

Police Service of Northern Ireland

Police Recorded Injury Road Traffic Collisions and Casualties Northern Ireland

Detailed Trends Report 2015

Annual Bulletin

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User Engagement

If you have any comments or feedback about this report or if there are any tables that you would like to see included, please do not hesitate to contact us. Contact details are provided on the cover page. An accompanying Excel spreadsheet is available on the PSNI website.

Executive Summary

- There were 6,147 injury collisions recorded by PSNI between January to December 2015 resulting in a total of 9,737 casualties comprising 74 fatalities, 711 people seriously injured and a further 8,952 people slightly injured.
- The 9,737 casualties and 6,147 injury road traffic collisions are the highest number observed for each year since 2009, continuing the upward casualty trend from previous years.
- The total number of injury road traffic collisions over the last 10 calendar years has increased from 5,628 in 2006 to 6,147 in 2015 and the total number of casualties resulting from these collisions has also increased from 9,182 to 9,737. This is in large part due to 2015 having the largest number of people slightly injured recorded in a calendar year since 2002.
- No pedal cyclists were killed in 2015 which is the first time there have been no deaths in this category since 2010. The number of deaths among pedestrians, drivers and passengers recorded in 2015 is the highest for each of these categories in a calendar year since 2009.
- Drivers of motor vehicles were the single largest casualty class in 2015 and account for the greatest proportion (36.3%) of all people killed or seriously injured in 2015. Fewer drivers, however, were seriously injured in 2015 than any previous calendar year since electronic data was made available in 1986.
- There were 82 motorcyclist KSI casualties which is the lowest number of motorcyclists killed or seriously injured in twenty years since 1996.
- The number of children (under the age of 16) and young people (aged 16 to 24) killed or seriously injured in 2015 has more than halved from the levels recorded ten years ago in 2006. These have fallen by 80 child and 214 young people KSI casualties respectively (reductions of 52.6% and 52.1%).
- There have also been fewer older people (65 and over) seriously injured in 2015 than in any year since severity of injury by age group began being recorded in 1986.
- The most common principal causation factors for KSI casualties during 2015 were 'Inattention or attention diverted' (91 KSI casualties), followed by 'Excessive speed having regard to conditions' (81 KSI casualties) and 'Impaired by alcohol/drugs – driver/rider' (72 KSI casualties).

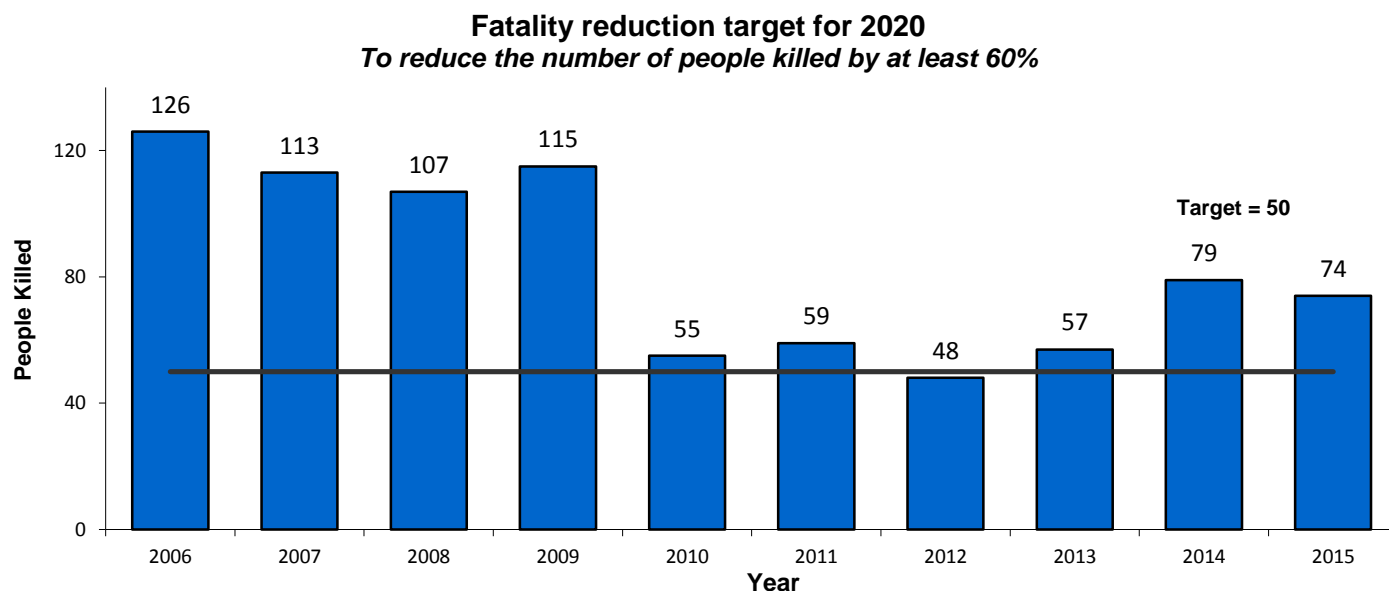
Recorded Injury Road Traffic Collisions and Casualties 2006-2015

	Number of injury Collisions				Casualties			
	Fatal Collisions	Serious Collisions	Slight Collisions	All Injury Collisions	Killed	Seriously Injured	Slightly Injured	Total Casualties
2006	110	904	4,614	5,628	126	1,211	7,845	9,182
2007	105	838	5,047	5,990	113	1,097	8,226	9,436
2008	98	814	5,311	6,223	107	990	8,454	9,551
2009	104	826	5,321	6,251	115	1,035	8,617	9,767
2010	51	726	4,889	5,666	55	892	8,010	8,957
2011	57	706	4,831	5,594	59	825	7,876	8,760
2012	45	669	5,061	5,775	48	795	8,167	9,010
2013	55	615	5,150	5,820	57	720	8,410	9,187
2014	74	577	5,434	6,085	79	710	8,599	9,388
2015	69	570	5,508	6,147	74	711	8,952	9,737

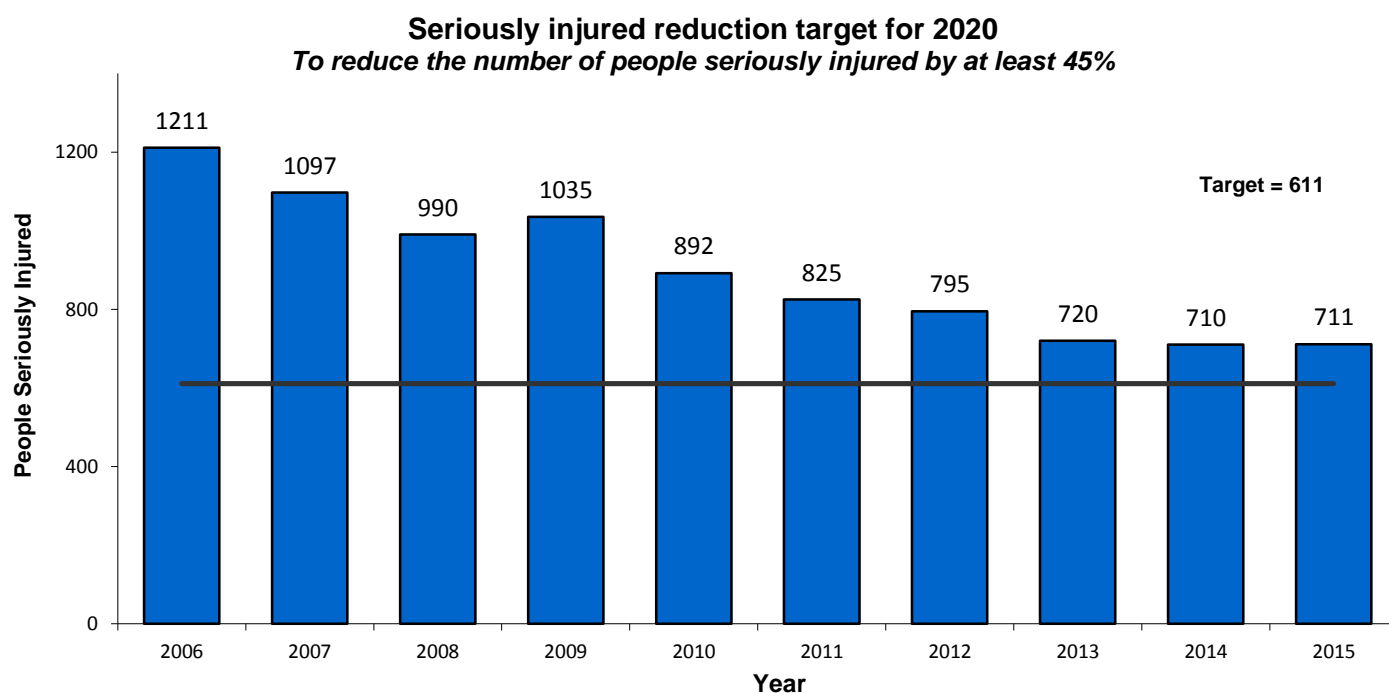
The Casualty Reduction Target for 2020

The Northern Ireland Road Safety Strategy 2020 contains a series of road safety targets to be achieved by 2020, four of which are related to the PSNI's injury road traffic casualty statistics.

Target A: The Northern Ireland Road Safety Strategy aims at a 60% reduction in the number of fatalities on Northern Ireland's roads each year, from the 2004 - 2008 average of 126, to fewer than 50 by 2020. This figure has already dipped below this target in 2012 with 48 fatalities. However, the figure of 74 fatalities recorded in 2015 is currently 24 above the target level.

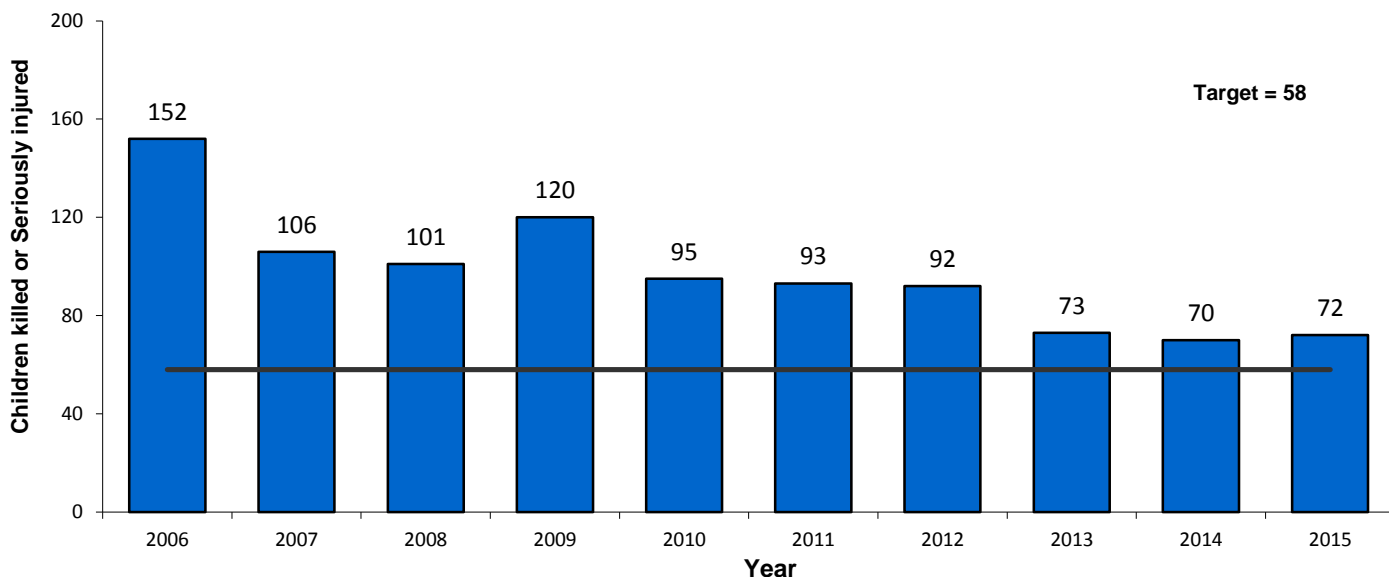


Target B: The Northern Ireland Road Safety Strategy also aims at a 45% reduction in the number of seriously injured on Northern Ireland's roads each year, from the 2004 - 2008 average of 1,111, to fewer than 611 by 2020. There were 711 people seriously injured in 2015 which is exactly one hundred above the target of 611 and one higher than the 710 recorded last year.



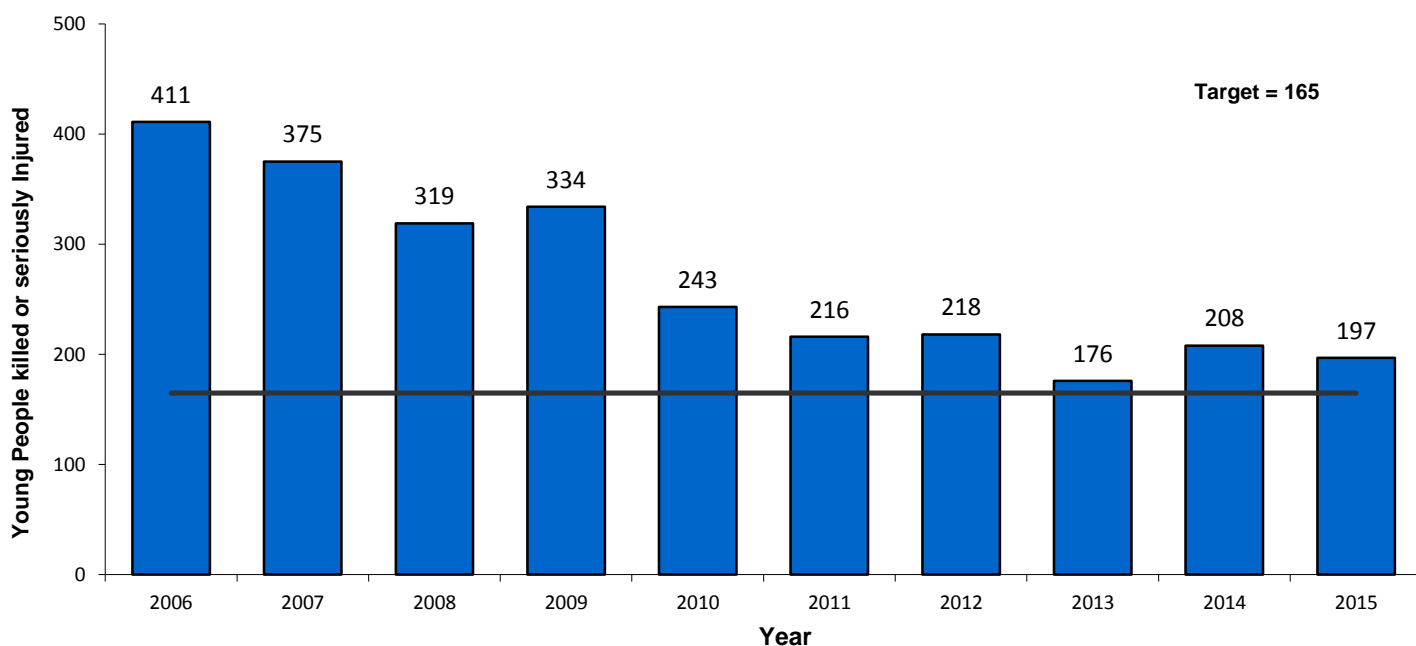
Target C: The Strategy has a target of a 55% reduction in the number of children killed or seriously injured on Northern Ireland's roads each year, from the 2004 - 2008 average of 128, to fewer than 58 by 2020. There were 72 children killed or seriously injured in 2015 which is 14 higher than this target.

Child (under 16) KSI casualty reduction target for 2020
To reduce the number of children KSI by at least 55%



Target D: The Strategy has a target of a 55% reduction in the number of young people (aged 16-24) killed or seriously injured on Northern Ireland's roads each year, from the 2004 - 2008 average of 366, to fewer than 165 by 2020. There were 197 KSI casualties of young people in 2015 which is 11 lower than the 2014 figure of 208 and 32 above the 2020 target.

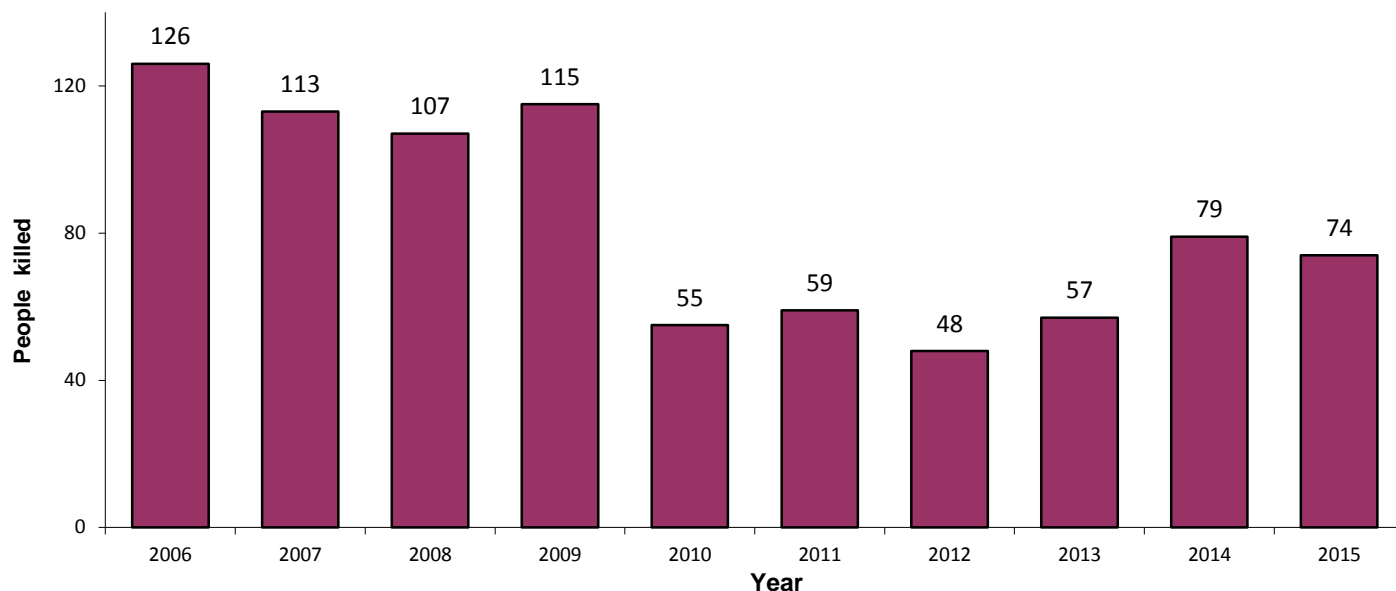
Young people (16-24) KSI casualty reduction target for 2020
To reduce the number of young people KSI by at least 55%



Section 1 – Casualty Information

Fatalities – Trends over the last 10 years

Figure 1.1 Fatalities resulting from road traffic collisions in Northern Ireland 2006 to 2015



- The 74 people killed on Northern Ireland's roads during 2015 is 5 fewer deaths than the 79 recorded in 2014 but 17 higher than that of 2013. This represents 52 fewer deaths than that recorded ten years ago in 2006 and 298 fewer than the highest total of 372 deaths recorded in 1972. (See Appendix 1 for fatalities by year dating back to 1931).

