

Police Service of Northern Ireland

# Police Recorded Injury Road Traffic Collisions and Casualties Northern Ireland

## Detailed Trends Report 2016

Annual Bulletin

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## Contents

<b>Executive Summary.....</b>	<b>3</b>
<b>The Casualty Reduction Target for 2020.....</b>	<b>4</b>
<b>Section 1 – Casualty Information.....</b>	<b>6</b>
Trends in fatalities over the last 10 years by road user type, gender, age and police area	
Number of people killed by Police Area 2016 thematic map	
Trends in people seriously injured over the last 10 years by road user type, gender, age and police area	
Number of people seriously injured by Police Area 2016 thematic map	
Trends in people slightly injured over the last 10 years by road user type	
Analysis of vulnerable road users (pedestrians, pedal cyclists and motorcyclists) 2007 to 2016	
Casualties by selected age group (children, young people and older people) 2007 to 2016	
<b>Section 2 – Causation, Single Vehicle Collisions and Seat Belt Usage.....</b>	<b>24</b>
The most common main principal causation factors in road traffic collisions 2016	
The number killed or seriously injured by selected causation factor 2007 to 2016	
Road traffic collisions and casualties by causation factor type 2016	
Driver rider responsibility for road traffic collisions by age	
Single vehicle collisions 2007 to 2016	
Seat Belt wearing rates of those casualties involved in road traffic collisions in 2016	
<b>Section 3 – Location, times and types of vehicles involved in collisions .....</b>	<b>29</b>
The top 4 collision sites in Northern Ireland within a 50 metre radius 2016	
The top 3 fatal and serious collision sites in Northern Ireland within a kilometre radius 2016	
Collisions and fatalities by speed limit of road 2016	
Collisions by time and day of week 2016	
Fatal and serious collisions by day of week and month of year 2016	
Types of vehicles involved in road traffic collisions in 2016	
Weather conditions of those killed or seriously injured in 2016	
<b>Section 4 – Death rate comparison with other countries.....</b>	<b>36</b>
<b>Appendices.....</b>	<b>37</b>
<b>Notes.....</b>	<b>42</b>

## 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 6,225 injury collisions recorded by the Police Service of Northern Ireland during the calendar year 2016, resulting in a total of 9,591 casualties comprising 68 fatalities, 828 people seriously injured and a further 8,695 people slightly injured.
- The 6,225 injury road traffic collisions recorded in 2016 is the highest number observed since 2009, continuing the upward trend from previous years, although the overall number of casualties has reduced from last year with 146 fewer casualties recorded than in 2015.
- The 68 fatalities recorded in 2016 was six fewer than the number recorded in 2015, 47 fewer than 2009 and 304 fewer than 1972 which had the highest annual total of deaths at 372.
- There were 4 motorcyclists killed in 2016 which jointly with 2012 and 2015 is the fewest in a year since records were collated. In contrast, deaths among drivers in 2015 and 2016 were at their highest level since 2009.
- The 896 people killed or seriously injured (KSI casualties) in 2016 was the most in a calendar year since 2010.
- The number of KSI casualties recorded amongst pedal cyclists in 2016 has doubled from that of ten years ago and were at their highest level since 1995.
- Children (under the age of 16) and young people (aged 16 to 24) killed or seriously injured in 2016 were at their highest level since 2012 and 2010 respectively.
- In 2016, KSI casualties amongst older people (65 and over) were the highest recorded since 2003. Indeed the total casualties among this age group were higher this year than in any previous calendar year since this data was collated.
- The most common principal causation factors for KSI casualties during 2016 were 'inattention or attention diverted (110 KSI casualties), followed by 'excessive speed having regard to conditions' (93 KSI casualties) and 'wrong course/position' (85 KSI casualties).

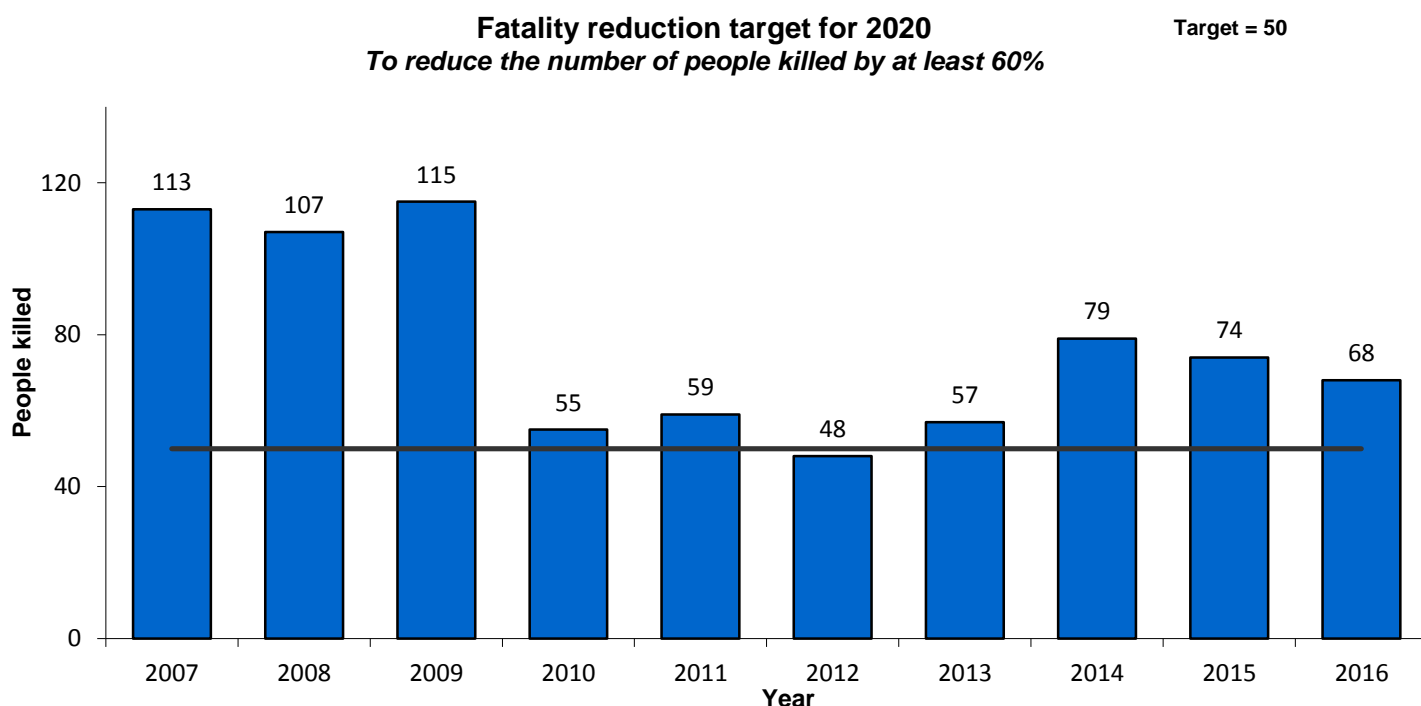
## Recorded Injury Road Traffic Collisions and Casualties 2007-2016

	Number of injury Collisions				Casualties			
	Fatal Collisions	Serious Collisions	Slight Collisions	All Injury Collisions	Killed	Seriously Injured	Slightly Injured	Total Casualties
2007	105	838	5,047	<b>5,990</b>	113	1,097	8,226	<b>9,436</b>
2008	98	814	5,311	<b>6,223</b>	107	990	8,454	<b>9,551</b>
2009	104	826	5,321	<b>6,251</b>	115	1,035	8,617	<b>9,767</b>
2010	51	726	4,889	<b>5,666</b>	55	892	8,010	<b>8,957</b>
2011	57	706	4,831	<b>5,594</b>	59	825	7,876	<b>8,760</b>
2012	45	669	5,061	<b>5,775</b>	48	795	8,167	<b>9,010</b>
2013	55	615	5,150	<b>5,820</b>	57	720	8,410	<b>9,187</b>
2014	74	577	5,434	<b>6,085</b>	79	710	8,599	<b>9,388</b>
2015	69	570	5,508	<b>6,147</b>	74	711	8,952	<b>9,737</b>
2016	65	689	5,471	<b>6,225</b>	68	828	8,695	<b>9,591</b>

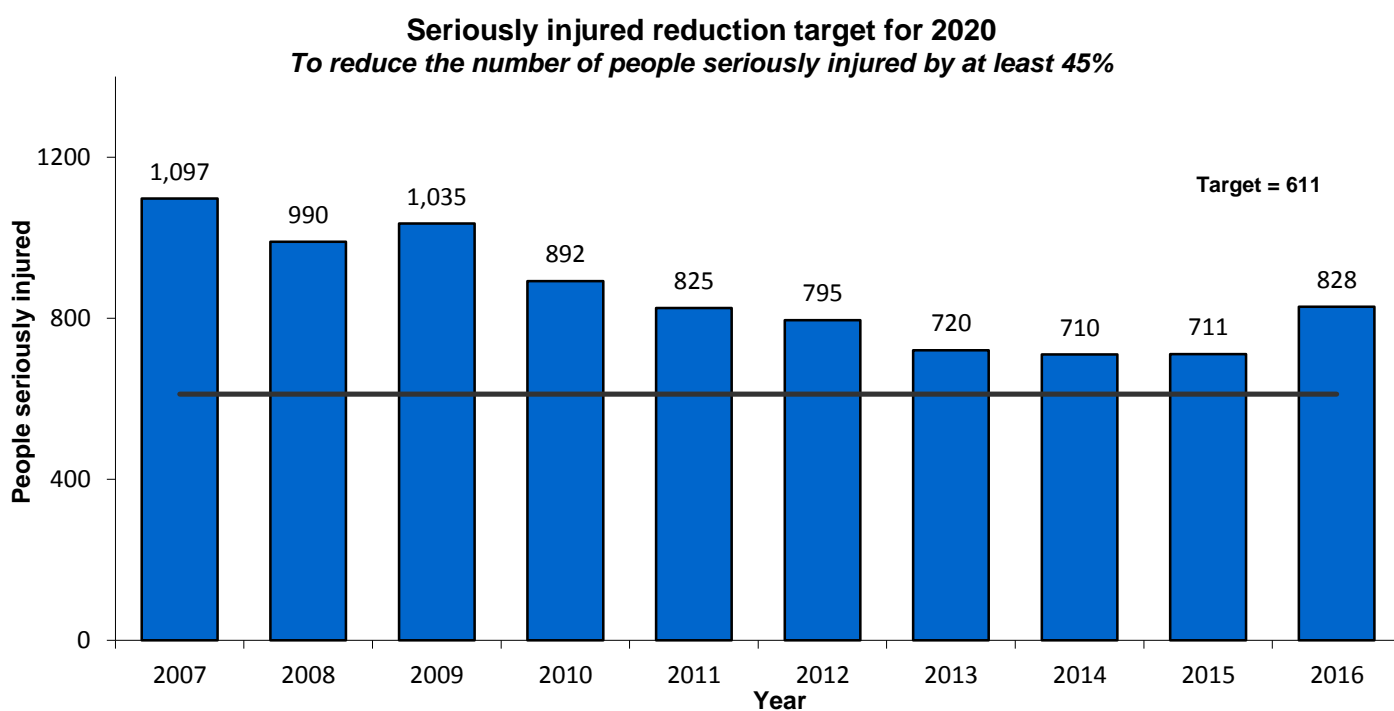
## The Casualty Reduction Target for 2020

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 68 fatalities recorded in 2016 was 18 above the target level.

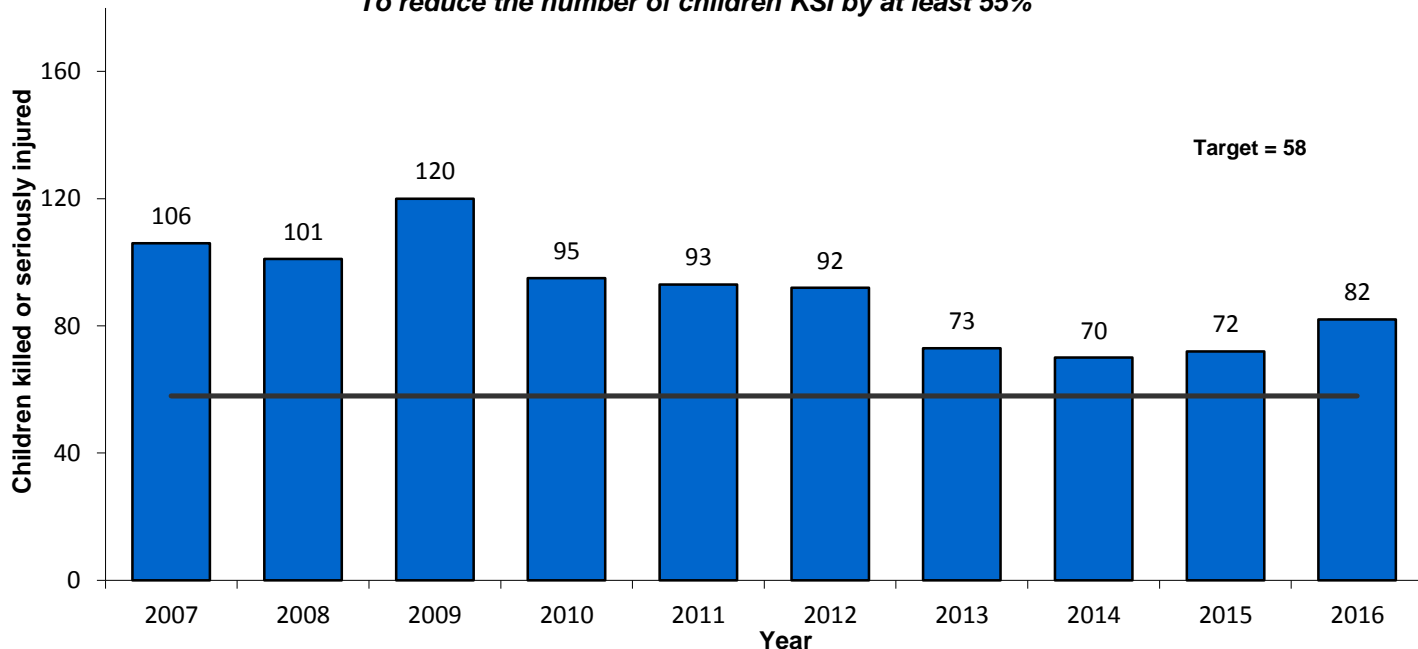


**Target B:** The Northern Ireland Road Safety Strategy also aims at a 45% reduction in the number of seriously injured on Northern Ireland's roads each year, from the 2004 - 2008 average of 1,111, to fewer than 611 by 2020. There were 828 people seriously injured in 2016, 117 more than the figure last year and over 200 people above the target.



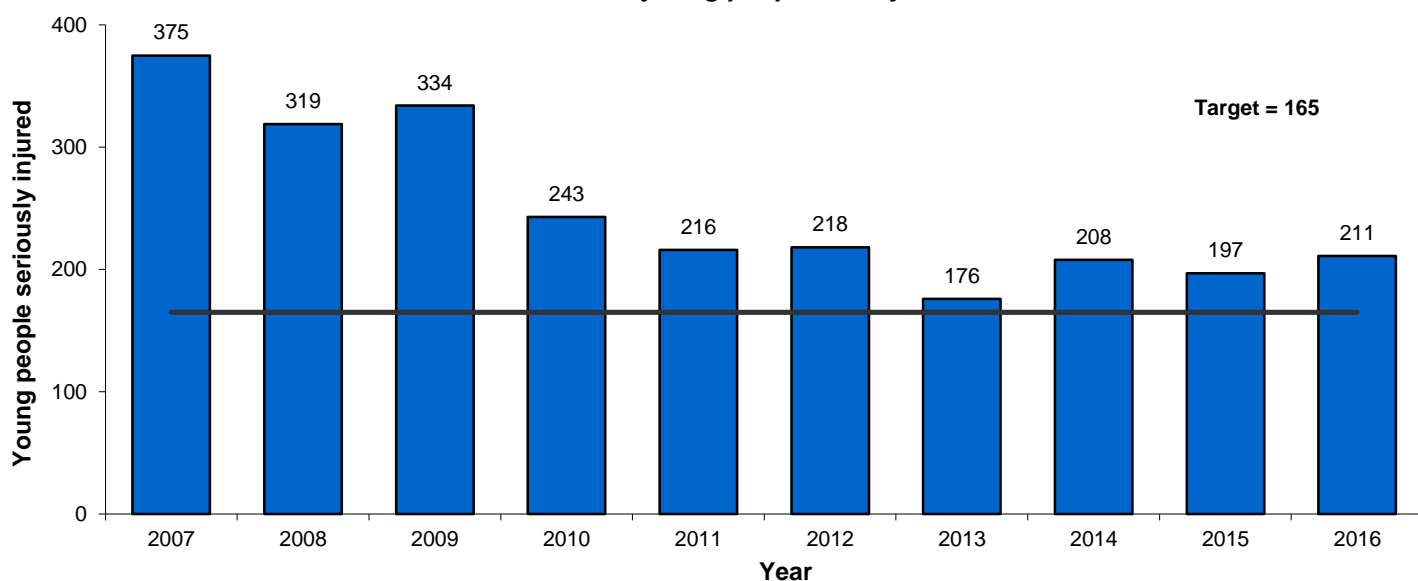
**Target C:** The Strategy has a target of a 55% reduction in the number of children killed or seriously injured on Northern Ireland's roads each year, from the 2004 - 2008 average of 128, to fewer than 58 by 2020. There were 82 children killed or seriously injured in 2016, 10 more than last year and 24 more than the 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 211 KSI casualties of young people in 2016 which was 14 higher than the 2015 figure and 46 above the target.

