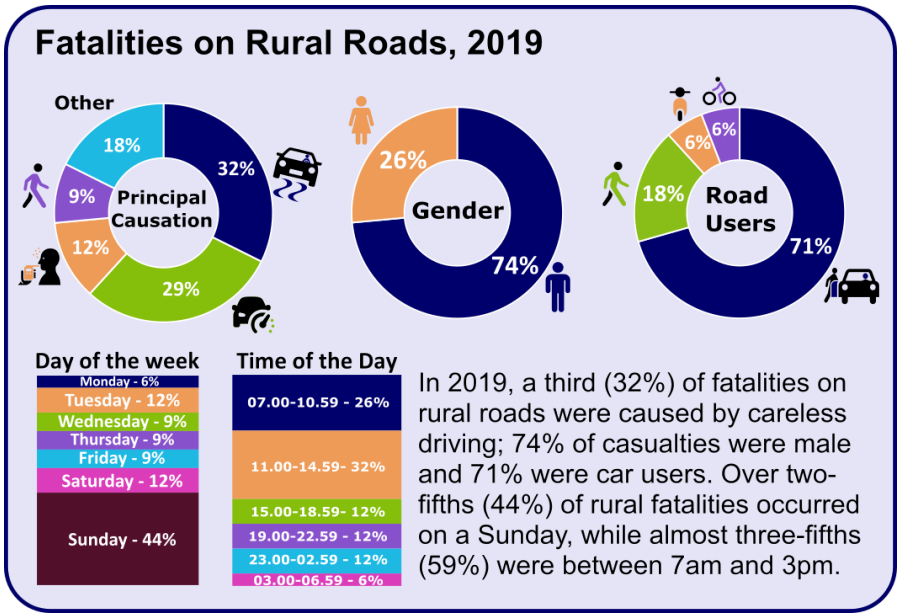
Given the volatility in this indicator in the most recent years, it makes sense to consider the 5 year rolling average to get a better idea of the direction of travel. This follows a clear downward path, albeit at a reducing rate, until 2011-2015 when the numbers levelled off and even started to increase slightly until the 2014-2018 period last year. However, the average of 40 recorded for 2015-2019 is 10% lower than 2014-2018 and has continued the general downward trend, representing the lowest number in the time series.

Figure 14: Number of people killed in collisions on rural roads (5 year rolling average), 2004-2019



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

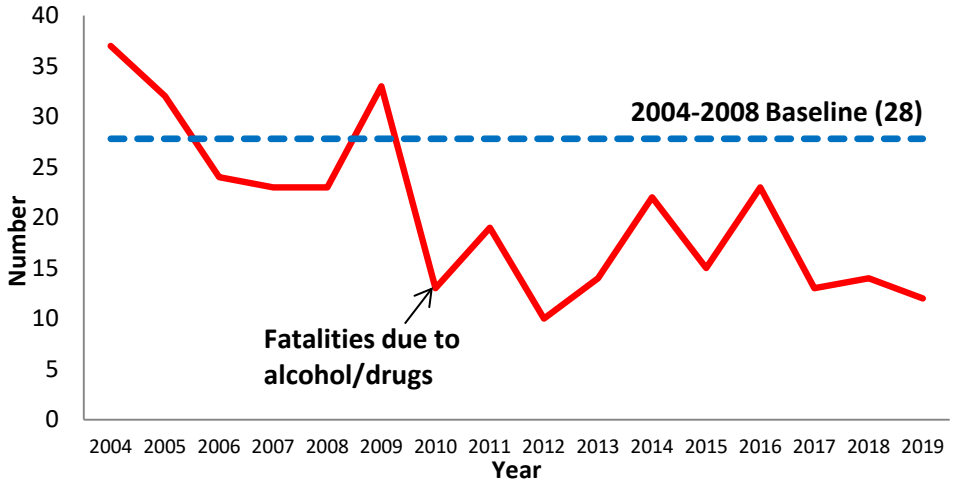
A profile of collisions on rural roads is available on the ASRB website: [https://www.infrastructure-ni.gov.uk/articles/northern-ireland-rural-road-analysis-2012-2016 .](https://www.infrastructure-ni.gov.uk/articles/northern-ireland-rural-road-analysis-2012-2016)



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

In 2019, there were 12 people killed in road traffic collisions where alcohol or drugs was attributed (see Figure 15 overleaf). This is two fewer than was recorded in 2018 (a 14% decrease); and is the lowest recorded since 2012.

***Figure 15**: Number of people killed where alcohol/drugs causation factor was attributed, 2004-2019*



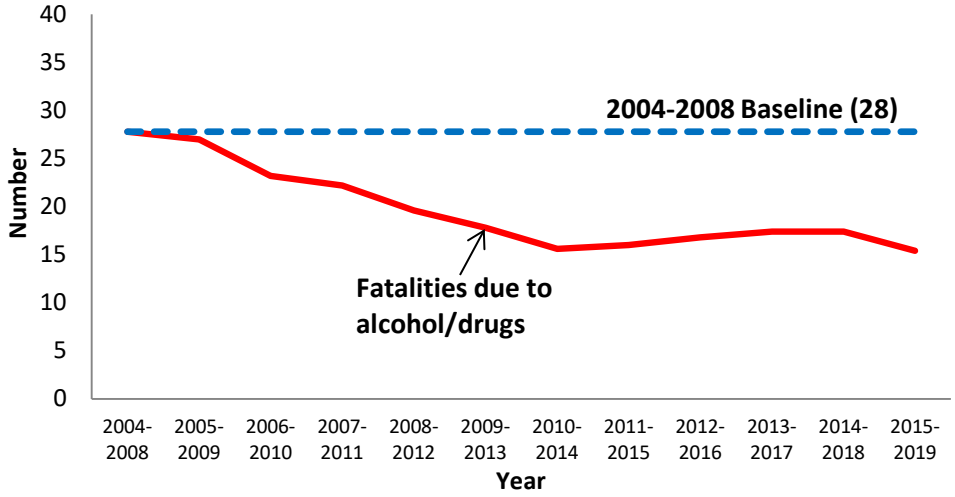
Source: PSNI Road Traffic Casualty Statistics
See: Appendix 1, Table 15

The rate in 2019 is now 57% 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. For example, the 14% decrease between 2018 and 2019 follows immediately from an 8% increase between 2017 and 2018 and a 43% decrease between 2016 and 2017. It is therefore important to look at the rolling average for this indicator to see the smoothed trend.

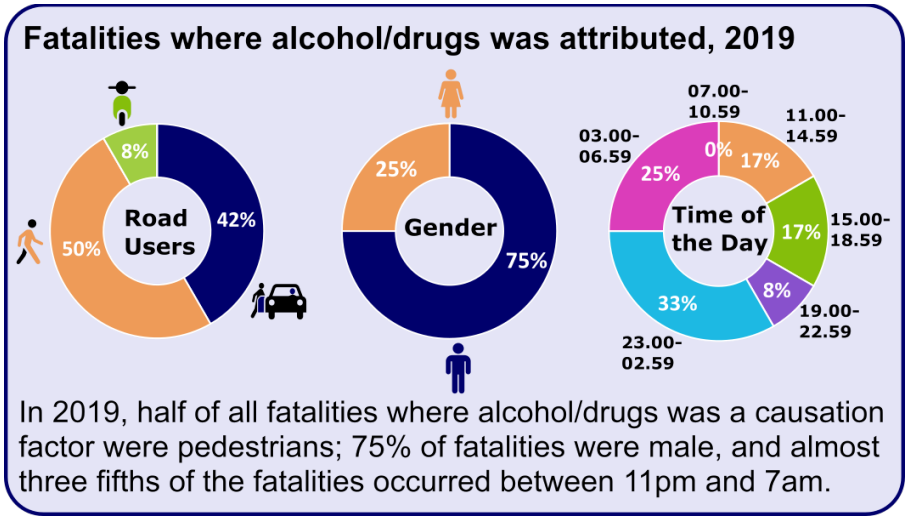
Figure 16 plots the five year rolling averages and shows that the historical downward trend ended in 2010-2014 with three slight increases between 2011-2015 to 2013-2017 (consecutively of 3%, 5% and 4%) followed by a levelling off in 2014-2018. The 2015-2019 figure, however, represents a reduction of 45% from the baseline and is the lowest number recorded in the series.

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 small increases were reported between 2015 and 2016, and 2017 and 2018 (7% and 3%, respectively) followed by a 1% decrease in 2019. 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), 2004-2019*



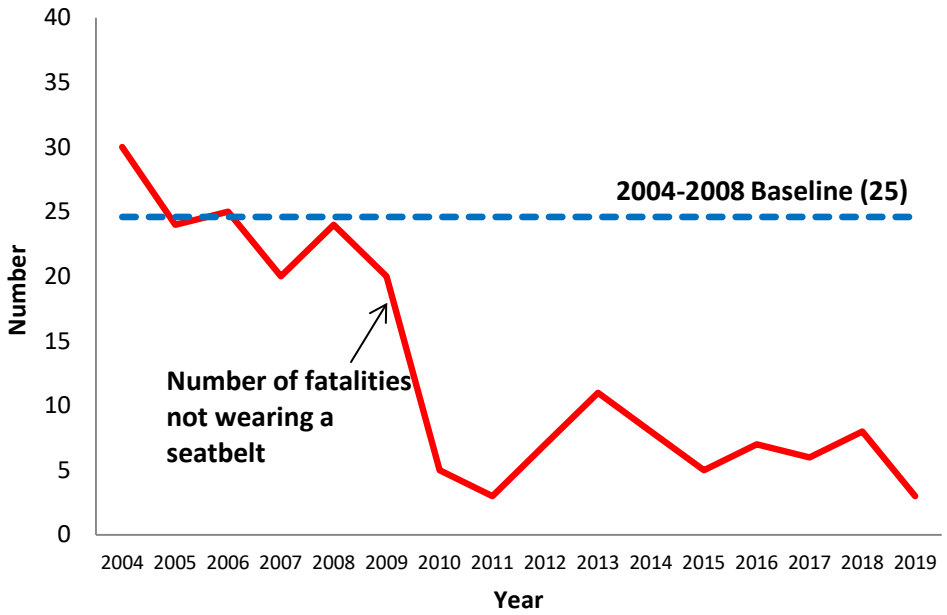
Source: PSNI Road Traffic Casualty Statistics
See: Appendix 1, Table 15a



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

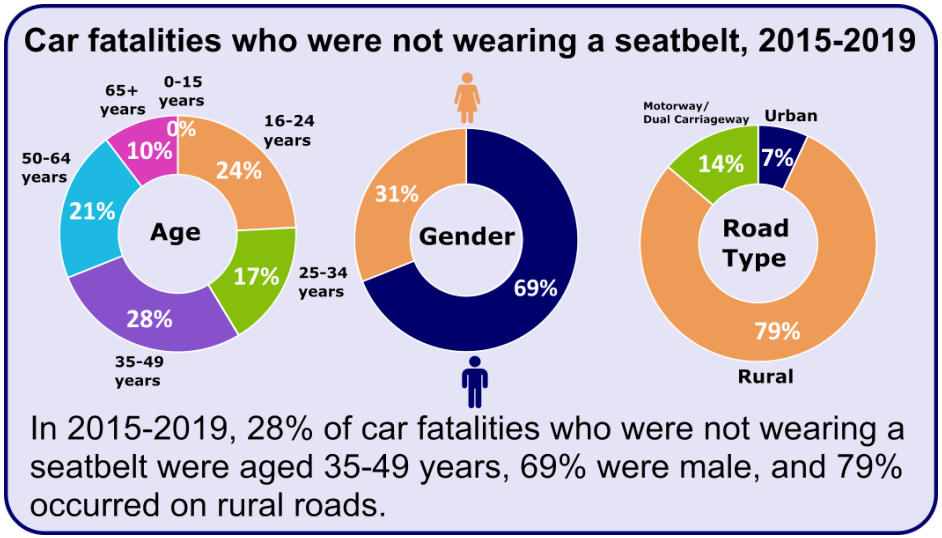
Figure 17 below shows that in 2019 there were 3 car occupants killed who were not wearing their seatbelt. This is the joint lowest number recorded in the series, and represents a 63% and 88% decrease on the 2018 figure (8) and the baseline (25), respectively. The numbers fell dramatically at the start of the series until hitting the low of 3 in 2011, and despite two consecutive increases in 2012 and 2013, the numbers have fallen back down to 3 again in 2019.

Figure 17: Number of car occupants killed who were not wearing a seatbelt, 2004-2019



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 2019, 0.5% of all car occupant casualties who were wearing a seatbelt sustained fatal injuries, compared with 1.5% 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 such fatalities: over the period 2015-2019, approximately one-fifth (15%) of car occupant fatalities were not wearing a seatbelt.



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.