Table 1.1 Number of road traffic fatalities by road user type in Northern Ireland 2006–2015

Road User Class	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Pedestrians	22	17	19	24	10	13	9	7	18	19
Drivers of motor vehicles	46	42	45	42	21	23	21	22	30	31
Motorcyclists	14	25	15	16	8	6	4	10	13	4
Pedal Cyclists	1	2	2	0	0	2	2	4	3	0
Passengers	43	24	23	29	13	11	10	13	12	17
Pillion Passengers	0	1	1	0	2	1	0	0	1	0
Other road users	0	2	2	4	1	3	2	1	2	3
Total	126	113	107	115	55	59	48	57	79	74

- Drivers of motor vehicles were the largest casualty class for fatalities in 2015, accounting for 31 people killed. There were also 19 pedestrians, 17 passengers, 4 motorcyclists and 3 other road users killed.
- No pedal cyclists were killed in 2015 which is the first time this category has had no deaths recorded in a calendar year since 2010. Similarly, the 4 motorcyclists killed in 2015 is along with 2012 the fewest killed of this road user class in a calendar year since this information was collated.
- The number of deaths among pedestrians, drivers and passengers recorded in 2015 is the highest for each of these categories in a calendar year since 2009.

Table 1.2 Number of road traffic fatalities by age and gender in Northern Ireland 2006–2015

	Under 16			16-24			25-34			35-49			50-64			65+			Total		
	M	F	T	M	F	T	M	F	T	M	F	T	M	F	T	M	F	T	M	F	T
2006	3	6	9	32	13	45	12	5	17	26	6	32	11	2	13	7	3	10	91	35	126
2007	3	2	5	27	4	31	18	3	21	19	4	23	11	4	15	12	6	18	90	23	113
2008	4	3	7	30	11	41	6	1	7	20	2	22	11	2	13	9	8	17	80	27	107
2009	2	2	4	32	7	39	15	4	19	17	4	21	9	3	12	12	8	20	87	28	115
2010	0	2	2	14	1	15	10	3	13	8	2	10	5	4	9	5	1	6	42	13	55
2011	1	1	2	13	5	18	3	2	5	7	3	10	9	3	12	5	7	12	38	21	59
2012	3	2	5	7	5	12	5	1	6	8	2	10	2	1	3	10	2	12	35	13	48
2013	1	1	2	14	1	15	9	4	13	7	1	8	4	0	4	8	7	15	43	14	57
2014	4	0	4	18	3	21	9	0	9	13	1	14	6	3	9	13	9	22	63	16	79
2015	3	2	5	15	3	18	5	2	7	8	0	8	11	5	16	11	9	20	53	21	74

M=Male F=Female T=Total

- Of the 74 people killed on Northern Ireland’s roads in 2015, 53 were male and 21 female. The majority of males who died in 2015 belonged to the 16 to 24 age group while the 21 females killed in 2015 is the highest number in a calendar year since 2011.
- There were 5 children (under the age of 16) killed on Northern Ireland’s roads in 2015. This is one more child killed than in 2014 and 4 fewer than 10 years ago in 2006 when there were 9 child fatalities.
- Over half the fatalities came from the 16 to 24 and 65 and over age groups combined (with 18 and 20 deaths respectively) while the 16 killed amongst the 50 to 64 age group in 2015 is the most recorded for this age group in a calendar year since 2005.
- There were 38 people killed in 2015 that were under the age of 50 which is a decrease of 65 from the 103 recorded ten years ago in 2006. In contrast 13 more people were killed aged 50 and over this year than in 2006. See chart comparing the two years below:

Figure 1.2 Age group of road fatalities 2006 vs 2015

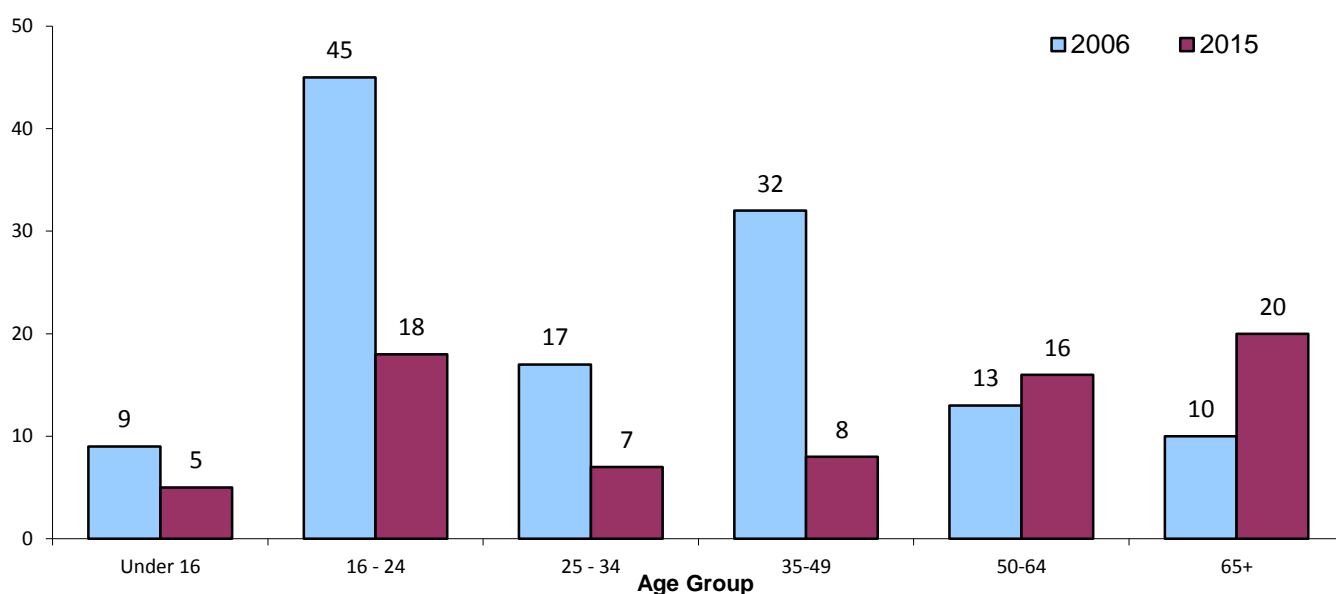
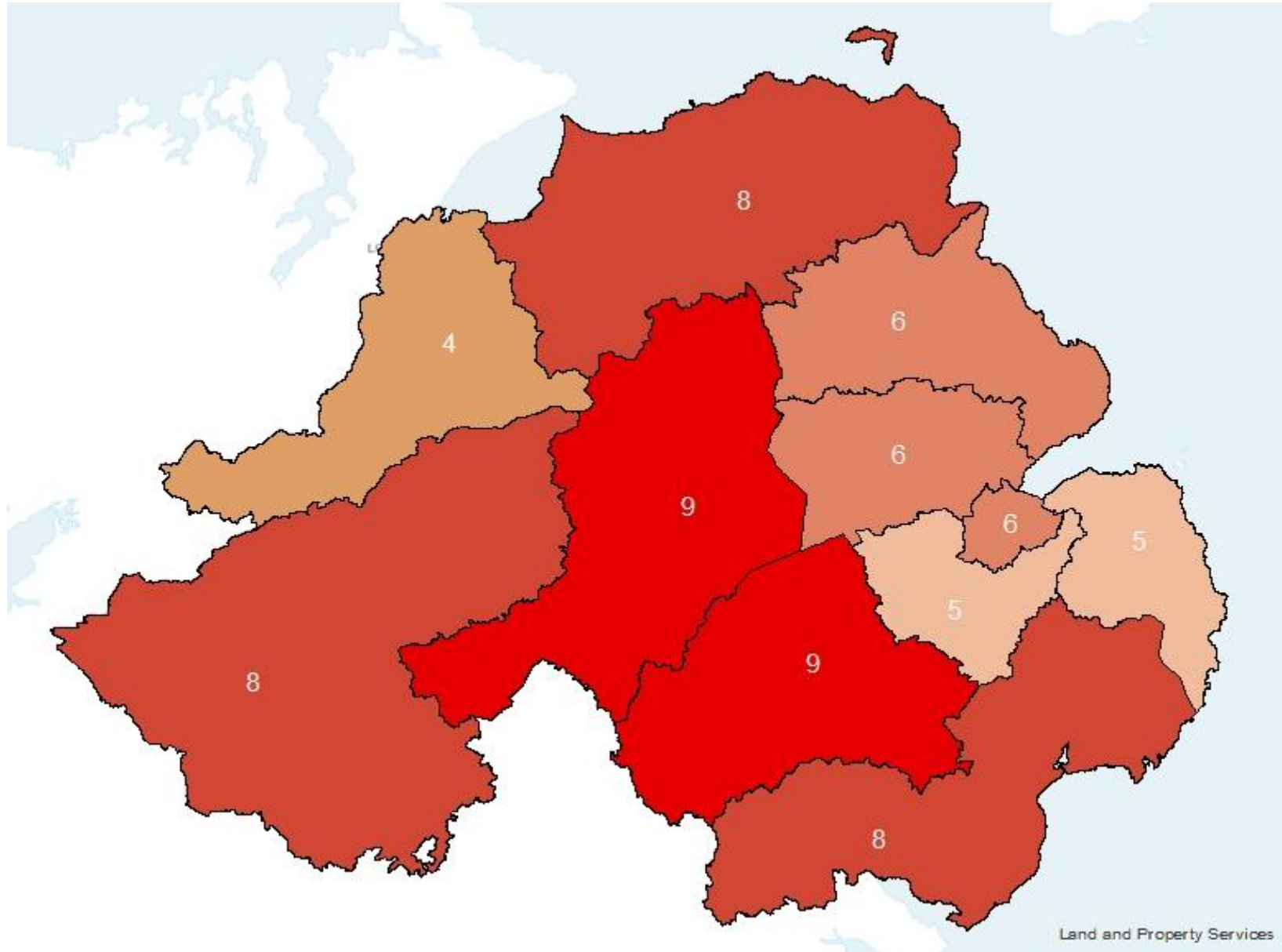


Table 1.3 Fatalities by Police Area 2006–2015

	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Belfast City	8	5	10	6	4	6	3	2	7	6
Antrim & Newtownabbey	15	7	9	6	6	8	5	5	2	6
Causeway Coast & Glens	16	18	13	21	2	5	2	5	9	8
Derry City & Strabane	6	10	6	6	5	5	2	4	5	4
Mid & East Antrim	7	6	5	9	1	3	5	9	4	6
North Area Policing	44	41	33	42	14	21	14	23	20	24
Ards & North Down	8	6	4	6	1	2	1	4	4	5
Armagh City, Banbridge & Craigavon	9	8	9	11	6	7	8	6	7	9
Fermanagh & Omagh	17	16	13	14	7	7	7	11	11	8
Lisburn & Castlereagh City	9	6	8	2	9	2	5	2	8	5
Mid Ulster	16	14	13	19	6	6	6	6	7	9
Newry, Mourne & Down	15	17	17	15	8	8	4	3	15	8
South Area Policing	74	67	64	67	37	32	31	32	52	44
Total	126	113	107	115	55	59	48	57	79	74

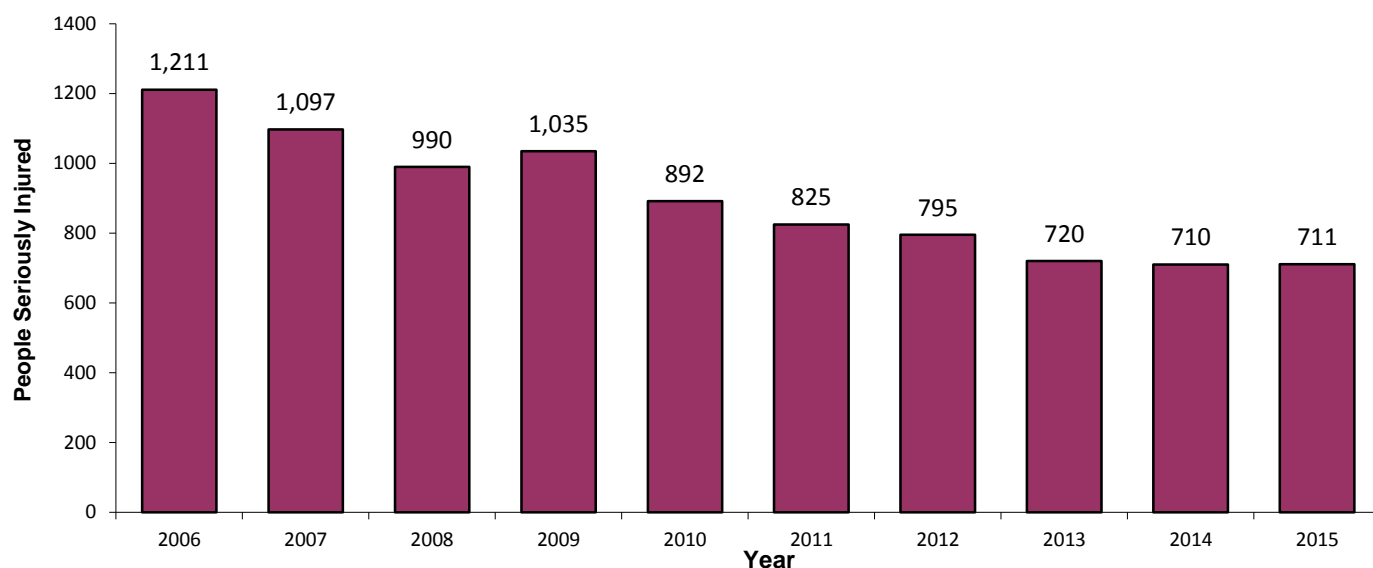
- Armagh City, Banbridge & Craigavon along with Mid Ulster had the highest number of fatalities recorded by District in 2015 with 9 each.
- Antrim & Newtownabbey had the largest increase in deaths in comparison with 2014 rising by 4 deaths from 2 to 6 while Newry, Mourne & Down had the largest decrease with 7 fewer recorded in 2015 than that of 2014.
- Looking further back to 10 years ago, there were fewer deaths recorded in each District in 2015 than in 2006 with the exception of Armagh City, Banbridge & Craigavon which remained the same with 9 fatalities recorded in each year.

Figure 1.3 Fatalities by Police Area 2006–2015



People seriously injured – Trends over the last 10 years

Figure 1.4 People seriously injured resulting from road traffic collisions in Northern Ireland 2006 to 2015



- There were 711 people seriously injured on Northern Ireland’s roads in 2015 which is one more than the 710 recorded in 2014. This is the first time since 2009 that there has been an increase in serious injuries in comparison with the previous year.
- The 711 people seriously injured in 2015 is exactly 500 fewer than 2006 and 2,194 fewer than the highest level of 1977 (reductions of 41.3% and 75.5% respectively).

Table 1.4 Number of people seriously injured by road user type in Northern Ireland 2006–2015

Road User Class	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Pedestrians	202	166	193	191	167	200	182	162	140	164
Drivers of motor vehicles	526	478	417	417	332	295	294	271	263	254
Motorcyclists	128	128	123	138	112	102	96	91	84	78
Pedal Cyclists	33	30	26	32	49	47	55	42	59	40
Passengers	304	282	215	235	211	161	155	136	155	163
Pillion Passengers	7	5	5	7	8	7	3	5	4	6
Other road users	11	8	11	15	13	13	10	13	5	6
Total	1211	1097	990	1035	892	825	795	720	710	711

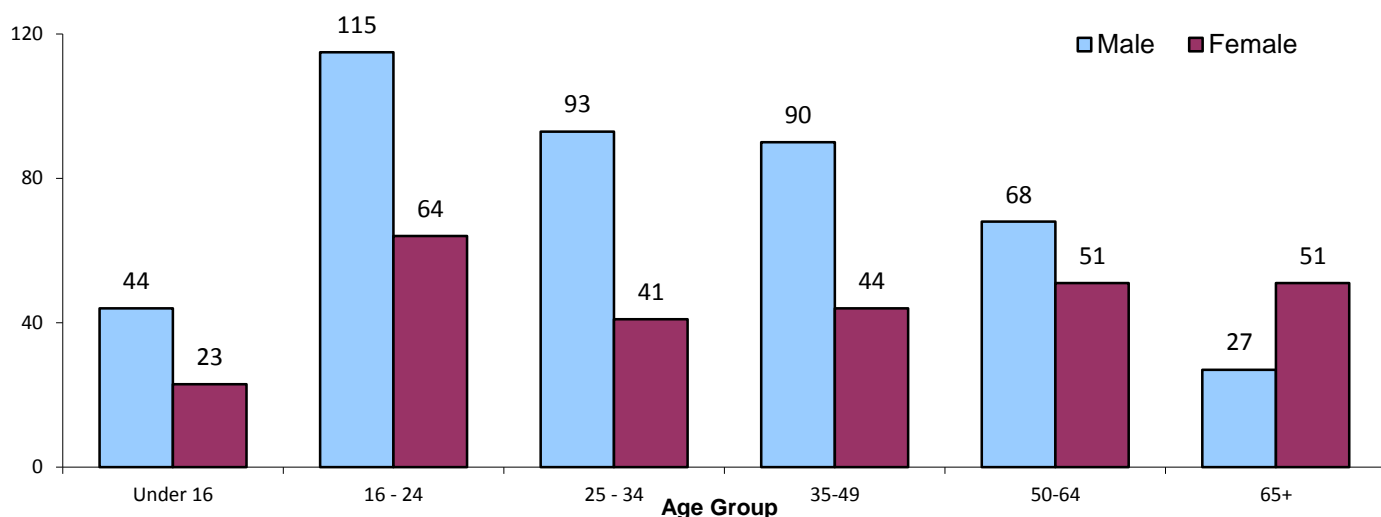
- Drivers of motor vehicles accounted for 35.7% of all people seriously injured in 2015. Pedestrians were next highest with 23.1%, followed by passengers (22.9%), motorcyclists (11.0%) and pedal cyclists (5.6%).
- In comparison with ten years ago, all categories of road user in 2015 have had fewer people seriously injured than 2006 with the exception of pedal cyclists. However, the 40 pedal cyclists seriously injured in 2015 is 19 fewer than 2014 and is at the lowest level since that of 2009 when 32 were recorded.
- There were fewer drivers seriously injured in 2015 than any previous year while the 78 motorcyclists seriously injured in 2015 is the lowest annual total for this category since 1996.