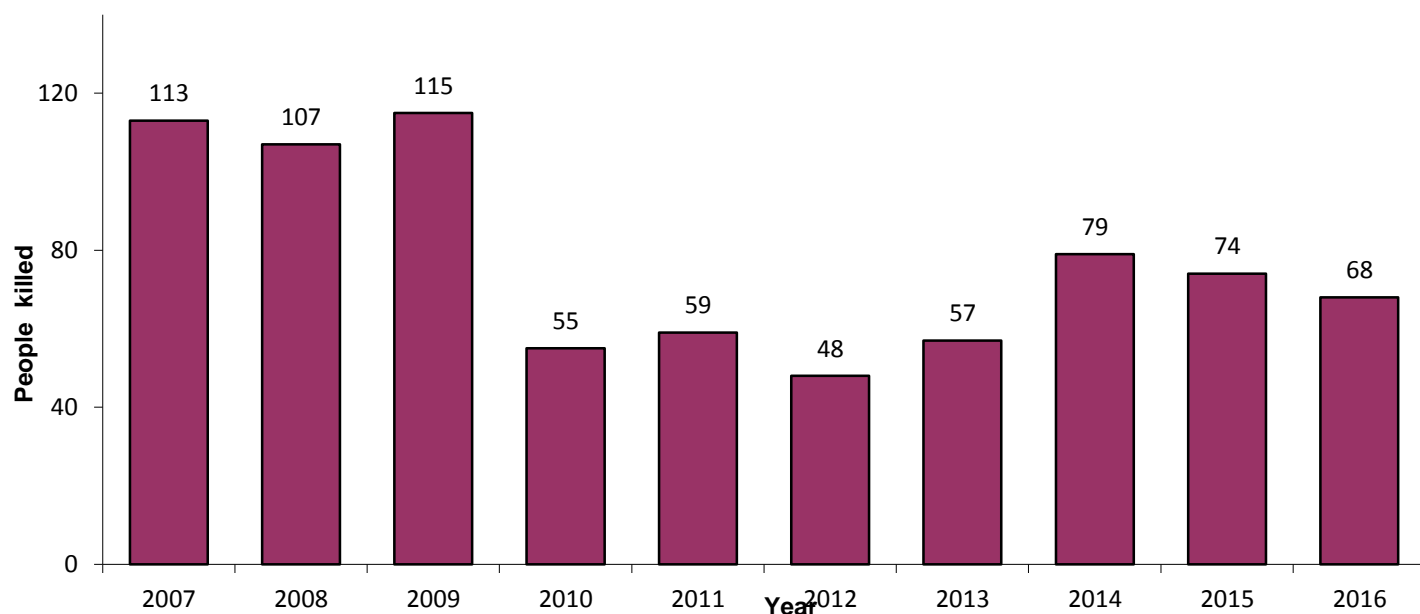
**Young people (16-24) KSI casualty reduction target for 2020**  
*To reduce the number of young people KSI by at least 55%*



## Section 1 – Casualty Information

### Fatalities – Trends over the last 10 years

**Figure 1.1 Fatalities resulting from road traffic collisions in Northern Ireland 2007 to 2016**



- The number of people killed decreased for the second year in succession to 68 deaths in 2016. Although 20 more than 2012, the 2016 total was 45 fewer deaths than the 113 recorded in 2007 and 304 fewer than the peak of 372 deaths 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 2007–2016**

Road User Class	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
Pedestrians	17	19	24	10	13	9	7	18	19	15
Drivers of motor vehicles	42	45	42	21	23	21	22	30	31	31
Motorcyclists	25	15	16	8	6	4	10	13	4	4
Pedal Cyclists	2	2	0	0	2	2	4	3	0	3
Passengers	24	23	29	13	11	10	13	12	17	12
Pillion Passengers	1	1	0	2	1	0	0	1	0	1
Other road users	2	2	4	1	3	2	1	2	3	2
<b>Total</b>	<b>113</b>	<b>107</b>	<b>115</b>	<b>55</b>	<b>59</b>	<b>48</b>	<b>57</b>	<b>79</b>	<b>74</b>	<b>68</b>

- Drivers of motor vehicles were the largest casualty class for fatalities in 2016, accounting for 31 people killed. This was unchanged from the previous year and represents the joint highest number of driver deaths by year since 2009.
- There were 22 vulnerable road users killed comprising the deaths of 15 pedestrians, 4 motorcyclists and 3 pedal cyclists. This was the lowest number of deaths amongst vulnerable road users in a calendar year since 2013, when 21 were killed.
- The four motorcyclists killed in 2016 was along with the years 2012 and 2015, the joint lowest number of deaths annually for this road user since records were collated.

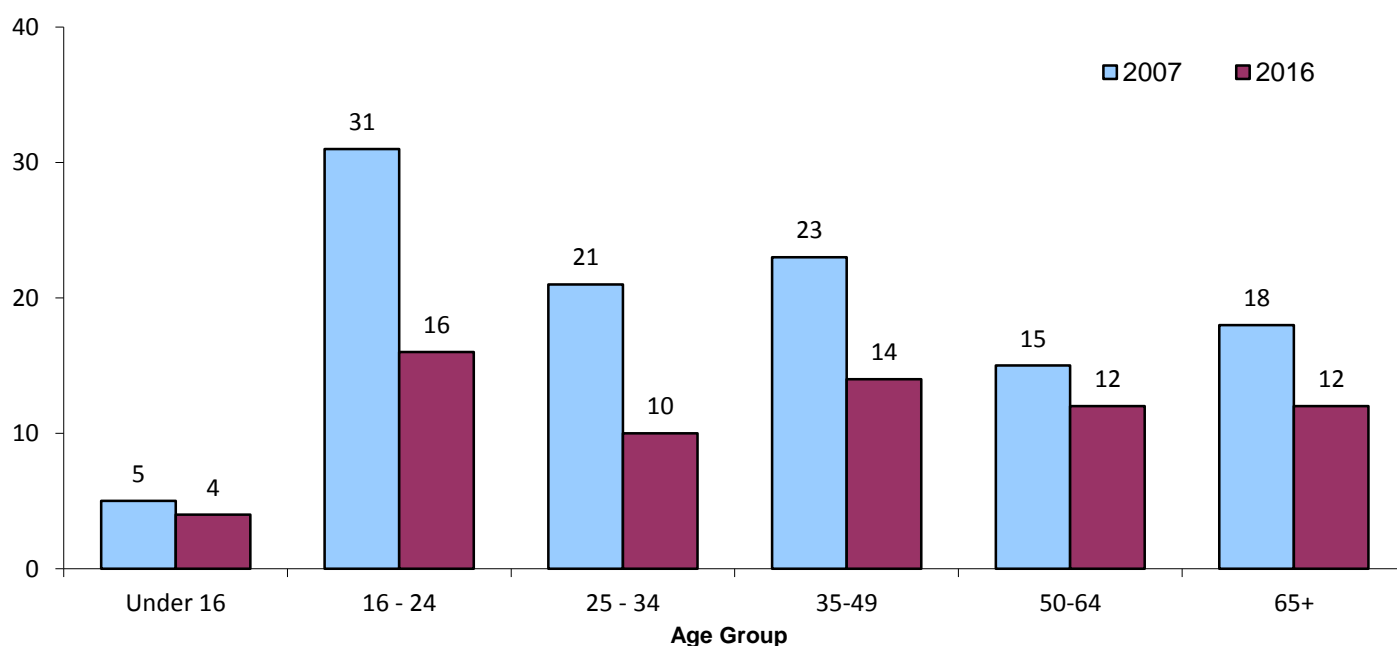
**Table 1.2 Number of road traffic fatalities by age and gender in Northern Ireland 2007–2016**

	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
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
2016	3	1	4	13	3	16	8	2	10	13	1	14	10	2	12	7	5	12	54	14	68

M=Male F=Female T=Total

- Of the 68 people killed on Northern Ireland’s roads in 2016, 54 were male and 14 female. This is typical of the pattern observed previously, with the proportion by gender remaining fairly constant over the last 10 years.
- There were 4 children (under the age of 16) killed on Northern Ireland’s roads in 2016 comprising 3 males and one female. This was one child fatality fewer than both last year and that of 10 years ago in 2007 when there were 5 child fatalities.
- Young people represented the highest number of people killed by age group in 2016, with 16 road deaths recorded amongst those aged 16 to 24.
- The number of fatalities has decreased across all age groups in comparison with ten years ago. See chart comparing 2016 with 2007 below.

**Figure 1.2 Road fatalities by age group 2007 compared with 2016**



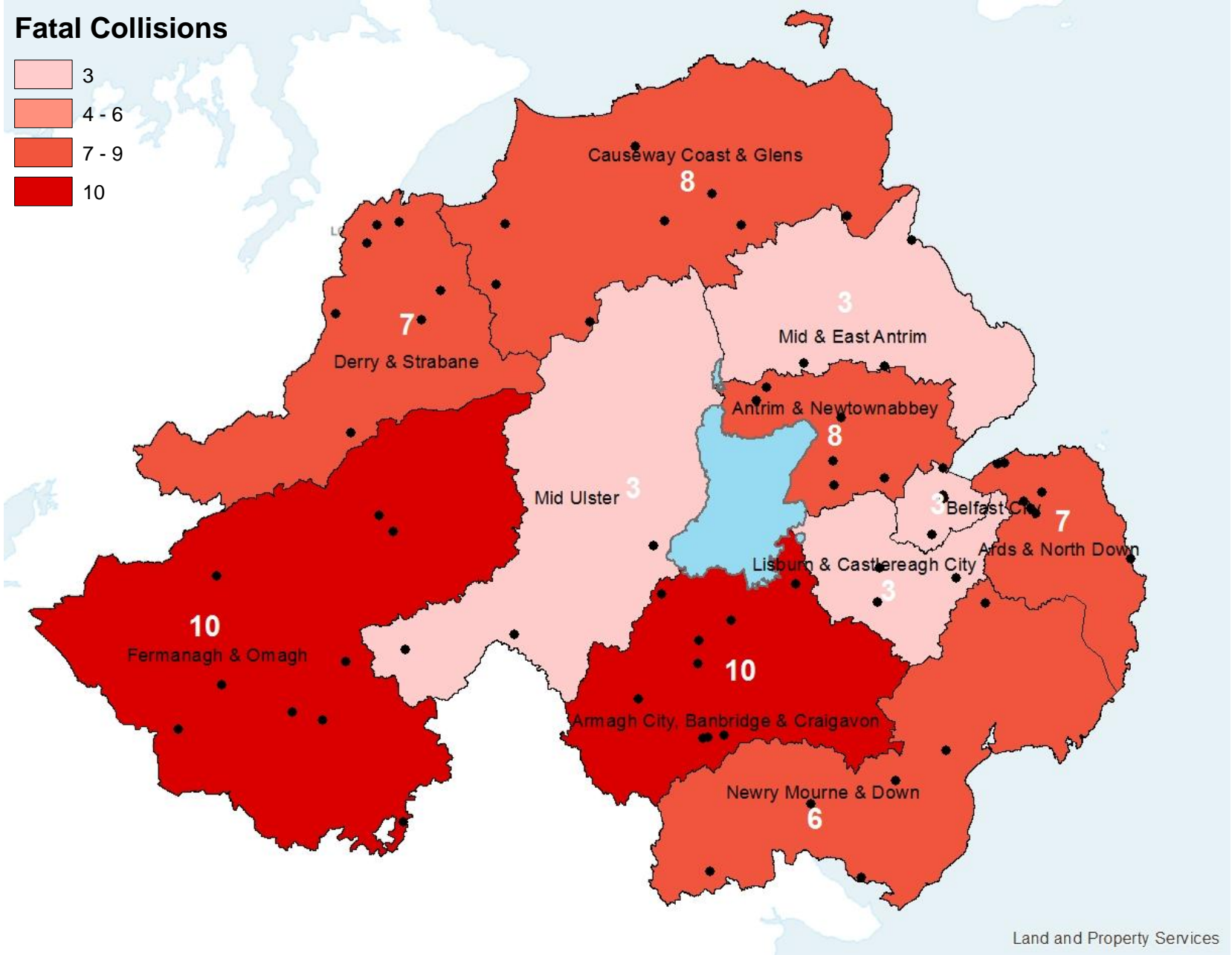
**Table 1.3 Fatalities by Police Area and District 2007–2016**

	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
<b>Belfast City</b>	<b>5</b>	<b>10</b>	<b>6</b>	<b>4</b>	<b>6</b>	<b>3</b>	<b>2</b>	<b>7</b>	<b>6</b>	<b>3</b>
Antrim & Newtownabbey	7	9	6	6	8	5	5	2	6	8
Causeway Coast & Glens	18	13	21	2	5	2	5	9	8	8
Derry City & Strabane	10	6	6	5	5	2	4	5	4	7
Mid & East Antrim	6	5	9	1	3	5	9	4	6	3
<b>North Area Policing</b>	<b>41</b>	<b>33</b>	<b>42</b>	<b>14</b>	<b>21</b>	<b>14</b>	<b>23</b>	<b>20</b>	<b>24</b>	<b>26</b>
Ards & North Down	6	4	6	1	2	1	4	4	5	7
Armagh City, Banbridge & Craigavon	8	9	11	6	7	8	6	7	9	10
Fermanagh & Omagh	16	13	14	7	7	7	11	11	8	10
Lisburn & Castlereagh City	6	8	2	9	2	5	2	8	5	3
Mid Ulster	14	13	19	6	6	6	6	7	9	3
Newry, Mourne & Down	17	17	15	8	8	4	3	15	8	6
<b>South Area Policing</b>	<b>67</b>	<b>64</b>	<b>67</b>	<b>37</b>	<b>32</b>	<b>31</b>	<b>32</b>	<b>52</b>	<b>44</b>	<b>39</b>
<b>Total</b>	<b>113</b>	<b>107</b>	<b>115</b>	<b>55</b>	<b>59</b>	<b>48</b>	<b>57</b>	<b>79</b>	<b>74</b>	<b>68</b>

- Armagh City, Banbridge & Craigavon along with Fermanagh & Omagh had the highest number of fatalities recorded by District in 2016 with 10 each.
- Derry City & Strabane had the largest increase in deaths in comparison with 2015 rising by 3 deaths from 4 to 7, while Mid Ulster had the largest decrease with 6 fewer recorded in 2016.
- Looking further back to 10 years ago, there were only three Districts which had more deaths recorded in 2016 than in 2007. These are Antrim & Newtownabbey, Ards & North Down and Armagh City, Banbridge & Craigavon.

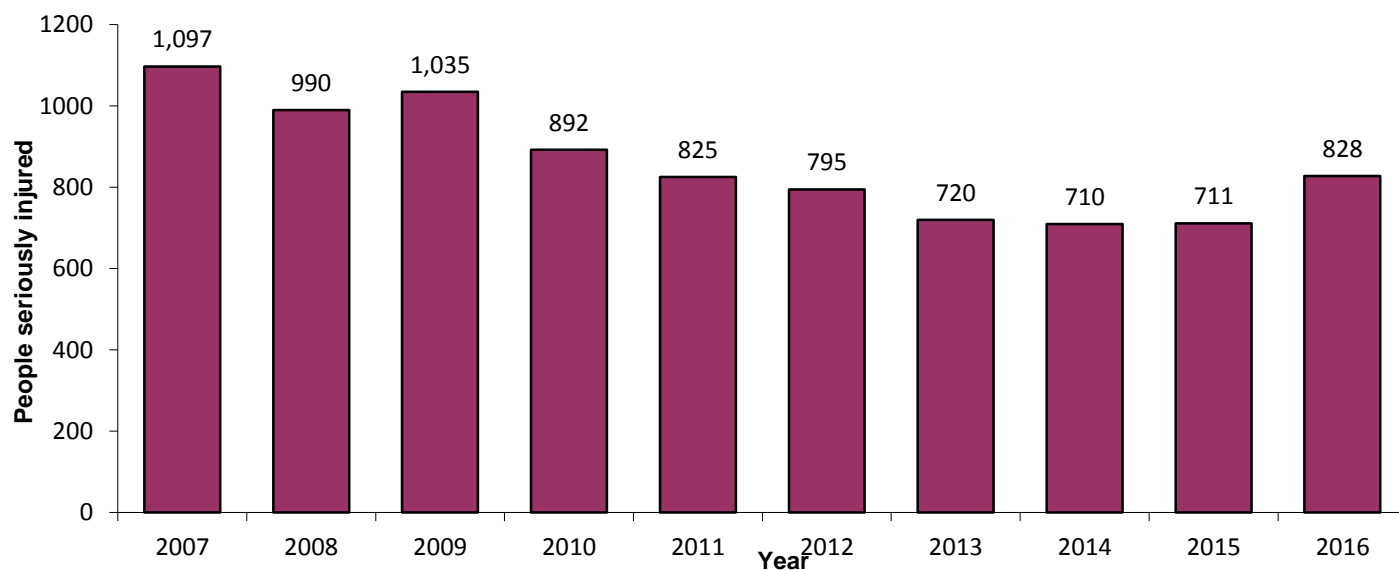


Figure 1.3 Fatalities by Police Area and District 2016



## People seriously injured – Trends over the last 10 years

Figure 1.4 People seriously injured resulting from road traffic collisions in Northern Ireland 2007 to 2016



- There were 828 people seriously injured on Northern Ireland's roads in 2016 which was 117 more than the 711 recorded in 2015 (an increase of 16.5%). This was the most recorded in a calendar year since 2010.
- Over a longer time period, the 2016 figure of 828 people seriously injured was 269 fewer than 2007 and 2,077 fewer than the highest level recorded in 1977 (reductions of 24.5% and 71.5% respectively).

Table 1.4 Number of people seriously injured by road user type in Northern Ireland 2007–2016

Road User Class	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
Pedestrians	166	193	191	167	200	182	162	140	164	164
Drivers of motor vehicles	478	417	417	332	295	294	271	263	254	353
Motorcyclists	128	123	138	112	102	96	91	84	78	88
Pedal Cyclists	30	26	32	49	47	55	42	59	40	61
Passengers	282	215	235	211	161	155	136	155	163	156
Pillion Passengers	5	5	7	8	7	3	5	4	6	3
Other road users	8	11	15	13	13	10	13	5	6	3
<b>Total</b>	<b>1,097</b>	<b>990</b>	<b>1,035</b>	<b>892</b>	<b>825</b>	<b>795</b>	<b>720</b>	<b>710</b>	<b>711</b>	<b>828</b>

- Drivers of motor vehicles accounted for 42.6% of all seriously injured casualties in 2016. Pedestrians were next highest with 19.8%, followed by passengers (18.8%), motorcyclists (10.6%) and pedal cyclists (7.4%).
- In comparison with ten years ago, all categories of road user in 2016 had fewer people seriously injured than in 2007, with the exception of pedal cyclists which doubled in number. In fact the 61 pedal cyclists recorded in 2016 was at the highest level for twenty years.
- There were almost 100 more motor vehicle drivers seriously injured in 2016 than in 2015, with the 353 recorded for the year representing the largest number of drivers seriously injured since 2009.