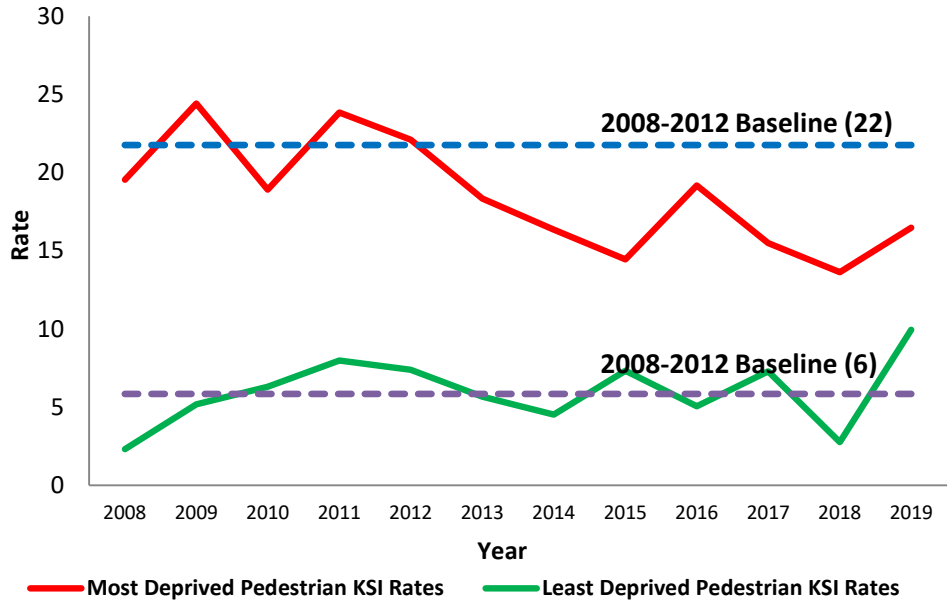
The charts for the deprivation indicators highlight the difference in the rates in the 10% most and 10% least deprived areas, with the Strategy aim being to reduce the most deprived rates to bring them more into line with the least deprived.

The difference in rates of pedestrian KSIs per 100,000 population in the 10% most and 10% least deprived areas **based on collision location** has demonstrated a widening of the gap in 2019. Both rates increased, but the rate in most deprived areas increased more than the rate in least deprived areas. Looking at the rates **based on casualty location**, as with collision location, the two rates have both increased in 2019 but in this case, the rate in the least deprived areas increased more than in most deprived areas. This has led to the smallest gap between the most and least deprived deciles since the series began, although, with the 2019 pedestrian KSI rate in least deprived areas also being the highest recorded since 2008,this narrowing of the gap gives little cause for celebration. See Figure 18.

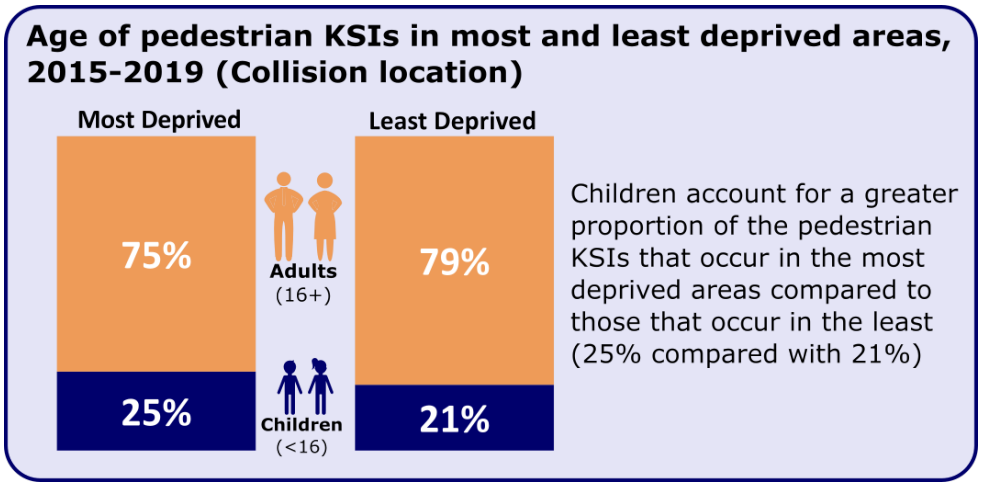
When considering the 5-year smoothed trends to minimise the inherent volatility in this indicator, the average difference between the rate of pedestrian KSIs in the most and least deprived areas is less pronounced for casualty address than it is for collision location. This suggests that, although both 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.

Please note that all data for the KPI13-16 were revised in 2017 to take account of the new deprivation measures introduced in 2017. Please see indicator guidance booklet for further information and for a comparison with the old measure.

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), 2008-2019



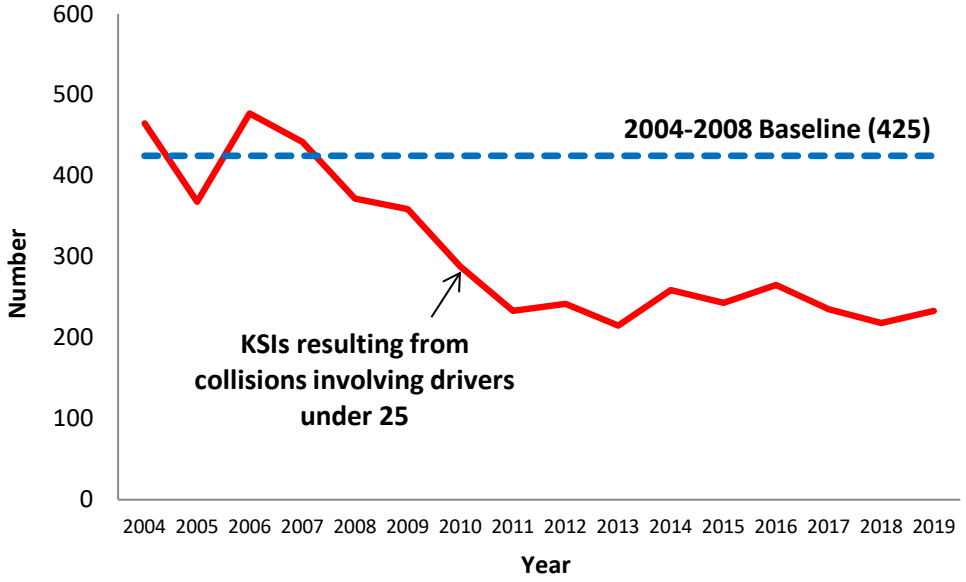
Source: PSNI Road Traffic Casualty Statistics, NISRA NIMDM & Mid-Year Population Estimates. See: Appendix 1, Tables 19 (i) – (ii)



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

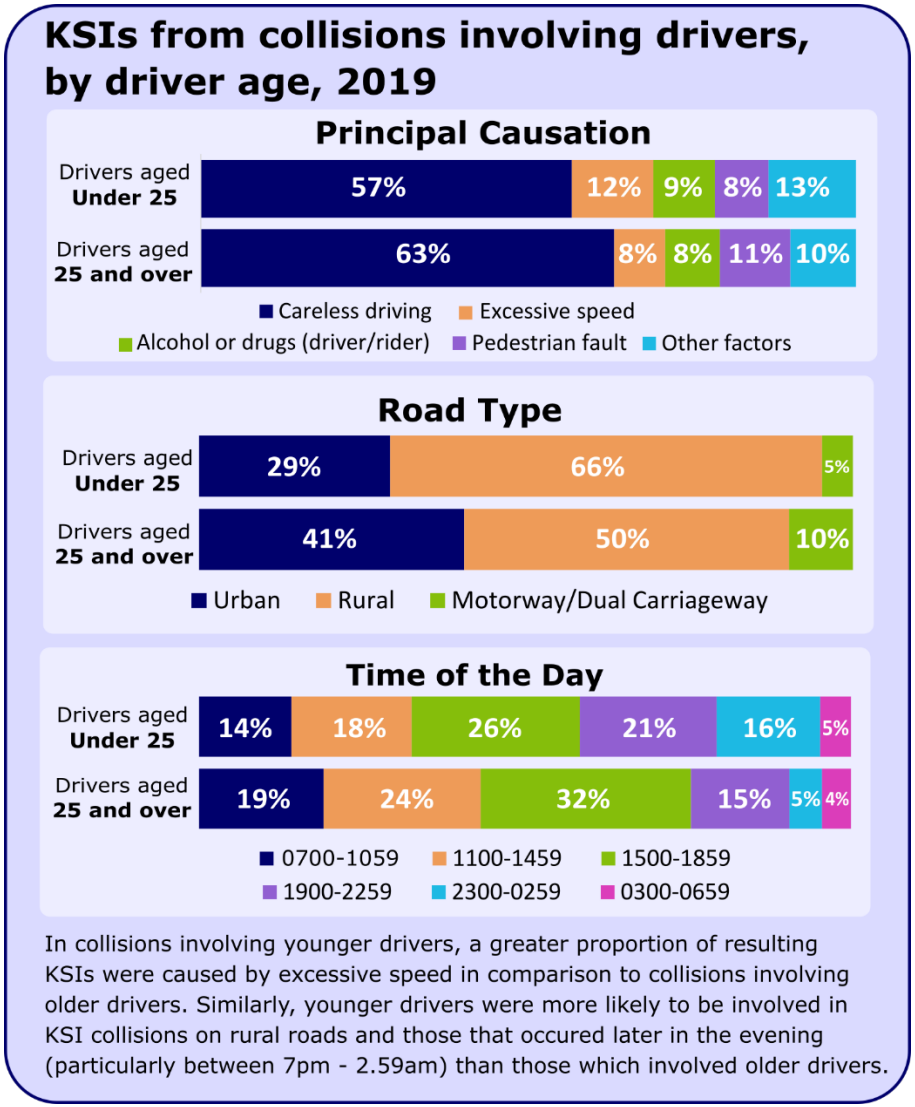
In 2019, there were 233 KSIs resulting from collisions involving drivers under the age of 25. This is a 7% increase from the number recorded in 2018 (218). Although numbers in 2019 are 45% below the baseline number (425), the historic downward trend began levelling off in 2011 and appears fairly stable in recent years. Indeed, the 2019 figure matches that of 2011.

Figure 19: Number of KSIs resulting from collisions involving drivers under the age of 25, 2004-2019



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 coincides with the downward trend witnessed in the KSI numbers. Increases in driving test applications between 2013 and 2016 meant there was an increased presence of younger drivers on our roads, with potential road safety consequences – and this coincides with the levelling off in the reduction of KSI numbers. In 2017 and 2018, there was a decrease in test applications, followed by a slight rise in 2019 which again mirrors the trend seen in Figure 19.



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

This is the sixth 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 3 year rolling averages.

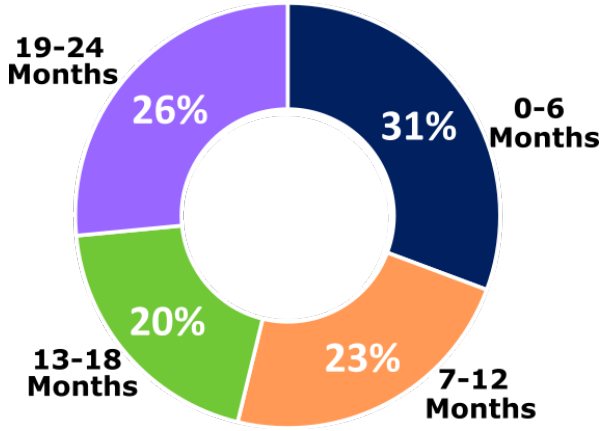
Over the three year period 2017-2019, novice drivers (new drivers within 2 years of passing their 'Category B' driving test) were involved in road traffic collisions on Northern Ireland roads that resulted in the death or serious injury of, on average, 108 people each year. This represents a 9% increase from the 99 average number of KSIs recorded during the 2016-2018 period and is 49% below the 2008-2010 baseline average of 214 KSIs per annum.

The annual average number of people killed or seriously injured in collisions involving a novice driver for each three year period declined year on year from the 2008-2010 baseline of 214 until the 108 recorded for 2013-2015, almost half that of the baseline average. Since then the numbers have shown a levelling off and despite falling as low as 99 last year in the period 2016 to 2018, the increase to 108 for 2017-2019 shows a rise back to the level recorded in 2013-2015.

As you would expect, the pattern of novice driver KSIs closely follows that of the number of driving test applications. At the beginning of the recession, the number of driving test applications fell steeply by 37% between 2008 and 2013 leading to proportionally fewer novice drivers on the road. Subsequently, there was an increase in driving applications up to 2016, followed by decreases in 2017 and 2018, and a slight rise in 2019. And this is reflected by similar decreases and increases in KSI collisions involving novice drivers.