Table 1.5 Number of people seriously injured by age and gender in Northern Ireland 2006–2015

	Under 16			16-24			25-34			35-49			50-64			65+			Total		
	M	F	T	M	F	T	M	F	T	M	F	T	M	F	T	M	F	T	M	F	T
2006	96	47	143	259	107	366	153	67	220	181	85	266	73	51	124	37	54	91	800	411	1211
2007	57	44	101	256	88	344	125	66	191	177	66	243	76	49	125	48	43	91	741	356	1097
2008	57	37	94	198	80	278	103	54	157	168	75	243	58	56	114	49	53	102	634	356	990
2009	70	46	116	217	78	295	133	60	193	136	71	207	78	48	126	45	53	98	679	356	1035
2010	58	35	93	153	75	228	90	49	139	128	66	194	82	56	138	40	60	100	551	341	892
2011	57	34	91	126	72	198	109	31	140	130	60	190	53	42	95	49	61	110	525	300	825
2012	63	24	87	155	51	206	106	34	140	100	53	153	67	54	121	44	42	86	537	258	795
2013	41	30	71	117	44	161	87	47	134	100	39	139	71	43	114	50	50	100	466	254	720
2014	40	26	66	127	60	187	89	33	122	105	34	139	73	37	110	35	46	81	472	238	710
2015	44	23	67	115	64	179	93	41	134	90	44	134	68	51	119	27	51	78	437	274	711

M=Male F=Female T=Total

Figure 1.5 Number of people seriously injured by age and gender - 2015



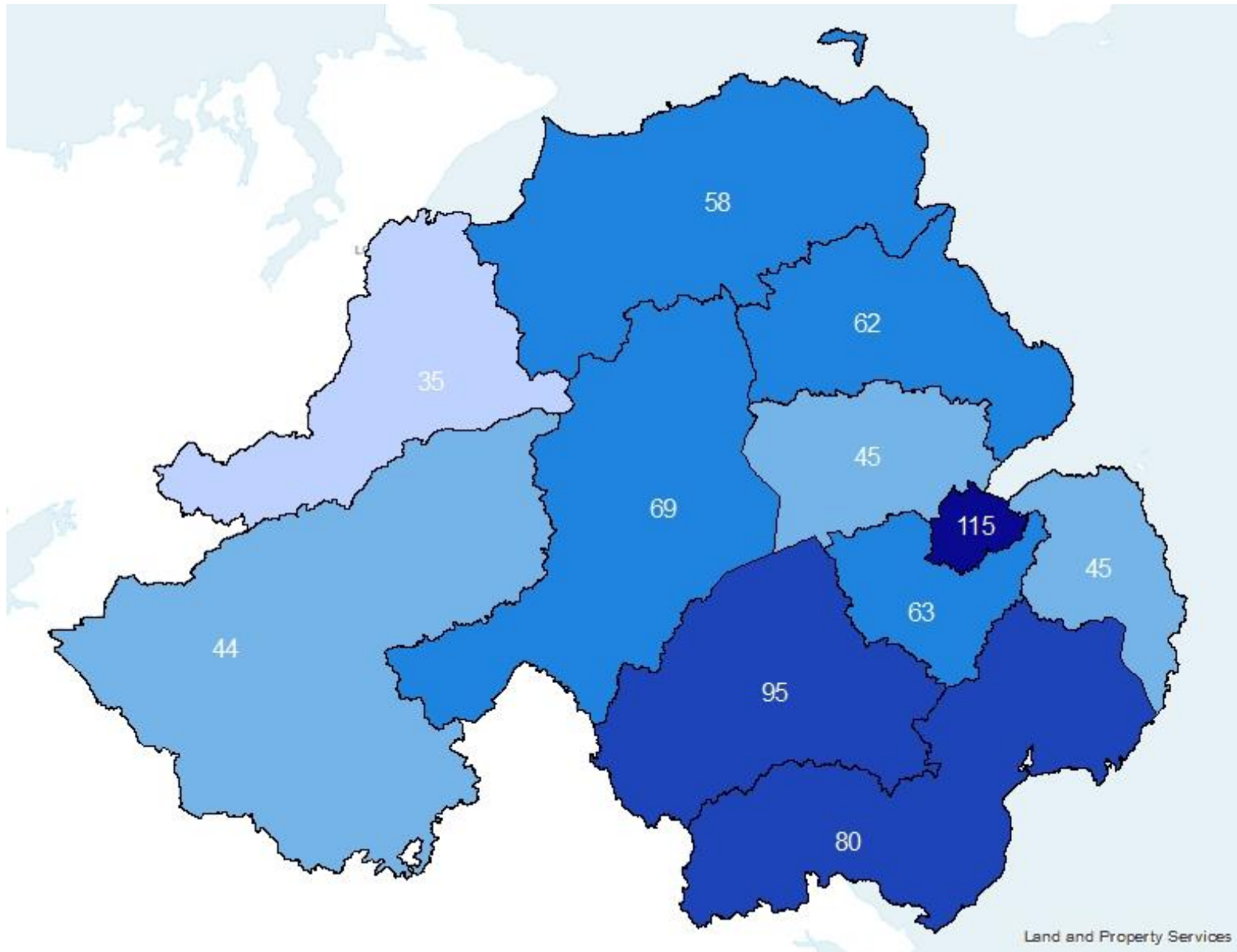
- While males accounted for approximately three fifths of people seriously injured (61.5%) in 2015, proportionately this is fewer males seriously injured than any previous year since 1994.
- More males were seriously injured than females for all age groups in 2015 with the exception of those aged 65 and over. The proportion of males to females ranged from 69.4% for the 25 to 34 age group to 34.6% for the 65+ age group.
- The 16 to 24 age group had the highest proportion of those seriously injured during 2015 and accounted for over a quarter of the total.
- There have been fewer people seriously injured in 2015 amongst the 35 to 49 age group and of older people (65 and over) than in any year since severity of injury by age group was collated.
- The 711 people seriously injured in 2015 is approximately two fifths fewer than 2006 with both children (under the age of 16) and young people more than halving the number of serious injuries recorded for these age groups (reductions of 76 and 187 respectively).
- Only the number of females aged 50 to 64 seriously injured has not decreased in comparison with ten years ago. Their number has remained the same with 51 females seriously injured in both 2006 and 2015.

Table 1.6 People Seriously Injured by Police Area 2006–2015

	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Belfast City	175	155	150	146	121	142	150	136	106	115
Antrim & Newtownabbey	108	87	42	68	61	48	53	36	43	45
Causeway Coast & Glens	120	114	88	102	69	74	77	67	73	58
Derry City & Strabane	62	66	79	66	57	50	56	46	64	35
Mid & East Antrim	113	78	68	97	76	62	47	64	46	62
North Area Policing	403	345	277	333	263	234	233	213	226	200
Ards & North Down	78	77	67	88	59	57	55	46	52	45
Armagh City, Banbridge & Craigavon	133	104	91	99	104	126	95	80	76	95
Fermanagh & Omagh	101	125	115	88	60	56	59	66	46	44
Lisburn & Castlereagh City	97	73	81	89	77	65	67	62	57	63
Mid Ulster	117	108	115	92	100	48	61	49	53	69
Newry, Mourne & Down	107	110	94	100	108	97	75	68	94	80
South Area Policing	633	597	563	556	508	449	412	371	378	396
Total	1211	1097	990	1035	892	825	795	720	710	711

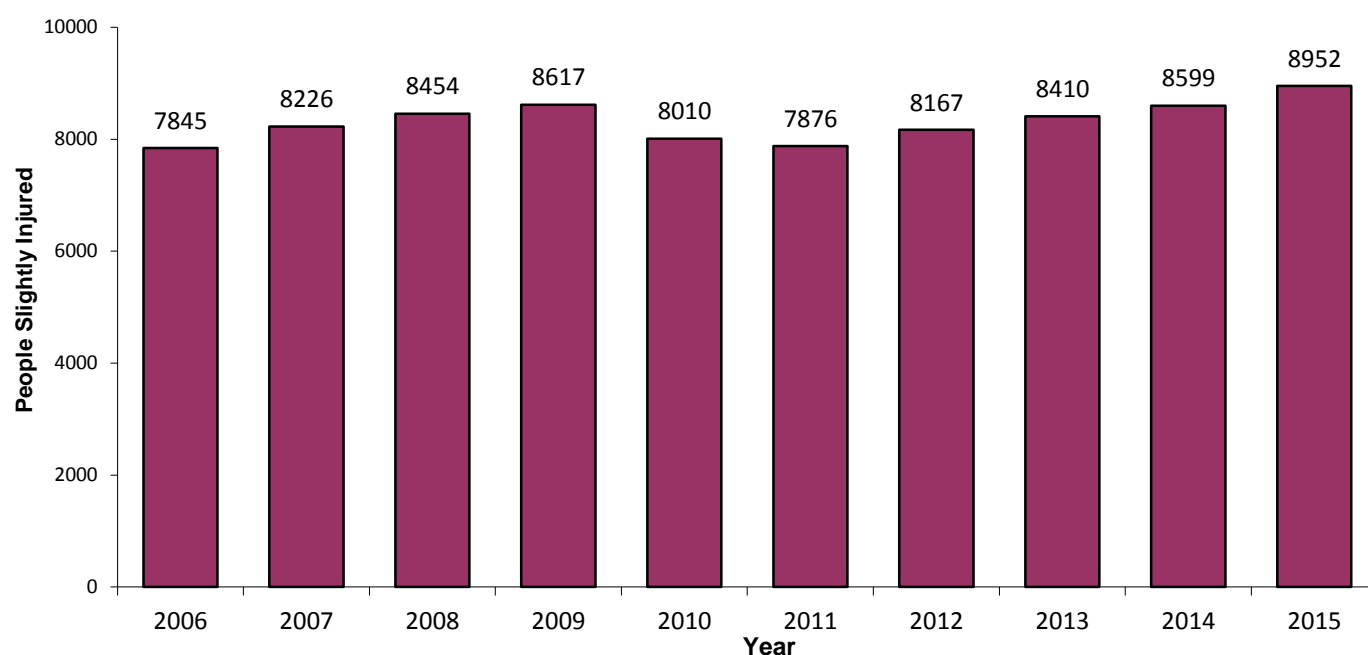
- Belfast City had the largest number of people seriously injured in 2015 with 115 while the District with the fewest was Derry City & Strabane with 35.
- The largest overall change in comparison to last year was in Derry City & Strabane which decreased by 29 from 64 people seriously injured in 2014 to 35 this year.
- All Districts had fewer people seriously injured in 2015 when comparing this year with 2006. Antrim & Newtownabbey decreased the most from that of ten years ago falling by 63 from 108 recorded in 2006 to 45 in 2015 (a reduction of 58.3%).

Figure 1.6 People seriously injured by Police Area 2006–2015



People Slightly Injured – Trends over the last 10 years

Figure 1.7 Number of people slightly injured type in Northern Ireland 2006 – 2015



- There were 8,952 people slightly injured in 2015 which continues the year on year increase of this category since 2011. The current level is the highest number of people slightly injured in a calendar year since 2002 and is 1,107 higher than 2006 (an increase of 14.1%) when 7,845 people were slightly injured.

Table 1.7 Number of people slightly injured by road user type in Northern Ireland 2006 – 2015

Road User Class	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Pedestrians	575	585	632	636	558	621	613	610	611	604
Drivers of motor vehicles	4037	4330	4472	4669	4364	4144	4425	4577	4786	5071
Motorcyclists	267	297	319	260	255	238	189	210	192	202
Pedal Cyclists	137	188	178	173	165	206	220	210	271	239
Passengers	2777	2769	2802	2817	2613	2615	2670	2750	2685	2781
Pillion Passengers	23	15	18	13	9	7	11	11	7	4
Other road users	29	42	33	49	46	45	39	42	47	51
Total	7845	8226	8454	8617	8010	7876	8167	8410	8599	8952

- Although there were 32 fewer pedal cyclists slightly injured in 2015 than in 2014, with the exception of last year, this is the most pedal cyclists slightly injured in a calendar year since 1998. This reflects the popularity of cycling and the increase in participation over recent years.
- The number of drivers slightly injured in 2015 at 5,071 is over a thousand more than that of 2006 (an increase of 25.6%) and is at the highest level recorded since 2002. Slight injuries among passengers are also at their highest level since 2009.
- All road user types have increased the number of people slightly injured from ten years ago in 2006 with the exception of motorcyclists and pillion passengers which fell by 65 and 19 respectively.

Analysis of vulnerable road users

Vulnerable road users have been defined for the purpose of this report as including pedestrians, pedal cyclists and motorcyclists.

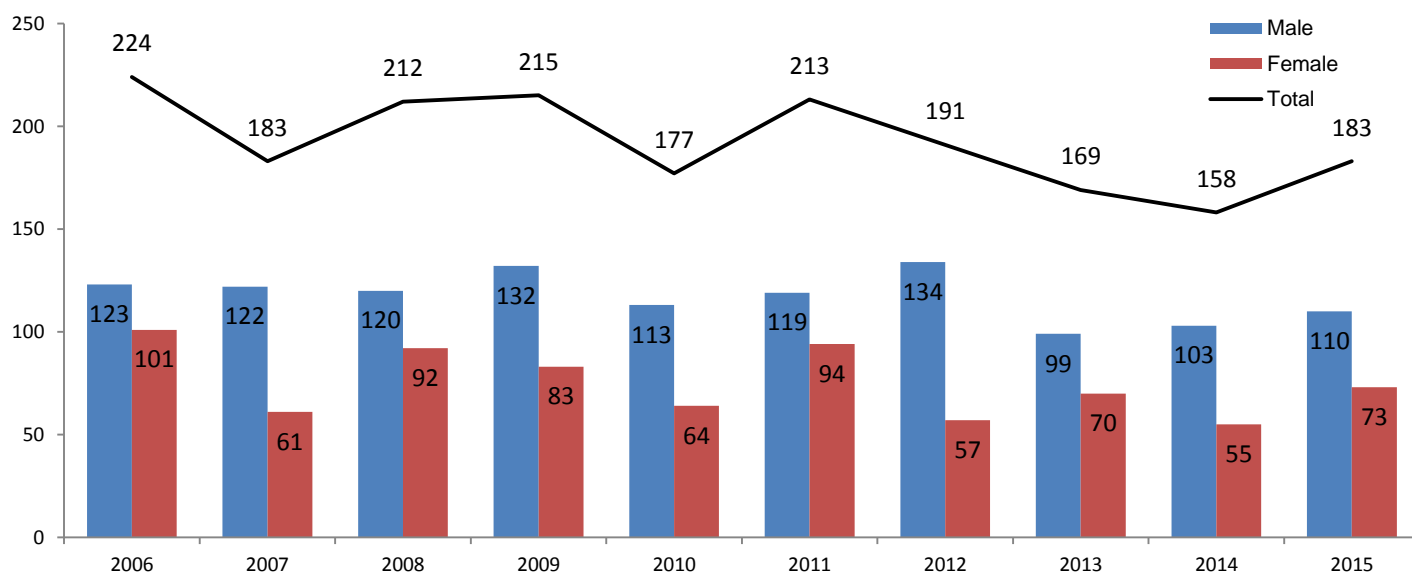
Pedestrians

Table 1.8 Number of pedestrian casualties by severity of injury 2006 – 2015

	Killed			Seriously Injured			Slightly Injured			Total		
	Male	Female	Total	Male	Female	Total	Male	Female	Total	Male	Female	Total
2006	13	9	22	110	92	202	337	238	575	460	339	799
2007	12	5	17	110	56	166	331	254	585	453	315	768
2008	10	9	19	110	83	193	341	291	632	461	383	844
2009	14	10	24	118	73	191	353	283	636	485	366	851
2010	8	2	10	105	62	167	312	246	558	425	310	735
2011	6	7	13	113	87	200	358	263	621	477	357	834
2012	7	2	9	127	55	182	366	247	613	500	304	804
2013	5	2	7	94	68	162	353	256	610	452	326	778
2014	15	3	18	88	52	140	352	259	611	455	314	769
2015	9	10	19	101	63	164	346	258	604	456	331	787

- The 19 pedestrians killed in 2015 is the highest number of pedestrian deaths since 2009.
- There were more female pedestrians killed than males in 2015 for the first time since 2011.
- As in previous years, the majority of pedestrian casualties recorded in 2015 were male. Male pedestrians also accounted for approximately three fifths of those pedestrians killed and seriously injured.
- Children accounted for the highest number of pedestrians killed or seriously injured with approximately a fifth of all pedestrian KSI casualties recorded in 2015. See accompanying spreadsheet for a full gender, age and severity of injury breakdown of pedestrian casualties since 2006.

Figure 1.8 Pedestrians killed or seriously injured by gender 2006 – 2015



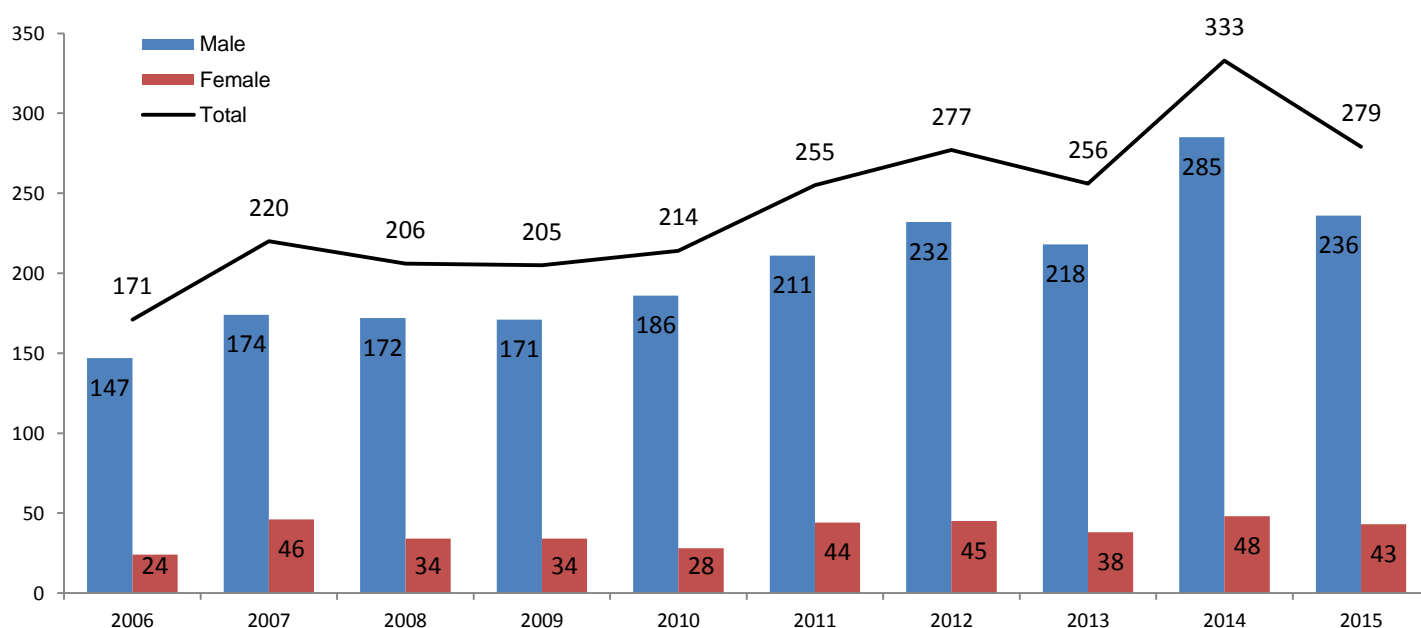
Pedal cyclists

Table 1.9 Number of pedal cyclist casualties by severity of injury 2006 – 2015

	Killed			Seriously Injured			Slightly Injured			Total		
	Male	Female	Total	Male	Female	Total	Male	Female	Total	Male	Female	Total
2006	1	0	1	32	1	33	114	23	137	147	24	171
2007	2	0	2	22	8	30	150	38	188	174	46	220
2008	2	0	2	22	4	26	148	30	178	172	34	206
2009	0	0	0	24	8	32	147	26	173	171	34	205
2010	0	0	0	44	5	49	142	23	165	186	28	214
2011	1	1	2	41	6	47	169	37	206	211	44	255
2012	2	0	2	50	5	55	180	40	220	232	45	277
2013	4	0	4	37	5	42	177	33	210	218	38	256
2014	3	0	3	51	8	59	231	40	271	285	48	333
2015	0	0	0	33	7	40	203	36	239	236	43	279

- The 279 pedal cyclist casualties recorded this year is a decrease of 16.2% from the 333 in 2014 but over 100 more pedal cycle casualties recorded than in 2006 (an increase of 63.2%).
- There were no pedal cyclists killed in 2015 and 40 seriously injured. This is the lowest number of pedal cycle KSI casualties since 2009.
- The majority of pedal cyclist injuries in 2015 were males who accounted for 84.6% of overall pedal cyclist casualties and 82.5% of those seriously injured.
- In terms of age, most casualties were from the 35-49 age group with approximately a third of all pedal cyclists casualties in 2015 coming from this category (91 out of 279). See accompanying spreadsheet for a full gender, age and severity of injury breakdown of pedal cycle casualties since 2006.