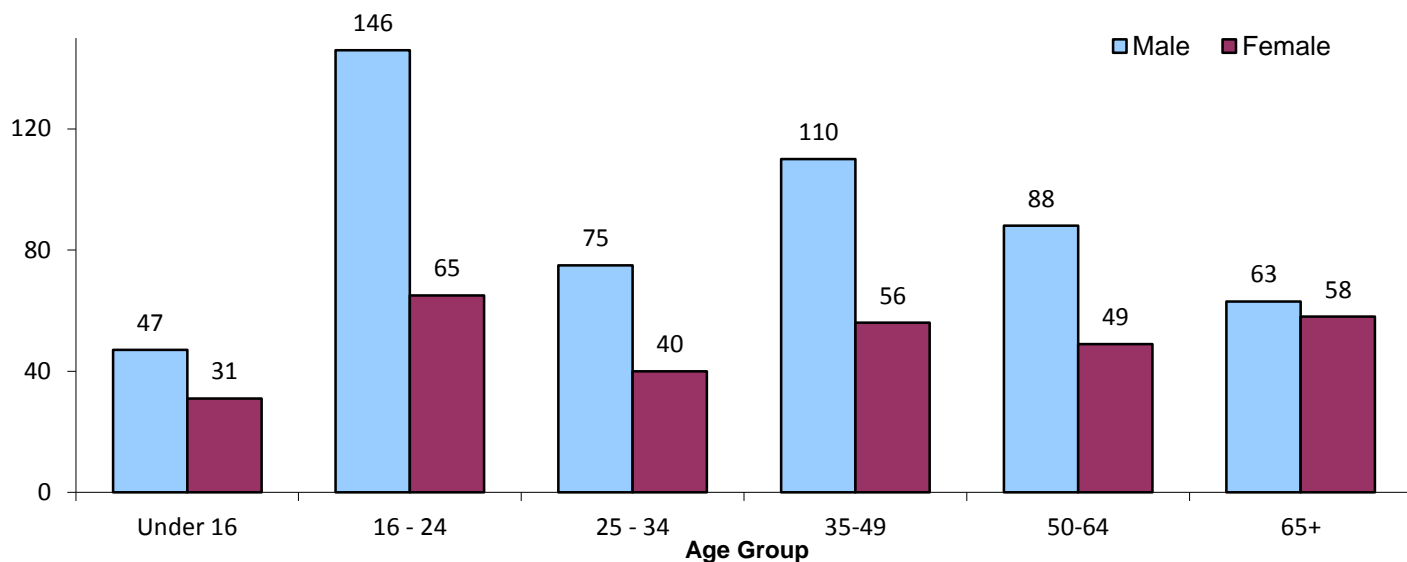
**Table 1.5 Number of people seriously injured by age and gender in Northern Ireland 2007–2016**

	Under 16			16-24			25-34			35-49			50-64			65+			Total <sup>1</sup>		
	M	F	T	M	F	T	M	F	T	M	F	T	M	F	T	M	F	T	M	F	T
2007	57	44	<b>101</b>	256	88	<b>344</b>	125	66	<b>191</b>	177	66	<b>243</b>	76	49	<b>125</b>	48	43	<b>91</b>	741	356	<b>1097</b>
2008	57	37	<b>94</b>	198	80	<b>278</b>	103	54	<b>157</b>	168	75	<b>243</b>	58	56	<b>114</b>	49	53	<b>102</b>	634	356	<b>990</b>
2009	70	46	<b>116</b>	217	78	<b>295</b>	133	60	<b>193</b>	136	71	<b>207</b>	78	48	<b>126</b>	45	53	<b>98</b>	679	356	<b>1035</b>
2010	58	35	<b>93</b>	153	75	<b>228</b>	90	49	<b>139</b>	128	66	<b>194</b>	82	56	<b>138</b>	40	60	<b>100</b>	551	341	<b>892</b>
2011	57	34	<b>91</b>	126	72	<b>198</b>	109	31	<b>140</b>	130	60	<b>190</b>	53	42	<b>95</b>	49	61	<b>110</b>	525	300	<b>825</b>
2012	63	24	<b>87</b>	155	51	<b>206</b>	106	34	<b>140</b>	100	53	<b>153</b>	67	54	<b>121</b>	44	42	<b>86</b>	537	258	<b>795</b>
2013	41	30	<b>71</b>	117	44	<b>161</b>	87	47	<b>134</b>	100	39	<b>139</b>	71	43	<b>114</b>	50	50	<b>100</b>	466	254	<b>720</b>
2014	40	26	<b>66</b>	127	60	<b>187</b>	89	33	<b>122</b>	105	34	<b>139</b>	73	37	<b>110</b>	35	46	<b>81</b>	472	238	<b>710</b>
2015	44	23	<b>67</b>	115	64	<b>179</b>	93	41	<b>134</b>	90	44	<b>134</b>	68	51	<b>119</b>	27	51	<b>78</b>	437	274	<b>711</b>
2016	47	31	<b>78</b>	146	65	<b>211</b>	75	40	<b>115</b>	110	56	<b>166</b>	88	49	<b>137</b>	63	58	<b>121</b>	529	299	<b>828</b>

<sup>1</sup>The table above excludes unknown ages

M=Male F=Female T=Total

**Figure 1.5 Number of people seriously injured by age and gender - 2016**



- Males accounted for approximately two thirds of people seriously injured (63.9%) in 2016.
- More males were seriously injured than females for all age groups in 2016. The proportion of males to females ranged from 69.2% for the 16 to 24 age group to 52.1% for the 65+ age group.
- The highest proportion of those seriously injured in 2016 was among those aged 16 to 24 with 211, representing a quarter of those who were seriously injured during the year.
- The number of people seriously injured increased across all age groups between 2015 and 2016, with the exception of the 25 to 34 age group. This group saw fewest people seriously injured in any year since this information was collated.
- Although there were 269 fewer people seriously injured than the 1,097 recorded in 2007, more people were seriously injured amongst the older age groups in 2016 than ten years ago, with the 50 to 64 and 65 plus age groups increasing by 12 and 30 casualties respectively.
- The only age category to see an increase in the number of females seriously injured in comparison with ten years ago was the 65 and over category. The 58 recorded for older females in 2016 was 15 more than in 2007.

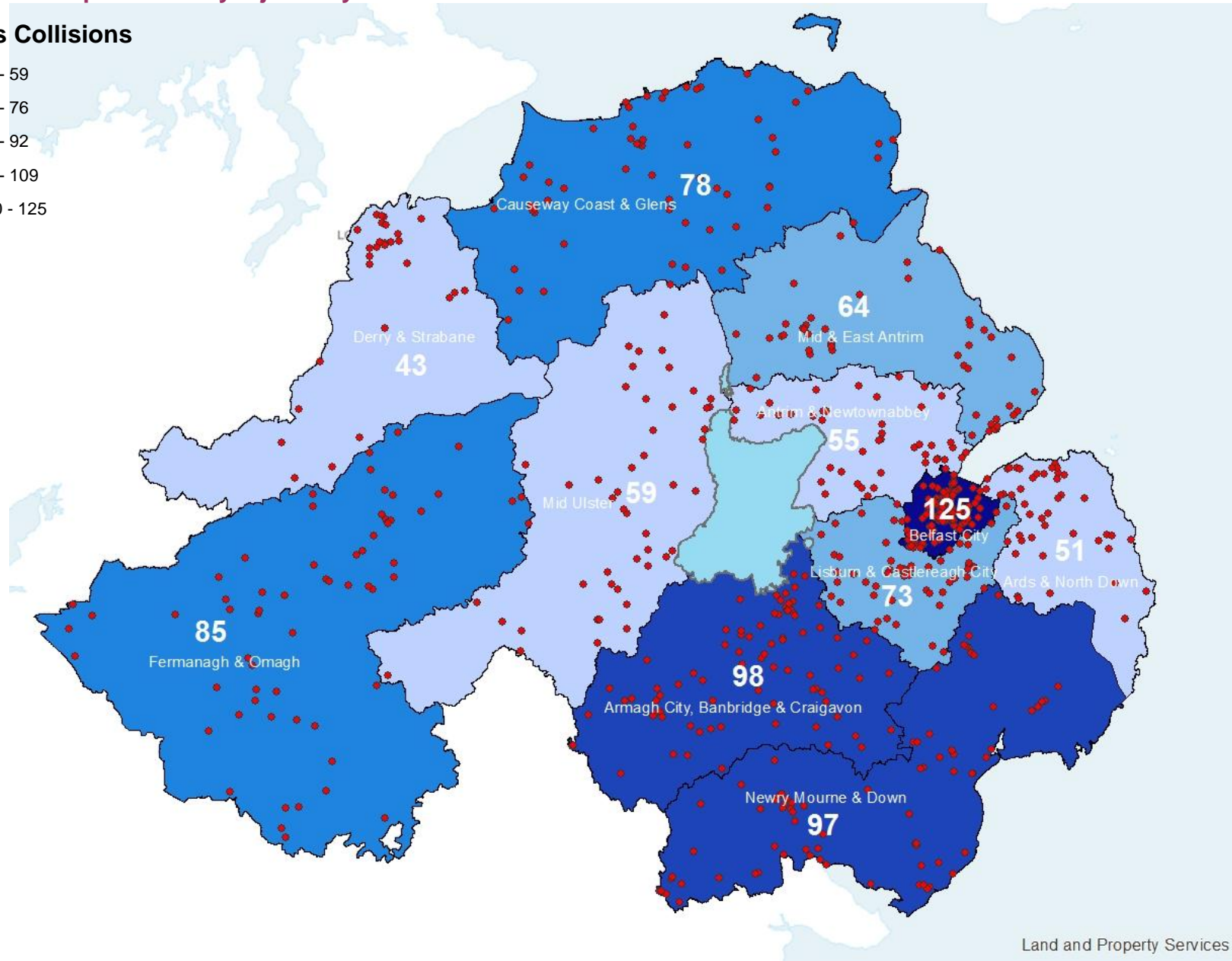
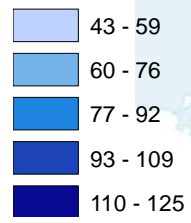
**Table 1.6 People Seriously Injured by Police Area and District 2007–2016**

	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
<b>Belfast City</b>	155	150	146	121	142	150	136	106	115	<b>125</b>
Antrim & Newtownabbey	87	42	68	61	48	53	36	43	45	55
Causeway Coast & Glens	114	88	102	69	74	77	67	73	58	78
Derry City & Strabane	66	79	66	57	50	56	46	64	35	43
Mid & East Antrim	78	68	97	76	62	47	64	46	62	64
<b>North Area Policing</b>	<b>345</b>	<b>277</b>	<b>333</b>	<b>263</b>	<b>234</b>	<b>233</b>	<b>213</b>	<b>226</b>	<b>200</b>	<b>240</b>
Ards & North Down	77	67	88	59	57	55	46	52	45	51
Armagh City, Banbridge & Craigavon	104	91	99	104	126	95	80	76	95	98
Fermanagh & Omagh	125	115	88	60	56	59	66	46	44	85
Lisburn & Castlereagh City	73	81	89	77	65	67	62	57	63	73
Mid Ulster	108	115	92	100	48	61	49	53	69	59
Newry, Mourne & Down	110	94	100	108	97	75	68	94	80	97
<b>South Area Policing</b>	<b>597</b>	<b>563</b>	<b>556</b>	<b>508</b>	<b>449</b>	<b>412</b>	<b>371</b>	<b>378</b>	<b>396</b>	<b>463</b>
<b>Total</b>	<b>1097</b>	<b>990</b>	<b>1035</b>	<b>892</b>	<b>825</b>	<b>795</b>	<b>720</b>	<b>710</b>	<b>711</b>	<b>828</b>

- Belfast City had the largest number of people seriously injured in 2016 with 125 while the District with the fewest was Derry City & Strabane with 43.
- The largest overall change in comparison to last year was in Fermanagh & Omagh which increased by 41 from 44 people seriously injured in 2015 to 85 this year.
- All Districts had fewer people seriously injured in 2016 compared with 2007, with the exception of Lisburn & Castlereagh which remained the same. Mid Ulster decreased the most over the same period, falling by 49 from 108 recorded in 2007 to 59 in 2016 (a reduction of 45.4%).

**Figure 1.6 People seriously injured by Police Area and District 2016**

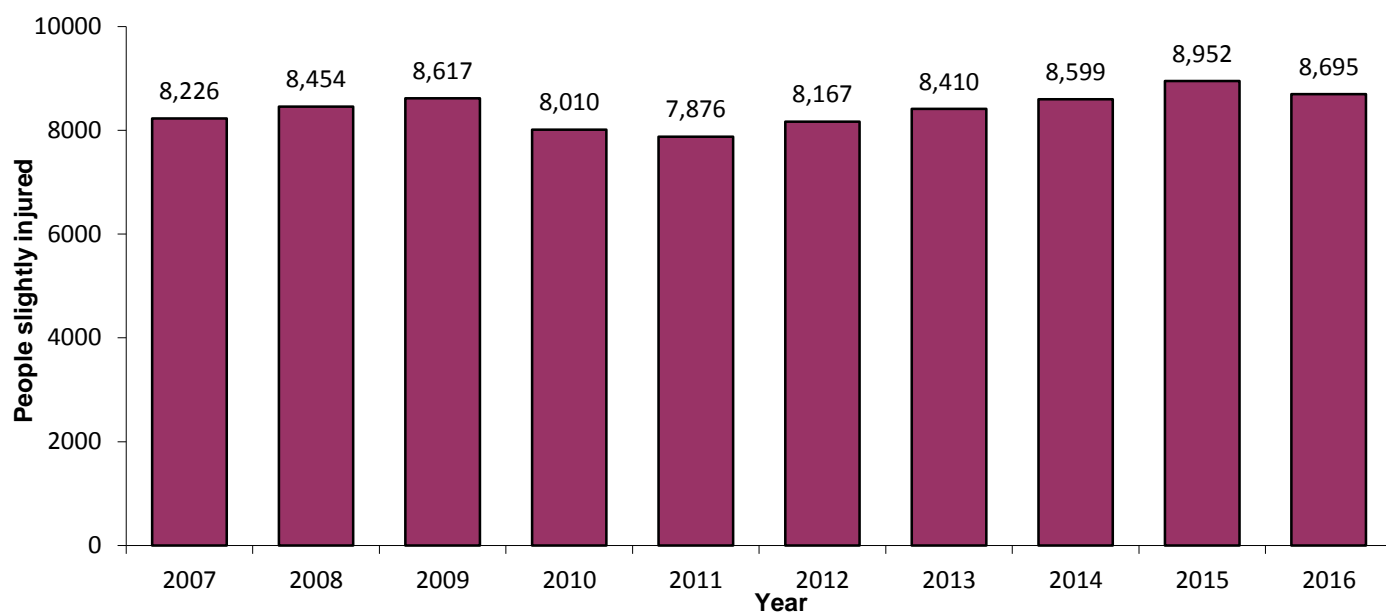
**Serious Collisions**



Land and Property Services

## People Slightly Injured – Trends over the last 10 years

Figure 1.7 Number of people slightly injured type in Northern Ireland 2007 – 2016



- There were 8,695 people slightly injured in 2016 which was the first time that people slightly injured decreased from the previous year since 2011. This was 257 fewer people slightly injured than in 2015 but 469 more (an increase of 5.7%) than 2007 when 8,226 people were slightly injured.

Table 1.7 Number of people slightly injured by road user type in Northern Ireland 2007 – 2016

Road User Class	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
Pedestrians	585	632	636	558	621	613	610	611	604	552
Drivers of motor vehicles	4,330	4,472	4,669	4,364	4,144	4,425	4,577	4,786	5,071	5,003
Motorcyclists	297	319	260	255	238	189	210	192	202	193
Pedal Cyclists	188	178	173	165	206	220	210	271	239	266
Passengers	2,769	2,802	2,817	2,613	2,615	2,670	2,750	2,685	2,781	2,625
Pillion Passengers	15	18	13	9	7	11	11	7	4	6
Other road users	42	33	49	46	45	39	42	47	51	50
<b>Total</b>	<b>8,226</b>	<b>8,454</b>	<b>8,617</b>	<b>8,010</b>	<b>7,876</b>	<b>8,167</b>	<b>8,410</b>	<b>8,599</b>	<b>8,952</b>	<b>8,695</b>

- With the exception of 2014, the 266 pedal cyclists slightly injured in 2016 was the most recorded in a calendar year since 1998. This was also the only main road user category to increase the number of people slightly injured from 2015.
- At 5,003, the number of drivers slightly injured in 2016 was 68 fewer than the 5,071 recorded in 2015 and the first time that slight injuries in this category has decreased from a previous calendar year since 2011.
- Motorcyclists have maintained their relatively low number of slight injuries in comparison with ten years ago with 104 fewer slightly injured than in 2007 (a reduction of 35.0%).

## Analysis of vulnerable road users

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

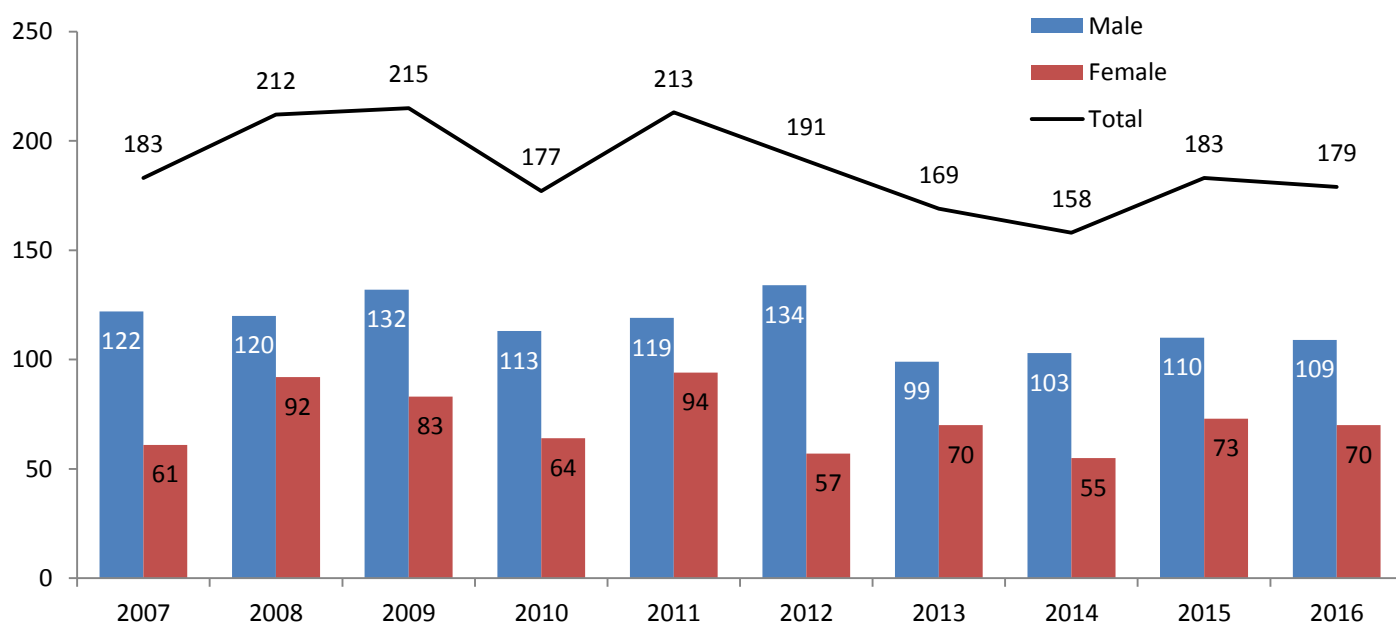
### Pedestrians

**Table 1.8 Number of pedestrian casualties by severity of injury 2007 – 2016**

	Killed			Seriously Injured			Slightly Injured			Total		
	Male	Female	Total	Male	Female	Total	Male	Female	Total	Male	Female	Total
2007	12	5	<b>17</b>	110	56	<b>166</b>	331	254	<b>585</b>	453	315	<b>768</b>
2008	10	9	<b>19</b>	110	83	<b>193</b>	341	291	<b>632</b>	461	383	<b>844</b>
2009	14	10	<b>24</b>	118	73	<b>191</b>	353	283	<b>636</b>	485	366	<b>851</b>
2010	8	2	<b>10</b>	105	62	<b>167</b>	312	246	<b>558</b>	425	310	<b>735</b>
2011	6	7	<b>13</b>	113	87	<b>200</b>	358	263	<b>621</b>	477	357	<b>834</b>
2012	7	2	<b>9</b>	127	55	<b>182</b>	366	247	<b>613</b>	500	304	<b>804</b>
2013	5	2	<b>7</b>	94	68	<b>162</b>	353	256	<b>610</b>	452	326	<b>779</b>
2014	15	3	<b>18</b>	88	52	<b>140</b>	352	259	<b>611</b>	455	314	<b>769</b>
2015	9	10	<b>19</b>	101	63	<b>164</b>	346	258	<b>604</b>	456	331	<b>787</b>
2016	13	2	<b>15</b>	96	68	<b>164</b>	303	249	<b>552</b>	412	319	<b>731</b>

- The 15 pedestrians killed in 2016 comprised 13 males and 2 females.
- As with previous years, the majority of pedestrian casualties recorded in 2016 were male. They accounted for more than half the proportion of casualties overall (56.4%) and approximately three fifths of those killed or seriously injured in 2016 (60.9%).
- Children accounted for the highest number of pedestrians killed or seriously injured with 53 (29.6%) out of the 179 KSI casualties recorded in 2016 coming from this age group. See accompanying spreadsheet for a full gender, age and severity of injury breakdown of pedestrian casualties since 2007.