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 2017-2019, and as with previous years, the greatest proportion of the 108 KSI casualties (see Figure 20) resulted from collisions that involved a driver within six months of passing their test (33, or 31%). This is three percentage points lower for this group than the 34% observed in 2016-2018.

Figure 20: KSIs from collisions involving a novice driver by length of time licence held, 2017-2019

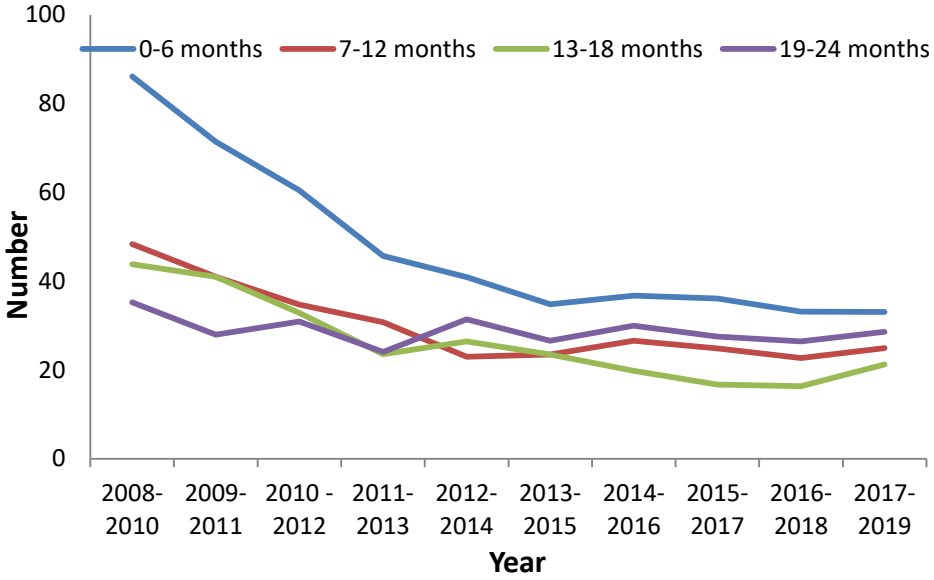


Source: PSNI Road Traffic Casualty Statistics, Driver Vehicle Agency.
See: Appendix 1, Table 22

Novice drivers who were involved in a KSI collision between 13 and 18 months of passing their test accounted for the smallest proportion, making up just 20% of the total.
The 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 below. The trend line for 0-6 months is consistently higher than for the 7-24 month bandings.

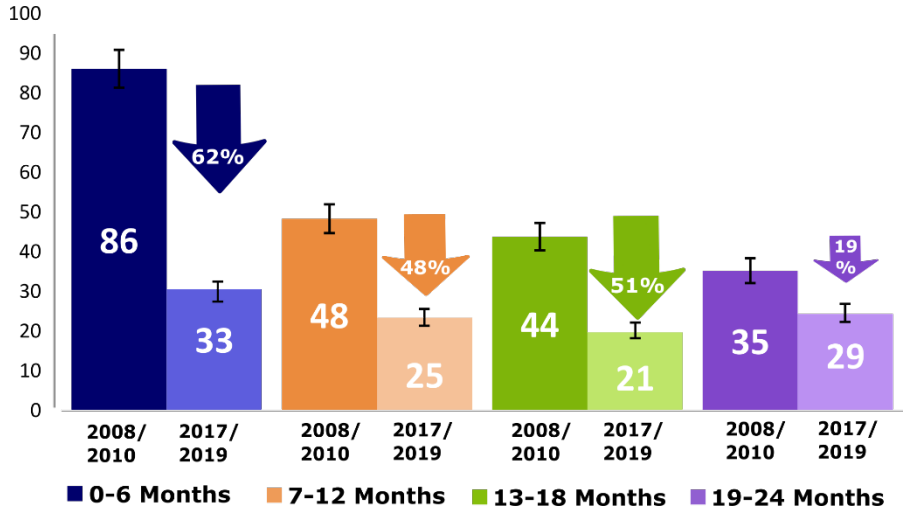
Figure 21: Number of KSI casualties resulting from collisions involving a novice driver (3 year rolling average), 2008-2019



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

The chart also shows that, over the series there has been a large decline in the average number of KSI casualties resulting from a collision involving a novice driver in the 0-6 month category – they have fallen 62% from the 2008-2010 baseline of 86 to 33 in 2017-2019. However, in recent years, KSI numbers in this banding have levelled off to some extent, with results in the most recent periods similar to that of 2013-2015. In contrast, KSI casualties resulting from novice drivers in some of the other categories have shown a slight uptick in 2017-2019. The end result is that proportions in each of the four bandings are now closer than they have ever been before. Comparisons of the 2017-2019 against the baseline are further presented in Figure 22.

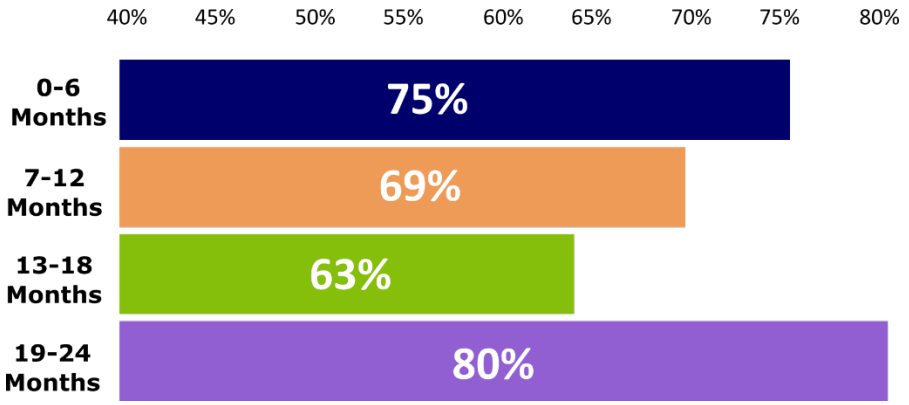
Figure 22: Number of KSI casualties resulting from collisions involving a novice driver, 2008-2010 Vs 2017-2019



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 KSI casualties recorded each year in the 2017-2019 period where a novice driver was involved, they were deemed to be responsible for approximately three quarters (73%) of these. This is similar to the proportions seen in previous years. Those novice drivers within 6 months of passing their test were responsible for 75% of KSIs from collisions they were involved in compared with 69% for 7-12 month drivers, 63% for 13-18 month drivers, and 80% for 19-24 month drivers (see Figure 23).

Figure 23: Proportion of KSI casualties where a novice driver was involved and deemed responsible, 2017-2019



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

Collisions where a novice driver was deemed responsible were greater amongst those who were within 6 months of passing their test (25; 32%) and those within 19-24 months (23; 29%) than those who held their licence between 7 and 12 months (17; 22%) and between 13 and18 months (13; 17%).

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

This is the sixth year reporting on this indicator and as with last year, only a partial year of data was available for some counters in 2019; however, robust consistency checking was carried out to ensure continued quality of the outputs. The 62 counters from which speeding data is compiled in 2019 is the fewest available for analysis since results were first produced in 2010, with the number representing a 60% decrease from the 154 counters used in 2016. Considering though that DFT use just over 100 counters in reporting speed compliance for Great Britain, the 62 counters in Northern Ireland represents good coverage of roads and also a fair representation of the types of roads used throughout Northern Ireland. Further details of the speeding measure can be found in the User Guidance at the end of this report and 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

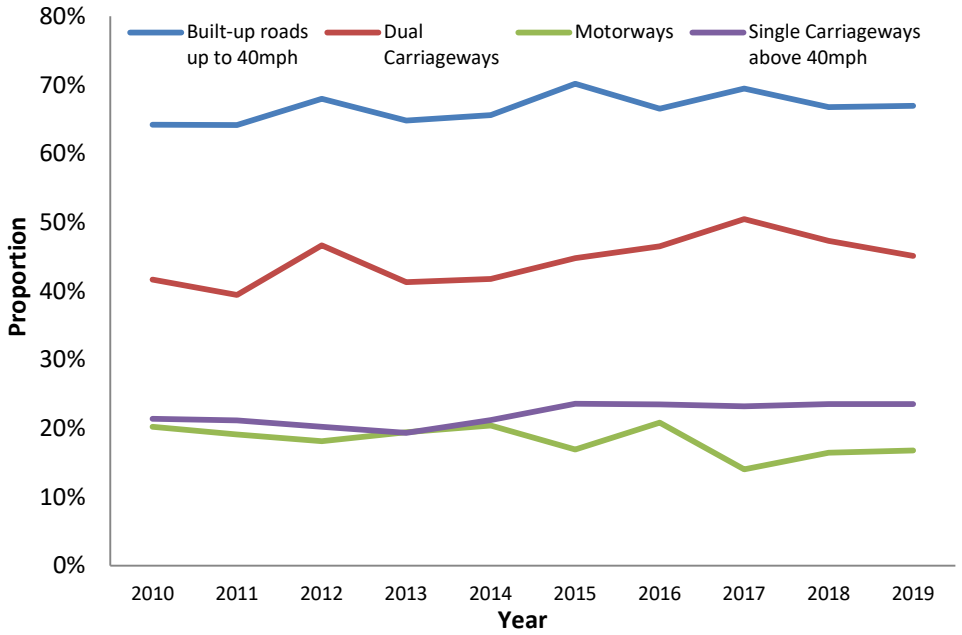
- 24 hours
- 7am to 11pm
- 11pm to 7am (free running).

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 2019, over two thirds (67%) of vehicles exceeded the speed limits on built-up roads, while in non-built-up areas in the same year, the proportion of vehicles exceeding the speed limits was greatest on dual carriageways (45%) followed by single

carriageways above 40mph (24%) and motorways (17%). These proportions represent an increase from the 2010 baseline of 3 percentage points for built up roads and dual carriageways while single carriageways have increased by 2 percentage points. Motorways, conversely, have reduced by 3 percentage points over the same period.

Figure 24: Proportion of vehicles exceeding the speed limit (11pm - 7am), 2010-2019



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

Due to the reduced number of counters available in 2019 it is advisable to use caution when considering these figures; however, the proportions observed do not look particularly out of place in comparison with previous years - proportions speeding on built-up roads and dual carriageways have generally been increasing in recent years despite the downturn in 2018 and 2019, while the proportion speeding on motorways has tended to fluctuate. Rates of speeding on single carriageways remains relatively stable.

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 67% to 35% in 2019. Dual carriageways reduced from 45% to 27%, single carriageways above 40mph from 24% to 11%. In contrast, motorways remained the same at 17%, demonstrating that there is little difference between the proportion speeding on motorways between 7am and 11pm and the rates recorded during the free running period.

In contrast to the vehicle speeding indicator for free-running, which has not demonstrated any consistent upwards or downwards trend since the 2010 baseline, speeding offences recorded by the PSNI have shown a clear downward trend. The 7,578 speeding offences recorded in 2019, despite being 10% higher than that of 2016, represents almost half the amount of those recorded than the baseline. 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.

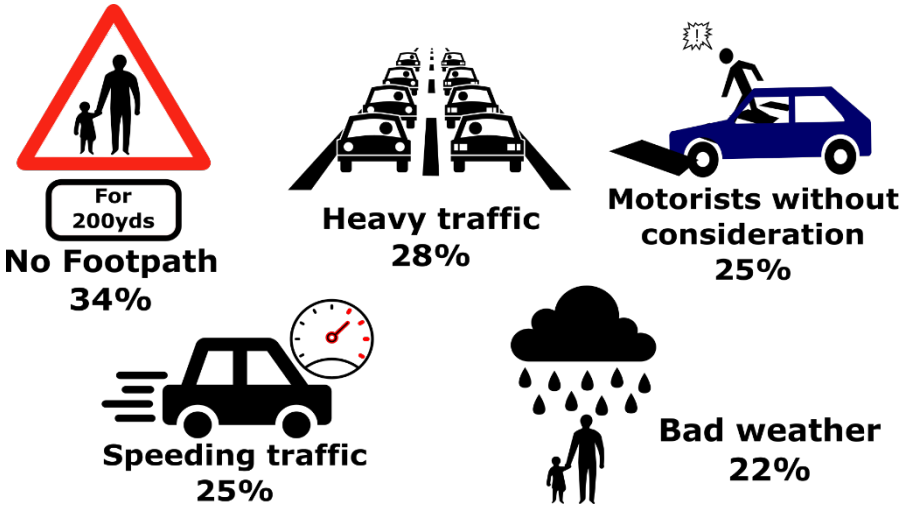
An analysis of collisions caused by excess speeding will be published in due course on the following link: https://www.infrastructure-ni.gov.uk/topics/road-safety-research

KPI 20: Road user's perception of road safety.