Figure 1.9 Pedal cycle casualties by gender 2006 - 2015



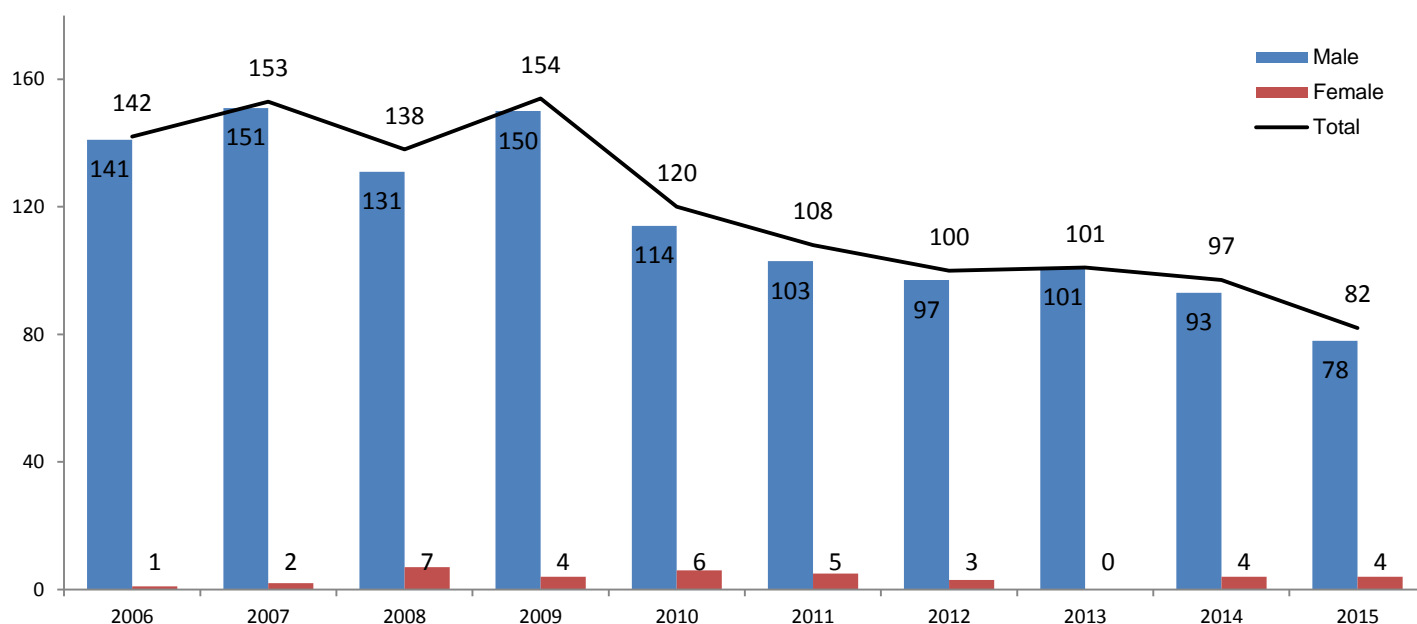
Motorcyclists

Table 1.10 Number of motorcycle casualties by severity of injury 2006 – 2015

	Killed			Seriously Injured			Slightly Injured			Total		
	Male	Female	Total	Male	Female	Total	Male	Female	Total	Male	Female	Total
2006	14	0	14	127	1	128	244	23	267	385	24	409
2007	25	0	25	126	2	128	275	22	297	426	24	450
2008	15	0	15	116	7	123	299	20	319	430	27	457
2009	16	0	16	134	4	138	242	18	260	392	22	414
2010	8	0	8	106	6	112	240	15	255	354	21	375
2011	6	0	6	97	5	102	224	14	238	327	19	346
2012	4	0	4	93	3	96	174	15	189	271	18	289
2013	10	0	10	91	0	91	194	16	210	295	16	311
2014	13	0	13	80	4	84	184	8	192	277	12	289
2015	4	0	4	74	4	78	189	13	202	267	17	284

- There were 284 motorcycle casualties in 2015 which is 5 fewer than in 2014 and a reduction of 30.6% from the 409 recorded in 2006.
- Along with 2012, the 4 motorcycle deaths recorded in 2015 is the lowest annual total of motorcyclists killed since this information was collated while the 78 motorcyclists seriously injured this year is the fewest recorded in a calendar year since 1996. Counting rules preclude us from the inclusion of motorcyclists killed or injured during an official motorcycle race.
- Most motorcyclists recorded in 2015 were in the 35 to 49 age group which accounted for 91 (32.0%) of the 284 overall casualties.
- The 35 to 49 age group also accounted for the majority of motorcyclists killed or seriously injured in 2015 typical to that of previous years. This category accounted for 30 out of the 82 motorcyclist KSI casualties in 2015 (36.6%). See accompanying spreadsheet for a full gender, age and severity of injury breakdown of motorcycle casualties since 2006.

Figure 1.10 Motorcyclists killed or seriously injured by gender 2006 - 2015

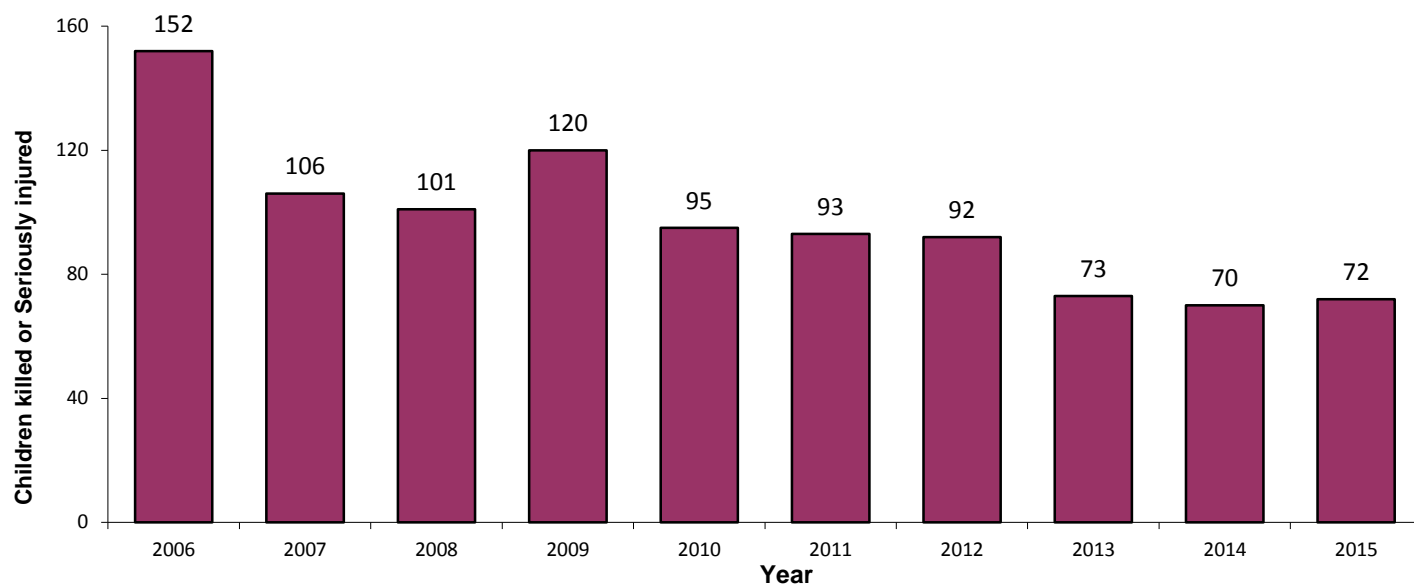


Casualties by selected age group

This section of the report focuses on age groups who are perceived as being more at risk in road traffic collisions namely children under the age of 16, young people (aged 16 to 24) and older people (65 plus).

Children (Age Group under 16)

Figure 1.11 Child casualties killed or seriously injured – 2006 to 2015



- The 72 children (under 16) killed or seriously injured in 2015 is 2 more than was recorded in 2014 but 80 fewer than the 152 recorded ten years ago in 2006 (down 52.6%).

Table 1.11 Number of child casualties by gender and severity of injury 2006 – 2015

	Killed			Seriously Injured			Slightly Injured ¹			Total ¹		
	Male	Female	Total	Male	Female	Total	Male	Female	Total	Male	Female	Total
2006	3	6	9	96	47	143	430	396	826	529	449	978
2007	3	2	5	57	44	101	459	435	894	519	481	1000
2008	4	3	7	57	37	94	427	424	851	488	464	952
2009	2	2	4	70	46	116	428	432	860	500	480	980
2010	0	2	2	58	35	93	399	350	749	457	387	844
2011	1	1	2	57	34	91	431	406	837	489	441	930
2012	3	2	5	63	24	87	512	444	956	578	470	1048
2013	1	1	2	41	30	71	445	413	858	487	444	931
2014	4	0	4	40	26	66	438	388	827	482	414	897
2015	3	2	5	44	23	67	443	408	853	490	433	925

¹The table above excludes unknown ages but overall totals are correct

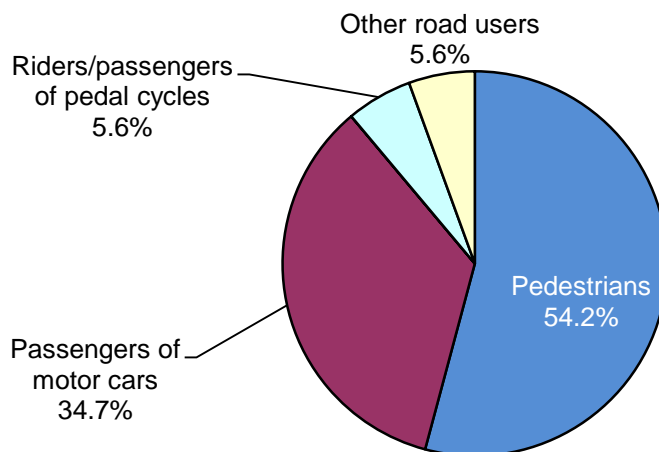
- The total number of child casualties has increased with the 925 recorded in 2015 being 28 more than 2014 but a reduction of 11.7% from the 1,048 child casualties in 2012.
- When comparing 2015 with 2006, the 80 fewer children killed or seriously injured in 2015 comprised 4 fewer deaths and 76 fewer seriously injured although 27 more children were slightly injured in 2015 than in 2006.
- As can be observed over the years, more male children than females tend to be casualties in road traffic collisions. In 2015, over half of the overall child casualty total was male and almost two thirds of children killed or seriously injured were male.

Table 1.12 Child casualties by road user type & severity of injury in Northern Ireland 2006 – 2015

	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Killed										
Pedestrians	4	3	3	3	1	0	3	0	3	2
Pedal cyclists	0	0	0	0	0	0	0	0	1	0
Passengers	5	2	3	0	1	1	2	2	0	3
Other road users	0	0	1	1	0	1	0	0	0	0
Total	9	5	7	4	2	2	5	2	4	5
Seriously Injured										
Pedestrians	63	46	54	68	57	55	55	54	34	37
Pedal cyclists	13	9	7	11	9	10	9	4	10	4
Passengers	57	43	25	26	20	23	18	12	21	22
Other road users	10	3	8	11	7	3	5	1	1	4
Total	143	101	94	116	93	91	87	71	66	67
KSI										
Pedestrians	67	49	57	71	58	55	58	54	37	39
Pedal cyclists	13	9	7	11	9	10	9	4	11	4
Passengers	62	45	28	26	21	24	20	14	21	25
Other road users	10	3	9	12	7	4	5	1	1	4
Total	152	106	101	120	95	93	92	73	70	72
Slightly Injured										
Pedestrians	178	172	190	179	167	183	170	162	169	161
Pedal cyclists	44	63	57	62	41	55	46	38	32	43
Passengers	593	651	592	611	533	590	734	653	623	643
Other road users	11	8	12	8	8	9	6	5	3	6
Total	826	894	851	860	749	837	956	858	827	853
All Casualties										
Pedestrians	245	221	247	250	225	238	228	216	206	200
Pedal cyclists	57	72	64	73	50	65	55	42	43	47
Passengers	655	696	620	637	554	614	754	667	644	668
Other road users	21	11	21	20	15	13	11	6	4	10
Total	978	1000	952	980	844	930	1048	931	897	925

- Over two thirds of child casualties recorded in 2015 were passengers in motor vehicles. In terms of those children killed or seriously injured, over half were pedestrians, 34.7% were passengers and 5.6% were pedal cyclists. This is fairly typical of the proportions observed over the last 10 years.

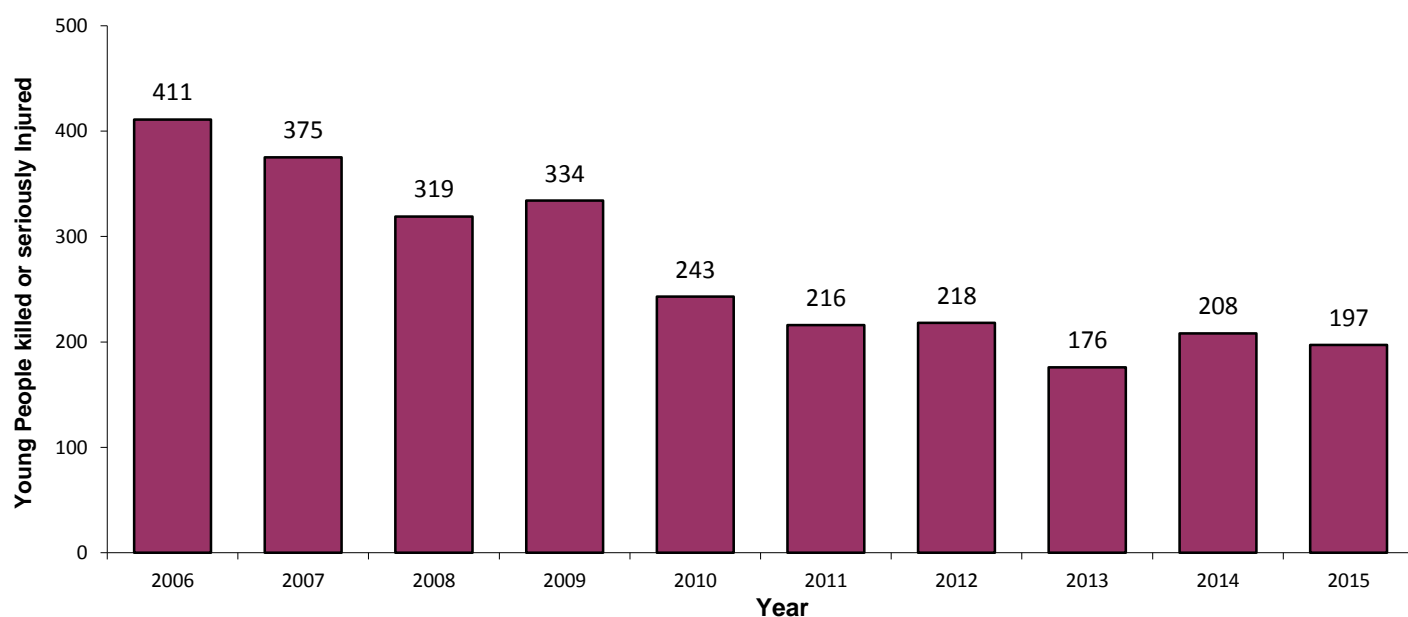
Figure 1.12 Child casualties killed or seriously injured by road user type 2015



- Of the 925 child casualties, 96 (10.4%) were involved in a road traffic collision on their journey to or from school.

Young People (Age group 16 to 24)

Figure 1.13 Young people killed or seriously injured – 2006 to 2015



- The 197 KSI casualties of young people (those aged between 16 and 24) is a decrease of 11 from the 208 recorded in 2014 and is also 46 fewer than recorded five years ago in 2010. This represents less than half the number of the 411 young people who were killed or seriously injured in 2006.

Table 1.13 Number of casualties of young people by gender and severity of injury 2006 – 2015

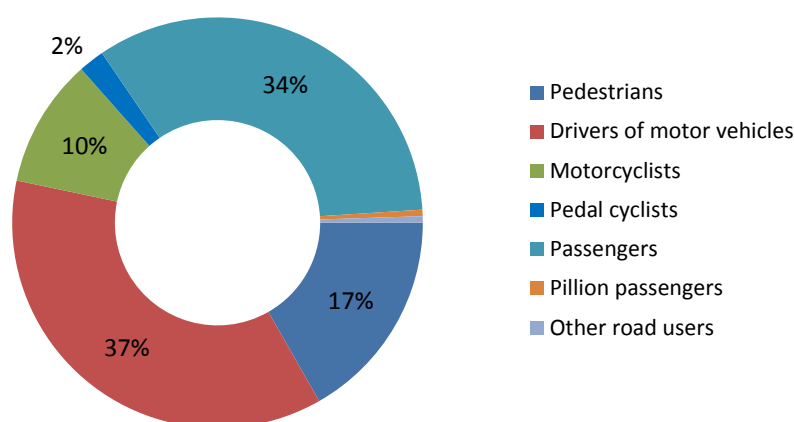
	Killed			Seriously Injured			Slightly Injured			Total		
	Male	Female	Total	Male	Female	Total	Male	Female	Total	Male	Female	Total
2006	32	13	45	259	107	366	1131	856	1987	1422	976	2398
2007	27	4	31	256	88	344	1110	970	2080	1393	1062	2455
2008	30	11	41	198	80	278	1252	1031	2283	1480	1122	2602
2009	32	7	39	217	78	295	1295	1089	2384	1544	1174	2718
2010	14	1	15	153	75	228	1108	1067	2175	1275	1143	2418
2011	13	5	18	126	72	198	1077	911	1988	1216	988	2204
2012	7	5	12	155	51	206	975	934	1909	1137	990	2127
2013	14	1	15	117	44	161	990	906	1896	1121	951	2072
2014	18	3	21	127	60	187	1009	947	1956	1154	1010	2164
2015	15	3	18	115	64	179	1066	939	2005	1196	1006	2202

- In 2015 there were 18 fatalities of young people which is 3 fewer than the 21 recorded in 2014 and 27 fewer than 2006.
- The majority of young people casualties were males (54.3%) while almost two thirds of young people KSI casualties were male (66.0%).
- While both fatalities and serious injuries among young people have more than halved since 2006, there were more young people slightly injured in 2015 than in 2006. This increase is due to a rise in slight injuries among young females which has increased by 83 from 856 in 2006 to 939 in 2015 (up by 9.7%).