**Figure 1.8 Pedestrians killed or seriously injured by gender 2007 – 2016**



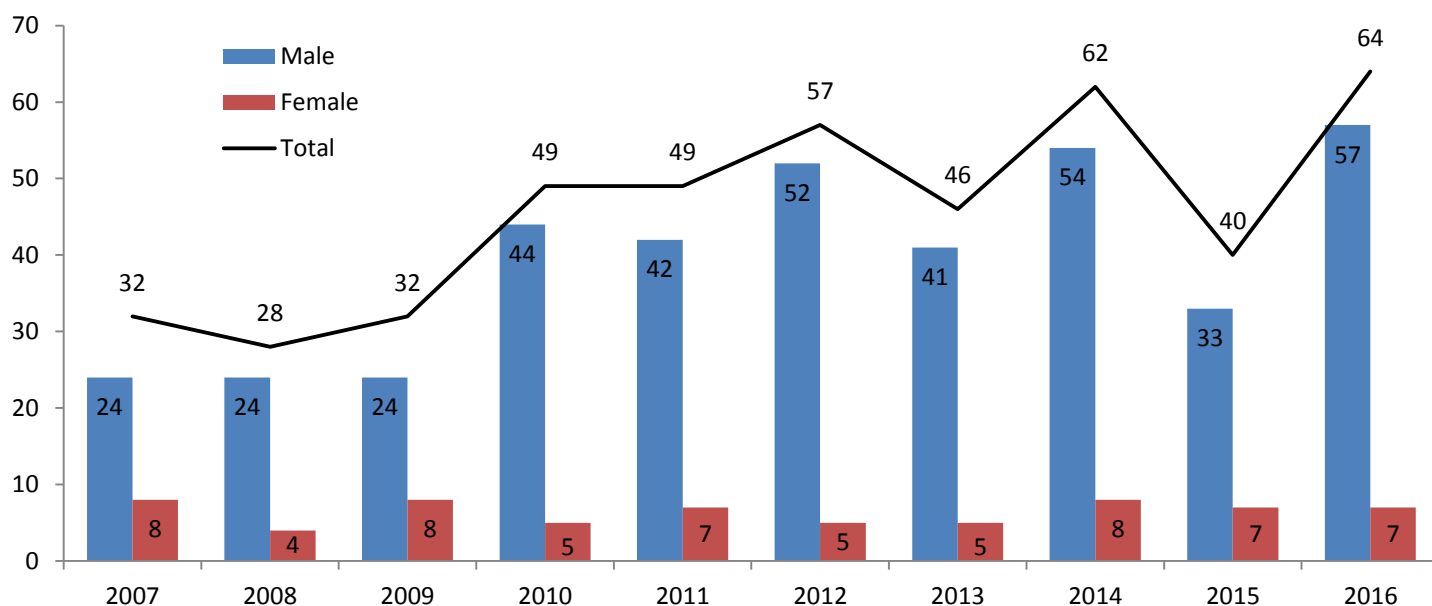
## Pedal cyclists

**Table 1.9 Number of pedal cyclist casualties by severity of injury 2007 – 2016**

	Killed			Seriously Injured			Slightly Injured			Total		
	Male	Female	Total	Male	Female	Total	Male	Female	Total	Male	Female	Total
2007	2	0	<b>2</b>	22	8	<b>30</b>	150	38	<b>188</b>	174	46	<b>220</b>
2008	2	0	<b>2</b>	22	4	<b>26</b>	148	30	<b>178</b>	172	34	<b>206</b>
2009	0	0	<b>0</b>	24	8	<b>32</b>	147	26	<b>173</b>	171	34	<b>205</b>
2010	0	0	<b>0</b>	44	5	<b>49</b>	142	23	<b>165</b>	186	28	<b>214</b>
2011	1	1	<b>2</b>	41	6	<b>47</b>	169	37	<b>206</b>	211	44	<b>255</b>
2012	2	0	<b>2</b>	50	5	<b>55</b>	180	40	<b>220</b>	232	45	<b>277</b>
2013	4	0	<b>4</b>	37	5	<b>42</b>	177	33	<b>210</b>	218	38	<b>256</b>
2014	3	0	<b>3</b>	51	8	<b>59</b>	231	40	<b>271</b>	285	48	<b>333</b>
2015	0	0	<b>0</b>	33	7	<b>40</b>	203	36	<b>239</b>	236	43	<b>279</b>
2016	3	0	<b>3</b>	54	7	<b>61</b>	220	46	<b>266</b>	277	53	<b>330</b>

- There were 330 pedal cyclist casualties in 2016, 51 more than in 2015 and half as many pedal cyclists as the 220 recorded in 2007.
- The 64 pedal cyclists killed or seriously injured in 2016 was 24 more than recorded in 2015 (an increase of 60%) and the highest number of pedal cyclist KSI casualties since 72 were killed or seriously injured in 1995.
- The majority of pedal cycle casualties in 2016 were males, who accounted for 83.9% overall and 89.1% of those killed or seriously injured.
- In terms of age group, most casualties were from the 35-49 age range with approximately a third of all pedal cyclists casualties in 2016 coming from this category (108 out of 330). See accompanying spreadsheet for a full gender, age and severity of injury breakdown of pedal cycle casualties since 2007.

**Figure 1.9 Pedal cyclists killed or seriously injured by gender 2007 - 2016**





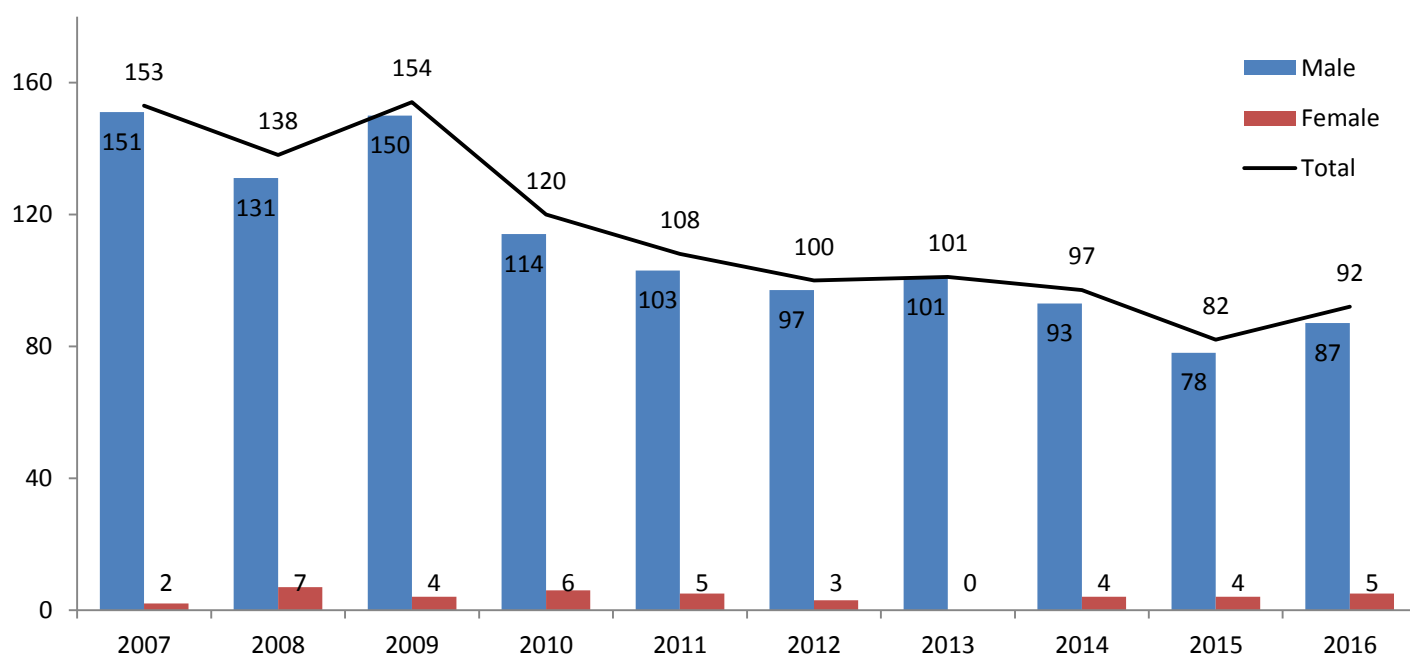
## Motorcyclists

**Table 1.10 Number of motorcycle casualties by severity of injury 2007 – 2016**

	Killed			Seriously Injured			Slightly Injured			Total		
	Male	Female	Total	Male	Female	Total	Male	Female	Total	Male	Female	Total
2007	25	0	<b>25</b>	126	2	<b>128</b>	275	22	<b>297</b>	426	24	<b>450</b>
2008	15	0	<b>15</b>	116	7	<b>123</b>	299	20	<b>319</b>	430	27	<b>457</b>
2009	16	0	<b>16</b>	134	4	<b>138</b>	242	18	<b>260</b>	392	22	<b>414</b>
2010	8	0	<b>8</b>	106	6	<b>112</b>	240	15	<b>255</b>	354	21	<b>375</b>
2011	6	0	<b>6</b>	97	5	<b>102</b>	224	14	<b>238</b>	327	19	<b>346</b>
2012	4	0	<b>4</b>	93	3	<b>96</b>	174	15	<b>189</b>	271	18	<b>289</b>
2013	10	0	<b>10</b>	91	0	<b>91</b>	194	16	<b>210</b>	295	16	<b>311</b>
2014	13	0	<b>13</b>	80	4	<b>84</b>	184	8	<b>192</b>	277	12	<b>289</b>
2015	4	0	<b>4</b>	74	4	<b>78</b>	189	13	<b>202</b>	267	17	<b>284</b>
2016	4	0	<b>4</b>	83	5	<b>88</b>	178	15	<b>193</b>	265	20	<b>285</b>

- There were 285 motorcycle casualties in 2016, one more than 2015 but a reduction of 36.7% from the 450 recorded in 2007.
- Along with 2012 and 2015, the 4 deaths of motorcyclists recorded in 2016 was the joint lowest annual total since this information was collated.
- Most motorcyclist casualties in 2016 were from the 35 to 49 age group which accounted for 81 (28.4%) of the 285 overall recorded.
- The 35 to 49 age group also accounted for the majority of motorcyclists killed or seriously injured in 2016, typical to that of previous years. This category accounted for 27 out of the 92 motorcyclist KSI casualties in 2016 (29.3%). See accompanying spreadsheet for a full gender, age and severity of injury breakdown of motorcycle casualties since 2007.

**Figure 1.10 Motorcyclists killed or seriously injured by gender 2007 - 2016**

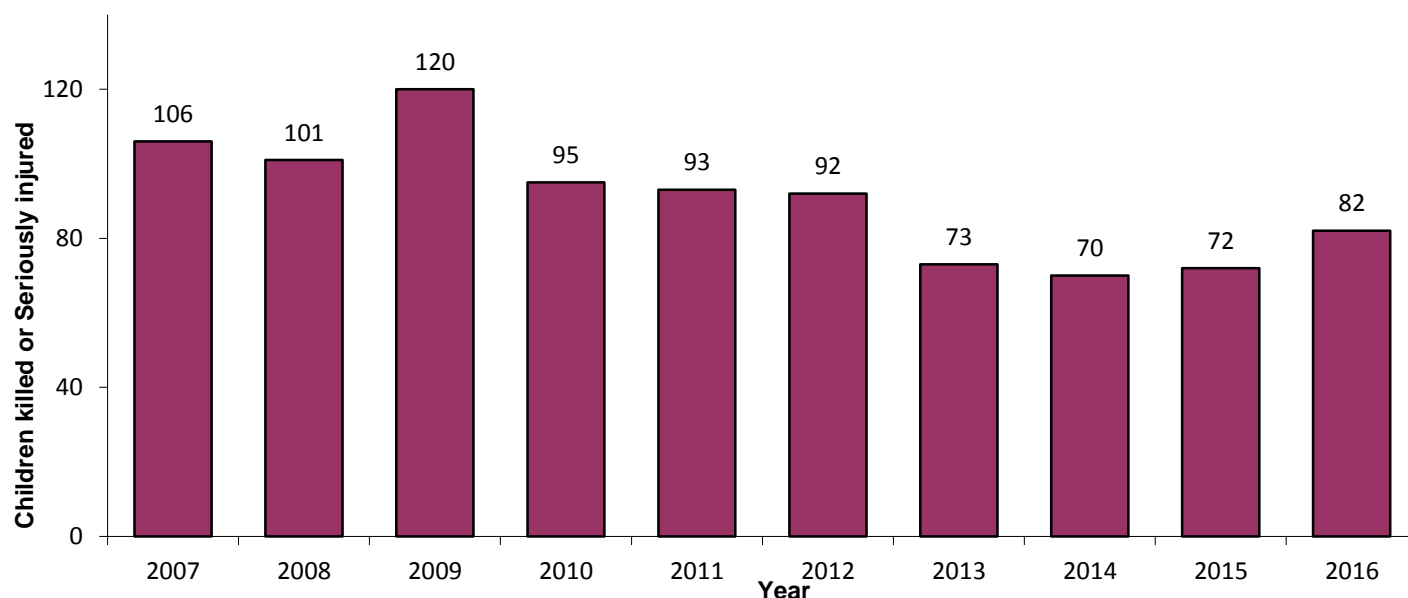


## Casualties by selected age group

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 – 2007 to 2016



- The 82 children (under 16) killed or seriously injured in 2016 was 10 more than recorded in 2015 and the most child KSI casualties recorded since 2012.

Table 1.11 Number of child casualties by gender and severity of injury 2007 – 2016

	Killed			Seriously Injured			Slightly Injured			Total		
	Male	Female	Total	Male	Female	Total	Male	Female	Total	Male	Female	Total
2007	3	2	5	57	44	101	459	435	894	519	481	1,000
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	1,048
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
2016	3	1	4	47	31	78	438	434	872	488	466	954

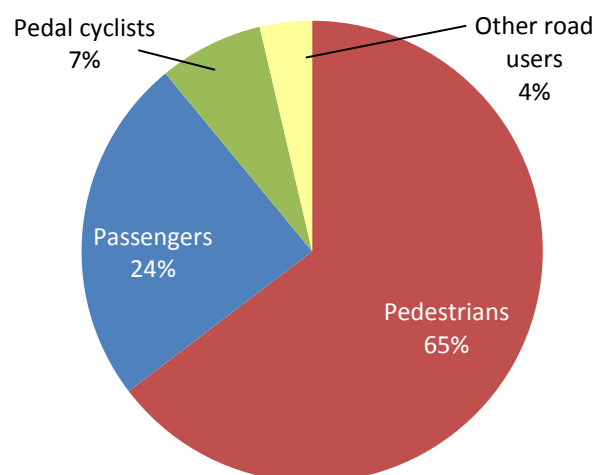
- The total number of child casualties increased to 954 in 2016, 29 more than in 2015 but a reduction of 9.0% from the 1,048 child casualties recorded in 2012.
- All levels of child injury showed a decrease from the number recorded 10 years ago with one fewer death, 23 fewer seriously injured and 22 fewer children slightly injured in 2016 compared with 2007.
- Just over three fifths (61.0%) of child KSI casualties in 2016 were male while for all child casualties, the proportion by gender was much more even with just over half (51.2%) being male. This is fairly typical of the pattern observed over the last few years.

**Table 1.12 Child casualties by road user type & severity of injury in Northern Ireland 2007 – 2016**

	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
<b>Killed</b>										
Pedestrians	3	3	3	1	0	3	0	3	2	3
Pedal cyclists	0	0	0	0	0	0	0	1	0	0
Passengers	2	3	0	1	1	2	2	0	3	1
Other road users	0	1	1	0	1	0	0	0	0	0
<b>Total</b>	<b>5</b>	<b>7</b>	<b>4</b>	<b>2</b>	<b>2</b>	<b>5</b>	<b>2</b>	<b>4</b>	<b>5</b>	<b>4</b>
<b>Seriously Injured</b>										
Pedestrians	46	54	68	57	55	55	54	34	37	50
Pedal cyclists	9	7	11	9	10	9	4	10	4	6
Passengers	43	25	26	20	23	18	12	21	22	19
Other road users	3	8	11	7	3	5	1	1	4	3
<b>Total</b>	<b>101</b>	<b>94</b>	<b>116</b>	<b>93</b>	<b>91</b>	<b>87</b>	<b>71</b>	<b>66</b>	<b>67</b>	<b>78</b>
<b>KSI</b>										
Pedestrians	49	57	71	58	55	58	54	37	39	53
Pedal cyclists	9	7	11	9	10	9	4	11	4	6
Passengers	45	28	26	21	24	20	14	21	25	20
Other road users	3	9	12	7	4	5	1	1	4	3
<b>Total</b>	<b>106</b>	<b>101</b>	<b>120</b>	<b>95</b>	<b>93</b>	<b>92</b>	<b>73</b>	<b>70</b>	<b>72</b>	<b>82</b>
<b>Slightly Injured</b>										
Pedestrians	172	190	179	167	183	170	162	169	161	145
Pedal cyclists	63	57	62	41	55	46	38	32	43	46
Passengers	651	592	611	533	590	734	653	623	643	676
Other road users	8	12	8	8	9	6	5	3	6	5
<b>Total</b>	<b>894</b>	<b>851</b>	<b>860</b>	<b>749</b>	<b>837</b>	<b>956</b>	<b>858</b>	<b>827</b>	<b>853</b>	<b>872</b>
<b>All Casualties</b>										
Pedestrians	221	247	250	225	238	228	216	206	200	198
Pedal cyclists	72	64	73	50	65	55	42	43	47	52
Passengers	696	620	637	554	614	754	667	644	668	696
Other road users	11	21	20	15	13	11	6	4	10	8
<b>Total</b>	<b>1000</b>	<b>952</b>	<b>980</b>	<b>844</b>	<b>930</b>	<b>1,048</b>	<b>931</b>	<b>897</b>	<b>925</b>	<b>954</b>

- While almost three quarters of all child casualties (73.0%) were passengers in motor vehicles in 2016, almost two thirds (64.6%) of children killed or seriously injured during the year were pedestrians.