The Travel Survey in Northern Ireland (TSNI) asks respondents what makes them feel unsafe while 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. Results have been published since the 2012-2014 TSNI reporting cycle, with 2016-

2018 being the most recently available. Results are very similar for all periods.

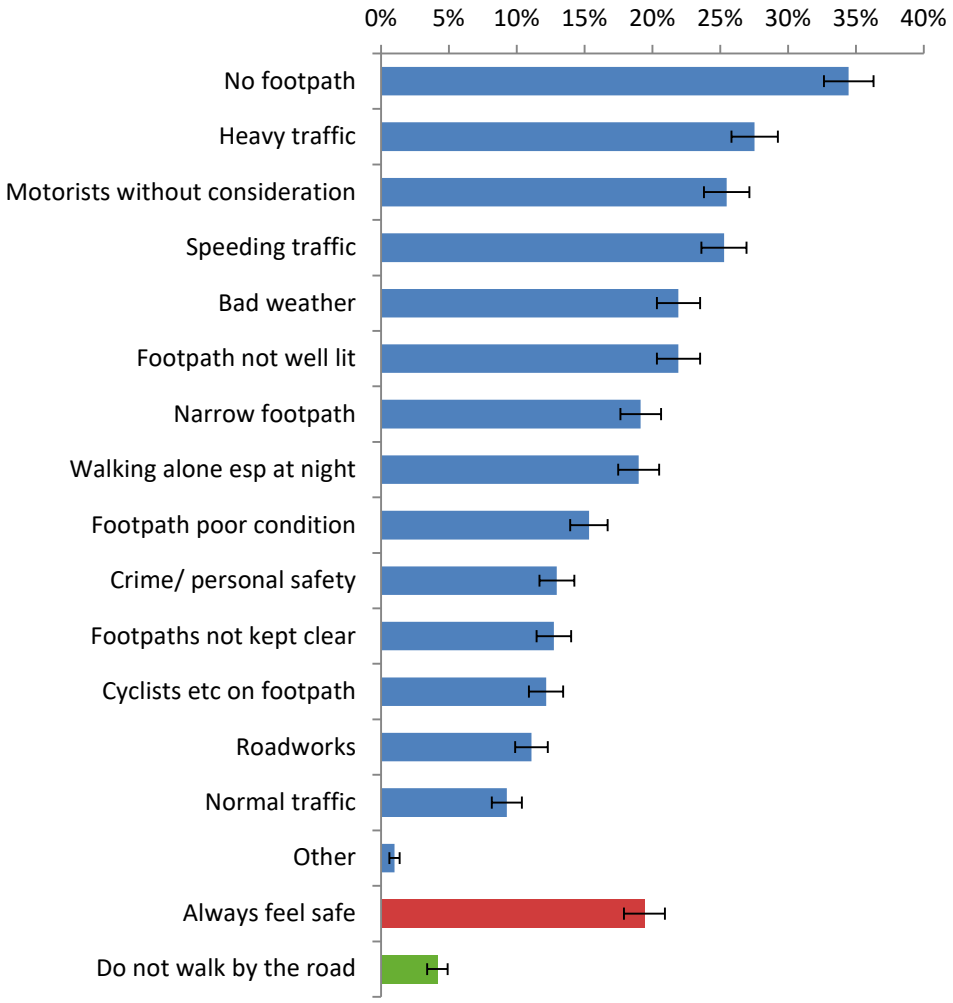
Figure 25: Top 5 reasons why respondents feel unsafe when walking by the road, 2016-2018



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

In 2016-2018, there were 2,622 respondents who said they walked at least once a year, and 19% of them said they always felt safe when walking by the road, while 4% 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 34% of all respondents giving this answer. Over a quarter of respondents said that heavy traffic, motorists driving without care for pedestrians, and traffic travelling above the speed limit made them feel unsafe (all with similar percentages of 28%, 25% and 25%, respectively). A full list of reasons can be found in Figure 26.

Figure 26: Reasons why respondents feel unsafe when walking by the road, 2016-2018

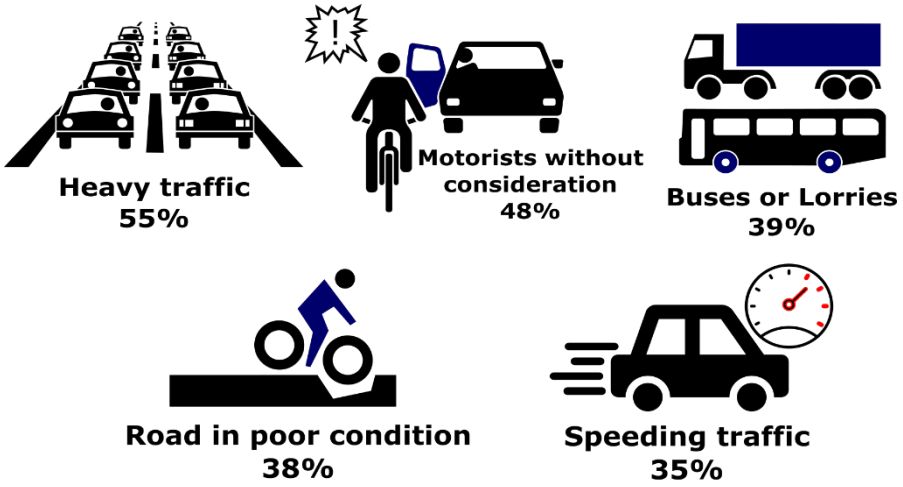


Source: Travel Survey for Northern Ireland
See: Appendix 1, Table 24
Note: Error bar shows the 95% confidence range around the central estimate.
See Table 24a.

When asked about safety while cycling, 7% of the 529 respondents who had cycled in the last 12 months said they always felt safe when cycling on the road, with a further 6% stating that they do not cycle on the road.

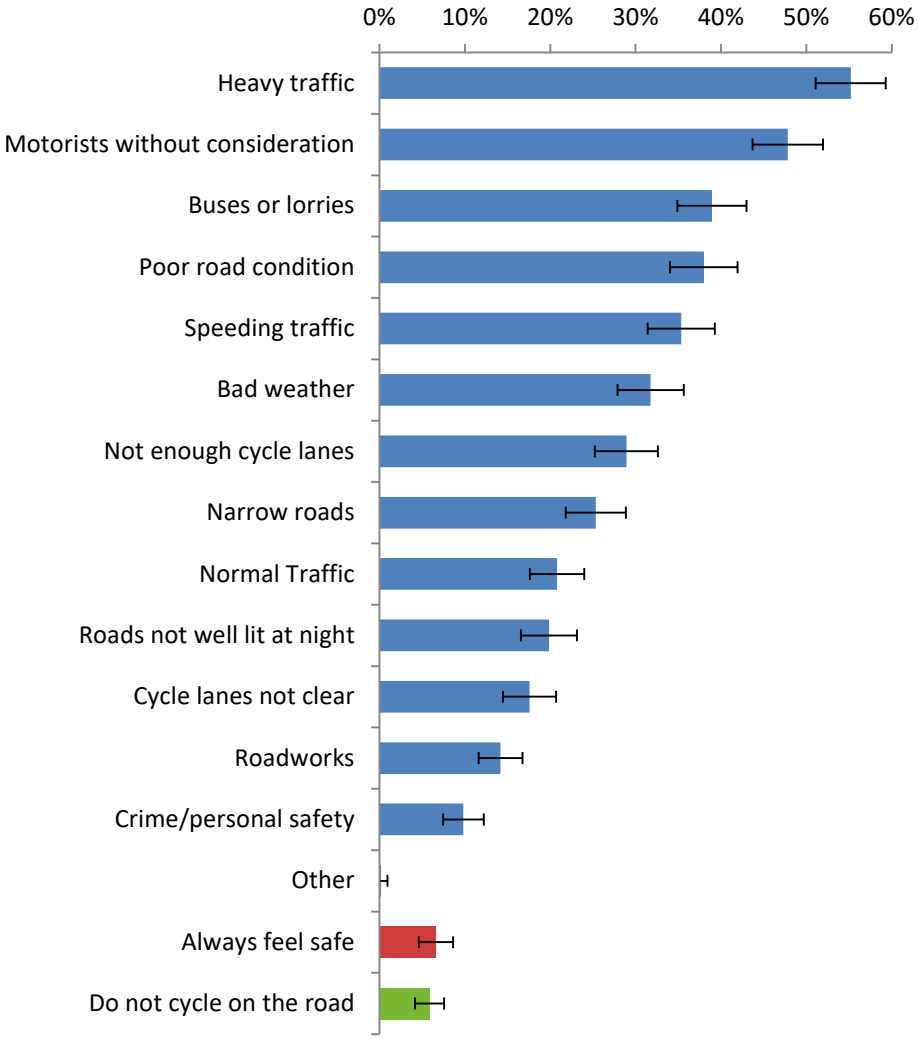
More than half of respondents (55%) felt unsafe due to heavy traffic, while 48% felt unsafe because of motorists driving without consideration of cyclists. Other common reasons included buses or lorries on the road (39%), poor road condition (38%), traffic travelling above the speed limit (35%), and bad weather (32%). 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, 2016-2018*



Source: Travel Survey for Northern Ireland
See: Appendix 1, Table 25

***Figure 28**: Reasons why respondents feel unsafe when cycling on the road, 2016-2018*



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 (2004-2019)

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%
2017	63	-50%	-7%
2018	55	-56%	-13%
2019	56	-55%	2%
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 (2004-2019)

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%
2013-2017	68	-46%	5%
2014-2018	68	-46%	-1%
2015-2019	63	-50%	-7%
2004-2008 Baseline	126		

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

Table 2

Number of people seriously injured in road collisions in Northern Ireland

Northern Ireland (2004-2019)

Year	People seriously injured[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%
2017	778	-30%	-6%
2018	730	-34%	-6%
2019	774	-30%	6%
2004-2008 Baseline	1,111		

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

Table 2a

Number of people seriously injured in road collisions in Northern Ireland

Northern Ireland (2004-2019)

Year		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%
2013-2017	749	-33%	0%
2014-2018	751	-32%	0%
2015-2019	764	-31%	2%
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 (2004-2019)

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%
2017	68	-47%	-17%
2018	63	-51%	-7%
2019	71	-44%	13%
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 (2004-2019)

Year	Child KSIs[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%
2013-2017	73	-43%	-6%
2014-2018	71	-44%	-3%
2015-2019	71	-44%	0%
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 (2004-2019)

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%
2017	177	-52%	-22%
2018	173	-53%	-2%
2019	173	-53%	0%
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 (2004-2019)

Year	Young People KSIs[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%
2013-2017	197	-46%	-4%
2014-2018	196	-46%	0%
2015-2019	189	-48%	-4%
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 (2004-2019)

Year	Fatalities[1]	Vehicle Kilometres (100 million)[2]	Rate	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%
2017	63	160.65	0.39	-49%	-7%
2018	55	168.30	0.33	-57%	-17%
2019	56	169.38	0.33	-57%	1%
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, NISRA Mid-Year Population Estimates

Table 5a

Rate of road deaths per 100 million vehicle kilometres (5 year rolling average)

Northern Ireland (2004-2019)

Year	Fatalities[1]	Vehicle Kilometres (100 million)[2]	Rate	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%
2013-2017	68	162.49	0.42	-45%	5%
2014-2018	68	164.48	0.41	-46%	-2%
2015-2019	63	165.42	0.38	-50%	-7%
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, NISRA Mid-Year Population Estimates

Table 5b

Rates of road deaths based on 95% confidence intervals of 100 million vehicle kilometres

Northern Ireland (2004-2019)

Year	Upper 95% confidence limit	Published Rate	Lower 95% confidenc
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
2017	0.40	0.39	0.38
2018	0.34	0.33	0.32
2019	0.34	0.33	0.32
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

Table 6

Rate of road deaths per million population

Northern Ireland (2004-2019)

Year	Fatalities[1]	Rate	Percentage change from baseline	Percentage change from last year
2004	147	85.76		
2005	135	78.14		-9%
2006	126	72.28		-7%
2007	113	64.14		-11%
2008	107	60.14		-6%
2009	115	64.13	-11%	7%
2010	55	30.47	-58%	-52%
2011	59	32.52	-55%	7%
2012	48	26.32	-63%	-19%
2013	57	31.15	-57%	18%
2014	79	42.92	-40%	38%
2015	74	39.96	-44%	-7%
2016	68	36.52	-49%	-9%
2017	63	33.67	-53%	-8%
2018	55	29.23	-59%	-13%
2019	56	29.57	-59%	1%
2004-2008 Baseline	126	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 (2004-2019)