Table 1.14 Number of young people killed or seriously injured by road user type 2006 – 2015

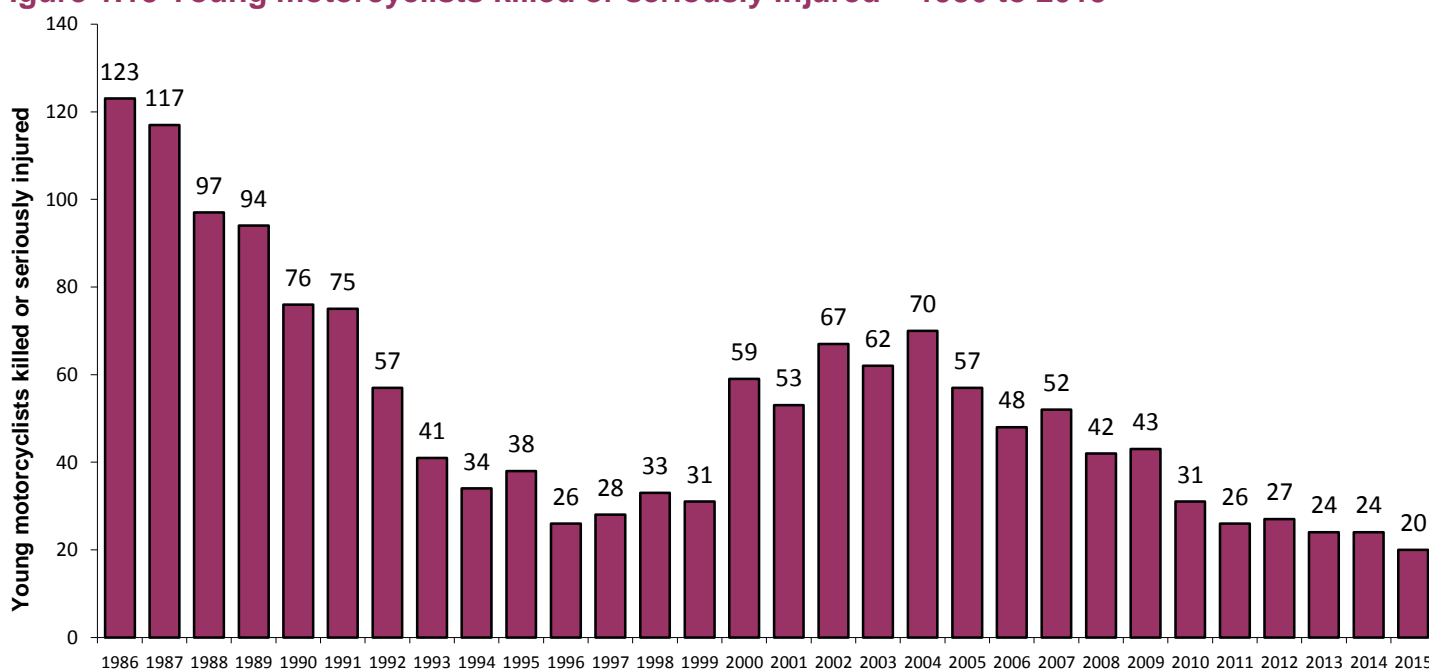
	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
KSI										
Pedestrians	48	33	47	41	30	39	30	17	19	33
Drivers of motor vehicles	166	160	132	140	95	79	82	67	96	72
Motorcyclists	48	52	42	43	31	26	27	24	24	20
Pedal cyclists	1	3	4	2	6	8	8	2	5	4
Passengers	141	125	90	106	76	61	69	60	62	66
Pillion Passengers	4	1	3	1	3	1	1	2	2	1
Other road users	3	1	1	1	2	2	1	4	0	1
Total	411	375	319	334	243	216	218	176	208	197

Figure 1.14 Young people killed or seriously injured by road user type - 2015



- The majority of young people killed or seriously injured in 2015 were drivers of motor vehicles with 72 out of the 197 KSI casualties being from this category (36.5%).
- The 20 motorcyclists killed or seriously injured in 2015 is the fewest observed for this age category since records on severity of injury by age group began to be collated in 1986. See chart below:

Figure 1.15 Young motorcyclists killed or seriously injured – 1986 to 2015



Older People (Age Group 65 and over)

Table 1.15 Number of casualties of older people by gender and severity of injury 2006 – 2015

	Killed			Seriously Injured			Slightly Injured			Total		
	Male	Female	Total	Male	Female	Total	Male	Female	Total	Male	Female	Total
2006	7	3	10	37	54	91	234	250	484	278	307	585
2007	12	6	18	48	43	91	264	275	539	324	324	648
2008	9	8	17	49	53	102	216	278	494	274	339	613
2009	12	8	20	45	53	98	251	299	550	308	360	668
2010	5	1	6	40	60	100	230	289	519	275	350	625
2011	5	7	12	49	61	110	219	291	510	273	359	632
2012	10	2	12	44	42	86	277	272	549	331	316	647
2013	8	7	15	50	50	100	281	326	607	339	383	722
2014	13	9	22	35	46	81	284	327	611	332	382	714
2015	11	9	20	27	51	78	346	370	716	384	430	814

- There were 20 fatalities of older people in 2015 (those aged 65 plus), over a quarter of all road deaths recorded (74) and twice the number recorded ten years ago in 2006.
- The 78 older people seriously injured in 2015 is 3 fewer than the 81 recorded in 2014 and the lowest annual total since these records began being recorded in 1986.
- In direct contrast to this, there were more people aged 65 and over who were slightly injured in 2015 than in any previous calendar year since this data was collated and the first time that the number of older people slightly injured has exceeded 700. See chart below for a yearly breakdown from 1986:
- This age group is the only category that tends to have more females injured in a road traffic collision than males. The majority of those aged 65 and over who were both seriously (65.4%) and slightly injured (51.7%) in 2015 were females.

Figure 1.16 Older people slightly injured – 1986 to 2015

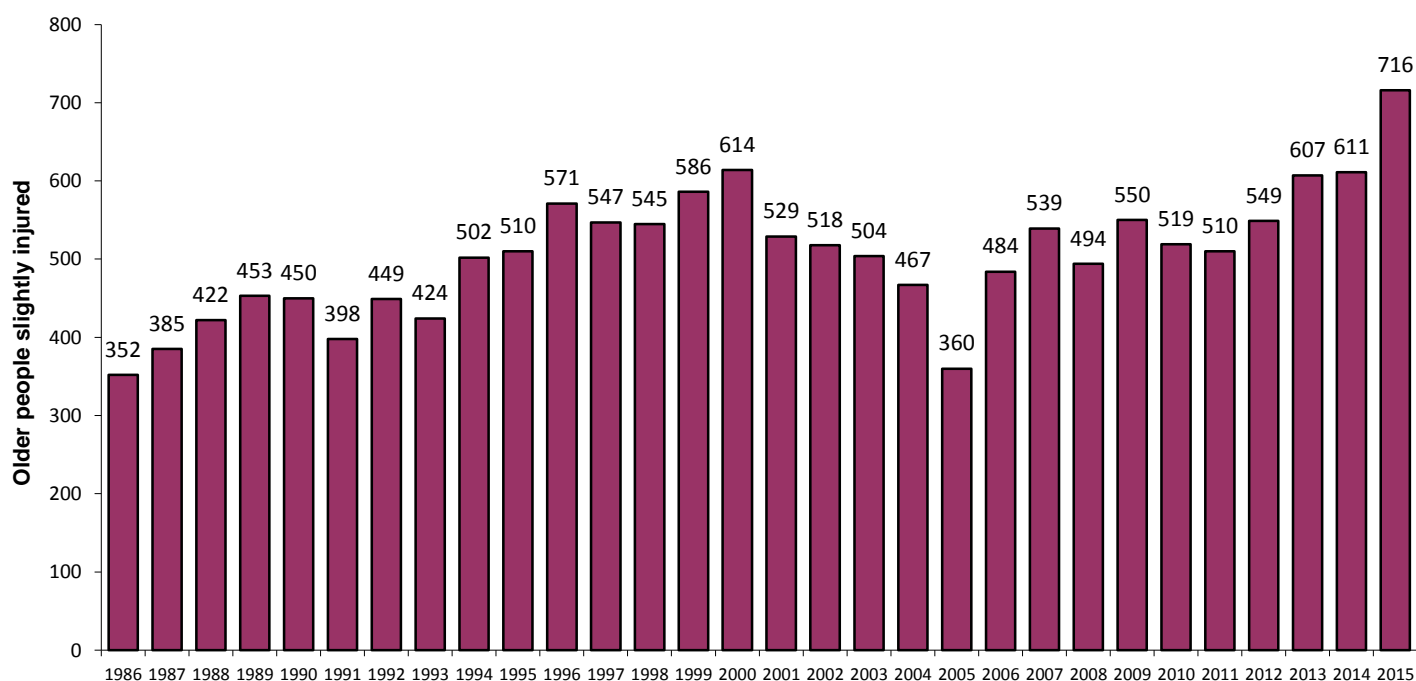


Table 1.16 Number of older people killed or seriously injured by road user type 2006 – 2015

	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
KSI										
Pedestrians	29	30	37	37	26	43	33	38	38	29
Drivers of motor vehicles	41	45	51	44	45	48	35	45	38	36
Motorcyclists	1	4	2	0	3	4	5	3	2	3
Pedal cyclists	0	0	1	3	1	1	5	5	2	2
Passengers	28	28	26	29	28	22	17	22	21	25
Pillion Passengers	0	0	0	0	0	1	0	0	0	0
Other road users	2	2	2	5	3	3	3	2	2	3
Total	101	109	119	118	106	122	98	115	103	98

- In terms of road user category, the majority of KSI casualties of older people in 2015 were drivers with 36 recorded (36.7%) while pedestrians were next highest with 29 (29.6%).

Section 2 – Causation, Single vehicle collisions and Seatbelt Usage

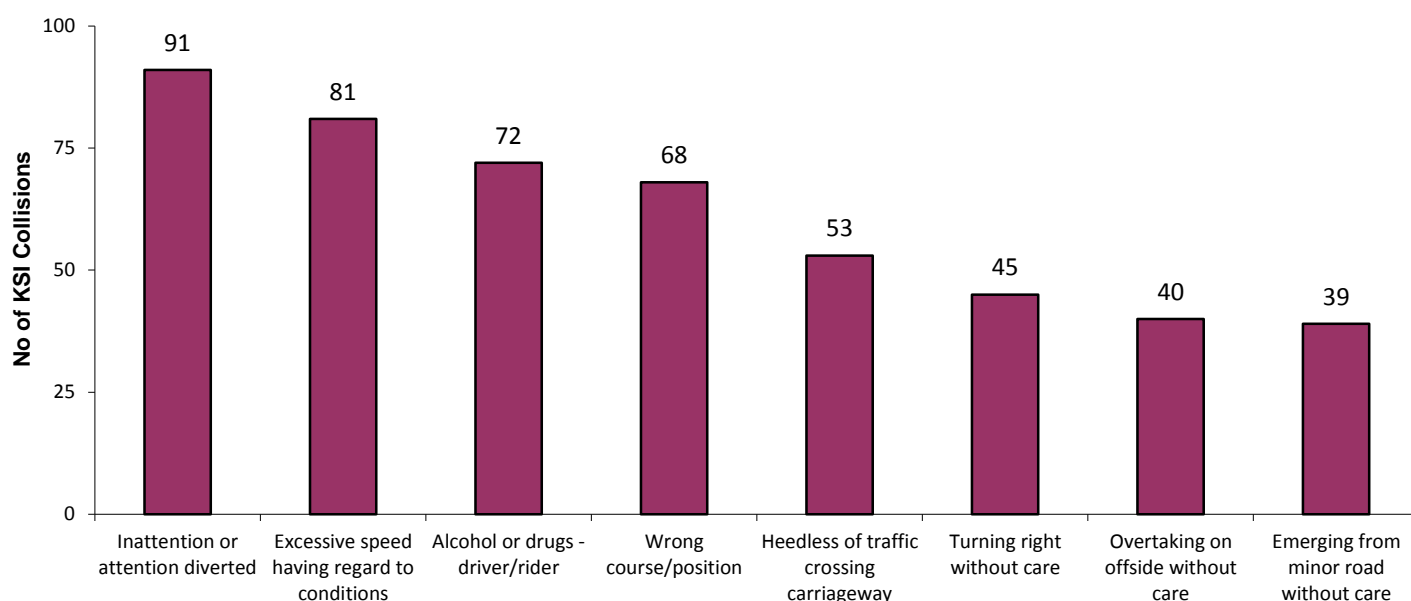
Causation factors in road traffic collisions

- The most common principal causation factors for KSI casualties during 2015 were 'Inattention or attention diverted' (91 KSI casualties), followed by 'Excessive speed having regard to conditions' (81 KSI casualties) and 'Impaired by alcohol/drugs – driver/rider' (72 KSI casualties).
- The most common principal causation factors for all casualties were 'Inattention or attention diverted' (1,916 casualties) followed by 'Driving too close' (1,356 casualties) and 'Emerging from minor road without care' (756 casualties).

Table 2.1 Most Common Principal Causation Factors in Road Traffic Collisions 2015

Principal Factor	Number of Injury Collisions	Casualties		
		KSI	Slightly Injured	Total Casualties
Inattention or attention diverted	1,236	91	1,825	1,916
Driving too close	826	17	1,339	1,356
Emerging from minor road without care	468	39	717	756
Turning right without care	293	45	499	544
Alcohol/drugs driver rider	271	72	369	441
Excessive speed having regard to conditions	263	81	401	482
Wrong course/position	248	68	417	485
Crossing or entering road junction without care	215	28	348	376
Heedless of traffic crossing carriageway	177	53	140	193
Overtaking on offside without care	176	40	280	320

Figure 2.1 Main causes of fatal and serious collisions 2015



- Appendix 5 provides a longer term overview of the causation factors for collisions. The number of casualties due to 'Alcohol or Drugs – driver/rider' and 'Excessive speed having regard to conditions' have decreased in 2015 in comparison with 2006 (falling by 13.4% and 63.0% respectively). In contrast, the number of casualties due to 'Careless Driving' has increased with 7,137 reported in 2015 compared with 6,046 in 2015 (an increase of 18.0%).

Table 2.2 Selected causation factors for KSI casualties 2006 – 2015

	Impaired by alcohol or drugs - driver/rider			Careless Driving			Excessive Speed having regard to conditions		
	Killed	Seriously Injured	KSI	Killed	Seriously Injured	KSI	Killed	Seriously Injured	KSI
2006	18	115	133	40	592	632	46	271	317
2007	18	113	131	43	509	552	32	221	253
2008	18	121	139	36	442	478	36	155	191
2009	21	115	136	33	480	513	27	172	199
2010	10	86	96	19	440	459	10	131	141
2011	9	87	96	23	415	438	7	87	94
2012	8	59	67	14	387	401	8	92	100
2013	10	40	50	25	375	400	11	79	90
2014	16	62	78	35	350	385	14	74	88
2015	8	64	72	32	373	405	14	67	81

- The 72 people killed or seriously injured in 2015 due to a driver being impaired by alcohol or drugs is 6 fewer than 2014 and a reduction of 45.9% from the 133 recorded ten years ago in 2006.
- Careless driving¹ resulted in 32 fatalities¹ and caused a further 373 people to be seriously injured in 2015. This is the first time that this figure has increased from a previous calendar year since 2009 but represents a reduction of 35.9% from the 632 careless driving KSI casualties recorded in 2006.
- There were 81 people killed or seriously injured in 2015 where the principal causation factor was excessive speed having regard to conditions. This represents the lowest number of KSI casualties due to excessive speed recorded in a calendar year which is 60 fewer KSI casualties than recorded in 2010 and 236 fewer than ten years ago in 2006 (reductions of 42.6% and 74.4% respectively).
- Not all collisions are assessed to be the fault of the driver as evidenced by the table below. Passengers, pedestrians, vehicle defects, obstructions and weather conditions can also be the cause of a collision.

Table 2.3 Police recorded injury road traffic collisions and casualties by causation factor type 2015

	KSI Collision	Slight Collision	Total	KSI Casualties	Slightly injured	Total
<i>Driver/Rider Fault</i>						
Alcohol or drugs - driver/rider	51	220	271	72	369	441
Excessive speed having regard to conditions	51	212	263	81	401	482
Careless driving ¹	326	4023	4349	405	6,732	7,137
Other driver rider fault	37	200	237	39	314	353
Total	465	4,655	5,120	597	7,816	8,413
<i>Passenger Fault</i>						
Passenger Fault	5	41	46	5	43	48
<i>Pedestrian Fault</i>						
Pedestrian Fault	115	302	417	118	342	460
<i>Vehicle Defects</i>						
Vehicle Defects	11	59	70	13	103	116
<i>Obstructions</i>						
Obstructions	4	25	29	5	31	36
<i>Physical/Road</i>						
Physical/Road	12	132	144	16	184	200
<i>Weather</i>						
Weather	19	239	258	21	358	379
<i>Miscellaneous</i>						
Miscellaneous	8	55	63	10	75	85
Total	639	5,508	6,147	785	8,952	9,737

¹ This is a composite causation factor comprised of several causation factors including 'inattention or attention diverted' and 'driving too close'. Please see *Recorded road traffic collision and casualty definitions* for a full list in the Notes.