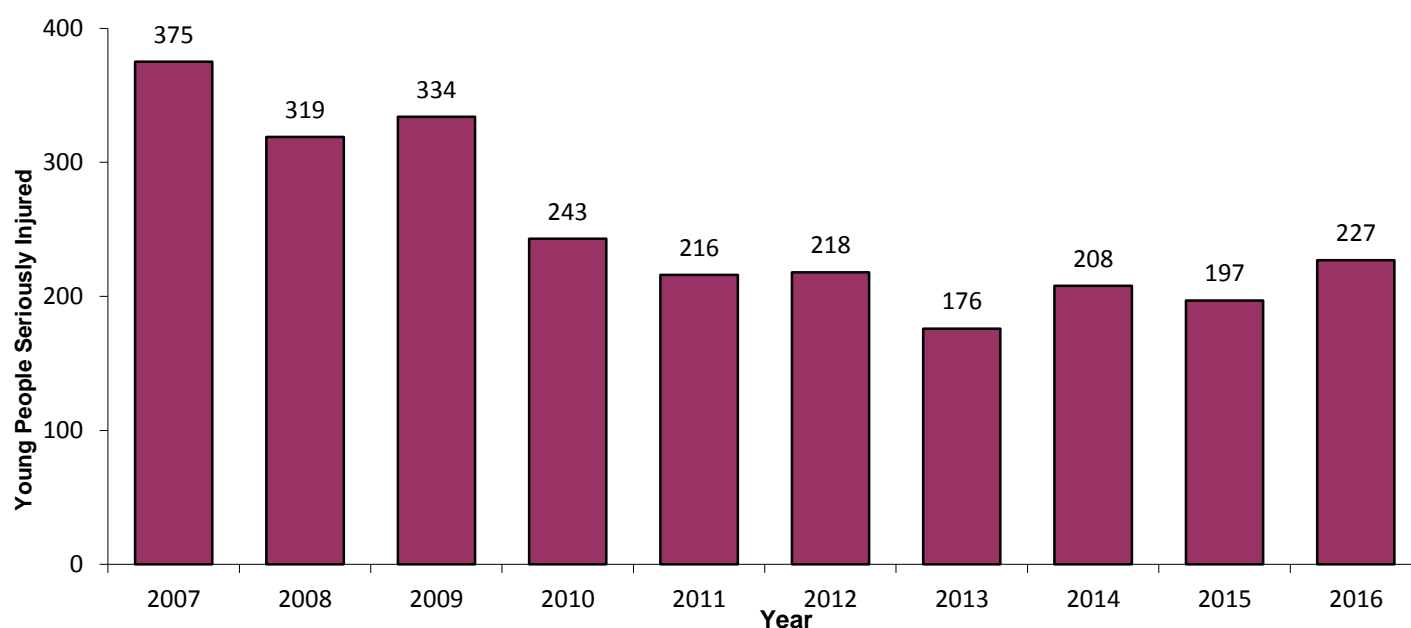
**Figure 1.12 Child casualties killed or seriously injured by road user type 2016**



- Of the 954 child casualties recorded in 2016, 103 (10.8%) 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 – 2007 to 2016



- The 227 KSI casualties of young people (those aged between 16 and 24) was the most recorded for this age group in a calendar year since 2010, although it was still 148 fewer than 2007 when 375 young people were killed or seriously injured (a reduction of 39.5%)

Table 1.13 Number of casualties of young people by gender and severity of injury 2007 – 2016

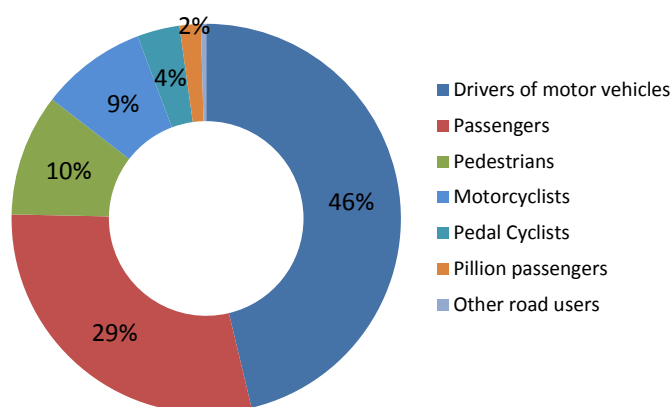
	Killed			Seriously Injured			Slightly Injured			Total		
	Male	Female	Total	Male	Female	Total	Male	Female	Total	Male	Female	Total
2007	27	4	<b>31</b>	256	88	<b>344</b>	1,110	970	<b>2,080</b>	1,393	1,062	<b>2,455</b>
2008	30	11	<b>41</b>	198	80	<b>278</b>	1,252	1,031	<b>2,283</b>	1,480	1,122	<b>2,602</b>
2009	32	7	<b>39</b>	217	78	<b>295</b>	1,295	1,089	<b>2,384</b>	1,544	1,174	<b>2,718</b>
2010	14	1	<b>15</b>	153	75	<b>228</b>	1,108	1,067	<b>2,175</b>	1,275	1,143	<b>2,418</b>
2011	13	5	<b>18</b>	126	72	<b>198</b>	1,077	911	<b>1,988</b>	1,216	988	<b>2,204</b>
2012	7	5	<b>12</b>	155	51	<b>206</b>	975	934	<b>1,909</b>	1,137	990	<b>2,127</b>
2013	14	1	<b>15</b>	117	44	<b>161</b>	990	906	<b>1,896</b>	1,121	951	<b>2,072</b>
2014	18	3	<b>21</b>	127	60	<b>187</b>	1,009	947	<b>1,956</b>	1,154	1,010	<b>2,164</b>
2015	15	3	<b>18</b>	115	64	<b>179</b>	1,066	939	<b>2,005</b>	1,196	1,006	<b>2,202</b>
2016	13	3	<b>16</b>	146	65	<b>211</b>	893	891	<b>1,784</b>	1,052	959	<b>2,011</b>

- In 2016 there were 16 fatalities of young people. This was 2 fewer than the 18 recorded in 2015 and almost half the number recorded in 2007.
- The majority of young casualties were males (52.3%), the proportion being almost evenly split for those slightly injured while over two thirds of young KSI casualties were male (70.0%).
- In 2016, there were 444 fewer young people who were casualties in a road traffic collision than in 2007. Fatalities reduced by 15, those seriously injured by 133 and young people slightly injured by 296 (reductions of 48.4%, 38.7% and 14.2% respectively).

**Table 1.14 Number of young people killed or seriously injured by road user type 2007 – 2016**

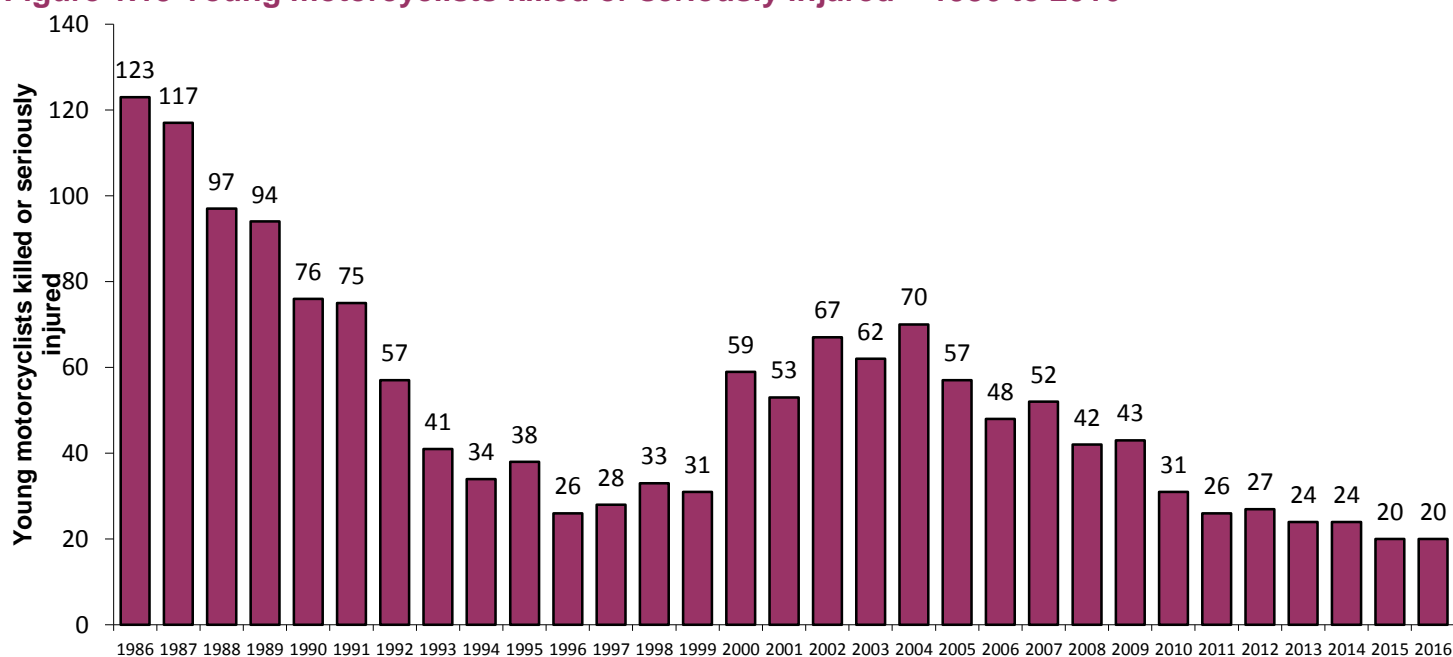
	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
<b>KSI</b>										
Pedestrians	33	47	41	30	39	30	17	19	33	23
Drivers of motor vehicles	160	132	140	95	79	82	67	96	72	105
Motorcyclists	52	42	43	31	26	27	24	24	20	20
Pedal cyclists	3	4	2	6	8	8	2	5	4	8
Passengers	125	90	106	76	61	69	60	62	66	66
Pillion Passengers	1	3	1	3	1	1	2	2	1	4
Other road users	1	1	1	2	2	1	4	0	1	1
<b>Total</b>	<b>375</b>	<b>319</b>	<b>334</b>	<b>243</b>	<b>216</b>	<b>218</b>	<b>176</b>	<b>208</b>	<b>197</b>	<b>227</b>

**Figure 1.14 Young people killed or seriously injured by road user type - 2016**



- The majority of young people killed or seriously injured in 2016 were drivers of motor vehicles with 105 out of the 227 KSI casualties being from this category (46.3%).
- The 20 young motorcyclists killed or seriously injured in 2016 was jointly with 2015 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 2016**



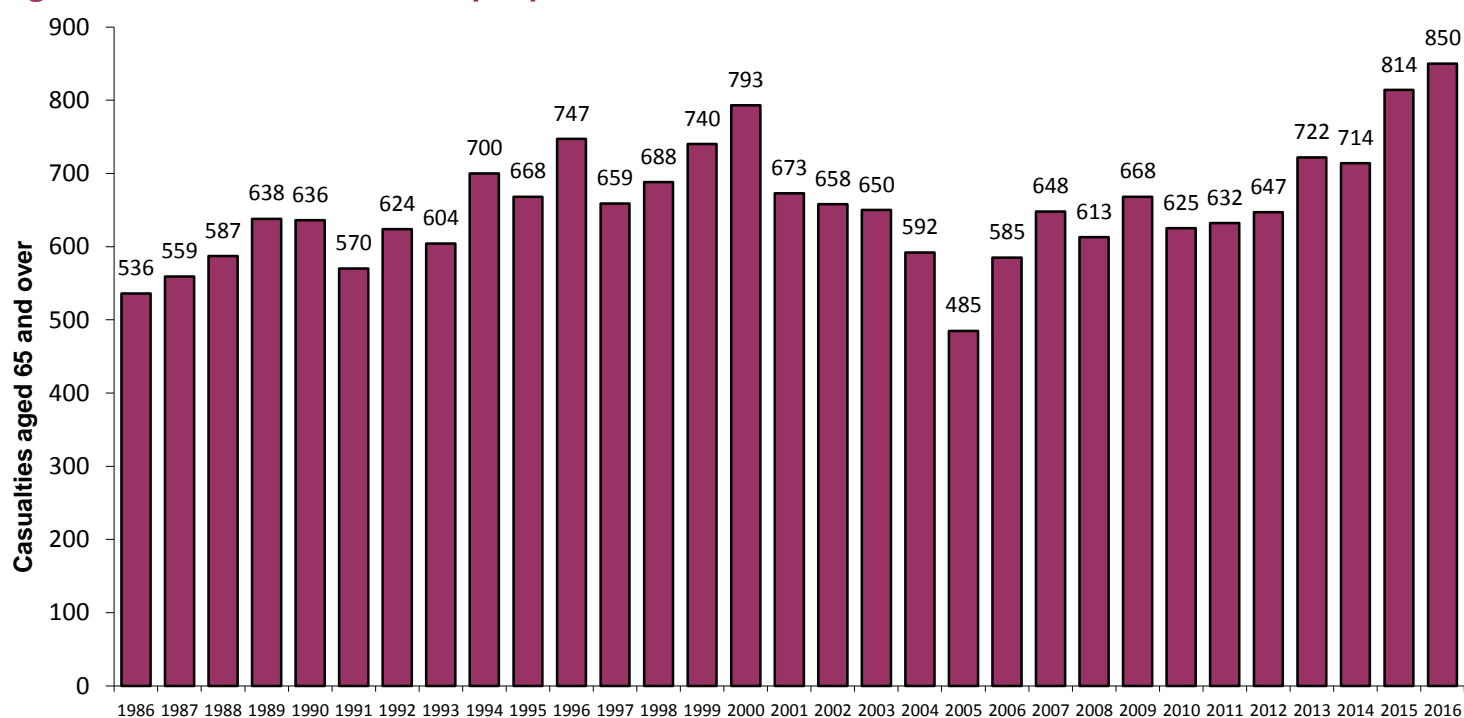
## Older People (Age Group 65 and over)

**Table 1.15 Number of casualties of older people by gender and severity of injury 2007 – 2016**

	Killed			Seriously Injured			Slightly Injured			Total		
	Male	Female	Total	Male	Female	Total	Male	Female	Total	Male	Female	Total
2007	12	6	<b>18</b>	48	43	<b>91</b>	264	275	<b>539</b>	324	324	<b>648</b>
2008	9	8	<b>17</b>	49	53	<b>102</b>	216	278	<b>494</b>	274	339	<b>613</b>
2009	12	8	<b>20</b>	45	53	<b>98</b>	251	299	<b>550</b>	308	360	<b>668</b>
2010	5	1	<b>6</b>	40	60	<b>100</b>	230	289	<b>519</b>	275	350	<b>625</b>
2011	5	7	<b>12</b>	49	61	<b>110</b>	219	291	<b>510</b>	273	359	<b>632</b>
2012	10	2	<b>12</b>	44	42	<b>86</b>	277	272	<b>549</b>	331	316	<b>647</b>
2013	8	7	<b>15</b>	50	50	<b>100</b>	281	326	<b>607</b>	339	383	<b>722</b>
2014	13	9	<b>22</b>	35	46	<b>81</b>	284	327	<b>611</b>	332	382	<b>714</b>
2015	11	9	<b>20</b>	27	51	<b>78</b>	346	370	<b>716</b>	384	430	<b>814</b>
2016	7	5	<b>12</b>	63	58	<b>121</b>	360	357	<b>717</b>	430	420	<b>850</b>

- There were 12 fatalities of older people in 2016 (those aged 65 plus), the fewest recorded since 2012 and 8 fewer deaths than recorded in 2015.
- In contrast to the previous year, which was the lowest annual total of older people seriously injured since records began in 1986, the 121 people seriously injured in 2016 was the highest among this group since 2003.
- The number of males seriously injured was more than double the number recorded last year, rising from 27 in 2015 to 63 in 2016.
- In terms of overall casualties, there were more casualties amongst the 65 and over age group in 2016 than in any previous calendar year since this data was collated. See chart below for a yearly breakdown from 1986:

**Figure 1.16 Casualties of older people – 1986 to 2016**



**Table 1.16 Number of older people killed or seriously injured by road user type 2007 – 2016**

	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
<b>KSI</b>										
Pedestrians	30	37	37	26	43	33	38	38	29	39
Drivers of motor vehicles	45	51	44	45	48	35	45	38	36	64
Motorcyclists	4	2	0	3	4	5	3	2	3	6
Pedal cyclists	0	1	3	1	1	5	5	2	2	5
Passengers	28	26	29	28	22	17	22	21	25	19
Pillion Passengers	0	0	0	0	1	0	0	0	0	0
Other road users	2	2	5	3	3	3	2	2	3	0
<b>Total</b>	<b>109</b>	<b>119</b>	<b>118</b>	<b>106</b>	<b>122</b>	<b>98</b>	<b>115</b>	<b>103</b>	<b>98</b>	<b>133</b>

- In terms of road user category, the majority of KSI casualties of older people in 2016 were drivers with 64 recorded (48.1%). This was the highest annual total for this category since 65 were recorded in the year 2000.

## Section 2 – Causation, Single vehicle collisions and Seatbelt Usage

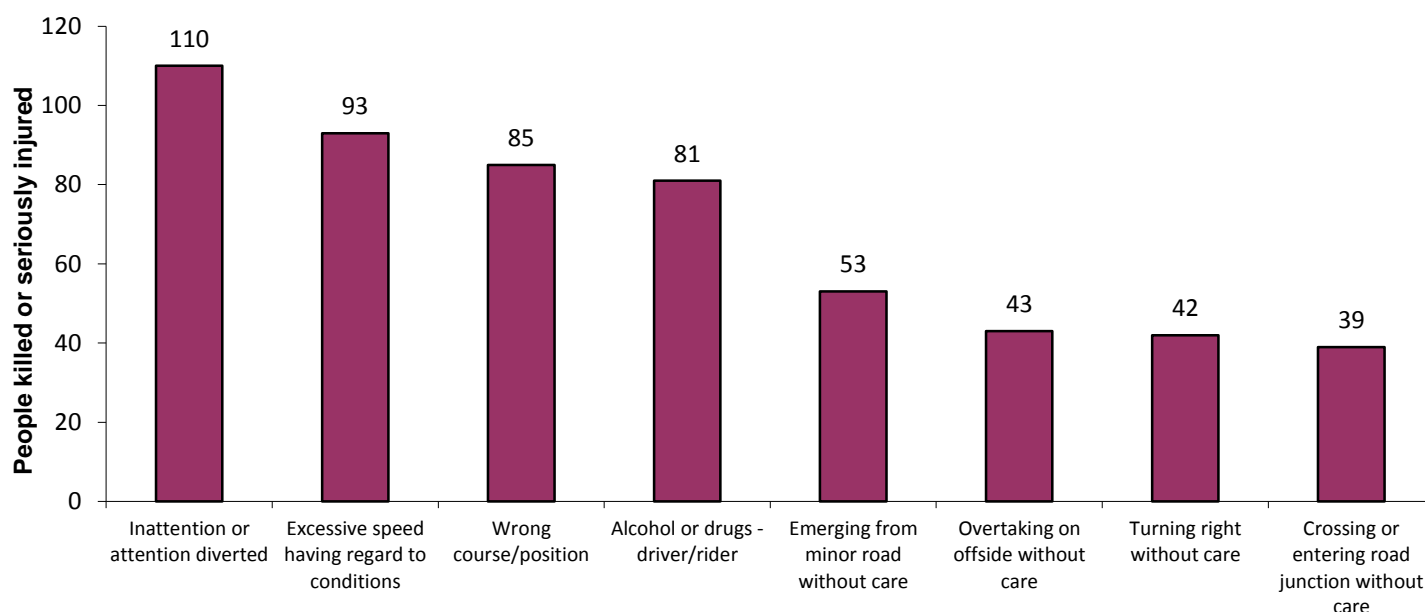
### Causation factors in road traffic collisions

- The most common principal causation factors for KSI casualties during 2016 were ‘inattention or attention diverted’ (110 KSI casualties), followed by ‘excessive speed having regard to conditions’ (93 KSI casualties) and ‘wrong course/position’ (85 KSI casualties).
- The most common principal causation factors for all casualties were ‘inattention or attention diverted’ (1,914 casualties) followed by ‘driving too close’ (1,233 casualties) and ‘emerging from minor road without care’ (755 casualties). These 3 categories alone made up over two fifths of the causation factors used for all collisions in 2016.

**Table 2.1 Most common principal causation factors in road traffic collisions 2016**

Principal Factor	Number of Injury Collisions	Casualties		
		KSI	Slightly Injured	Total Casualties
Inattention or attention diverted	1,238	110	1,804	<b>1,914</b>
Driving too close	782	22	1,211	<b>1,233</b>
Emerging from minor road without care	472	53	702	<b>755</b>
Excessive speed having regard to conditions	312	93	426	<b>519</b>
Alcohol/drugs driver rider	296	81	426	<b>507</b>
Turning right without care	288	42	462	<b>504</b>
Crossing or entering road junction without care	274	39	411	<b>450</b>
Wrong course/position	253	85	363	<b>448</b>
Emerging from private road/entrance without care	179	21	252	<b>273</b>
Changing lane without care	169	8	235	<b>243</b>

**Figure 2.1 Most common principal causation factors for KSI casualties 2016**



- Appendix 5 provides a longer term overview of the causation factors for casualties. The number of casualties due to ‘Alcohol or Drugs – driver/rider’ and ‘Excessive speed having regard to conditions’ decreased in 2016 in comparison with 2007 (falling by 10.6% and 44.2% respectively). In contrast, the number of casualties due to ‘Careless Driving’ has risen with 7,026 reported in 2016 compared with 6,263 in 2007 (an increase of 12.2%).