Year	Fatalities[1]	Rate	Percentage change from baseline	Percentage change from last period
2004-2008	126	71.97		
2005-2009	119	67.69	-6%	-6%
2006-2010	103	58.09	-19%	-14%
2007-2011	90	50.15	-30%	-14%
2008-2012	77	42.59	-41%	-15%
2009-2013	67	36.84	-49%	-14%
2010-2014	60	32.70	-55%	-11%
2011-2015	63	34.61	-52%	6%
2012-2016	65	35.41	-51%	2%
2013-2017	68	36.85	-49%	4%
2014-2018	68	36.43	-49%	-1%
2015-2019	63	33.76	-53%	-7%
2004-2008 Baseline	126	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 (2004-2019)

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%
2017	190	5.00	38.02	-27%	6%
2018	151	5.00	30.23	-42%	-21%
2019	176	5.03	35.01	-33%	16%
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

Table 7a

Rate of pedestrian KSIs per 100 million kilometres walked (5 year rolling average)

Northern Ireland (2004-2019)

Year	Pedestrian KSIs[1]	Kilometres walked (100 million)[2]	Rate [r]	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%
2013-2017	176	4.85	36.21	-30%	1%
2014-2018	172	5.00	34.43	-34%	-5%
2015-2019	176	5.03	34.95	-33%	2%
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

Table 7b

Rate of pedestrian KSIs based on 95% confidence intervals of 100 million kilometres walked

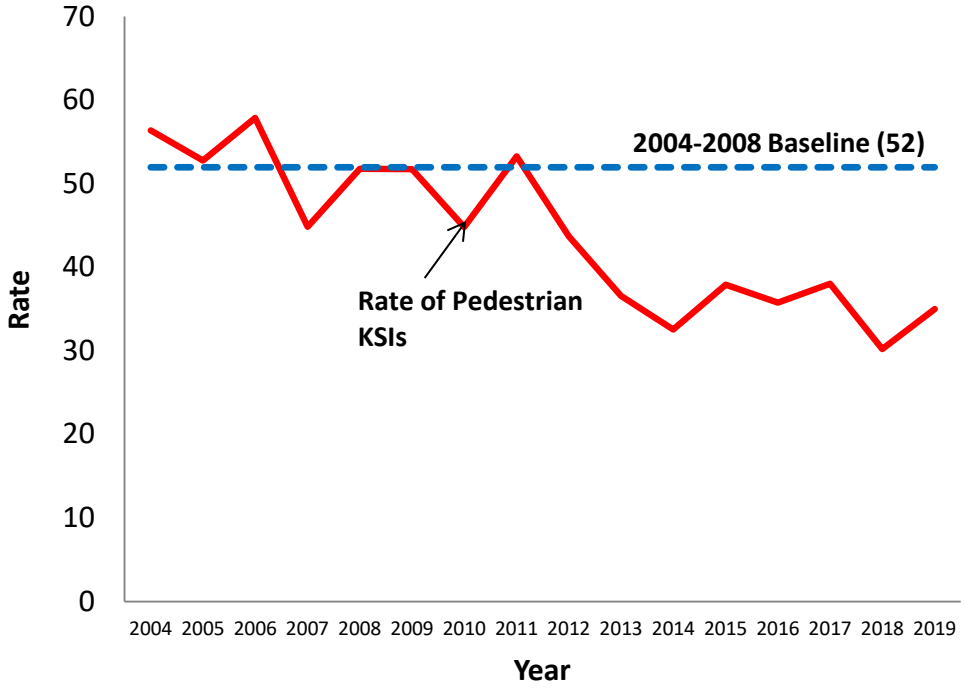
Northern Ireland (2004-2019)

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
2017	40.20	38.02	36.07
2018	31.97	30.23	28.66
2019	33.20	35.01	37.03
2004-2008 Baseline	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

Figure A: Rate of pedestrian KSIs per 100 million kilometres walked, 2004-2019



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 (2004-2019)

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%
2017	52	1.02	50.81	-16%	-22%
2018	47	0.97	48.51	-19%	-5%
2019	59	0.98	60.51	1%	25%
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

Table 8a

Rate of pedal cyclist KSIs per 100 million kilometres cycled (5 year rolling average)

Northern Ireland (2004-2019)

Year	Pedal Cyclists KSIs[1]	Kilometres cycled (100 million)[2]	Rate	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%
2013-2017	53	0.86	61.13	2%	4%
2014-2018	53	0.96	55.30	-8%	-10%
2015-2019	52	0.96	54.37	-10%	-2%
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

Table 8b

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

Northern Ireland (2004-2019)

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
2017	69.10	50.81	40.17
2018	64.68	48.51	38.81
2019	80.68	60.51	48.41
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

Table 8c

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

Northern Ireland (2004-2019)

Year	Upper 95% confidence limit	Published Rate	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
2013-2017	77.08	61.13	50.65
2014-2018	70.79	55.30	45.38
2015-2019	69.59	54.37	44.61
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

Table 9

Rate of motorcyclist KSIs per 100 million motorcycle kilometres

Northern Ireland (2004-2019)

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%
2017	89	0.42	211.19	-18%	-4%
2018	108	0.33	324.29	26%	54%
2019	87	0.34	259.58	1%	-20%
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

Table 9a

Rate of motorcyclist KSIs per 100 million motorcycle kilometres (5 year rolling average)

Northern Ireland (2004-2019)

Year	Motorcyclists KSIs[1]	Motorcycle Kilometres (100 million)[2]	Rate	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%
2013-2017	92	0.39	238.14	-7%	-18%
2014-2018	94	0.45	208.35	-19%	-13%
2015-2019	92	0.45	202.74	-21%	-3%
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

Table 9b

Rate of motorcyclist KSIs based on 95% confidence intervals of 100 million motorcycle kilometres

Northern Ireland (2004-2019)

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
2017	591.33	211.19	128.55
2018	1189.08	324.29	187.75
2019	951.78	259.58	150.28
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

Table 9c

Rates of motorcyclist KSIs based on 95% confidence intervals of 100 million motorcycle kilometres (5 year rolling average)

Northern Ireland (2004-2019)

Year	Upper 95% confidence limit	Published Rate	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
2013-2017	515.97	238.14	154.79
2014-2018	390.66	208.35	142.06
2015-2019	380.14	202.74	138.23
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

Table 10

Rate of car user KSIs per 100 million kilometres (cars and vans)

Northern Ireland (2004-2019)

Year	Car User KSIs[1**]	Car Kilometres (100 million)[2]	Rate	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%
2017	485	138.89	3.49	-40%	-11%
2018	446	146.14	3.05	-47%	-13%
2019	479	147.07	3.26	-44%	-7%
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

***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 (2004-2019)

Year	Car User KSIs[1**]	Car Kilometres (100 million)[2]	Rate	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%
2013-2017	473	140.15	3.37	-42%	1%
2014-2018	477	142.59	3.34	-42%	0%
2015-2019	483	143.40	3.37	-42%	0%
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

***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

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

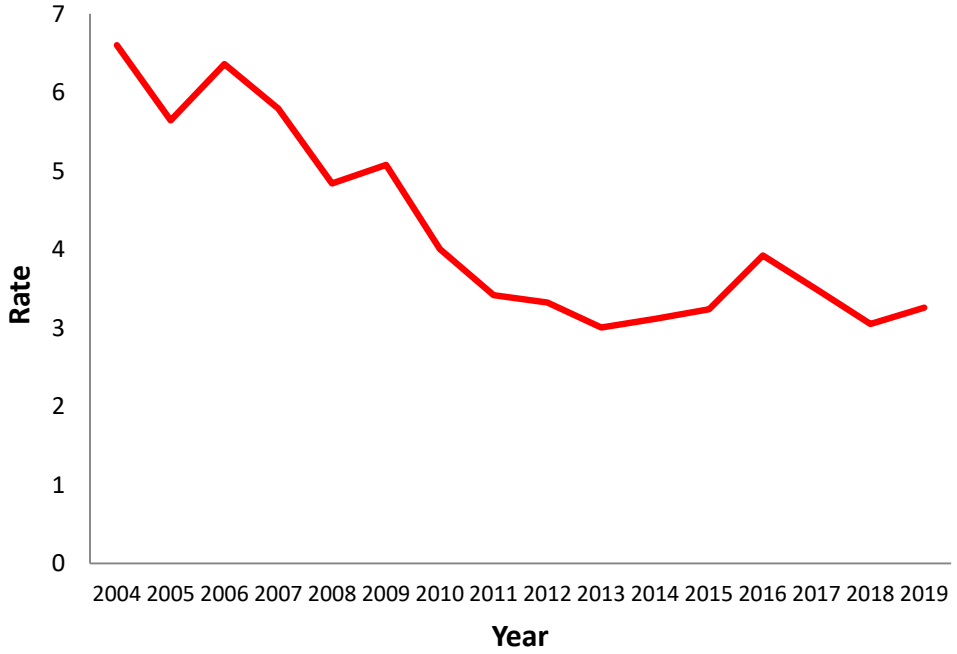
Northern Ireland (2004-2019)

Year	Upper 95% confidence limit	Published Rate	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
2017	3.60	3.49	3.39
2018	3.15	3.05	2.96
2019	3.36	3.26	3.16
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

Figure B: Rate of car user KSIs per 100 million kilometres (cars and vans), 2008-2019



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 (2004-2019)

Year	Fatal and Serious Collisions[1]	Vehicle Kilometres (100 million)[2]	Rate	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	765	164.73	4.64	-22%	0%
2012	720	164.29	4.38	-26%	-6%
2013	670	166.28	4.03	-32%	-8%
2014	651	167.44	3.89	-35%	-4%
2015	639	164.16	3.89	-34%	0%
2016	754	161.10	4.68	-21%	20%
2017	705	160.65	4.39	-26%	-6%
2018	678	168.30	4.03	-32%	-8%
2019	692	169.38	4.09	-31%	1%
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

Table 11a

Rate of fatal and serious collisions per 100 million vehicle kilometres (5 year rolling average)

Northern Ireland (2004-2019)

Year	Fatal and Serious Collisions[1]	Vehicle Kilometres (100 million)[2]	Rate	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	821	165.19	4.97	-16%	-6%
2009-2013	772	165.45	4.67	-21%	-6%
2010-2014	717	164.58	4.35	-27%	-7%
2011-2015	689	163.56	4.21	-29%	-3%
2012-2016	687	163.38	4.20	-29%	0%
2013-2017	684	162.49	4.21	-29%	0%
2014-2018	685	164.48	4.17	-30%	-1%
2014-2018	694	165.42	4.19	-29%	1%
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

Table 11b

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

Northern Ireland (2004-2019)

Year	Upper 95% confidence limit	Published Rate	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	4.77	4.64	4.53
2012	4.50	4.38	4.27
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
2017	4.51	4.39	4.27
2018	4.15	4.03	3.92
2019	4.20	4.09	3.97
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

Table 12

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

Northern Ireland (2004-2019)

Year	Persons aged over 70 KSIs[1]	N.I. Population aged over	N.I. Population aged over 70 (100,000)	Number of KSIs Per 100,000 Population	Percentage change from baseline	Percentage change from last year
2004	83	151,559	1.52	54.76		
2005	83	153,284	1.53	54.15		-1%
2006	65	155,458	1.55	41.81		-23%
2007	73	157,722	1.58	46.28		11%
2008	87	160,424	1.60	54.23		17%
2009	79	163,021	1.63	48.46	-4%	-11%
2010	78	166,500	1.67	46.85	-7%	-3%
2011	90	169,420	1.69	53.12	6%	13%
2012	66	172,225	1.72	38.32	-24%	-28%
2013	80	175,809	1.76	45.50	-9%	19%
2014	77	181,528	1.82	42.42	-16%	-7%
2015	69	186,726	1.87	36.95	-26%	-13%
2016	90	191,990	1.92	46.88	-7%	27%
2017	92	196,623	1.97	46.79	-7%	0%
2018	79	201,747	2.02	39.16	-22%	-16%
2019	104	207,678	2.08	50.08	0%	28%
2004-2008 Baseline	78	155,689	1.56	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 (2004-2019)

Year	Persons aged over 70 KSIs[1]	N.I. Population aged over	N.I. Population aged over 70 (100,000)	Number of KSIs Per 100,000 Population	Percentage change from baseline	Percentage change from last period
2004-2008	78	155,689	1.56	50.23		
2005-2009	77	157,982	1.58	48.99	-2%	-2%
2006-2010	76	160,625	1.61	47.56	-5%	-3%
2007-2011	81	163,417	1.63	49.81	-1%	5%
2008-2012	80	166,318	1.66	48.10	-4%	-3%
2009-2013	79	169,395	1.69	46.40	-8%	-4%
2010-2014	78	173,096	1.73	45.18	-10%	-3%
2011-2015	76	177,142	1.77	43.13	-14%	-5%
2012-2016	76	181,656	1.82	42.06	-16%	-2%
2013-2017	82	186,535	1.87	43.75	-13%	4%
2014-2018	81	191,723	1.92	42.46	-15%	-3%
2015-2019	87	196,953	1.97	44.07	-12%	4%
2004-2008 Baseline	78	155,689	1.56	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 (2004-2019)