Single vehicle collisions¹

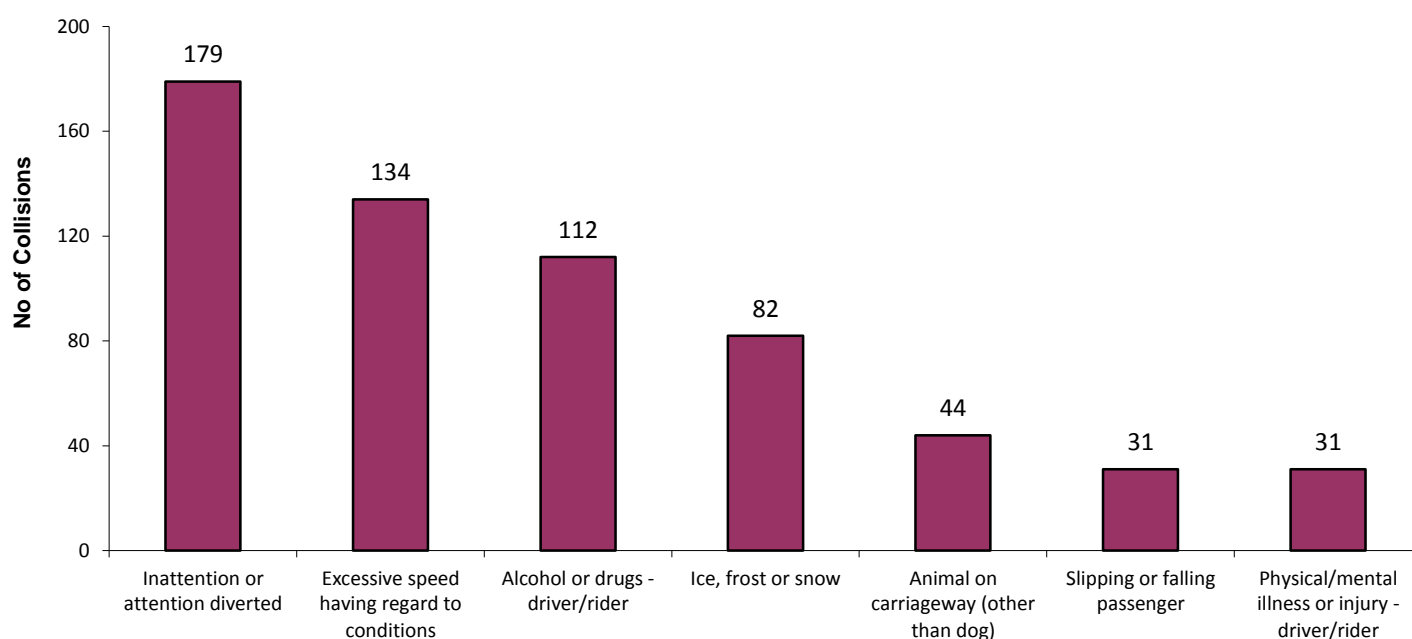
Table 2.4 Single vehicle collisions¹ by year and resulting casualties 2006 - 2015

	Number of single vehicle injury Collisions ¹				Resulting Casualties			
	Fatal Collisions	Serious Collisions	Slight Collisions	Total	Killed	Seriously Injured	Slightly Injured	Total Casualties
2006	35	190	483	708	43	254	753	1,050
2007	26	196	580	802	26	257	845	1,128
2008	30	193	709	932	33	229	936	1,198
2009	35	202	711	948	36	249	990	1,275
2010	17	161	720	898	18	202	979	1,199
2011	18	172	707	897	18	196	1015	1,229
2012	13	141	723	877	13	177	1009	1,199
2013	21	146	778	945	23	175	1053	1,251
2014	19	140	815	974	20	173	1093	1,286
2015	16	127	790	933	18	150	1087	1,255

¹ Defined as a collision which involves no other party other than the vehicle itself

- There were 933 single vehicle collisions recorded in 2015 which is 41 fewer than 2014 but 225 greater (an increase of 31.8%) than the number recorded ten years ago in 2006.
- The 933 single vehicle collisions in 2015 accounted for 15.2% of all collisions. Within the year, the proportion of single vehicle collisions was noticeably higher among fatal (23.2%) and serious collisions (22.3%) compared with slight injury collisions (14.3%).
- The most common causation factor for all single vehicle collisions occurring in 2015 was inattention or attention diverted (179, 19.2%), followed by excessive speed having regard to conditions (134, 14.4%). The next highest were the consumption of alcohol or drugs by drivers or riders with 112 (12.0%) and then ice, frost or snow with 82 (8.8%).
- In terms of fatal and serious collisions, excessive speed was highest with 27 out of 143 single vehicle collisions (18.9%) accounting for 36 of the 168 people who were killed or seriously injured as a result.

Figure 2.2 Main causes of single vehicle collisions 2015



Fixed Penalty Notices Issued for Traffic Offences¹

In 2015 there were 28,140 Fixed Penalty Notices (FPNs) and Discretionary Disposals issued by PSNI for a range of motoring offences.

- Just over one quarter (27.4%) of all FPNs and Discretionary Disposals were issued for speeding offences (7,702).
- 5,715 Fixed Penalty Notices and Discretionary Disposals were issued for the offence of 'using a hand held mobile phone'.
- 1,323 FPNs and Discretionary Disposals were issued in 2015 for seatbelt offences, 5,337 for careless and inconsiderate driving and 525 for breach of signs and signals.

Northern Ireland Survey of Seat Belt Wearing 2014²

DOE Northern Ireland carry out a biannual survey to observe seat belt wearing rates in vehicles covering rural, urban and motorway locations. Fieldwork for this survey takes place at 12 sites across Northern Ireland and involves observing stationary traffic and recording details such as gender, estimated age and whether a restraint was being used for any car occupants.

In 2014, 98% of car occupants observed used a restraint. Overall wearing rates have increased from 82% when the survey was started in 1994 to the current rate of 98%.

Northern Ireland Road Safety Partnership³

Speeding remains one of the main causes of collisions in which people are killed or seriously injured on Northern Ireland's roads.

The Northern Ireland Road Safety Partnership (NI RSP) was established in July 2003 with the aim of reducing the number of casualties on Northern Ireland's roads through targeted enforcement at sites with a history of collisions using safety cameras. There were 42,429 people detected by the NI RSP in 2014 (the most recent year that complete figures are available for) for either speeding or running a red light.

¹ http://www.doeni.gov.uk/seat_belt_survey_report_2014.pdf

² http://www.doeni.gov.uk/seat_belt_survey_report_2014.pdf

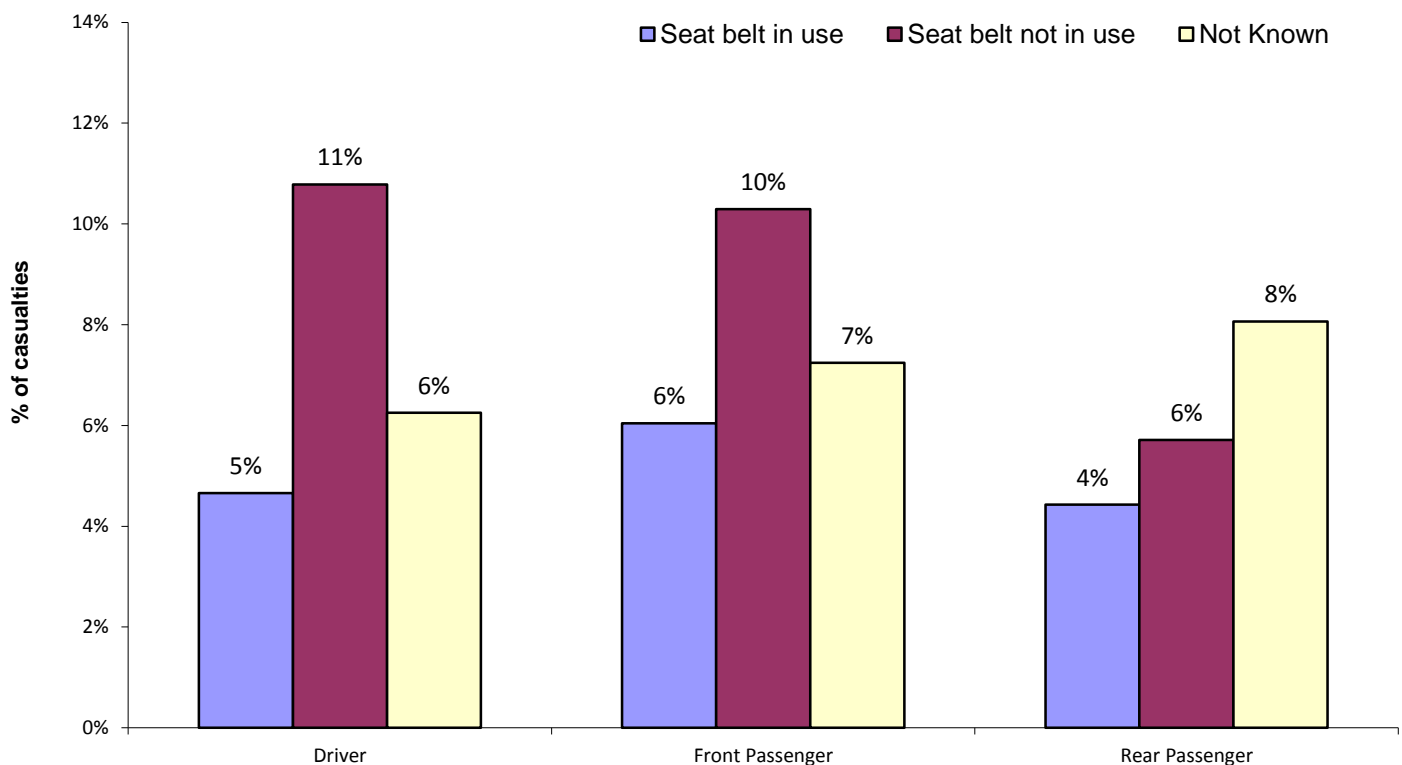
³ <https://www.nidirect.gov.uk/articles/ni-road-safety-partnership>

Seat belt wearing rates of those casualties involved in road traffic collisions

There were 5,275 casualties among drivers of vehicles in which a seat belt is normally worn. Of these 62.3% were wearing a seat belt at the time of the collision, 1.9% were not wearing a seat belt and for the remaining 35.8% it was unknown whether or not a seat belt was in use.

- The likelihood of a driver being killed in a collision greatly increases when not wearing a seat belt. In 2015, 0.5% of driver casualties who were wearing a seatbelt sustained fatal injuries, compared with 4.9% of driver casualties who were not wearing a seat belt. Similarly, 4.7% of driver casualties were killed or seriously injured when wearing a seat belt compared to 10.8% of those not wearing a seat belt.
- A total of 1,740 front seat passengers were casualties in vehicles in which a seat belt is normally worn and 68 of these (3.9%) were not wearing a seat belt. Of those front seat passengers wearing a seat belt at the time of the collision 6.0% were killed or seriously injured when a seat belt was in use compared with 10.3% of those who were not wearing a seat belt at the time of the collision.
- A total of 1,062 rear seat passengers were casualties in vehicles in which a seat belt is normally worn. Of the rear seat passenger casualties 3.3% were not wearing a seat belt.
- Of those rear seat passengers wearing a seat belt at the time of the collision 4.4% were killed or seriously injured when a seat belt was in use compared with 5.7% of those who were not wearing a seat belt at the time of the collision.

Figure 2.3 Seat belt usage: Proportion of casualties who were killed or seriously injured 2015



Section 3– Location, times and types of vehicles involved in collisions

Where did collisions occur in 2015?

Figure 3.1: The top 5 collision sites in Northern Ireland within a 50 metre radius - 2015



Using mapping software it is possible to identify sites that have a high number of collisions within a specified distance. Using a radius of 50 metres the top 5 sites for all collisions identified occurring in 2015 were the following:

- **A – The Westlink/ Great Georges Street/ York Street junction, Belfast.** This site had 11 collisions occurring in 2015.
- **B – Kennedy Way/ Andersonstown Roundabout, Belfast.** 10 collisions occurred within 50 metres of where Kennedy Way meets the Andersonstown roundabout.
- **C – Sydenham By-Pass/ Dee Street, Belfast.** There were 9 collisions at this junction in East Belfast in 2015.
- **D – Mullaghglass Road/ Pond Park Road, Lisburn.** 9 collisions occurred at this crossroads.
- **E – Clooney Road/ Caw Roundabout, Londonderry.** 9 collisions also occurred where the Clooney Road meets the Caw Roundabout.

Top 3 fatal and serious collision sites in Northern Ireland within a kilometre radius – 2015

The top 3 collision sites for fatal and serious collisions within a kilometre radius were identified as an area of Derry City with 13, the Castlereagh Road area of East Belfast with 12 and the Westlink/ M2 area of North Belfast also with 12. See maps below:

Figure 3.2: Derry City fatal and serious collisions (Foyle Embankment Area)



Figure 3.3: East Belfast fatal and serious collisions (Castlereagh Road area)

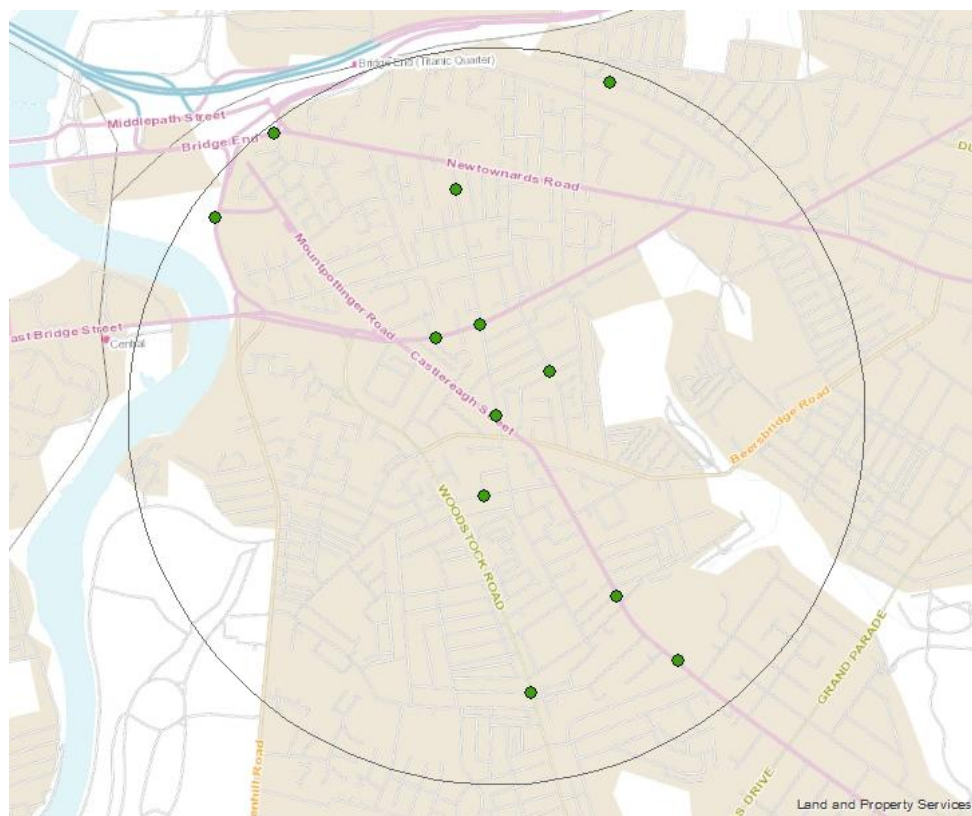
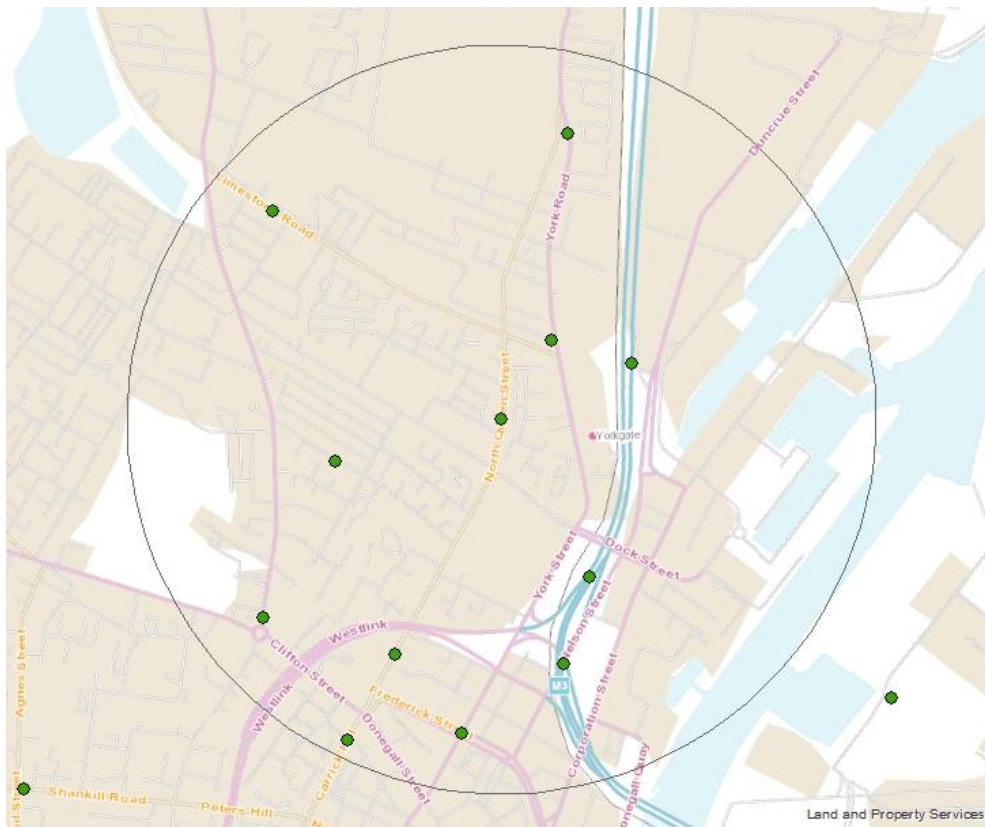


Figure 3.4: North Belfast fatal and serious collisions (Westlink / M2 area)



Links to our collisions are available on the NINIS website for each calendar year from 2007. See link to the 2014 information below:

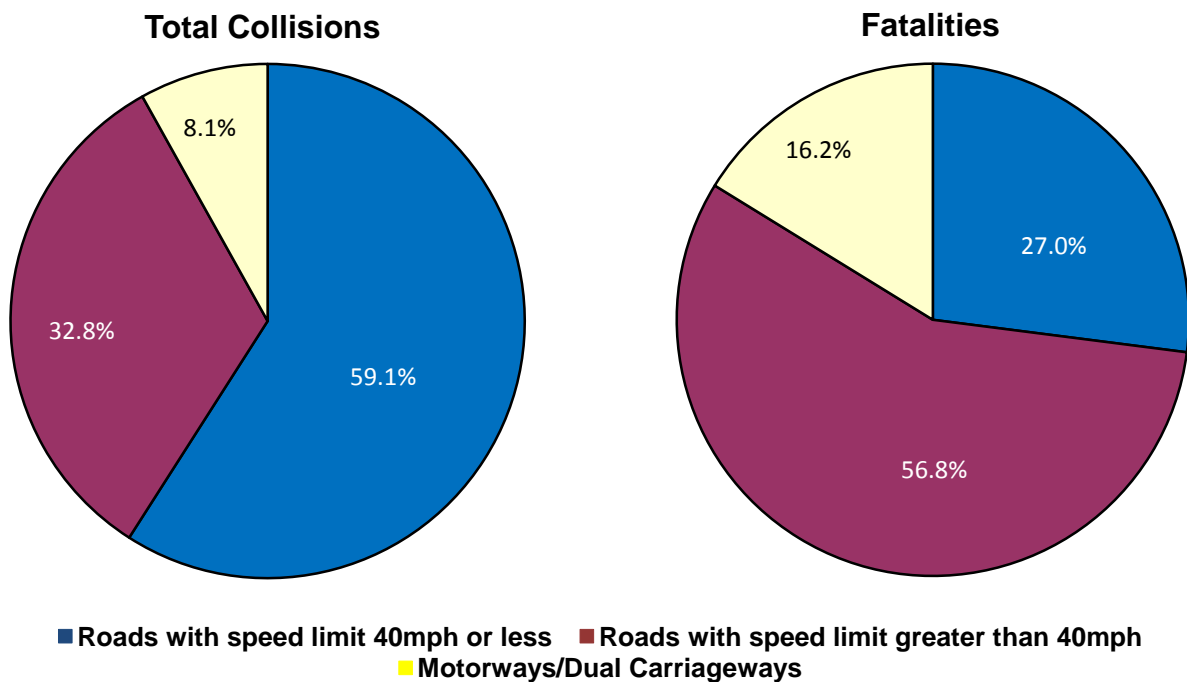
<http://www.ninis2.nisra.gov.uk/InteractiveMaps/Travel%20and%20Transport/Roads/rtc2015/atlas.html>

Collisions are updated by NINIS on an annual basis.

