Police Service of Northern Ireland

Police Recorded Injury Road Traffic Collisions and Casualties Northern Ireland

Detailed Trends Report 2017

Annual Bulletin

Published 6th July 2018

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Northern Ireland Statistics & Research Agency

Keeping People Safe

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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 6,081 injury collisions recorded by the Police Service of Northern Ireland during the calendar year 2017, resulting in a total of 9,184 casualties comprising 63 fatalities, 778 people seriously injured and a further 8,343 people slightly injured.
- The 6,081 injury road traffic collisions recorded in 2017 was the lowest number observed since 2013, and a change in the upward trend seen from 2011. The overall number of casualties has reduced for the second successive year with over 400 fewer casualties recorded than in 2016.
- The 63 fatalities recorded in 2017 were five fewer than the number recorded in 2016, 52 fewer than 2009 and 309 fewer than 1972 which had the highest annual total of deaths at 372.
- There were 9 motorcyclists killed in 2017 which was more than twice the number of deaths for this road user than the previous two years combined. Deaths among drivers was at its lowest level since 2013 and 20 fewer fatalities than recorded in 2008.
- The 841 people killed or seriously injured (KSI casualties) in 2017, while 55 less than in 2016, was 64 more than 2013 which was the lowest level since detailed records began in 1971.
- The number of KSI casualties recorded amongst pedal cyclists in 2017 was almost double that of ten years ago.
- Children (under the age of 16) killed or seriously injured were at their lowest level since detailed records began in 1986. Young people (aged 16 to 24) killed or seriously injured in 2017 were at their second lowest level in the ten years since 2008, only 2013 was lower with one fewer KSI casualty.
- In 2017, 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 2017 were 'inattention or attention diverted (95 KSI casualties), followed by 'excessive speed having regard to conditions' (85 KSI casualties) and 'alcohol/drugs driver rider' (84 KSI casualties).

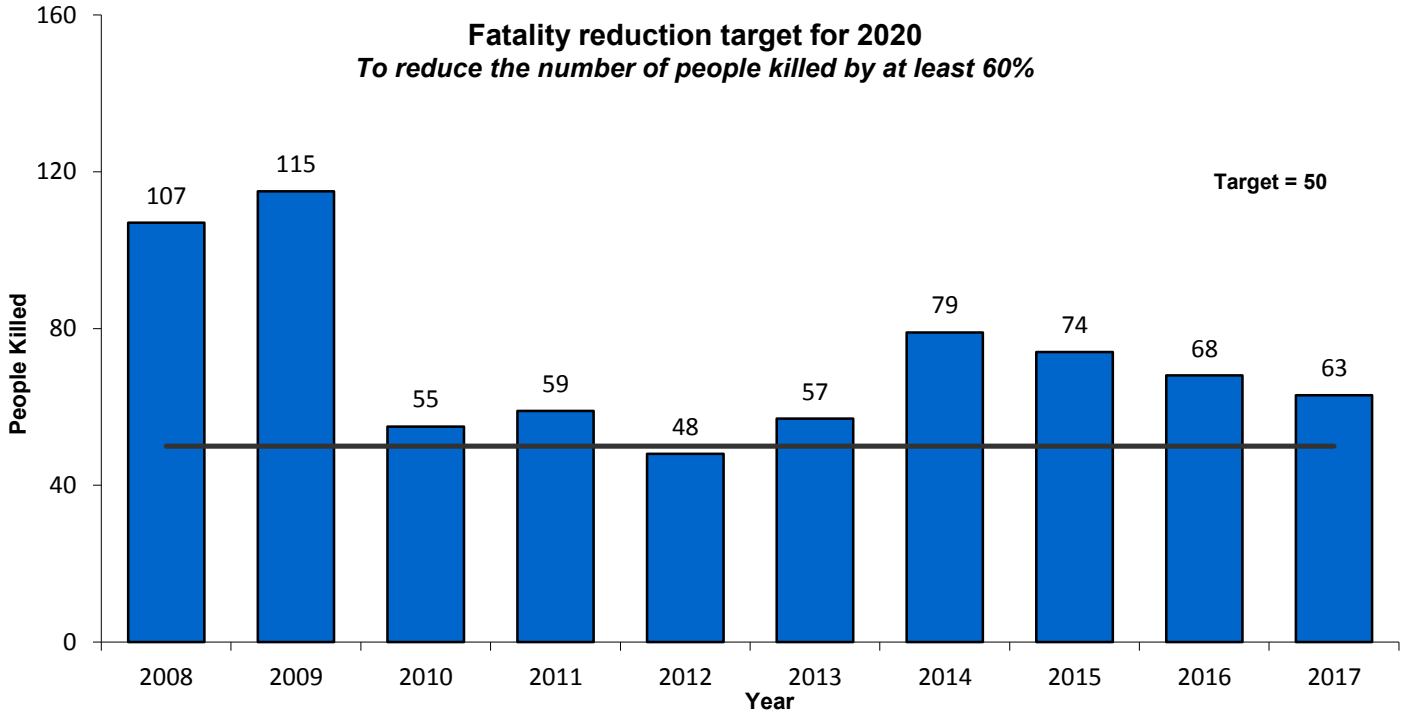
Police Recorded Injury Road Traffic Collisions and Casualties 2008-2017