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%
2017	41	-56%	-11%
2018	36	-61%	-12%
2019	34	-63%	-6%
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 (2004-2019)

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%
2013-2017	44	-52%	3%
2014-2018	44	-52%	0%
2015-2019	40	-57%	-10%
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 (2004-2019)

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	-	-
2017	2	-	-
2018	2	-	-
2019	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

Northern Ireland (2004-2019)

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	2	-	-
2013-2017	2	-	-
2014-2018	2	-	-
2015-2019	2	-	-
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 wa

Northern Ireland (2004-2019)

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%
2017	13	-53%	-43%
2018	14	-50%	8%
2019	12	-57%	-14%
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 (2004-2019)

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%
2013-2017	17	-37%	4%
2014-2018	17	-37%	0%
2015-2019	15	-45%	-11%
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 (2004-2019)

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%
2017	6	-76%	-14%
2018	8	-67%	33%
2019	3	-88%	-63%
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 (2004-2019)

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%
2013-2017	7	-70%	-3%
2014-2018	7	-72%	-8%
2015-2019	6	-76%	-15%
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 (2004-2019)

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	38	165,095	23.02		
2005	47	163,809	28.69		25%
2006	44	163,207	26.96		-6%
2007	42	162,697	25.81		-4%
2008	43	163,759	26.26		2%
2009	50	163,801	30.52	17%	16%
2010	42	163,933	25.62	-2%	-16%
2011	42	163,589	25.67	-2%	0%
2012	45	162,881	27.63	6%	8%
2013	38	163,574	23.23	-11%	-16%
2014	23	165,177	13.92	-47%	-40%
2015	39	166,098	23.48	-10%	69%
2016	43	166,949	25.76	-1%	10%
2017	38	167,787	22.65	-13%	-12%
2018	28	168,744	16.59	-37%	-27%
2019	39	169,933	22.95	-12%	38%
2004-2008 Baseline	43	163,713	26.14		

[1]Source: NISRA Northern Ireland Multiple Deprivation Measure 2017

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

[3]Source: 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 (2004-2019)

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	12	170,229	7.05		
2005	6	171,047	3.51		-
2006	12	171,585	6.99		-
2007	11	171,834	6.40		-
2008	5	172,489	2.90		-
2009	8	173,657	4.61	-	-
2010	7	174,549	4.01	-	-
2011	13	175,188	7.42	-	-
2012	13	176,001	7.39	-	-
2013	12	176,426	6.80	-	-
2014	10	177,020	5.65	-	-
2015	10	177,550	5.63	-	-
2016	5	178,091	2.81	-	-
2017	10	178,492	5.60	-	-
2018	8	179,977	4.45	-	-
2019	10	180,739	5.53	-	-
2004-2008 Baseline	9	171,437	5.37		

[1]Source: NISRA Northern Ireland Multiple Deprivation Measure 2017

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

[3]Source: 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 (2004-2019)

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
2004-2008	43	163,713	26.14		
2005-2009	45	163,455	27.65	6%	6%
2006-2010	44	163,479	27.04	3%	-2%
2007-2011	44	163,556	26.78	2%	-1%
2008-2012	44	163,593	27.14	4%	1%
2009-2013	43	163,556	26.54	1%	-2%
2010-2014	38	163,831	23.19	-11%	-13%
2011-2015	37	164,264	22.77	-13%	-2%
2012-2016	38	164,936	22.80	-13%	0%
2013-2017	36	165,917	21.82	-17%	-4%
2014-2018	34	166,951	20.49	-22%	-6%
2015-2019	37	167,902	22.27	-15%	9%
2004-2008 Baseline	43	163,713	26.14		

[1]Source: NISRA Northern Ireland Multiple Deprivation Measure 2017
[2]Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics
[3]Source: 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 (2004-2019)

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
2004-2008	9	171,437	5.37		
2005-2009	8	172,122	4.88	-	-
2006-2010	9	172,823	4.98	-	-
2007-2011	9	173,543	5.07	-	-
2008-2012	9	174,377	5.28	-	-
2009-2013	11	175,164	6.05	-	-
2010-2014	11	175,837	6.26	-	-
2011-2015	12	176,437	6.57	-	-
2012-2016	10	177,018	5.65	-	-
2013-2017	9	177,516	5.30	-	-
2014-2018	9	178,226	4.83	-	-
2015-2019	9	178,970	4.81	-	-
2004-2008 Baseline	9	171,437	5.37		

[1]Source: NISRA Northern Ireland Multiple Deprivation Measure 2017
[2]Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics
[3]Source: 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 (2004-2019)

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	17	41,122	41.34	33		
2005	13	39,687	32.76	33		-21%
2006	16	38,678	41.37	33		26%
2007	11	38,102	28.87	33		-30%
2008	8	37,865	21.13	33		-27%
2009	14	37,452	37.38	33	12%	77%
2010	17	37,200	45.70	33	37%	22%
2011	8	37,106	21.56	33	-35%	-53%
2012	14	37,155	37.68	33	13%	75%
2013	14	37,434	37.40	33	12%	-1%
2014	7	37,990	18.43	33	-45%	-51%
2015	8	38,190	20.95	33	-37%	14%
2016	15	38,608	38.85	33	17%	85%
2017	7	39,092	17.91	33	-46%	-54%
2018	7	39,523	17.71	33	-47%	-1%
2019	10	39,931	25.04	33	-25%	41%
2004-2008 Baseline	13	39,091	33.26	33		

[1]Source: NISRA Northern Ireland Multiple Deprivation Measure 2017

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

[3]Source: 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 (2004-2019)

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	4	34,125	11.72	7		
2005	2	33,739	5.93	7		-
2006	2	33,351	6.00	7		-
2007	3	32,840	9.14	7		-
2008	0	32,719	0.00	7		-
2009	1	32,590	3.07	7	-	-
2010	3	32,403	9.26	7	-	-
2011	4	32,252	12.40	7	-	-
2012	2	32,050	6.24	7	-	-
2013	3	31,784	9.44	7	-	-
2014	0	31,497	0.00	7	-	-
2015	1	31,574	3.17	7	-	-
2016	3	31,625	9.49	7	-	-
2017	2	31,808	6.29	7	-	-
2018	1	32,224	3.10	7	-	-
2019	2	32,391	6.17	7	-	-
2004-2008 Baseline	2	33,355	6.60	7		

[1]Source: NISRA Northern Ireland Multiple Deprivation Measure 2017

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

[3]Source: 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 (2004-2019)

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
2004-2008	13	39,091	33.26	33		
2005-2009	12	38,357	32.33	33	-3%	-3%
2006-2010	13	37,859	34.87	33	5%	8%
2007-2011	12	37,545	30.90	33	-7%	-11%
2008-2012	12	37,356	32.66	33	-2%	6%
2009-2013	13	37,269	35.95	33	8%	10%
2010-2014	12	37,377	32.11	33	-3%	-11%
2011-2015	10	37,575	27.15	33	-18%	-15%
2012-2016	12	37,875	30.63	33	-8%	13%
2013-2017	10	38,263	26.66	33	-20%	-13%
2014-2018	9	38,681	22.75	33	-32%	-15%
2015-2019	9	39,069	24.06	33	-28%	6%
2004-2008 Baseline	13	39,091	33.26	33		

[1]Source: NISRA Northern Ireland Multiple Deprivation Measure 2017
[2]Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics
[3]Source: 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 (2004-2019)

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
2004-2008	2	33,355	6.60	7		
2005-2009	2	33,048	4.84	7	-	-
2006-2010	2	32,781	5.49	7	-	-
2007-2011	2	32,561	6.76	7	-	-
2008-2012	2	32,403	6.17	7	-	-
2009-2013	3	32,216	8.07	7	-	-
2010-2014	2	31,997	7.50	7	-	-
2011-2015	2	31,831	6.28	7	-	-
2012-2016	2	31,706	5.68	7	-	-
2013-2017	2	31,658	5.69	7	-	-
2014-2018	1	31,746	4.41	7	-	-
2015-2019	2	31,924	5.64	7	-	-
2004-2008 Baseline	2	33,355	6.60	7		

[1]Source: NISRA Northern Ireland Multiple Deprivation Measure 2017
[2]Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics
[3]Source: 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 (2008-2019)

	10 % Most Deprived (SOAs)[1]				
Year[4]	Number of KSIs[2]	Population[3]	KSIs per 100,000 population	Percentage change from baseline	Percentage change from last year
2008	32	163,759	19.54		
2009	40	163,801	24.42		25%
2010	31	163,933	18.91		-23%
2011	39	163,589	23.84		26%
2012	36	162,881	22.10		-7%
2013	30	163,574	18.34	-16%	-17%
2014	27	165,177	16.35	-25%	-11%
2015	24	166,098	14.45	-34%	-12%
2016	32	166,949	19.17	-12%	33%
2017	26	167,787	15.50	-29%	-19%
2018	23	168,744	13.63	-37%	-12%
2019	28	169,933	16.48	-24%	21%
2008-2012 Baseline	36	163,593	21.76		

[1]Source: NISRA Northern Ireland Multiple Deprivation Measure 2017

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

[3]Source: NISRA Mid Year Population Estimates

[4]Casualty 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 (2008-2019)

	10 % Least Deprived (SOAs)[1]				
Year[4]	Number of KSIs[2]	Population[3]	KSIs per 100,000 population	Percentage change from baseline	Percentage change from last year
2008	4	172,489	2.32		
2009	9	173,657	5.18		-
2010	11	174,549	6.30		-
2011	14	175,188	7.99		-
2012	13	176,001	7.39		-
2013	10	176,426	5.67	-	-
2014	8	177,020	4.52	-	-
2015	13	177,550	7.32	-	-
2016	9	178,091	5.05	-	-
2017	13	178,492	7.28	-	-
2018	5	179,977	2.78	-	-
2019	18	180,739	9.96	-	-
2008-2012 Baseline	10	174,377	5.85		

[1]Source: NISRA Northern Ireland Multiple Deprivation Measure 2017

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

[3]Source: NISRA Mid Year Population Estimates

[4]Casualty 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 (2008-2019)

	10 % Most Deprived (SOAs)[1]				
Year[4]	Number of KSIs[2]	Population[3]	KSIs per 100,000 population	Percentage change from baseline	Percentage change from last year
2008-2012	36	163,593	21.76		
2009-2013	35	163,556	21.52	-1%	-1%
2010-2014	33	163,831	19.90	-9%	-8%
2011-2015	31	164,264	18.99	-13%	-5%
2012-2016	30	164,936	18.07	-17%	-5%
2013-2017	28	165,917	16.76	-23%	-7%
2014-2018	26	166,951	15.81	-27%	-6%
2015-2019	27	167,902	15.84	-27%	0%
2008-2012 Baseline	36	163,593	21.76		

[1]Source: NISRA Northern Ireland Multiple Deprivation Measure 2017
[2]Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics
[3]Source: NISRA Mid Year Population Estimates
[4]Casualty 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 (2008-2019)

	10 % Least Deprived (SOAs)[1]				
Year[4]	Number of KSIs[2]	Population[3]	KSIs per 100,000 population	Percentage change from baseline	Percentage change from last year
2008-2012	10	174,377	5.85		
2009-2013	11	175,164	6.51	-	-
2010-2014	11	175,837	6.37	-	-
2011-2015	12	176,437	6.57	-	-
2012-2016	11	177,018	5.99	-	-
2013-2017	11	177,516	5.97	-	-
2014-2018	10	178,226	5.39	-	-
2015-2019	12	178,970	6.48	-	-
2008-2012 Baseline	10	174,377	5.85		

[1]Source: NISRA Northern Ireland Multiple Deprivation Measure 2017
[2]Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics
[3]Source: NISRA Mid Year Population Estimates
[4]Casualty 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 (2008-2019)

	10 % Most Deprived (SOAs)[1]				
Year[4]	Number of KSIs[2]	Population[3]	KSIs per 100,000 population	Percentage change from baseline	Percentage change from last year
2008	7	37,865	18.49		
2009	13	37,452	34.71		88%
2010	15	37,200	40.32		16%
2011	10	37,106	26.95		-33%
2012	16	37,155	43.06		60%
2013	10	37,434	26.71	-18%	-38%
2014	7	37,990	18.43	-44%	-31%
2015	4	38,190	10.47	-68%	-43%
2016	14	38,608	36.26	11%	246%
2017	8	39,092	20.46	-37%	-44%
2018	4	39,523	10.12	-69%	-51%
2019	9	39,931	22.54	-31%	123%
2008-2012 Baseline	12	37,356	32.66		

[1]Source: NISRA Northern Ireland Multiple Deprivation Measure 2017
[2]Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics
[3]Source: NISRA Mid Year Population Estimates
[4]Casualty 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 (2008-2019)