Speed limit of road

- In general in 2015, injury collisions were more prevalent on urban roads with a speed limit of 40 mph or less. Fatal collisions, however, were most likely to occur on rural roads (defined as having a speed limit of above 40 miles per hour excluding motorways and dual carriageways).
- Of the 6,147 injury collisions recorded by the police in 2015, 3,630 (59.1%) occurred on roads with a speed limit of 40 mph or less while 2,019 (32.8%) took place on rural roads and the remaining 498 (8.1%) occurred on a motorway or dual carriageway. The 2,019 collisions which occurred on rural roads accounted for 3,378 casualties (34.7%) and 402 out of the 785 killed or seriously injured (51.2%).

Figure 3.5 Road traffic collisions and fatalities by speed limit of road 2015



- There were 42 people killed in 2015 on rural roads (defined as roads with a speed limit greater than 40 miles per hour except motorways and dual carriageways). This accounted for 56.8% of fatalities for the year which is a decrease from the 2004 – 2008 average of 73.4% (Key Performance Indicator in Road Safety Strategy).
- Of the five children killed on Northern Ireland roads in 2015, four were on rural roads (exceeding 40 miles per hour excluding motorways and dual carriageways) and the other was on an urban road (40 miles per hour or less).
- The majority of young people (aged between 16 and 24) killed or seriously injured in 2015 were on rural roads (59.9%).

When do 2015 fatal and serious collisions occur?

- Taking the week as a whole, the greatest number of fatal and serious collisions occurred in two separate hourly periods between 4pm and 5pm and between 5pm and 6pm (both with 55 collisions, 8.6%).
- There were contrasts between the pattern of collisions at weekends and during the working week. Of all fatal and serious collisions between Monday and Friday, 15.1% occurred between 7am and 10am compared to 4.1% on Saturday or Sunday.
- However, at weekends there was a greater tendency for fatal and serious collisions to occur early in the morning with 16.5% of weekend collisions occurring between midnight and 4am in comparison with 3.6% between Monday and Friday.
- Twenty-two of the 69 fatal collisions in 2015 occurred on a Saturday or Sunday (31.9%).

Figure 3.6 Weekday fatal and serious collisions by Hour 2015

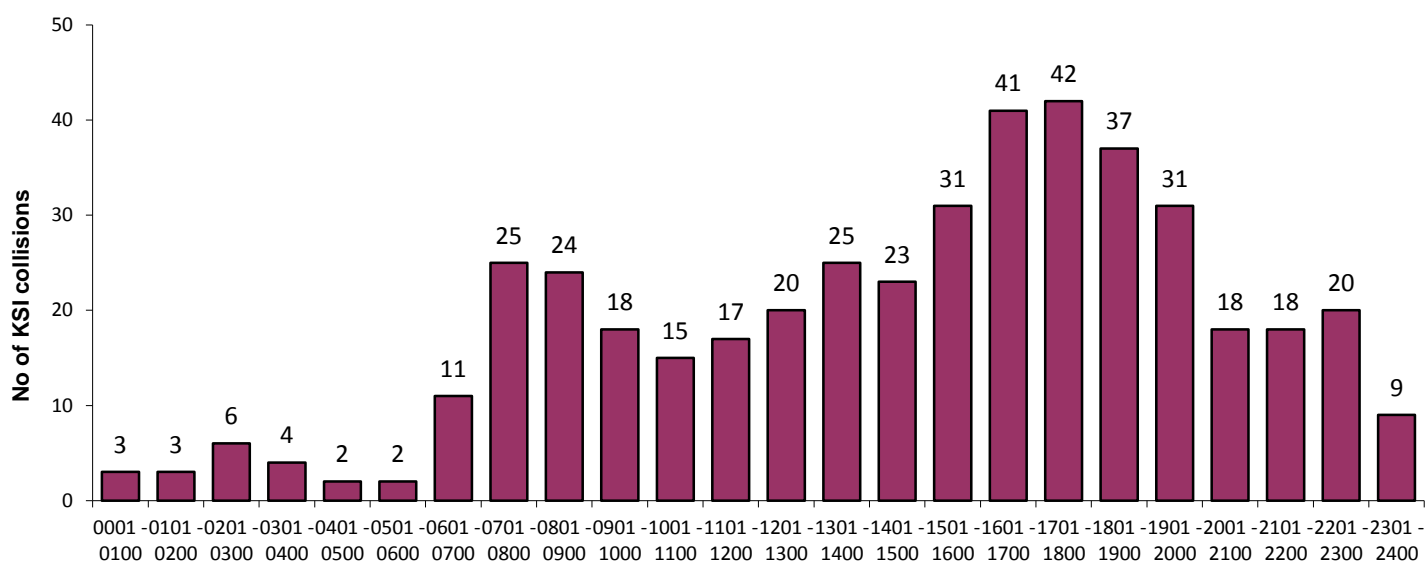
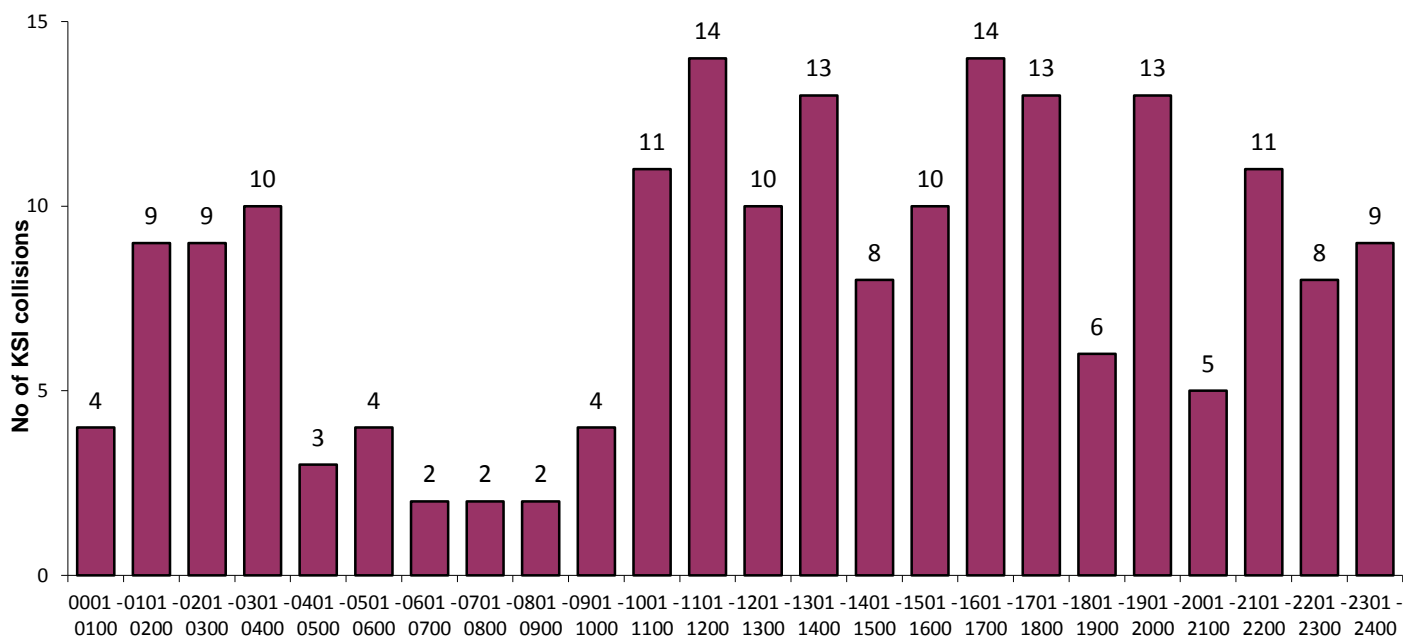


Figure 3.7 Weekend fatal and serious collisions by Hour 2015



Another way of illustrating the variation in collisions by time of day and day of week is shown overleaf—

Figure 3.8 Fatal and serious collisions by time and day of week 2015

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Total		
0001 - 0100	1	0	0	1	1	1	3	7	0001 - 0100	
0101 - 0200	2	1	0	0	0	5	4	12	0101 - 0200	
0201 - 0300	2	2	1	1	0	3	6	15	0201 - 0300	
0301 - 0400	2	0	2	0	0	3	7	14	0301 - 0400	
0401 - 0500	2	0	0	0	0	2	1	5	0401 - 0500	
0501 - 0600	1	0	0	1	0	2	2	6	0501 - 0600	
0601 - 0700	1	2	2	2	4	2	0	13	0601 - 0700	
0701 - 0800	5	4	6	5	5	2	0	27	0701 - 0800	
0801 - 0900	2	6	5	3	8	1	1	26	0801 - 0900	
0901 - 1000	4	1	6	4	3	1	3	22	0901 - 1000	
1001 - 1100	1	3	2	7	2	7	4	26	1001 - 1100	
1101 - 1200	4	6	3	1	3	5	9	31	1101 - 1200	
1201 - 1300	1	4	6	5	4	5	5	30	1201 - 1300	
1301 - 1400	4	5	4	5	7	4	9	38	1301 - 1400	
1401 - 1500	4	3	5	3	8	5	3	31	1401 - 1500	
1501 - 1600	4	8	5	7	7	8	2	41	1501 - 1600	
0-1	1601 - 1700	9	9	9	7	7	4	10	55	1601 - 1700
2-3	1701 - 1800	9	6	7	9	11	6	7	55	1701 - 1800
4-5	1801 - 1900	5	10	7	7	8	6	0	43	1801 - 1900
6-7	1901 - 2000	7	9	4	3	8	8	5	44	1901 - 2000
8+	2001 - 2100	5	3	3	4	3	3	2	23	2001 - 2100
	2101 - 2200	3	5	1	3	6	1	10	29	2101 - 2200
	2201 - 2300	4	1	8	5	2	5	3	28	2201 - 2300
	2301 - 2400	4	0	1	1	3	6	3	18	2301 - 2400
	Mon	Tue	Wed	Thu	Fri	Sat	Sun			

- The peak hours of collisions involving KSI casualties were between 3pm and 6pm when almost a quarter (23.6%) of all fatal and serious collisions took place.
- The worst combined day and hour for fatal and serious collisions was Friday between 5pm and 6pm with 11 having occurred in 2015 during this time period. Friday also had the highest proportion by day of week with 100 of the 639 fatal and serious collisions occurring on this day (15.6%).
- In terms of month, March had the highest number of fatal and serious collisions with 75 (11.7%). July had the fewest with 40 fatal and serious collisions. See table below:

Table 3.1 Police recorded fatal and serious injury road traffic collisions by month of year and day of week 2015

Month	Day of Week							Total
	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	
January	7	7	4	8	9	4	4	43
February	6	8	4	4	9	10	5	46
March	11	9	10	11	11	8	15	75
April	5	7	10	11	5	10	10	58
May	4	7	10	4	6	7	8	46
June	10	8	8	6	6	7	8	53
July	5	5	4	6	7	7	6	40
August	12	7	5	10	4	12	11	61
September	9	3	7	6	7	7	11	50
October	3	7	9	6	9	9	4	47
November	7	11	7	7	13	6	10	61
December	7	9	9	5	14	8	7	59
Total	86	88	87	84	100	95	99	639

Type of vehicles involved in injury road traffic collisions in 2015

- When looking at types of vehicles involved in road traffic collisions in 2015, cars formed the largest group with 9,607 (84.8%) involved in injury road traffic collisions. This was followed by 830 goods vehicles (7.3%) and 302 motorcycles (2.7%).
- The collision rate per 1,000 licensed vehicles is highest for buses/coaches (30 per 1,000) followed by hackney taxis (27 per 1,000). Motorcycles and cars had 13 and 11 collisions per 1,000 licensed vehicles respectively.

Table 3.2 Number of vehicles involved in injury road traffic collisions 2015

	Fatal Collision	Serious Collision	Slight Collision	Total	% share	Collision rate per 1,000 licensed vehicles ¹
Motorcycle	4	89	209	302	2.7	13
Hackney taxi	0	0	15	15	0.1	27
Car	83	698	8,826	9,607	84.8	11
Goods Vehicles	13	67	750	830	7.3	7
Buses / coaches	1	14	155	170	1.5	30
Agricultural Vehicles	6	8	47	61	0.5	3
Other/Unknown Vehicles	1	45	298	344	3.0	----
Total	108	921	10,300	11,329	100	----

Northern Ireland Transport Statistics Annual 2014-15 publication: Table 1.7 Vehicles licensed currently licensed by body type: 2010-2014 (using 2014 figures)

- While the number of KSI casualties among motorcyclists is at the lowest level since 1996, this category has the highest combined fatal and serious collision rate by category with 4 KSI collisions per 1,000 licensed vehicles in 2015.

Weather conditions

Table 3.3 Police recorded fatal and serious injury road traffic collisions by weather conditions 2015

Weather	Total
Fine (without high wind)	434
Rain (without high wind)	73
Snow (without high wind)	6
Fine (with high wind)	15
Rain (with high wind)	25
Snow (with high wind)	4
Fog or mist - if hazard	8
Strong sun (glaring)	3
Other	21
Unknown	50
Total	639

Section 4 – Road deaths in comparison with other countries

How does Northern Ireland compare?

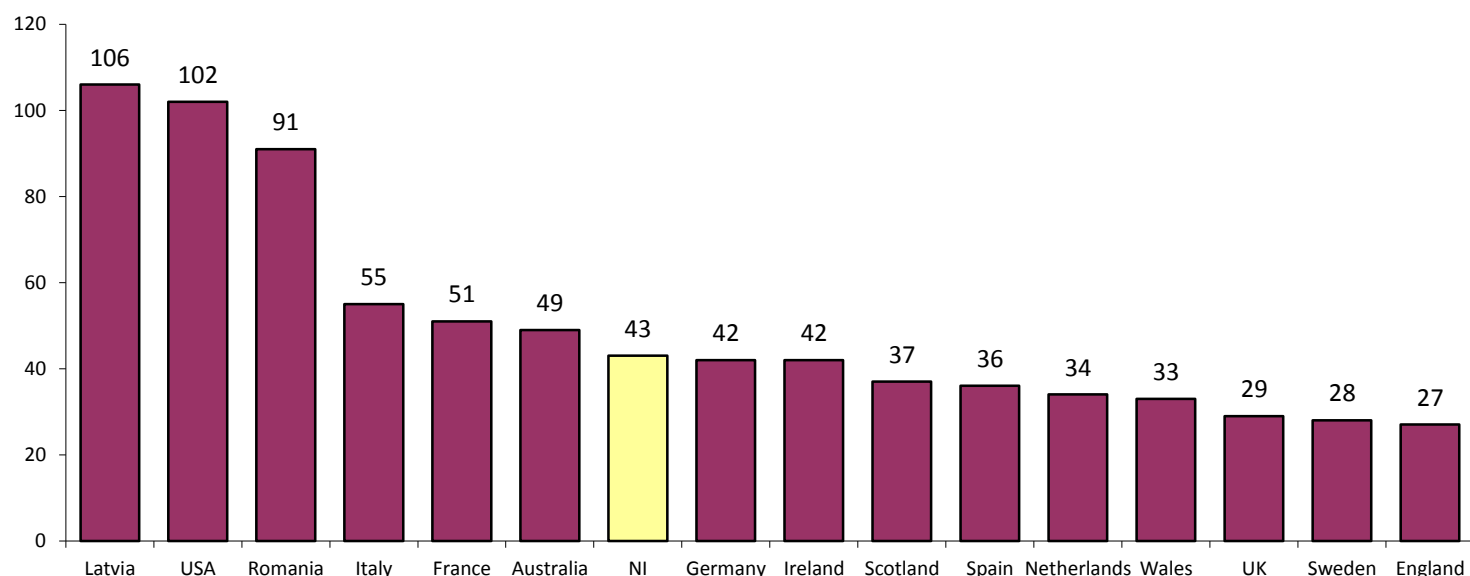
As the latest fatality information for a list of selected countries is only available for 2014, this report compares Northern Ireland's road deaths with a selected list of countries for that year.

Table 4.1 International comparisons of road deaths by selected country¹:

Country	2014 ²	
	Number of road deaths	Road deaths per million population
England	1,472	27
Northern Ireland	79	43
Scotland	200	37
Wales	103	33
United Kingdom	1,854	29
Australia	1,156	49
France	3,384	51
Germany	3,368	42
Irish Republic	195	42
Italy	3,330	55
Latvia	212	106
Netherlands	570	34
New Zealand	295	65
Portugal	607	58
Romania	1,818	91
Spain	1,661	36
Sweden	270	28
United States of America	32,675	102

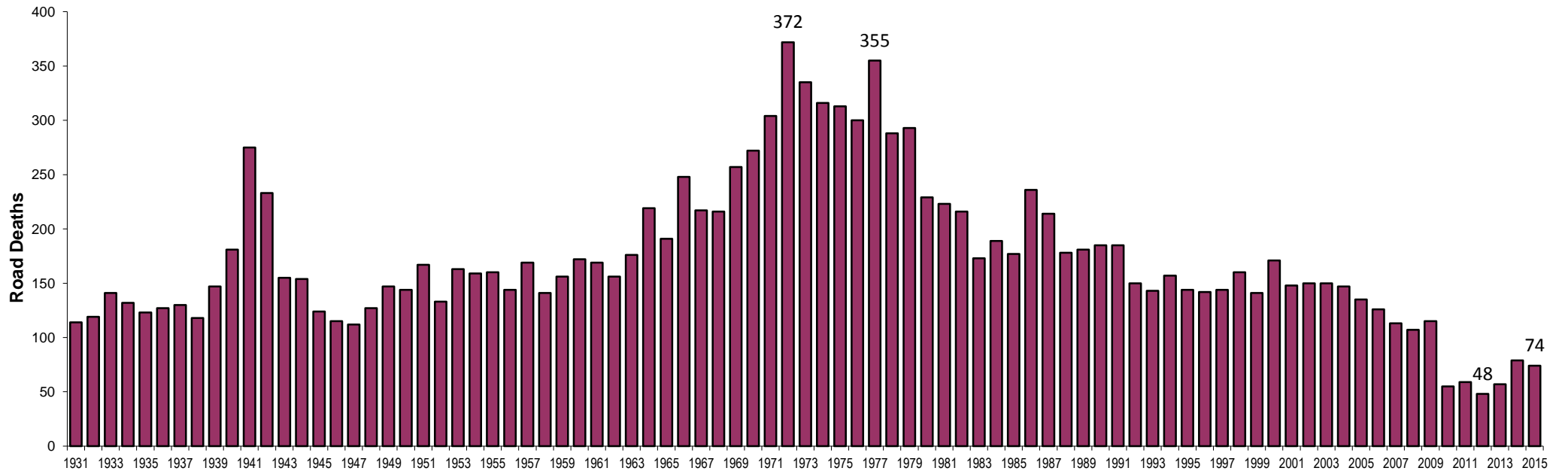
¹Source: International Road Traffic and Accident Database ²2014 figures are the latest available internationally for all these countries

Figure 4.1 2014 Road deaths per million population by selected country



- The 79 deaths recorded in Northern Ireland for 2014 equates to a rate of 43 deaths per million population making it the region with the highest number of road deaths for the United Kingdom and Ireland. At the top end of the scale, Latvia had the highest death rate recorded in 2014 with 106 road deaths per million population while England was at the lower end with 27.
- The 74 road deaths recorded in Northern Ireland for 2015 equates to 41 road deaths per million population.