**Table 2.2 Selected causation factors for KSI casualties 2007 – 2016**

	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
2007	18	113	<b>131</b>	43	509	<b>552</b>	32	221	<b>253</b>
2008	18	121	<b>139</b>	36	442	<b>478</b>	36	155	<b>191</b>
2009	21	115	<b>136</b>	33	480	<b>513</b>	27	172	<b>199</b>
2010	10	86	<b>96</b>	19	440	<b>459</b>	10	131	<b>141</b>
2011	9	87	<b>96</b>	23	415	<b>438</b>	7	87	<b>94</b>
2012	8	59	<b>67</b>	14	387	<b>401</b>	8	92	<b>100</b>
2013	10	40	<b>50</b>	25	375	<b>400</b>	11	79	<b>90</b>
2014	16	62	<b>78</b>	35	350	<b>385</b>	14	74	<b>88</b>
2015	8	64	<b>72</b>	32	373	<b>405</b>	14	67	<b>81</b>
2016	17	64	<b>81</b>	32	449	<b>481</b>	8	85	<b>93</b>

- The 17 deaths recorded in 2016 due to a driver being impaired by alcohol or drugs were the most in a year since 2009.
- There were 481 KSI casualties in 2016 which were attributed to careless driving<sup>1</sup> comprising 32 people killed and 449 seriously injured. This was at its highest level since 2009 but was 71 fewer KSI casualties (down 12.9%) than the 552 recorded in 2007.
- There were 8 people killed and 85 people seriously injured attributed to excessive speed having regard to conditions in 2016. Although this was 12 more KSI casualties for speeding than 2015, it was 160 fewer (down 63.2%) than the 253 recorded ten years ago in 2007.
- 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 2016**

	KSI Collision	Slight Collision	Total	KSI Casualties	Slightly injured	Total
	<i>Driver/Rider Fault</i>					
Alcohol or drugs - driver/rider	66	230	296	81	426	507
Excessive speed having regard to conditions	65	247	312	93	426	519
Careless driving <sup>1</sup>	407	4,032	4,439	481	6,545	7,026
Other driver rider fault	42	167	209	56	281	337
<b>Total</b>	<b>580</b>	<b>4,676</b>	<b>5,256</b>	<b>711</b>	<b>7,678</b>	<b>8,389</b>
Passenger Fault	1	37	38	1	38	39
Pedestrian Fault	95	279	374	98	300	398
Vehicle Defects	14	78	92	14	113	127
Obstructions	7	16	23	8	31	39
Physical/Road	32	135	167	37	195	232
Weather	16	196	212	18	262	280
Miscellaneous	9	54	63	9	78	87
<b>Total</b>	<b>754</b>	<b>5,471</b>	<b>6,225</b>	<b>896</b>	<b>8,695</b>	<b>9,591</b>

<sup>1</sup> 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.

## Who is responsible for collisions attributed to a driver or rider?

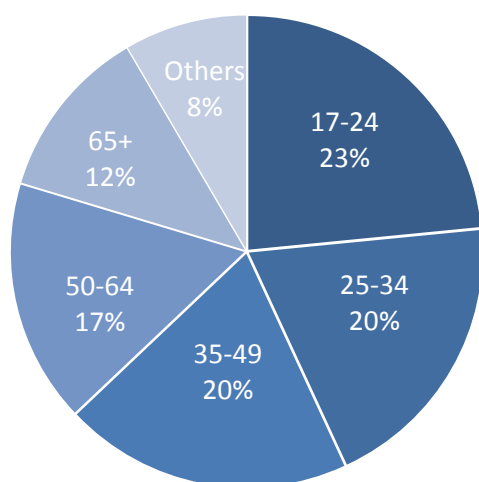
Table 2.4 Driver/rider responsibility<sup>1</sup> by age and gender

	Fatal and Serious Collisions				Total Collisions			
	Male	Female	Unknown	Total	Male	Female	Unknown	Total
Under 17	11	0	0	11	45	7	0	52
17 - 24	106	30	0	136	686	383	0	1,069
25 - 34	84	30	0	114	711	426	0	1,137
35 - 49	89	26	0	115	740	466	0	1,206
50 - 64	65	32	0	97	502	271	0	773
65+	44	25	0	69	411	174	0	585
Unknown	0	0	38	38	6	2	426	434
<b>Total</b>	<b>399</b>	<b>143</b>	<b>38</b>	<b>580</b>	<b>3,101</b>	<b>1,729</b>	<b>426</b>	<b>5,256</b>

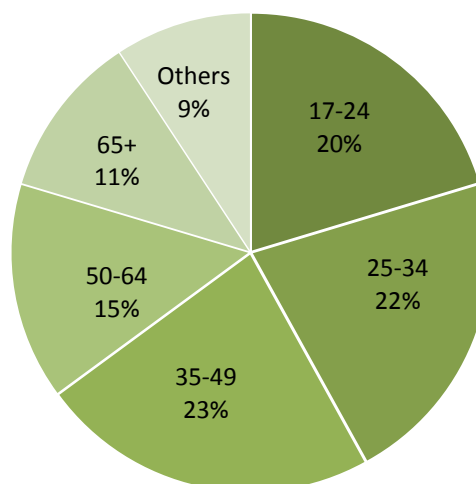
- Of the 580 fatal and serious collisions in 2016 where the causation was driver rider fault<sup>1</sup>, 399 were the responsibility of a male driver, 143 were caused by a female and 38 responsible were unknown (mainly hit and run drivers). Males were responsible for 73.6% of fatal and serious collisions and 64.2% of collisions overall where a gender is known.
- Drivers aged 17 to 24 were most likely to be responsible for fatal and serious collision (23.4%) with 106 (26.6%) of the 399 attributed to males coming from this age group. See Figure 2.2 below.
- For overall collisions, the age group which had most collisions attributed to them in 2016 were the 35 to 49 year olds who accounted for 1,206 (22.9%) of driver rider fault collisions.
- More males than females were responsible for overall collisions occurring in 2016 in each of the different age groups. Of those where the driver was known and aged 17 and over, the 65 plus age group had the highest proportion of males to females (70.3%).

Figure 2.2 Drivers responsibility by age group<sup>1</sup>

Drivers responsible for fatal and serious collisions by age group



Drivers Responsible for overall collisions by age group



<sup>1</sup> Please note that as a collision can involve more than one driver who is responsible, this information is based on the driver linked to the principal causation factor of the collision.

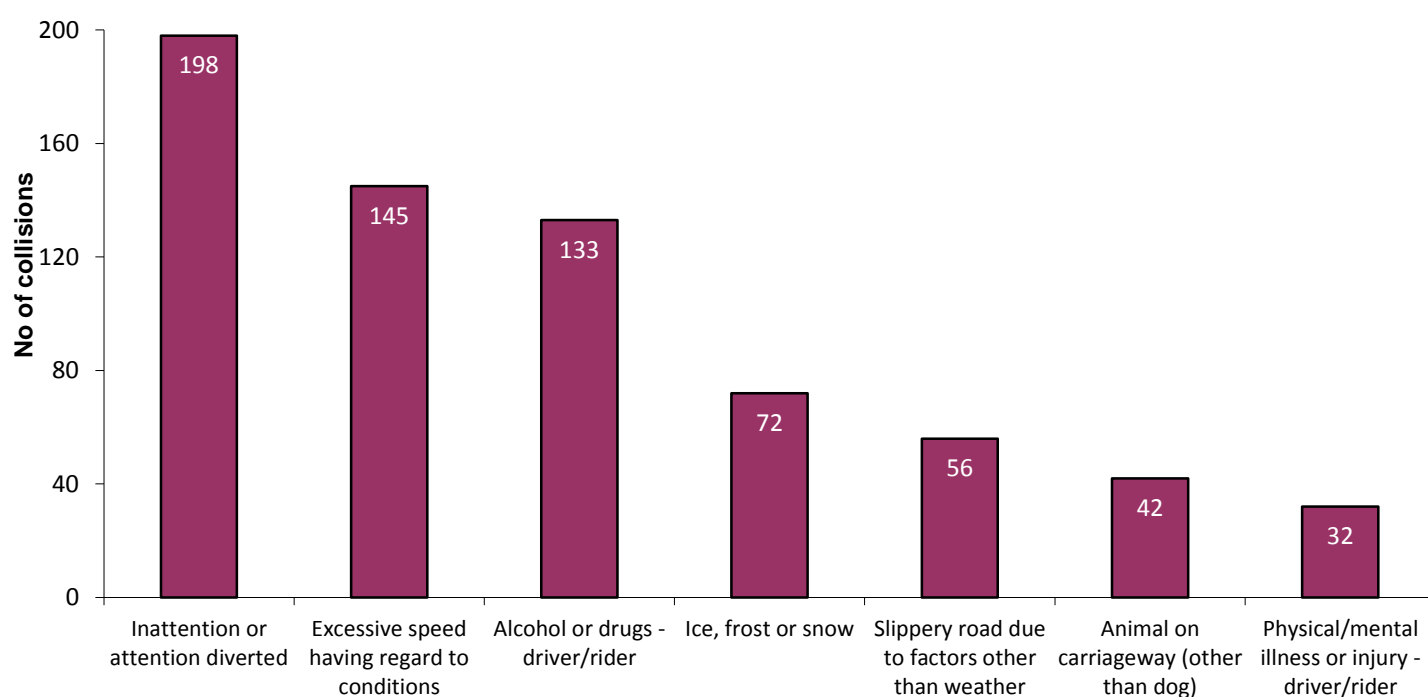
## Single vehicle collisions

Table 2.5 Single vehicle collisions by year and resulting casualties 2007 - 2016

	Number of single vehicle injury Collisions				Casualties			
	Fatal Collisions	Serious Collisions	Slight Collisions	Total	Killed	Seriously Injured	Slightly Injured	Total Casualties
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	1,015	1,229
2012	13	141	723	877	13	177	1,009	1,199
2013	21	146	778	945	23	175	1,053	1,251
2014	19	140	815	974	20	173	1,093	1,286
2015	16	127	790	933	18	150	1,087	1,255
2016	21	162	737	920	22	186	952	1,160

- There were 920 single vehicle collisions recorded in 2016, 13 fewer than 2015 but 118 greater (an increase of 14.7%) than the number recorded ten years ago in 2007.
- The 920 single vehicle collisions in 2016 accounted for 14.8% of all collisions. The proportion for the year is on a sliding scale in terms of severity of injury with single vehicle collisions comprising almost a third (32.3%) of fatal collisions, almost a quarter (23.5%) of serious collisions and 13.5% of slight collisions.
- The most common causation factor for all single vehicle collisions occurring in 2016 was inattention or attention diverted (198, 21.5%), followed by excessive speed having regard to conditions (145, 15.8%) and then impairment by alcohol or drugs by drivers or riders with 133 (14.5%). See Figure 2.3 below.
- Excessive speed accounted for the highest number of those killed or seriously injured in single vehicle collisions with 52, comprising exactly a quarter of the 208 KSI casualties recorded.

Figure 2.3 Main causes of all single vehicle collisions 2016

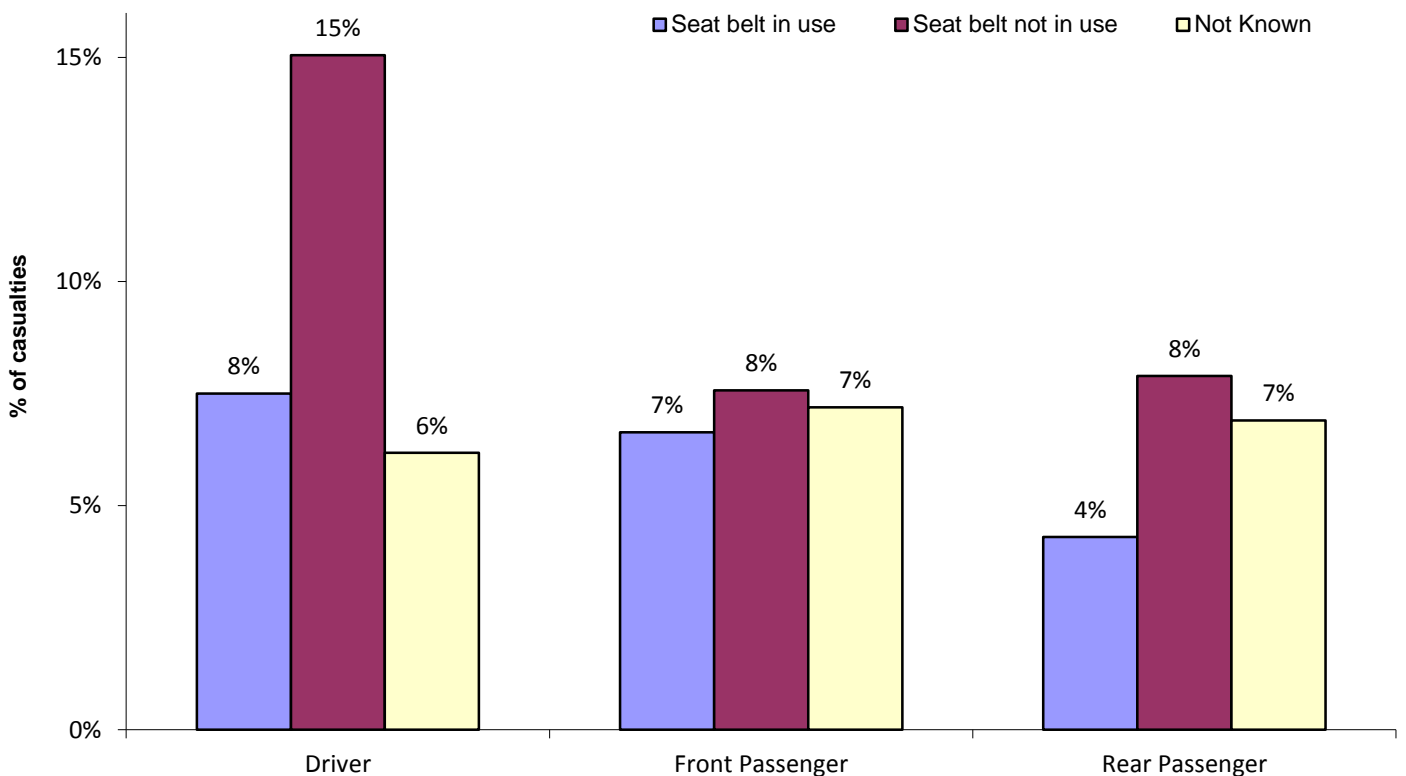


## Seat belt wearing rates of those casualties involved in road traffic collisions

There were 5,296 casualties among drivers of vehicles in which a seat belt is normally worn. Of these 60.7% were wearing a seat belt at the time of the collision, 1.8% were not wearing a seat belt and for the remaining 37.6% 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 2016, 0.7% of driver casualties who were wearing a seatbelt sustained fatal injuries, compared with 5.4% of driver casualties who were not wearing a seat belt. Similarly, 6.8% of driver casualties were seriously injured when wearing a seat belt compared to 9.7% of those not wearing a seat belt.
- A total of 1,616 front seat passengers were casualties in vehicles in which a seat belt is normally worn and 66 of these (4.1%) were not wearing a seat belt. Of those front seat passengers wearing a seat belt at the time of the collision 6.6% were killed or seriously injured when a seat belt was in use, compared with 7.6% of those who were not wearing a seat belt at the time of the collision.
- A total of 1,004 rear seat passengers were casualties in vehicles in which a seat belt is normally worn. Of the rear seat passenger casualties 3.8% were not wearing a seat belt. Of those rear seat passengers wearing a seat belt at the time of the collision 4.3% were killed or seriously injured when a seat belt was in use compared with 7.9% of those who were not wearing a seat belt at the time of the collision.

**Figure 2.4 Seat belt usage: Proportion of casualties who were killed or seriously injured 2016**



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

### Where did collisions occur in 2016?

Figure 3.1: The top four collision sites in Northern Ireland within a 50 metre radius - 2016



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 4 sites for all collisions identified occurring in 2016 were the following:

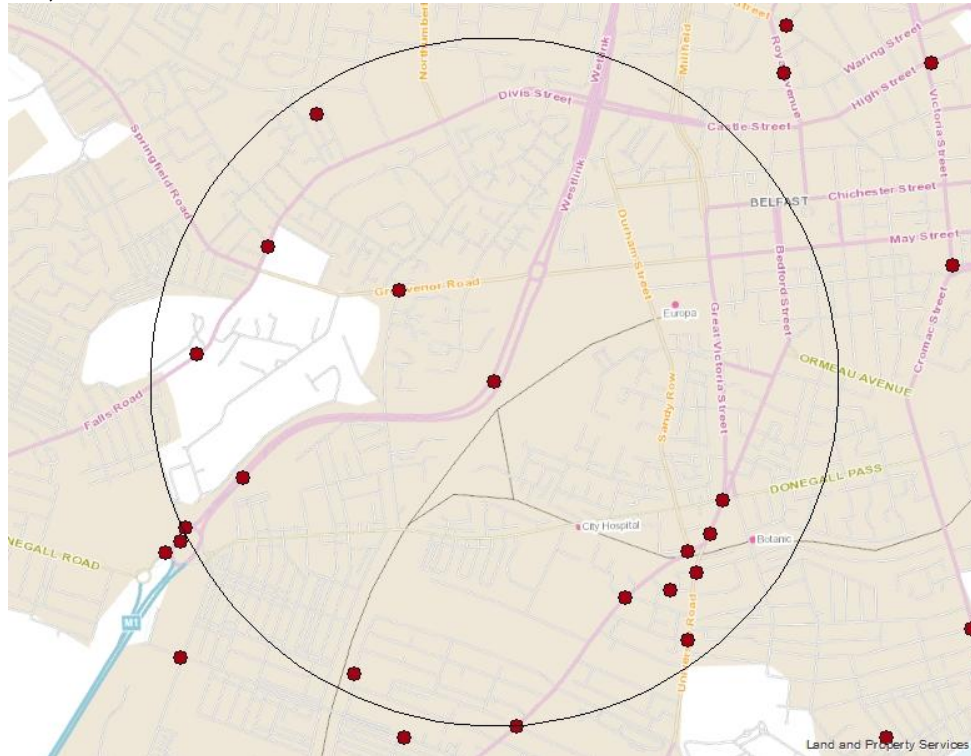
- **A – Sydenham By-Pass/ Dee Street, Belfast.** This site had 12 collisions occurring in 2016.
- **B – The Westlink/ Great Georges Street/ York Street junction, Belfast.** 10 collisions occurred within 50 metres of this junction.
- **C – Newtownards Road Roundabout, Bangor** There were 10 collisions within 50 metres of where the West Circular Road meets this roundabout.
- **D – Blacks Road/Old Golf Course Road, Dunmurry.** 9 collisions occurred at this junction close to the M1 at Dunmurry.

### Top 3 fatal and serious collision sites in Northern Ireland within a kilometre radius – 2016

The top 3 collision sites for fatal and serious collisions within a kilometre radius were all identified as falling within the Belfast Area<sup>1</sup>. These are ranked in the maps below:

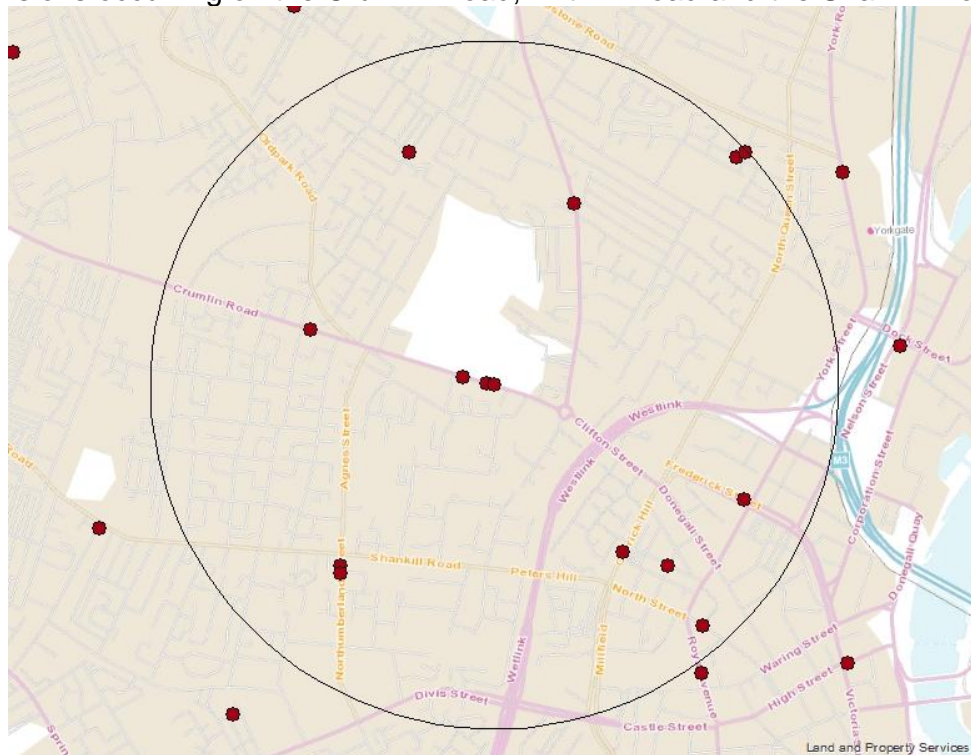
#### Figure 3.2: South Belfast fatal and serious collisions (Westlink/Grosvenor Road/Lisburn Road)

There were 15 serious collisions in 2016 in the kilometre radius surrounding where the Westlink meets the Grosvenor Road. There was a cluster to the south east of the circle comprising seven around Shaftesbury Square, Botanic and the Lisburn Road.