	10 % Least Deprived (SOAs)[1]				
Year[4]	Number of KSIs[2]	Population[3]	KSIs per 100,000 population	Percentage change from baseline	Percentage change from last year
2008	2	32,719	6.11		
2009	3	32,590	9.21	-	-
2010	2	32,403	6.17	-	-
2011	6	32,252	18.60	-	-
2012	2	32,050	6.24	-	-
2013	1	31,784	3.15	-	-
2014	0	31,497	0.00	-	-
2015	2	31,574	6.33	-	-
2016	2	31,625	6.32	-	-
2017	2	31,808	6.29	-	-
2018	1	32,224	3.10	-	-
2019	3	32,391	9.26	-	-
2008-2012 Baseline	3	32,403	9.26		

[1]Source: NISRA Northern Ireland Multiple Deprivation Measure 2017
[2]Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics
[3]Source: NISRA Mid Year Population Estimates
[4]Casualty 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 (2008-2019)

	10 % Most Deprived (SOAs)[1]				
Year[4]	Number of KSIs[2]	Population[3]	KSIs per 100,000 population	Percentage change from baseline	Percentage change from last year
2008-2012	12	37,356	32.66		
2009-2013	13	37,269	34.34	5%	5%
2010-2014	12	37,377	31.04	-5%	-10%
2011-2015	9	37,575	25.02	-23%	-19%
2012-2016	10	37,875	26.93	-18%	8%
2013-2017	9	38,263	22.48	-31%	-17%
2014-2018	7	38,681	19.13	-41%	-15%
2015-2019	8	39,069	19.96	-39%	4%
2008-2012 Baseline	12	37,356	32.66		

[1]Source: NISRA Northern Ireland Multiple Deprivation Measure 2017
[2]Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics
[3]Source: NISRA Mid Year Population Estimates
[4]Casualty 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 (2008-2019)

	10 % Least Deprived (SOAs)[1]				
Year[4]	Number of KSIs[2]	Population[3]	KSIs per 100,000 population	Percentage change from baseline	Percentage change from last year
2008-2012	3	32,403	9.26		
2009-2013	3	32,216	8.69	-	-
2010-2014	2	31,997	6.88	-	-
2011-2015	2	31,831	6.91	-	-
2012-2016	1	31,706	4.42	-	-
2013-2017	1	31,658	4.42	-	-
2014-2018	1	31,746	4.41	-	-
2015-2019	2	31,924	6.26	-	-
2008-2012 Baseline	3	32,403	9.26		

[1]Source: NISRA Northern Ireland Multiple Deprivation Measure 2017
[2]Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics
[3]Source: NISRA Mid Year Population Estimates
[4]Casualty 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 (2004-2019)

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%
2017	235	-45%	-11%
2018	218	-49%	-7%
2019	233	-45%	7%
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 (2004-2019)

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%
2013-2017	243	-43%	-1%
2014-2018	244	-43%	0%
2015-2019	239	-44%	-2%
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 (2008-2019)

	Year	Novice Drivers - time held licence[1,2] 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*
	2015-2017	29	19	13	19	*80*
	2016-2018[r]	27	17	12	19	*76*
	2017-2019	25	17	13	23	*78*
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*
	2015-2017	7	6	4	8	*25*
	2016-2018[r]	6	5	4	8	*23*
	2017-2019	8	8	8	6	*29*
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*
	2015-2017	36	25	17	28	*105*
	2016-2018[r]	33	23	16	26	*99*
	2017-2019	33	25	21	29	*108*
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

[r] Please note the 2016-2018 figures have been revised slightly as the matching process was refined and more data became available.

***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 (2008-2019)

	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%
	2015-2017	29	-51%	-4%
	2016-2018[r]	27	-54%	-7%
	2017-2019	25	-58%	-9%
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%
	2015-2017	7	-74%	8%
	2016-2018[r]	6	-78%	-13%
	2017-2019	8	-69%	39%
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%
	2015-2017	36	-58%	-2%
	2016-2018[r]	33	-61%	-8%
	2017-2019	33	-62%	0%
2008-2010 Baseline		86		

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

[2] Source: Driver Vehicle Agency, Department for Infrastructure

[r] Please note the 2016-2018 figures have been revised slightly as the matching process was refined and more data became available.

***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)

Northern Ireland (2008-2019)

	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%
	2015-2017	19	-36%	6%
	2016-2018[r]	17	-40%	-7%
	2017-2019	17	-40%	0%
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%
	2015-2017	6	-68%	-31%
	2016-2018[r]	5	-72%	-14%
	2017-2019	8	-60%	42%
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%
	2015-2017	25	-49%	-7%
	2016-2018[r]	23	-53%	-9%
	2017-2019	25	-48%	10%
2008-2010 Baseline		48		

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

[2] Source: Driver Vehicle Agency, Department for Infrastructure

[r] Please note the 2016-2018 figures have been revised slightly as the matching process was refined and more data became available.

***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)

Northern Ireland (2008-2019)

	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%
	2015-2017	13	-55%	-10%
	2016-2018[r]	12	-57%	-4%
	2017-2019	13	-52%	11%
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%
	2015-2017	4	-74%	-30%
	2016-2018[r]	4	-73%	3%
	2017-2019	8	-50%	85%
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%
	2015-2017	17	-62%	-16%
	2016-2018[r]	16	-63%	-2%
	2017-2019	21	-51%	30%
2008-2010 Baseline		44		

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

[2] Source: Driver Vehicle Agency, Department for Infrastructure

[r] Please note the 2016-2018 figures have been revised slightly as the matching process was refined and more data became available.

***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)

Northern Ireland (2008-2019)

	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%
	2015-2017	19	-21%	0%
	2016-2018[r]	19	-21%	0%
	2017-2019	23	-21%	0%
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%
	2015-2017	8	-23%	-24%
	2016-2018[r]	8	-29%	-7%
	2017-2019	6	-46%	-24%
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%
	2015-2017	28	-22%	-8%
	2016-2018[r]	26	-25%	-4%
	2017-2019	29	-19%	8%
2008-2010 Baseline		35		

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

[2] Source: Driver Vehicle Agency, Department for Infrastructure

[r] Please note the 2016-2018 figures have been revised slightly as the matching process was refined and more data became available.

***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)

Northern Ireland (2008-2019)

	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%
	2015-2017	80	-44%	-2%
	2016-2018[r]	76	-47%	-5%
	2017-2019	78	-45%	4%
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%
	2015-2017	25	-65%	-21%
	2016-2018[r]	23	-68%	-9%
	2017-2019	29	-59%	27%
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%
	2015-2017	105	-51%	-7%
	2016-2018[r]	99	-54%	-6%
	2017-2019	108	-49%	9%
2008-2010 Baseline		214		

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

[2] Source: Driver Vehicle Agency, Department for Infrastructure

[r] Please note the 2016-2018 figures have been revised slightly as the matching process was refined and more data became available.

***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 (3 Year Rolling Average)

Northern Ireland (2008-2019)

		Novice Drivers - time held licence[1,2] *Sampling errors +/- around published estimates*				
	Year	0-6	7-12	13-18	19-24	*0-24*
Novice driver responsible	2008-2010	4	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*
	2015-2017	3	2	2	2	*4*
	2016-2018[r]	2	2	2	2	*4*
	2017-2019	2	2	2	2	*4*
2008-2010 Baseline		4	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*
	2015-2017	1	1	1	1	*2*
	2016-2018[r]	1	1	1	1	*2*
	2017-2019	1	1	1	1	*2*
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*
	2015-2017	3	2	2	3	*5*
	2016-2018[r]	3	2	2	3	*5*
	2017-2019	3	2	2	2	*4*
2008-2010 Baseline		5	4	3	3	*7*

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

[2] Source: Driver Vehicle Agency, Department for Infrastructure

[r] Please note the 2016-2018 figures have been revised slightly as the matching process was refined and more data became available.

***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 (2010-2019)

	Year	Built-up roads up to 40mph	Dual Carriageways	Motorways	Single Carriageways above 40mph
24 hour	2010	46%	27%	18%	9%
	2011	45%	26%	17%	9%
	2012	47%	30%	16%	9%
	2013	44%	27%	19%	8%
	2014	44%	28%	19%	10%
	2015	49%	28%	17%	11%
	2016	44%	27%	17%	10%
	2017	41%	32%	13%	10%
	2018	39%	31%	17%	12%
	2019	37%	29%	17%	12%
	2010 Baseline	46%	27%	18%	9%
11pm - 7am (free running)	2010	64%	42%	20%	21%
	2011	64%	39%	19%	21%
	2012	68%	47%	18%	20%
	2013	65%	41%	19%	19%
	2014	66%	42%	20%	21%
	2015	70%	45%	17%	24%
	2016	67%	47%	21%	23%
	2017	69%	50%	14%	23%
	2018	67%	47%	16%	24%
	2019*	67%	45%	17%	24%
	2010 Baseline	64%	42%	20%	21%
7am - 11pm	2010	45%	26%	18%	8%
	2011	44%	25%	17%	8%
	2012	45%	29%	16%	9%
	2013	42%	25%	19%	8%
	2014	43%	26%	19%	9%
	2015	48%	27%	17%	10%
	2016	43%	26%	17%	9%
	2017	39%	30%	12%	9%
	2018	37%	30%	17%	11%
	2019*	35%	27%	17%	11%
	2010 Baseline	45%	26%	18%	8%

Table 23a

Proportion of vehicles exceeding the speed limit on built-up roads (up to 40mph)

Northern Ireland (2010-2019)

	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	49%	8%	12%
	2016	44%	-3%	-10%
	2017	41%	-11%	-8%
	2018	39%	-15%	-5%
	2019*	37%	-18%	-4%
	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	70%	9%	7%
	2016	67%	4%	-5%
	2017	69%	8%	4%
	2018	67%	4%	-4%
	2019*	67%	4%	0%
	2010 Baseline	64%		
7am - 11pm	2010	45%		
	2011	44%	-2%	-2%
	2012	45%	2%	4%
	2013	42%	-5%	-6%
	2014	43%	-4%	0%
	2015	48%	7%	12%
	2016	43%	-3%	-10%
	2017	39%	-13%	-10%
	2018	37%	-17%	-5%
	2019*	35%	-20%	-4%
	2010 Baseline	45%		

[1] Source: Transport NI, C2-Cloud Traffic Data

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

* 2019 figures were calculated using the smallest number of traffic counters to date, and as with the years 2015, 2017 & 2018, some only had partial year's data. See User Guidance for further information.

Table 23b

Proportion of vehicles exceeding the speed limit on dual carriageways

Northern Ireland (2010-2019)

	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%	1%	-4%
	2017	32%	16%	15%
	2018	31%	14%	-2%
	2019*	29%	6%	-7%
	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	47%	12%	4%
	2017	50%	21%	8%
	2018	47%	14%	-6%
	2019*	45%	8%	-5%
	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	26%	0%	-4%
	2017	30%	15%	15%
	2018	30%	13%	-1%
	2019*	27%	5%	-8%
	2010 Baseline	26%		

[1] Source: Transport NI, C2-Cloud Traffic Data

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

* 2019 figures were calculated using the smallest number of traffic counters to date, and as with the years 2015, 2017 & 2018, some only had partial year's data. See User Guidance for further information.

Table 23c

Proportion of vehicles exceeding the speed limit on motorways

Northern Ireland (2010-2019)

	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%
	2017	13%	-31%	-26%
	2018	17%	-7%	34%
	2019*	17%	-7%	1%
	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%
	2017	14%	-30%	-32%
	2018	16%	-19%	17%
	2019*	17%	-17%	2%
	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%
	2017	12%	-31%	-25%
	2018	17%	-6%	37%
	2019*	17%	-6%	0%
	2010 Baseline	18%		

[1] Source: Transport NI, C2-Cloud Traffic Data

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

* 2019 figures were calculated using the smallest number of traffic counters to date, and as with the years 2015, 2017 & 2018, some only had partial year's data. See User Guidance for further information.

Table 23d

Proportion of vehicles exceeding the speed limit on single carriageways (above 40mph)

Northern Ireland (2010-2019)

	Year	Single Carriageways above 40mph	Percentage change from baseline	Percentage change from last year
24 hour	2010	9%		
	2011	9%	0%	0%
	2012	9%	2%	2%
	2013	8%	-9%	-11%
	2014	10%	11%	23%
	2015	11%	19%	7%
	2016	10%	10%	-8%
	2017	10%	13%	3%
	2018	12%	26%	11%
	2019*	12%	32%	4%
	2010 Baseline	9%		
11pm - 7am (free running)	2010	21%		
	2011	21%	-1%	-1%
	2012	20%	-5%	-4%
	2013	19%	-10%	-5%
	2014	21%	-1%	10%
	2015	24%	10%	11%
	2016	23%	10%	0%
	2017	23%	8%	-1%
	2018	24%	10%	2%
	2019*	24%	10%	0%
	2010 Baseline	21%		
7am - 11pm	2010	8%		
	2011	8%	0%	0%
	2012	9%	3%	3%
	2013	8%	-10%	-12%
	2014	9%	12%	24%
	2015	10%	20%	6%
	2016	9%	10%	-8%
	2017	9%	13%	2%
	2018	11%	28%	13%
	2019*	11%	33%	5%
	2010 Baseline	8%		

[1] Source: Transport NI, C2-Cloud Traffic Data

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

* 2019 figures were calculated using the smallest number of traffic counters to date, and as with the years 2015, 2017 & 2018, some only had partial year's data. See User Guidance for further information.