Appendix 1 Road Deaths in Northern Ireland 1931 - 2015



Appendix 2 Recorded injury road traffic collision and casualties by severity*- 1931 – 2015

Year	No of injury collisions	Casualties			Year	No of injury collisions	Casualties			
		Killed	Injured	Total casualties			Killed	Seriously Injured	Slightly Injured	Total casualties
1931	1,582	114	1,724	1,838	1971	5,158	304	2,135	5,523	7,962
1932	1,765	119	1,890	2,009	1972	5,261	372	2,430	5,595	8,397
1933	1,633	141	1,757	1,898	1973	5,000	335	2,358	5,304	7,997
1934	1,835	132	1,954	2,086	1974	4,795	316	2,268	4,920	7,504
1935	1,975	123	2,159	2,282	1975	4,882	313	2,231	5,109	7,653
1936	2,021	127	2,216	2,343	1976	4,943	300	2,570	4,749	7,619
1937	1,793	130	1,891	2,021	1977	5,352	355	2,905	4,944	8,204
1938	1,945	118	2,128	2,246	1978	5,473	288	2,749	5,331	8,368
1939	1,993	147	2,211	2,358	1979	5,388	293	2,546	5,082	7,921
1940	1,451	181	1,576	1,757	1980	4,982	229	2,387	4,648	7,264
1941	1,778	275	1,928	2,203	1981	5,245	223	2,418	5,139	7,780
1942	1,636	233	1,844	2,077	1982	5,551	216	2,503	5,420	8,139
1943	1,205	155	1,308	1,463	1983	5,425	173	2,300	5,240	7,713
1944	1,205	154	1,259	1,413	1984	5,978	189	2,465	6,096	8,750
1945	1,222	124	1,429	1,553	1985	5,779	177	1,148	7,312	8,637
1946	1,602	115	1,919	2,034	1986	6,171	236	1,825	7,381	9,442
1947	1,700	112	1,976	2,088	1987	6,344	214	1,885	7,837	9,936
1948	1,695	127	1,892	2,019	1988	6,943	178	1,969	8,820	10,967
1949	2,135	147	2,396	2,543	1989	7,199	181	2,014	9,416	11,611
1950	2,430	144	2,748	2,892	1990	7,159	185	1,993	9,583	11,761
1951	2,583	167	2,975	3,142	1991	6,171	185	1,648	8,481	10,314
1952	2,625	133	3,028	3,161	1992	6,650	150	1,841	9,273	11,264
1953	3,139	163	3,715	3,878	1993	6,517	143	1,725	9,232	11,100
1954	3,315	159	3,954	4,113	1994	6,783	157	1,648	10,289	12,094
1955	3,854	160	4,561	4,721	1995	6,792	144	1,532	10,049	11,725
1956	3,860	144	4,631	4,775	1996	7,093	142	1,599	10,834	12,575
1957	3,324	169	4,001	4,170	1997	7,192	144	1,548	11,006	12,698
1958	3,533	141	4,379	4,520	1998	7,487	160	1,538	11,704	13,402
1959	3,992	156	5,068	5,224	1999	7,562	141	1,509	11,799	13,449
1960	4,237	172	5,443	5,615	2000	8,388	171	1,786	12,763	14,720
1961	4,196	169	5,520	5,689	2001	7,447	148	1,682	11,312	13,142
1962	4,297	156	5,677	5,833	2002	6,784	150	1,526	10,238	11,914
1963	4,536	176	6,001	6,177	2003	6,049	150	1,288	8,887	10,325
1964	4,736	219	6,363	6,582	2004	5,633	147	1,183	8,177	9,507
1965	4,987	191	6,755	6,946	2005	4,947	135	1,073	6,951	8,159
1966	5,034	248	6,876	7,124	2006	5,628	126	1,211	7,845	9,182
1967	5,094	217	7,076	7,293	2007	5,990	113	1,097	8,226	9,436
1968	5,213	216	7,305	7,521	2008	6,223	107	990	8,454	9,551
1969	4,981	257	7,124	7,381	2009	6,251	115	1,035	8,617	9,767
1970	5,308	272	7,902	8,174	2010	5,666	55	892	8,010	8,957
					2011	5,594	59	825	7,876	8,760
					2012	5,775	48	795	8,167	9,010
					2013	5,820	57	720	8,410	9,187
					2014	6,085	79	710	8,599	9,388
					2015	6,147	74	711	8,952	9,737

Appendix 3: Police recorded road traffic collision casualties by road user type and severity: 2006 – 2015

	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Pedestrians										
Killed	22	17	19	24	10	13	9	7	18	19
Seriously injured	202	166	193	191	167	200	182	162	140	164
Slightly injured	575	585	632	636	558	621	613	610	611	604
Total	799	768	844	851	735	834	804	779	769	787
Drivers of motor vehicles										
Killed	46	42	45	42	21	23	21	22	30	31
Seriously injured	526	478	417	417	332	295	294	271	263	254
Slightly injured	4,037	4,330	4,472	4,669	4,364	4,144	4,425	4,577	4,786	5,071
Total	4,609	4,850	4,934	5,128	4,717	4,462	4,740	4,870	5,079	5,356
Motorcyclists										
Killed	14	25	15	16	8	6	4	10	13	4
Seriously injured	128	128	123	138	112	102	96	91	84	78
Slightly injured	267	297	319	260	255	238	189	210	192	202
Total	409	450	457	414	375	346	289	311	289	284
Pedal cyclists										
Killed	1	2	2	0	0	2	2	4	3	0
Seriously injured	33	30	26	32	49	47	55	42	59	40
Slightly injured	137	188	178	173	165	206	220	210	271	239
Total	171	220	206	205	214	255	277	256	333	279
Passengers										
Killed	43	24	23	29	13	11	10	13	12	17
Seriously injured	304	282	215	235	211	161	155	136	155	163
Slightly injured	2,777	2,769	2,802	2,817	2,613	2,615	2,670	2,750	2,685	2,781
Total	3,124	3,075	3,040	3,081	2,837	2,787	2,835	2,899	2,852	2,961
Pillion Passengers										
Killed	0	1	1	0	2	1	0	0	1	0
Seriously injured	7	5	5	7	8	7	3	5	4	6
Slightly injured	23	15	18	13	9	7	11	11	7	4
Total	30	21	24	20	19	15	14	16	12	10
Other road users										
Killed	0	2	2	4	1	3	2	1	2	3
Seriously injured	11	8	11	15	13	13	10	13	5	6
Slightly injured	29	42	33	49	46	45	39	42	47	51
Total	40	52	46	68	60	61	51	56	54	60
All road users										
Killed	126	113	107	115	55	59	48	57	79	74
Seriously injured	1,211	1,097	990	1,035	892	825	795	720	710	711
Slightly injured	7,845	8,226	8,454	8,617	8,010	7,876	8,167	8,410	8,599	8,952
Total	9,182	9,436	9,551	9,767	8,957	8,760	9,010	9,187	9,388	9,737

Appendix 4: Road traffic child collision casualties by road user type and severity: 2006 – 2015

	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Pedestrians										
Killed	4	3	3	3	1	0	3	0	3	2
Seriously injured	63	46	54	68	57	55	55	54	34	37
Slightly injured	178	172	190	179	167	183	170	162	169	161
Total	245	221	247	250	225	238	228	216	206	200
Drivers of motor vehicles										
Killed	0	0	0	0	0	0	0	0	0	0
Seriously injured	2	0	0	2	0	0	1	0	0	1
Slightly injured	2	3	3	1	0	1	2	0	1	3
Total	4	3	3	3	0	1	3	0	1	4
Motorcyclists										
Killed	0	0	0	0	0	0	0	0	0	0
Seriously injured	4	1	1	3	1	0	1	0	0	1
Slightly injured	2	1	3	1	1	3	0	0	1	2
Total	6	2	4	4	2	3	1	0	1	3
Pedal cyclists										
Killed	0	0	0	0	0	0	0	0	1	0
Seriously injured	13	9	7	11	9	10	9	4	10	4
Slightly injured	44	63	57	62	41	55	46	38	32	43
Total	57	72	64	73	50	65	55	42	43	47
Passengers										
Killed	5	2	3	0	1	1	2	2	0	3
Seriously injured	57	43	25	26	20	23	18	12	21	22
Slightly injured	593	651	592	611	533	590	734	653	623	643
Total	655	696	620	637	554	614	754	667	644	668
Other road users (including pillion passengers)										
Killed	0	0	1	1	0	1	0	0	0	0
Seriously injured	4	2	7	6	6	3	3	1	1	2
Slightly injured	7	4	6	6	7	5	4	5	1	1
Total	11	6	14	13	13	9	7	6	2	3
All road users										
Killed	9	5	7	4	2	2	5	2	4	5
Seriously injured	143	101	94	116	93	91	87	71	66	67
Slightly injured	826	894	851	860	749	837	956	858	827	853
Total	978	1,000	952	980	844	930	1,048	931	897	925

Appendix 5: Police recorded road traffic collision casualties by causation factor and severity: 2006 - 2015

	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Alcohol or Drugs - Driver/Rider										
Killed	18	18	18	21	10	9	8	10	16	8
Seriously injured	115	113	121	115	86	87	59	40	62	64
Slightly injured	376	436	376	408	324	357	388	344	336	369
Total	509	567	515	544	420	453	455	394	414	441
Excessive Speed having regard to conditions										
Killed	46	32	36	27	10	7	8	11	14	14
Seriously injured	271	221	155	172	131	87	92	79	74	67
Slightly injured	984	677	758	852	762	529	448	349	425	401
Total	1,301	930	949	1,051	903	623	548	439	513	482
Careless Driving										
Killed	40	43	36	33	19	23	14	25	35	32
Seriously injured	592	509	442	480	440	415	387	375	350	373
Slightly injured	5,414	5,711	5,979	6,000	5,524	5,577	5,839	6,111	6,249	6,732
Total	6,046	6,263	6,457	6,513	5,983	6,015	6,240	6,511	6,634	7,137
Alcohol or Drugs – Pedestrian										
Killed	6	4	*	6	*	5	0	*	*	5
Seriously injured	22	22	*	21	*	26	21	*	*	14
Slightly injured	55	52	47	60	36	68	55	54	42	55
Total	83	78	68	87	59	99	76	64	54	74
Other Pedestrian Fault										
Killed	9	6	9	10	4	5	4	*	6	8
Seriously injured	104	81	121	117	93	105	101	*	86	91
Slightly injured	312	311	344	321	314	306	321	308	300	287
Total	425	398	474	448	411	416	426	403	392	386
Other factors										
Killed	7	10	*	18	*	10	14	6	*	7
Seriously injured	107	151	*	130	*	105	135	126	*	102
Slightly injured	704	1,039	950	976	1,050	1,039	1,116	1,244	1,247	1,108
Total	818	1,200	1,088	1,124	1,181	1,154	1,265	1,376	1,381	1,217
All factors										
Killed	126	113	107	115	55	59	48	57	79	74
Seriously injured	1,211	1,097	990	1,035	892	825	795	720	710	711
Slightly injured	7,845	8,226	8,454	8,617	8,010	7,876	8,167	8,410	8,599	8,952
Total	9,182	9,436	9,551	9,767	8,957	8,760	9,010	9,187	9,388	9,737

Notes

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

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

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

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

User Consultation is an important part of the service we provide and it is a requirement under Principal 1 (Meeting User Needs) of the Code of Practice for Official Statistics, to publish information about user experiences. Updates from our most recent user engagement and surveys are published on the PSNI website under the [Official Statistics](#) section.

User Guide

The recently updated [User Guide for the Police Recorded Road Traffic Collision Statistics](#) is now available on the PSNI website and provides information on the design and methodology of the data. The User Guide also outlines how PSNI statisticians address the quality guidelines for administrative data as well as setting out details of procedures and definitions.

Daily Fatal Spreadsheet

As part of our commitment to provide users with more timely information, we publish a provisional Daily Fatal Spreadsheet, giving details of the location, age and gender of road traffic fatalities. This is updated each working day on the [PSNI website](#).

Maps of Collision Locations

We have been working with our partner agencies to improve the information on the locations of collisions that we provide and together with NINIS (Northern Ireland Neighbourhood Information Service) we have produced interactive maps plotted with fatal, serious and slight collisions over the past seven years, available on the [NINIS website](#). 2015 collisions will be available on this webpage from July 2016.

Data quality

Our internal quality assurance and validation procedures are regularly tested, reviewed and updated. We have also used the UK Statistics Authority [Administrative Data Quality Assurance Toolkit](#) to ensure that we have provided users with as much information as possible and to make users aware of the quality and background of the statistics.

PSNI's Collision Report Form (CRF) is based on the Department for Transport STATS19 form. This ensures data is checked and validated to an agreed set of standards. This also allows the statistics to be compared at a UK level. (A copy of the form is provided in the appendix to the [User Guide for the Police Recorded Road Traffic Collision Statistics](#))

STATS19 forms and the accompanying [STATS20](#) guidance provide a set of established guidelines which are followed by police forces across the UK. For example, all road collisions involving human death or

personal injury occurring on the public road and notified to the police within 30 days of the occurrence, and in which one or more vehicles are involved, are to be reported. This is a wider definition of road collisions than that used in legislation eg. Road Traffic Acts.

Strengths and Limitations of the data

Strengths

The purpose of collating and reporting on injury road traffic collisions is to provide accurate and timely management information to the PSNI to assist them with tracking trends, identifying problem areas and in developing policies related to road policing issues. Police recorded injury road traffic collision and casualty statistics are used by a variety of organisations and individuals in the public and private sector as well as by the wider general public.

PSNI Statisticians attend the Standing Committee on Accident Statistics (SCRAS) and this gives a UK-wide focus to our work. We work closely with the Department for Transport to ensure that our work is comparable with other regions of the UK.

The Department for Infrastructure in Northern Ireland uses the PSNI's injury road traffic statistics to inform policy and monitor performance in relation to various road safety strategies. Similarly, the statistics are vital to informing colleagues in Transport NI (previously Road Service) in relation to identifying the location and causes of collisions so that they can assess whether a road engineering solution is required.

The statistics are also used to inform the Northern Ireland Road Safety Partnership on the need for cameras to enforce identified roads which are prone to injury road traffic collisions or road junctions where collisions result from drivers ignoring the mechanical traffic signals (red light running). The statistics are widely referred to in the media and are used by those individuals or organisations with an interest in road safety.

Limitations

Comparison of road accident reports with death registrations shows that very few if any road accident fatalities are not reported to the police. However, it has long been known in GB (and by extension in NI) that a considerable proportion of non-fatal casualties are not known to the police, as hospital, survey and compensation claims data all indicate a higher number of casualties than suggested by police accident data.

The data used as the basis for these statistics are therefore not a complete record of all personal injury road accidents, and this should be kept in mind when using and analysing the figures. However, police data on road accidents (STATS 19), whilst not perfect, remain the most detailed, complete and reliable single source of information on road casualties, in particular for monitoring trends over time.

One of the main limitations of police recorded injury road traffic collision statistics, as mentioned above, is the extent to which they represent the true level of injury road traffic collisions and casualties that occur within the UK. Extensive research has been conducted within GB in order to get an estimate of the level of this under-reporting. The research has generally focused on two sources of comparable information, (i) hospital admissions data¹ and (ii) survey data from The Travel Survey for Northern Ireland².

¹ Reported Road Casualties in Great Britain Annual Report 2011: Department for Transport
<https://www.gov.uk/government/statistics/reported-road-casualties-great-britain-annual-report-2011>

² The Travel Survey for Northern Ireland 2012-2014
<https://www.infrastructure-ni.gov.uk/publications/travel-survey-northern-ireland-tsnr-headline-report-2012-2014>

While both comparisons would indicate that police recorded injury collision statistics are less complete than other sources, there are many reasons why this may be the case. For example, the police recorded statistics only relate to collisions that take place on the public roads and exclude collisions that occur on private land or public parks etc. Similarly, persons injured in certain types of collisions may be less likely to report these to the police e.g. casualties resulting from collisions where no motor vehicle is involved (cyclists falling off their bikes or colliding with pedestrians).

In Northern Ireland, police recorded fatal and serious injury collision casualties (KSI's) for 2014/15 equate to approximately 61% of the comparable figures on road casualties obtained from hospital admission statistics over the same period, up from 57% in the previous year.

The Travel Survey for Northern Ireland which collects information on how and why people travel within Northern Ireland. The survey uses three years of data to ensure the analysis is robust. The Travel Survey for Northern Ireland indicates that 68% of persons involved in at least one road accident in which there was an injury made police aware of the collision, either by attending at the scene or reporting afterwards. (The confidence interval around this was +/- 8%).

Revisions

Revisions are carried out in accordance with our Revisions Policy, a copy of which is available in the Official Statistics section of the PSNI Statistics website. Figures published within a current financial year to date are provisional and will be subject to slight revision until figures for the full financial year are published. These amendments can happen for a number of reasons, such as a collision being included or excluded following further investigation by an officer.

Comparisons with Great Britain

Results from the most recent period covered by the Department for Transport statistical releases (published 5th February 2016) refer to the year ending September 2015. Key points from the publication are as below:

- Road deaths increased by 3% compared to the year ending September 2014 to 1,780.
- There were 23,700 killed or seriously injured (KSI) casualties, a 3% decrease compared with the previous year.
- There were 188,830 reported road casualties of all severities, 3% lower than the year ending September 2014.

<https://www.gov.uk/government/statistics/reported-road-casualties-great-britain-provisional-estimates-july-to-september-2015>

Recorded road traffic collision and casualty definitions

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.

Killed: Died within 30 days from injuries received in a collision.

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.

KSI: Refers to collisions or casualties where someone was killed or seriously injured.

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.

Casualty: A person who sustains a slight, serious or fatal injury.

Children: Persons under 16 years of age.

Vehicles Involved: Vehicles whose occupants are injured, vehicles suffering damage, vehicles that contribute to the collision, and horses being ridden at the time of the collision. Vehicles that collide after the initial impact causing injury are not included unless they aggravate the degree of injury or lead to further casualties.

Drivers of motor vehicles: Drivers of hackneys, cars, motor caravans, LGVs, HGVs, cars used as taxis, minibuses and buses

Motorcyclists: Drivers/riders of mopeds and motorcycles. Includes riders of two-wheeled motor vehicles, motorcycle combinations, scooters and mopeds.

Pedal cyclists: Drivers/riders of pedal cycles. Includes children riding toy cycles on the carriageway and the first rider of a tandem.

Passengers: Occupants of vehicles other than the driver or rider. Passengers of hackneys, cars, motor caravans, LGVs, HGVs, cars used as taxis, minibuses, buses and pedal cycles.

Pillion passengers: Passenger on a moped or motorcycle.

Other road users: Drivers and passengers of invalid / 3 wheelers, tractors, ridden horses, other motor vehicles and other non motor vehicles.

- 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

Careless Driving: Include

- disobeyed pedestrian crossing,
- disobeyed traffic sign/signal,
- failing to give / giving faulty signal,
- wrong course position,
- driving too close,
- turning right without care,
- turning left without care,
- 'U' turning without care,
- reversing without care,
- stopping without care,
- starting without care,
- overtaking on nearside without care,
- overtaking on offside without care,
- changing lane without care,
- emerging from minor road without care,
- emerging from private road/entrance without care,
- crossing/entering road junction without care,
- inattention or attention diverted,
- distracted by action inside vehicle,
- distracted by action outside vehicle,
- using mobile phone,
- fatigue.

Map of new Northern Ireland Policing Districts