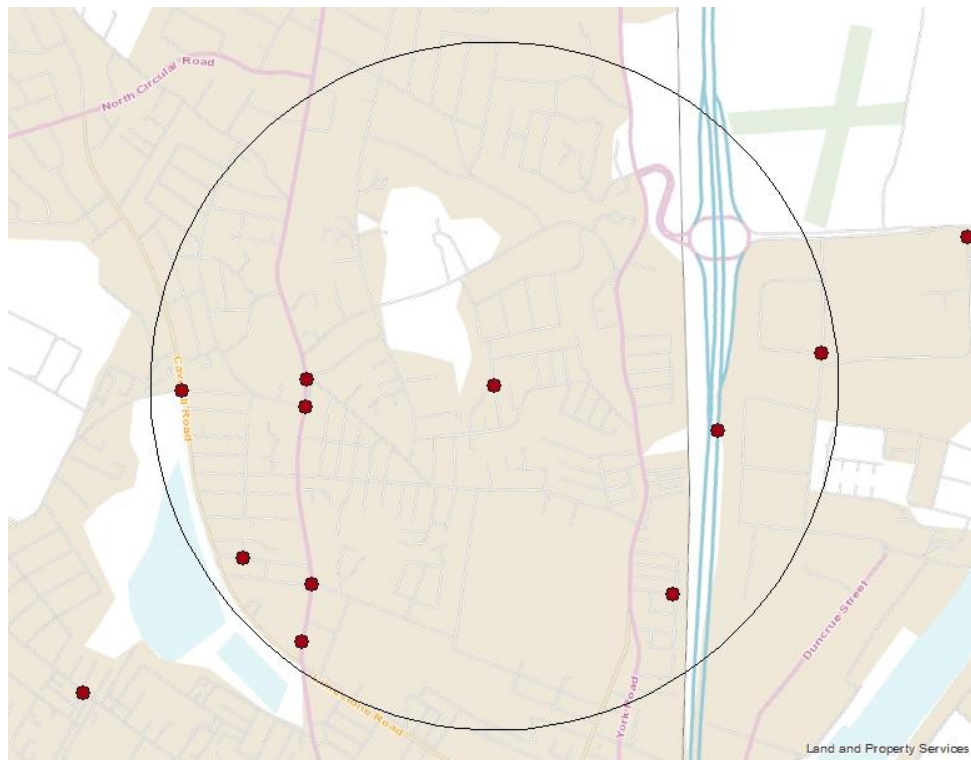
#### Figure 3.3: North Belfast fatal and serious collisions (Westlink/Clifton Street)

There were 14 serious collisions within the vicinity of the Westlink at Clifton Street and the Mater Hospital. This includes collisions occurring on the Crumlin Road, Antrim Road and the Shankill Road area.



### Figure 3.4: North Belfast fatal and serious collisions (Antrim Road/ M2/ Fortwilliam Roundabout)

There were 10 serious collisions within the North Belfast Area which runs parallel to the M2 at the Fortwilliam Roundabout. Four of these collisions occurred on the Antrim Road.



<sup>1</sup> This is using the ranking criteria that each circle must be comprised of different collisions.

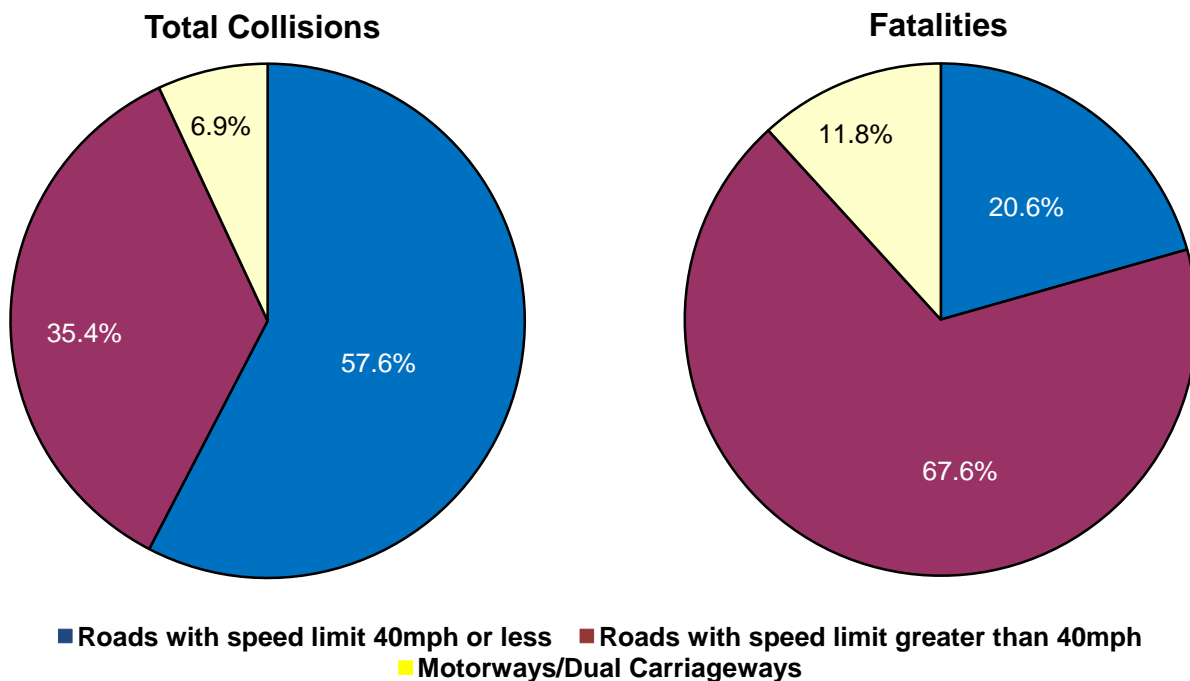
Links to our collisions are available on the NINIS website for each calendar year from 2007. See link to the 2015 information below. The 2016 collision statistics will be updated in the summer of 2017.

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

## Speed limit of road

- In general in 2016, slight injury collisions were more prevalent on urban roads with a speed limit of 40 mph or less. Fatal and serious collisions, however, were most likely to occur on rural roads (defined as roads with a speed limit greater than 40 miles per hour except motorways and dual carriageways).
- Of the 6,225 injury collisions recorded by the police in 2016, 3,587 (57.6%) occurred on urban roads with a speed limit of 40 mph or less while 2,206 (35.4%) took place on rural roads and the remaining 432 (6.9%) occurred on a motorway or dual carriageway. Those which occurred on rural roads accounted for 3,594 casualties (37.5%) and 514 out of the 896 killed or seriously injured (57.4%).

**Figure 3.5 Road traffic collisions and fatalities by speed limit of road 2016**



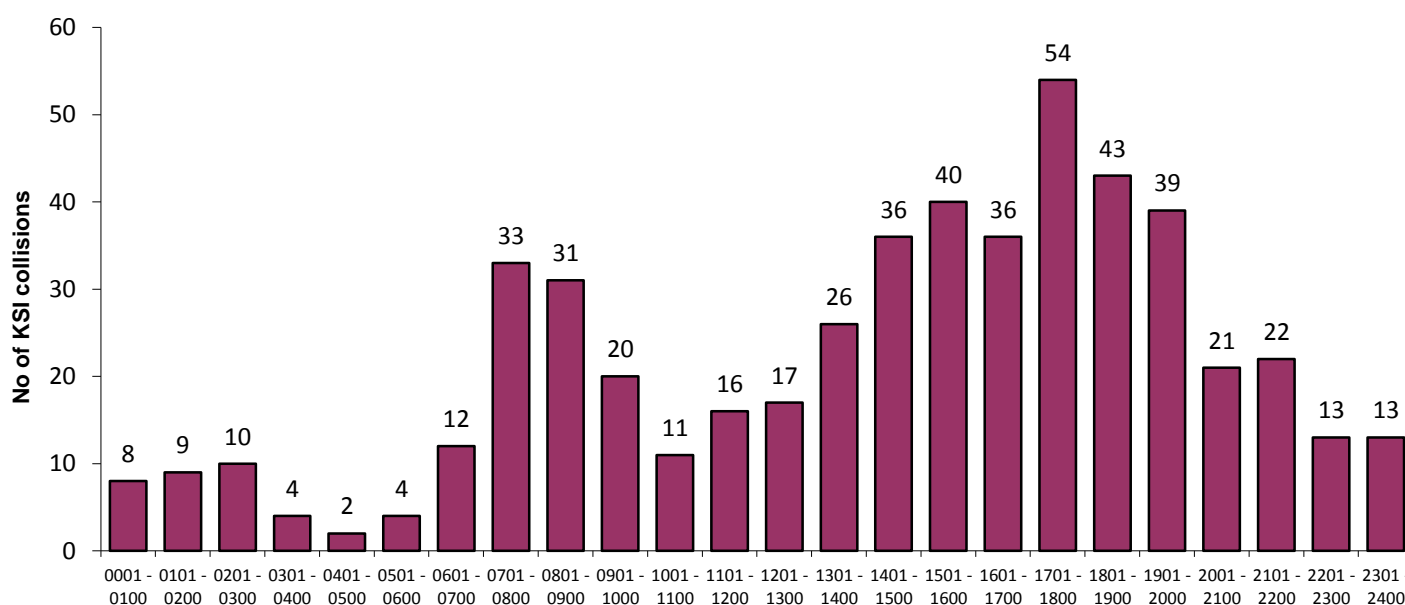
- There were 46 people killed in 2016 on rural roads which accounted for two thirds of fatalities (67.6%). However, this is a decrease from the 2004 – 2008 average of 73.4% (Key Performance Indicator in Road Safety Strategy).
- Of the four children killed on Northern Ireland roads in 2016, two were on urban roads (40 miles per hour or less), one was on a rural road and the other was on a motorway or dual carriageway.
- There were 152 young people (aged between 16 and 24) killed or seriously injured in 2016 on rural roads, equating to two thirds of the total of 227 for this age group.



## When do 2016 fatal and serious collisions occur?

- Taking the week as a whole, the greatest number of fatal and serious collisions occurred between 5pm and 6pm (67 collisions, 8.9%).
- There were contrasts between the pattern of collisions at weekends and during the working week. The morning time of 6am to 10am accounted for 18.5% of all fatal and serious collisions between Monday and Friday, compared with 6.0% for the same hours on Saturday and Sunday. Similarly, a quarter of all fatal and serious collisions occurred on a Monday to Friday between 3pm and 6pm compared with 17.9% at this time during the weekend.
- At weekends there was a greater tendency for fatal and serious collisions to occur early in the morning with 15.4% of weekend collisions occurring between midnight and 4am in comparison with 6.0% for the same hours between Monday and Friday.
- Saturday and Sunday were the days which had the most fatal collisions recorded in 2016 with 13 for each and accounted for two fifths of those occurring for the year.

**Figure 3.6 Weekday fatal and serious collisions by hour 2016**



**Figure 3.7 Weekend fatal and serious collisions by hour 2016**

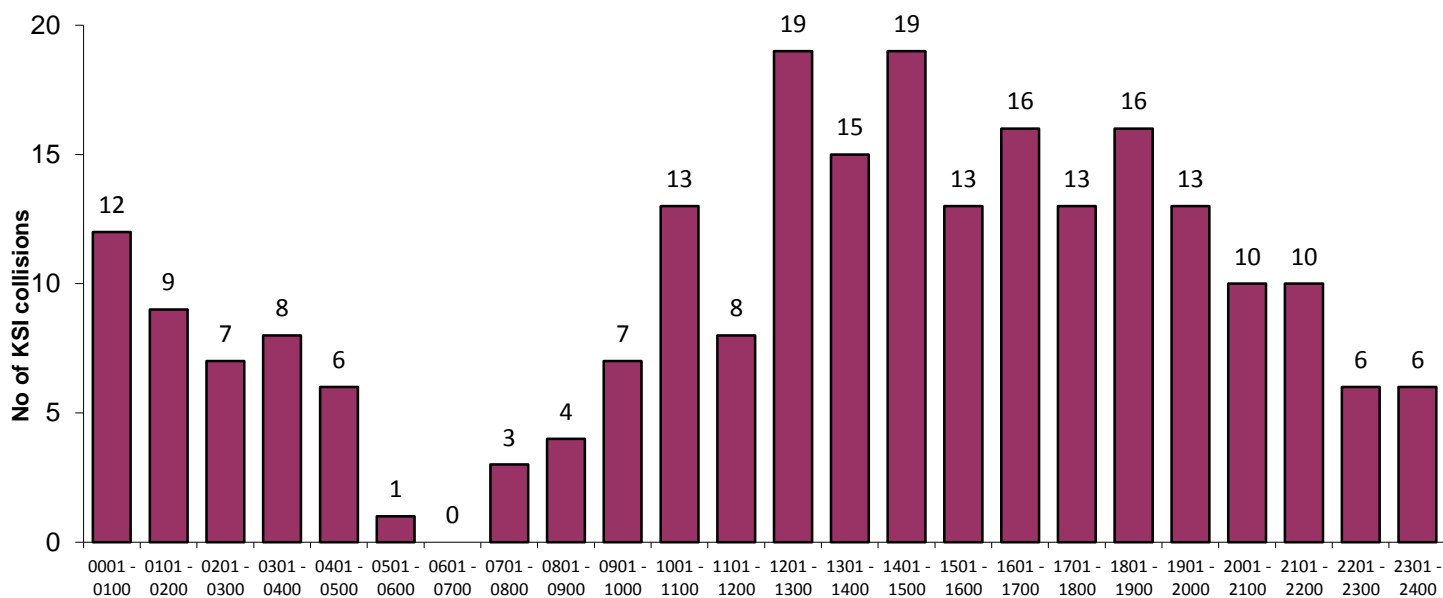


Figure 3.8 Fatal and serious collisions by time and day of week 2016

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Total	
0001 - 0100	1	1	3	2	1	4	8	20	0001 - 0100
0101 - 0200	3	0	2	1	3	3	6	18	0101 - 0200
0201 - 0300	3	1	1	3	2	2	5	17	0201 - 0300
0301 - 0400	1	0	0	2	1	5	3	12	0301 - 0400
0401 - 0500	0	0	0	2	0	2	4	8	0401 - 0500
0501 - 0600	0	0	2	2	0	0	1	5	0501 - 0600
0601 - 0700	4	2	1	2	3	0	0	12	0601 - 0700
0701 - 0800	5	7	5	8	8	2	1	36	0701 - 0800
0801 - 0900	3	8	8	8	4	3	1	35	0801 - 0900
0901 - 1000	3	6	4	4	3	6	1	27	0901 - 1000
1001 - 1100	1	4	1	3	2	6	7	24	1001 - 1100
1101 - 1200	3	1	3	4	5	5	3	24	1101 - 1200
1201 - 1300	4	0	5	3	5	10	9	36	1201 - 1300
1301 - 1400	5	6	4	6	5	8	7	41	1301 - 1400
1401 - 1500	8	5	7	8	8	11	8	55	1401 - 1500
1501 - 1600	6	10	9	10	5	7	6	53	1501 - 1600
1601 - 1700	7	11	4	8	6	7	9	52	1601 - 1700
1701 - 1800	7	10	13	10	14	6	7	67	1701 - 1800
1801 - 1900	9	5	7	13	9	7	9	59	1801 - 1900
1901 - 2000	12	10	6	7	4	7	6	52	1901 - 2000
2001 - 2100	3	6	3	2	7	5	5	31	2001 - 2100
2101 - 2200	4	2	5	7	4	6	4	32	2101 - 2200
2201 - 2300	0	2	2	4	5	3	3	19	2201 - 2300
2301 - 2400	3	2	3	3	2	3	3	19	2301 - 2400
	95	99	98	122	106	118	116	754	

- The peak hours of collisions involving KSI casualties were between 5pm and 7pm when just over a sixth (16.7%) of all fatal and serious collisions took place.
- As with 2015, the worst combined day and hour for fatal and serious collisions was Friday between 5pm and 6pm with 14 having occurred in 2016 during this time period. However, Thursday had the most by day of the week with 122 of the 754 fatal and serious collisions occurring on this day (16.2%).
- In terms of month, September had the highest number of fatal and serious collisions in 2016 with 77 (10.2%). January, February and April had the joint fewest with 54 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 2016

Month	Day of Week							Total
	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	
January	7	5	6	9	5	15	7	54
February	9	6	7	12	8	4	8	54
March	5	8	10	16	3	4	9	55
April	6	8	10	7	6	7	10	54
May	8	5	10	10	9	12	10	64
June	6	6	10	7	10	8	12	59
July	4	7	9	2	11	13	11	57
August	12	17	8	15	10	5	9	76
September	7	6	8	11	16	14	15	77
October	12	9	6	12	7	9	13	68
November	6	13	11	10	10	16	5	71
December	13	9	3	11	11	11	7	65
<b>Total</b>	<b>95</b>	<b>99</b>	<b>98</b>	<b>122</b>	<b>106</b>	<b>118</b>	<b>116</b>	<b>754</b>

## Type of vehicles involved in injury road traffic collisions in 2016

- When looking at types of vehicles involved in road traffic collisions in 2016, cars formed the largest group with 9,798 (84.1%) involved in injury road traffic collisions. This was followed by 875 goods vehicles (7.5%) and 302 motorcycles including mopeds (2.6%).
- The collision rate per 1,000 licensed vehicles is highest for hackney taxis (35 per 1,000) followed by buses/coaches (32 per 1,000). Motorcycles and cars had 14 and 11 collisions per 1,000 licensed vehicles respectively.

**Table 3.2 Number of vehicles involved in injury road traffic collisions 2016**

	Fatal Collision	Serious Collision	Slight Collision	Total	% share	Collision rate per 1,000 licensed vehicles <sup>1</sup>
Motorcycle	5	94	203	302	2.6	14
Hackney taxi	0	1	18	19	0.2	35
Car	83	871	8,844	9,798	84.1	11
Goods Vehicles	11	97	767	875	7.5	7
Buses / coaches	1	9	169	179	1.5	32
Agricultural Vehicles	3	6	65	74	0.6	3
Other/Unknown Vehicles	7	67	324	398	3.4	----
<b>Total</b>	<b>110</b>	<b>1,145</b>	<b>10,390</b>	<b>11,645</b>	<b>100</b>	<b>----</b>

<sup>1</sup>Northern Ireland Transport Statistics Annual 2015-16 publication: Table 1.7 Vehicles licensed currently licensed by body type: 2011-2015 (using 2015 figures)

- Motorcyclists had the highest combined fatal and serious collision rate by category with 4 KSI collisions per 1,000 licensed vehicles in 2016.