Table 24
Reasons why respondents feel unsafe when walking by the road
Northern Ireland (2012-2018)

	Percentage of Respondents*				
	2012-2014	2013-2015	2014-2016	2015-2017	2016-2018
No footpath	37%	37%	36%	35%	34%
Heavy traffic	27%	28%	28%	29%	28%
Motorists driving without consideration of pedestrians	29%	29%	28%	27%	25%
Traffic travelling above the speed limit	28%	27%	26%	25%	25%
Bad weather	20%	20%	21%	21%	22%
If footpath is not well lit at night	23%	22%	22%	21%	22%
Narrow footpath	21%	20%	20%	20%	19%
Walking on my own especially at night	22%	22%	22%	20%	19%
If condition of footpath is poor	13%	14%	15%	15%	15%
Worry about crime/personal safety	15%	15%	15%	14%	13%
If footpaths are not kept clear	11%	12%	12%	12%	13%
Cyclists, Scooters, Skateboarders on the footpath	11%	12%	13%	13%	12%
Roadworks	11%	11%	11%	12%	11%
Normal traffic even if travelling within the speed limit	7%	7%	7%	8%	9%
Other	2%	2%	1%	1%	1%
Always feel safe	*13%*	*14%*	*16%*	*17%*	*19%*
Do not walk by the road	*4%*	*4%*	*4%*	*4%*	*4%*
Base	2,698	2,620	2,686	2,605	2,622

[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
Northern Ireland (2012-2018)

	2012-2014	2013-2015	2014-2016	2015-2017	2016-2018
	95% Confidence Range +/-	95% Confidence Range +/-	95% Confidence Range +/-	95% Confidence Range +/-	95% Confidence Range +/-
No footpath	2%	2%	2%	2%	2%
Heavy traffic	2%	2%	2%	2%	2%
Motorists driving without consideration of pedestrians	2%	2%	2%	2%	2%
Traffic travelling above the speed limit	2%	2%	2%	2%	2%
Bad weather	2%	2%	2%	2%	2%
If footpath is not well lit at night	2%	2%	2%	2%	2%
Narrow footpath	2%	2%	2%	2%	2%
Walking on my own especially at nig	2%	2%	2%	2%	2%
If condition of footpath is poor	1%	1%	1%	1%	1%
Worry about crime/personal safety	1%	1%	1%	1%	1%
If footpaths are not kept clear	1%	1%	1%	1%	1%
Cyclists, Scooters, Skateboarders on the footpath	1%	1%	1%	1%	1%
Roadworks	1%	1%	1%	1%	1%
Normal traffic even if travelling within the speed limit	1%	1%	1%	1%	1%
Other	1%	1%	0%	0%	0%
Always feel safe	*1%*	*1%*	*1%*	*1%*	*2%*
Do not walk by the road	*1%*	*1%*	*1%*	*1%*	*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 (2012-2018)

	Percentage of Respondents*				
	2012-2014	2013-2015	2014-2016	2015-2017	2016-2018
Heavy traffic	55%	55%	54%	55%	55%
Motorists driving without consideration of cyclists	50%	51%	51%	49%	48%
Buses or lorries	44%	42%	44%	42%	39%
If road condition is poor	35%	36%	39%	36%	38%
Traffic travelling above the speed limit	38%	39%	38%	36%	35%
Bad weather	36%	37%	38%	33%	32%
Not enough cycle lanes	28%	30%	30%	28%	29%
Narrow roads	22%	25%	26%	24%	25%
Normal traffic even if travelling within speed limit	17%	18%	20%	18%	21%
If the roads are not well lit at night	20%	20%	21%	20%	20%
Cycle lanes not kept clear	16%	18%	20%	17%	18%
Roadworks	13%	11%	12%	11%	14%
Worry about crime/personal safety	6%	7%	8%	9%	10%
Other	1%	1%	1%	1%	0%
Always feel safe	*5%*	*6%*	*5%*	*6%*	*7%*
Do not cycle on the road	*3%*	*4%*	*4%*	*4%*	*6%*
Base	623	564	568	516	529

[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
Northern Ireland (2012-2018)

	2012-2014 95% Confidence Range +/-	2013-2015 95% Confidence Range +/-	2014-2016 95% Confidence Range +/-	2015-2017 95% Confidence Range +/-	2016-2018 95% Confidence Range +/-
Heavy traffic	4%	4%	4%	4%	4%
Motorists driving without consideration of cyclists	4%	4%	4%	4%	4%
Buses or lorries	4%	4%	4%	4%	4%
If road condition is poor	4%	4%	4%	4%	4%
Traffic travelling above the speed limit	4%	4%	4%	4%	4%
Bad weather	4%	4%	4%	4%	4%
Not enough cycle lanes	4%	4%	4%	4%	4%
Narrow roads	3%	4%	4%	4%	4%
Normal traffic even if travelling within speed limit	3%	3%	3%	3%	3%
If the roads are not well lit at night	3%	3%	3%	3%	3%
Cycle lanes not kept clear	3%	3%	3%	3%	3%
Roadworks	3%	3%	3%	3%	3%
Worry about crime/personal safety	2%	2%	2%	2%	3%
Other	1%	1%	1%	1%	0%
Always feel safe	*2%*	*2%*	*2%*	*2%*	*2%*
Do not cycle on the road	*1%*	*2%*	*2%*	*2%*	*2%*

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

Appendix 2: User Guidance

Introduction

This statistics release is the ninth of an annual series which will continue to be produced each September over the lifetime of the Northern Ireland Road Safety Strategy to 2020. This is the penultimate report before the current Strategy ends next year.

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% 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 statement 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. 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://code.statisticsauthority.gov.uk/]

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://uksa.statisticsauthority.gov.uk/publication/official-statistics-performance-measurement-and-targets/].

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-2019-detailed-tables.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/northern-ireland-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 71 per cent in the current analysis period of 2008-2019) although this is tested to ensure that there is no systematic bias with respect to excluded cases.

Great Britain Stats19 System Review

In Great Britain, road accident data is collected from relevant police forces through the Stats19 collection system. As with any collection system, Stats19 needs to be periodically reviewed to keep up with changes in technology, to make improvements to completeness and accuracy, and to reduce the reporting burden.

Stats19 is currently under review, having previously been reviewed in 2008. This process is overseen by the Standing Committee on Road Accident Statistics (SCRAS) (https://www.gov.uk/government/publications/committees-and-user-groups-on-transport-statistics/the-transport-statistics-user-group). The review will run through 2020, having been delayed due to Covid-19, before making recommendations on modifications to the data collection which will then be consulted on.

The Collision Report Form (CRF) used by PSNI is based upon the Stats19 so we are liaising closely with PSNI colleagues to ensure we are aware of the progress of this review, any potential impact of this review on the data used in this report and to ensure users are aware of any such impacts.

Travel Survey for Northern Ireland (TSNI) (NS)

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 note that the Travel Survey for Northern Ireland Headline Report 2017-2019 is currently scheduled for winter 2020 following a delay in the production and supply of the TSNI databases related to the COVID-19 situation. Therefore 2016-2018 is the latest TSNI data currently available.

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, 2002-2018

	Pedestrians		Pedal Cyclists		Motorcyclists		Car Users		Motorised Vehicle Users	
Year	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	4	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
2015-2017 [r]	166	9	34	9	14	9	4614	137	5337	144
2016-2018*	165	9	32	8	11	8	4827	147	5559	157

Source: Travel Survey for Northern Ireland, Department for infrastructure

[1] "Car user" includes "Car driver", "Car passenger" and "Car undefined"

[2] "All motorised road vehicles" includes all travel modes apart from "Walk", "Bicycle" and "NI Railways"

[r] Some minor revisions were made to 2015-2017 figures after detailed quality assurance procedures were carried out. Data have been updated to reflect these revisions.

* Note that 2016-2018 miles travelled was used to approximate rates for 2019 and 2015-2019 for Tables 5 to 11 due to a delay in the production and supply of TSNI databases this year.

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
https://www.nisra.gov.uk/statistics/population/mid-year-population-estimates.

Northern Ireland Multiple Deprivation Measure 2017 https://www.nisra.gov.uk/statistics/deprivation/northern-ireland-multiple-deprivation-measure-2017-nimdm2017.

The updated deprivation measures were released on 23rd November 2017 replacing the NIMDM 2010 as the official measure of deprivation in Northern Ireland.

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. In publications prior to 2018, NIMDM 2010 was used; from 2018 onwards, NIMDM 2017 is used.

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 2016, 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. In 2016, 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 154 counters which provided valid data.

Following this, a large number of traffic counters were deactivated, while a small number of new counters were activated mid-year, meaning there were a much smaller number of counters available for analysis both in 2017 (76), 2018 (70) and 2019(62). One counter provided in 2019 only had a partial year of data, but as with previous years which followed guidance from Transport NI, and wide ranging consistency checking by ASRB to ensure this did not affect indicator quality, partial year's data were deemed fit for purpose.

The 62 counters in 2019 were the fewest available to date. Proportionally speaking, there are now a greater number of counters on built up roads (32% in 2019, 19% in 2015), and fewer on single and dual carriageways (45% in 2019, 67% in 2015) – however, this is more in line with the kilometres travelled on each road type. In 2012-2014 (the last years of available data), 35% of kilometres travelled were on built-up roads and 57% were on rural roads. For this reason, the estimates included in this report for 2018 are deemed fit for purpose; however, it is advisable to use caution when making comparisons with other years. See Indicator Guidance Booklet: https://www.infrastructure-ni.gov.uk/sites/default/files/publications/infrastructure/northern-ireland-road-safety-strategy-to-2020-indicator-guidance-booklet.pdf.
Data are excluded from a small number of roads - see methodology (link below) or indicator booklet (link above) for information on why. Furthermore, users should note that not all counters are available every year.

Because data are not available for all roads, the available data are therefore a sample, with associated sampling errors. However, the very large sample of vehicles on which the speeding estimates are based means 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/2019-traffic-travel-information-report.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.

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% 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% increase on the 2004-2008 figure. The trend for motorcycle miles is the opposite, where average miles per person per year fell by 13% 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 five years 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 three years 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-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.

The Police Service of Northern Ireland statistics on injury road traffic collisions can be viewed at:
https://www.psni.police.uk/inside-psni/Statistics/road-traffic-collision-statistics/.

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:
https://www.gov.uk/government/collections/road-accidents-and-safety-statistics.

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 2018 can be viewed at:
https://www.transport.gov.scot/publication/road-safety-framework-annual-report-2018/.

Scottish Road Casualty Statistics are available at:
https://www.transport.gov.scot/publication/key-reported-road-casualties-scotland-2019/.

Extra Scottish Road Casualty Statistics tables are also available at:
https://www.transport.gov.scot/media/45016/sct07208424681.xls.

Scottish Transport Statistics, which include injury road accidents tables, can be found at:
https://www.transport.gov.scot/publication/scottish-transport-statistics-no-38-2019-edition/.

The latest National Statistics produced by the Welsh Government were released on 14 July 2020 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/RSA-Statistics/.

The Garda National Traffic Bureau (GNTB) produces Traffic Statistics for the Republic of Ireland. These can be found at: https://www.garda.ie/en/Roads-Policing/Statistics/.

Free speed study statistics for Ireland are available at: https://www.rsa.ie/en/RSA/Road-Safety/Our-Research/Surveys--Consultations/Speed/.

Eurostat published road safety statistics at national and regional level, which looks at long-term trends in the number of lives lost in road traffic accidents in the European Union (EU): https://ec.europa.eu/eurostat/statistics-explained/index.php?title=Road_safety_statistics_-_characteristics_at_national_and_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-2019.

The WHO Global Status Report on Road Safety, 2018: https://www.who.int/violence_injury_prevention/road_safety_status/2018/en/

The European Transport Safety Council (ETSC) published a report Ranking EU Progress on Road Safety in June 2020. It can be accessed via: https://etsc.eu/14th-annual-road-safety-performance-index-pin-report/

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. *Please note: This includes those who are exempt from wearing a restraint.*
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. *Please note: This data excludes motorways.*
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.