## Weather conditions

**Table 3.3 Police recorded fatal and serious injury road traffic collisions by weather conditions 2016**

Weather	Total
Fine (without high wind)	525
Rain (without high wind)	105
Strong sun (glaring)	12
Fine (with high wind)	11
Rain (with high wind)	11
Fog or mist	6
Other	19
Unknown	65
<b>Total</b>	<b>754</b>

## Section 4 – Death rate in comparison with other countries

### How does Northern Ireland compare?

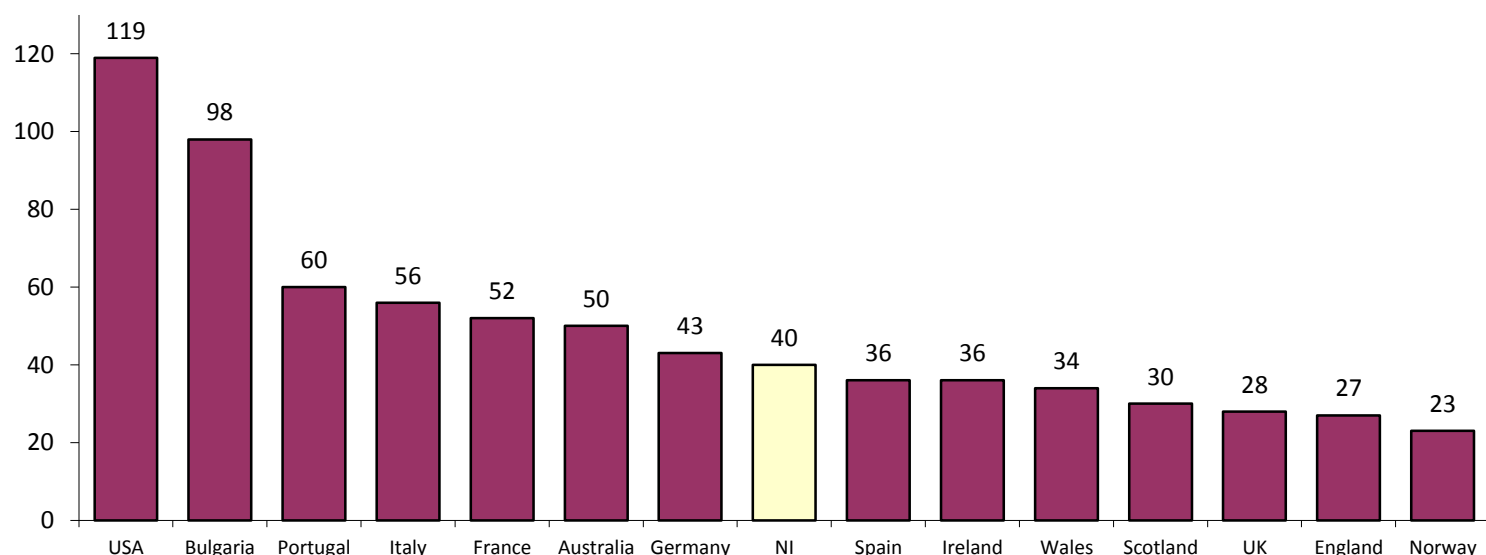
As the latest fatality information for a list of selected countries is only available for 2015, this report compares Northern Ireland's road deaths with a selected list of countries for that year.

**Table 4.1 International comparisons of road deaths by selected country<sup>1</sup>:**

Country	2015 <sup>2</sup>	
	Number of road deaths	Road deaths per million population
England	1,463	27
Wales	105	34
Scotland	162	30
Northern Ireland	74	40
United Kingdom	1,804	28
France	3,464	52
Germany	3,475	43
Irish Republic	166	36
Italy	3,430	56
Bulgaria	708	98
Netherlands	620	37
Portugal	627	60
Spain	1,688	36
Sweden	259	27
Norway	118	23
Australia	1,207	50
New Zealand	320	70
United States of America	38,300	119

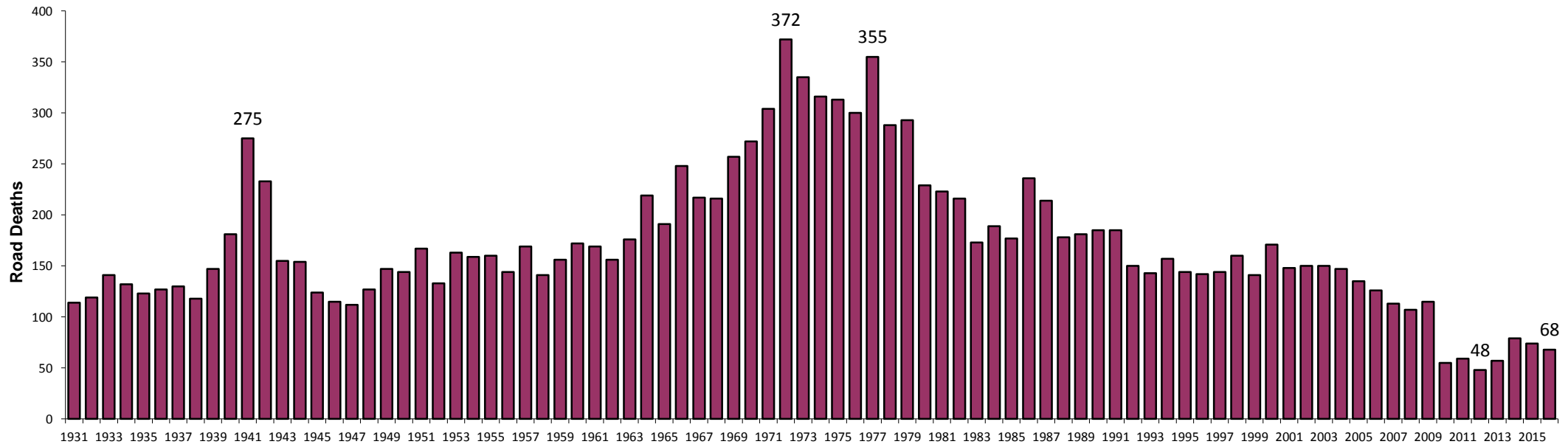
<sup>1</sup>Source: International Road Traffic and Accident Database<sup>2</sup> The latest data available internationally for all these countries is for 2015

**Figure 4.1 Road deaths per million population by selected country 2015**



- The 74 deaths recorded in Northern Ireland for 2015 equates to a rate of 40 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, the United States of America had the highest death rate recorded in 2015 with 119 road deaths per million population while Bulgaria tops the list in Europe with 98 road deaths per million population. Norway had the fewest with 23 road deaths per million.
- The 68 road deaths recorded in Northern Ireland for 2016 equates to 37 road deaths per million population (based on the 2016 mid-year population estimate of 1,862,100).

## Appendix 1 Road Deaths in Northern Ireland 1931 – 2016



## Appendix 2 Recorded injury road traffic collision and casualties by severity\*- 1931 – 2016

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
					2016	6,225	68	828	8,695	9,591

\* Note: Injuries were split into serious and slight injuries in 1971

### Appendix 3: Police recorded road traffic collision casualties by road user type and severity: 2007 – 2016

	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
<b>Pedestrians</b>										
Killed	17	19	24	10	13	9	7	18	19	15
Seriously injured	166	193	191	167	200	182	162	140	164	164
Slightly injured	585	632	636	558	621	613	610	611	604	552
<b>Total</b>	<b>768</b>	<b>844</b>	<b>851</b>	<b>735</b>	<b>834</b>	<b>804</b>	<b>779</b>	<b>769</b>	<b>787</b>	<b>731</b>
<b>Drivers of motor vehicles</b>										
Killed	42	45	42	21	23	21	22	30	31	31
Seriously injured	478	417	417	332	295	294	271	263	254	353
Slightly injured	4,330	4,472	4,669	4,364	4,144	4,425	4,577	4,786	5,071	5,003
<b>Total</b>	<b>4,850</b>	<b>4,934</b>	<b>5,128</b>	<b>4,717</b>	<b>4,462</b>	<b>4,740</b>	<b>4,870</b>	<b>5,079</b>	<b>5,356</b>	<b>5,387</b>
<b>Motorcyclists</b>										
Killed	25	15	16	8	6	4	10	13	4	4
Seriously injured	128	123	138	112	102	96	91	84	78	88
Slightly injured	297	319	260	255	238	189	210	192	202	193
<b>Total</b>	<b>450</b>	<b>457</b>	<b>414</b>	<b>375</b>	<b>346</b>	<b>289</b>	<b>311</b>	<b>289</b>	<b>284</b>	<b>285</b>
<b>Pedal cyclists</b>										
Killed	2	2	0	0	2	2	4	3	0	3
Seriously injured	30	26	32	49	47	55	42	59	40	61
Slightly injured	188	178	173	165	206	220	210	271	239	266
<b>Total</b>	<b>220</b>	<b>206</b>	<b>205</b>	<b>214</b>	<b>255</b>	<b>277</b>	<b>256</b>	<b>333</b>	<b>279</b>	<b>330</b>
<b>Passengers</b>										
Killed	24	23	29	13	11	10	13	12	17	12
Seriously injured	282	215	235	211	161	155	136	155	163	156
Slightly injured	2,769	2,802	2,817	2,613	2,615	2,670	2,750	2,685	2,781	2,625
<b>Total</b>	<b>3,075</b>	<b>3,040</b>	<b>3,081</b>	<b>2,837</b>	<b>2,787</b>	<b>2,835</b>	<b>2,899</b>	<b>2,852</b>	<b>2,961</b>	<b>2,793</b>
<b>Pillion Passengers</b>										
Killed	1	1	0	2	1	0	0	1	0	1
Seriously injured	5	5	7	8	7	3	5	4	6	3
Slightly injured	15	18	13	9	7	11	11	7	4	6
<b>Total</b>	<b>21</b>	<b>24</b>	<b>20</b>	<b>19</b>	<b>15</b>	<b>14</b>	<b>16</b>	<b>12</b>	<b>10</b>	<b>10</b>
<b>Other road users</b>										
Killed	2	2	4	1	3	2	1	2	3	2
Seriously injured	8	11	15	13	13	10	13	5	6	3
Slightly injured	42	33	49	46	45	39	42	47	51	50
<b>Total</b>	<b>52</b>	<b>46</b>	<b>68</b>	<b>60</b>	<b>61</b>	<b>51</b>	<b>56</b>	<b>54</b>	<b>60</b>	<b>55</b>
<b>All road users</b>										
Killed	113	107	115	55	59	48	57	79	74	68
Seriously injured	1,097	990	1,035	892	825	795	720	710	711	828
Slightly injured	8,226	8,454	8,617	8,010	7,876	8,167	8,410	8,599	8,952	8,695
<b>Total</b>	<b>9,436</b>	<b>9,551</b>	<b>9,767</b>	<b>8,957</b>	<b>8,760</b>	<b>9,010</b>	<b>9,187</b>	<b>9,388</b>	<b>9,737</b>	<b>9,591</b>

## Appendix 4: Road traffic child collision casualties by road user type and severity: 2007 – 2016

	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
<b>Pedestrians</b>										
Killed	3	3	3	1	0	3	0	3	2	3
Seriously injured	46	54	68	57	55	55	54	34	37	50
Slightly injured	172	190	179	167	183	170	162	169	161	145
<b>Total</b>	<b>221</b>	<b>247</b>	<b>250</b>	<b>225</b>	<b>238</b>	<b>228</b>	<b>216</b>	<b>206</b>	<b>200</b>	<b>198</b>
<b>Drivers of motor vehicles</b>										
Killed	0	0	0	0	0	0	0	0	0	0
Seriously injured	0	0	2	0	0	1	0	0	1	1
Slightly injured	3	3	1	0	1	2	0	1	3	1
<b>Total</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>4</b>	<b>2</b>
<b>Motorcyclists</b>										
Killed	0	0	0	0	0	0	0	0	0	0
Seriously injured	1	1	3	1	0	1	0	0	1	1
Slightly injured	1	3	1	1	3	0	0	1	2	1
<b>Total</b>	<b>2</b>	<b>4</b>	<b>4</b>	<b>2</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>2</b>
<b>Pedal cyclists</b>										
Killed	0	0	0	0	0	0	0	1	0	0
Seriously injured	9	7	11	9	10	9	4	10	4	6
Slightly injured	63	57	62	41	55	46	38	32	43	46
<b>Total</b>	<b>72</b>	<b>64</b>	<b>73</b>	<b>50</b>	<b>65</b>	<b>55</b>	<b>42</b>	<b>43</b>	<b>47</b>	<b>52</b>
<b>Passengers</b>										
Killed	2	3	0	1	1	2	2	0	3	1
Seriously injured	43	25	26	20	23	18	12	21	22	19
Slightly injured	651	592	611	533	590	734	653	623	643	676
<b>Total</b>	<b>696</b>	<b>620</b>	<b>637</b>	<b>554</b>	<b>614</b>	<b>754</b>	<b>667</b>	<b>644</b>	<b>668</b>	<b>696</b>
<b>Other road users (including pillion passengers)</b>										
Killed	0	1	1	0	1	0	0	0	0	0
Seriously injured	2	7	6	6	3	3	1	1	2	1
Slightly injured	4	6	6	7	5	4	5	1	1	3
<b>Total</b>	<b>6</b>	<b>14</b>	<b>13</b>	<b>13</b>	<b>9</b>	<b>7</b>	<b>6</b>	<b>2</b>	<b>3</b>	<b>4</b>
<b>All road users</b>										
Killed	5	7	4	2	2	5	2	4	5	4
Seriously injured	101	94	116	93	91	87	71	66	67	78
Slightly injured	894	851	860	749	837	956	858	827	853	872
<b>Total</b>	<b>1,000</b>	<b>952</b>	<b>980</b>	<b>844</b>	<b>930</b>	<b>1,048</b>	<b>931</b>	<b>897</b>	<b>925</b>	<b>954</b>



## Appendix 5: Police recorded road traffic collision casualties by causation factor and severity: 2007 - 2016

	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
<b>Alcohol or Drugs - Driver/Rider</b>										
Killed	18	18	21	10	9	8	10	16	8	17
Seriously injured	113	121	115	86	87	59	40	62	64	64
Slightly injured	436	376	408	324	357	388	344	336	369	426
<b>Total</b>	<b>567</b>	<b>515</b>	<b>544</b>	<b>420</b>	<b>453</b>	<b>455</b>	<b>394</b>	<b>414</b>	<b>441</b>	<b>507</b>
<b>Excessive Speed having regard to conditions</b>										
Killed	32	36	27	10	7	8	11	14	14	8
Seriously injured	221	155	172	131	87	92	79	74	67	85
Slightly injured	677	758	852	762	529	448	349	425	401	426
<b>Total</b>	<b>930</b>	<b>949</b>	<b>1,051</b>	<b>903</b>	<b>623</b>	<b>548</b>	<b>439</b>	<b>513</b>	<b>482</b>	<b>519</b>
<b>Careless Driving</b>										
Killed	43	36	33	19	23	14	25	35	32	32
Seriously injured	509	442	480	440	415	387	375	350	373	449
Slightly injured	5,711	5,979	6,000	5,524	5,577	5,839	6,111	6,249	6,732	6,545
<b>Total</b>	<b>6,263</b>	<b>6,457</b>	<b>6,513</b>	<b>5,983</b>	<b>6,015</b>	<b>6,240</b>	<b>6,511</b>	<b>6,634</b>	<b>7,137</b>	<b>7,026</b>
<b>Alcohol or Drugs – Pedestrian</b>										
Killed	4	*	6	*	5	0	*	*	5	*
Seriously injured	22	*	21	*	26	21	*	*	14	#
Slightly injured	52	47	60	36	68	55	54	42	55	37
<b>Total</b>	<b>78</b>	<b>68</b>	<b>87</b>	<b>59</b>	<b>99</b>	<b>76</b>	<b>64</b>	<b>54</b>	<b>74</b>	<b>53</b>
<b>Other Pedestrian Fault</b>										
Killed	6	9	10	4	5	4	*	6	8	4
Seriously injured	81	121	117	93	105	101	*	86	91	78
Slightly injured	311	344	321	314	306	321	308	300	287	263
<b>Total</b>	<b>398</b>	<b>474</b>	<b>448</b>	<b>411</b>	<b>416</b>	<b>426</b>	<b>403</b>	<b>392</b>	<b>386</b>	<b>345</b>
<b>Other factors</b>										
Killed	10	*	18	*	10	14	6	*	7	#
Seriously injured	151	*	130	*	105	135	126	*	102	#
Slightly injured	1,039	950	976	1,050	1,039	1,116	1,244	1,247	1,108	998
<b>Total</b>	<b>1,200</b>	<b>1,088</b>	<b>1,124</b>	<b>1,181</b>	<b>1,154</b>	<b>1,265</b>	<b>1,376</b>	<b>1,381</b>	<b>1,217</b>	<b>1,141</b>
<b>All factors</b>										
Killed	113	107	115	55	59	48	57	79	74	68
Seriously injured	1,097	990	1,035	892	825	795	720	710	711	828
Slightly injured	8,226	8,454	8,617	8,010	7,876	8,167	8,410	8,599	8,952	8,695
<b>Total</b>	<b>9,436</b>	<b>9,551</b>	<b>9,767</b>	<b>8,957</b>	<b>8,760</b>	<b>9,010</b>	<b>9,187</b>	<b>9,388</b>	<b>9,737</b>	<b>9,591</b>

Note: for data protection and disclosure reasons, cells have been suppressed \* = Relates to numbers 3 or less # = Number suppressed to prevent disclosures of small numbers elsewhere

## 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](#) is now available 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 eight years, available on the [NINIS website](#). The 2016 collisions data will be made available on this webpage in the summer of 2017.

### 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.

The STATS19 form 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 e.g. Road Traffic Acts.

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

## 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 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 key to informing colleagues in Transport NI 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 due to speeding 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 traffic collisions, 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 2 sources of comparable information, (i) hospital admissions data<sup>1</sup> and (ii) survey data from The National Travel Survey<sup>2</sup>.

<sup>1</sup> 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>

<sup>2</sup> The Travel Survey for Northern Ireland 2012-2014  
<https://www.drdsn.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, people 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).

The Travel Survey for Northern Ireland 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 people 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 2nd February 2017) refer to the year ending September 2016. Key points from the publication are as below:

- In the year ending September 2016, there were 1,810 reported road fatalities, a 2 per cent increase from 1,767 in the previous year.
- A total of 25,160 people were killed or seriously injured (KSI casualties) in the year ending September 2016, up by 6 per cent from the previous year.
- There were 182,560 casualties of all severities in the year ending September 2016, down by 4 per cent from the previous year.

<https://www.gov.uk/government/statistics/reported-road-casualties-great-britain-provisional-estimates-july-to-september-2016>

## Additional Data

More detailed statistical tables on injury road traffic collisions in Northern Ireland are available on the Police Recorded Injury Road Traffic Statistics section of the PSNI website.

## Further Information

The PSNI Statistics Branch will publish a more detailed 2016 annual report in June 2017. This report will provide detailed information on casualties, causation, location, conditions and comparisons with other areas. If you have anything that you would like to see included in this report, please feel free to contact us, details are provided on the cover page.

## Further Research

Research into road traffic collisions and casualties can be directed by visiting any of the following:

[www.roadsafetyobservatory.com](http://www.roadsafetyobservatory.com) [www.dft.gov.uk](http://www.dft.gov.uk) [www.pacts.org.uk](http://www.pacts.org.uk) [www.trl.co.uk](http://www.trl.co.uk) [www.doeni.gov.uk](http://www.doeni.gov.uk)

## 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:** People 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

## Map of new Northern Ireland Policing Districts