Year	Number of injury collisions				Casualties			
	Fatal Collisions	Serious Collisions	Slight Collisions	All Injury Collisions	Killed	Seriously Injured	Slightly Injured	Total Casualties
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**
2016	65	689	5,471	**6,225**	68	828	8,695	**9,591**
2017	62	643	5,376	**6,081**	63	778	8,343	**9,184**

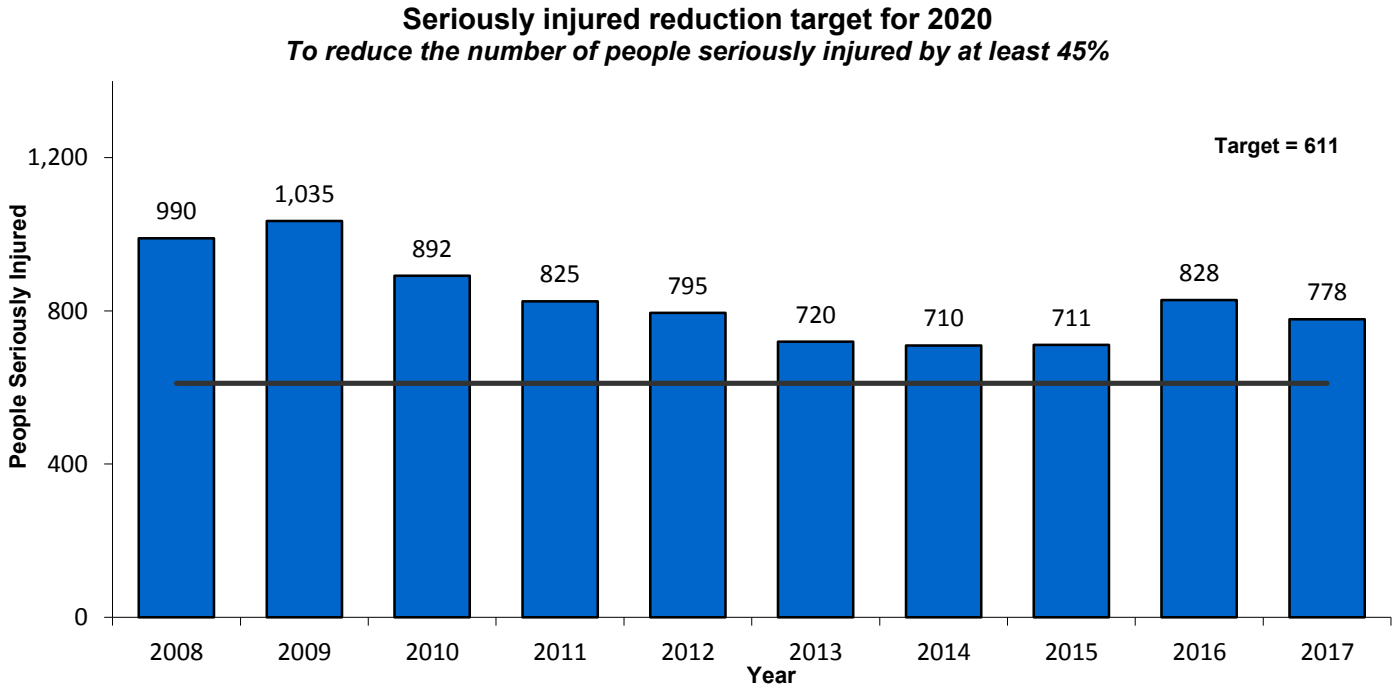
The Casualty Reduction Target for 2020

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.

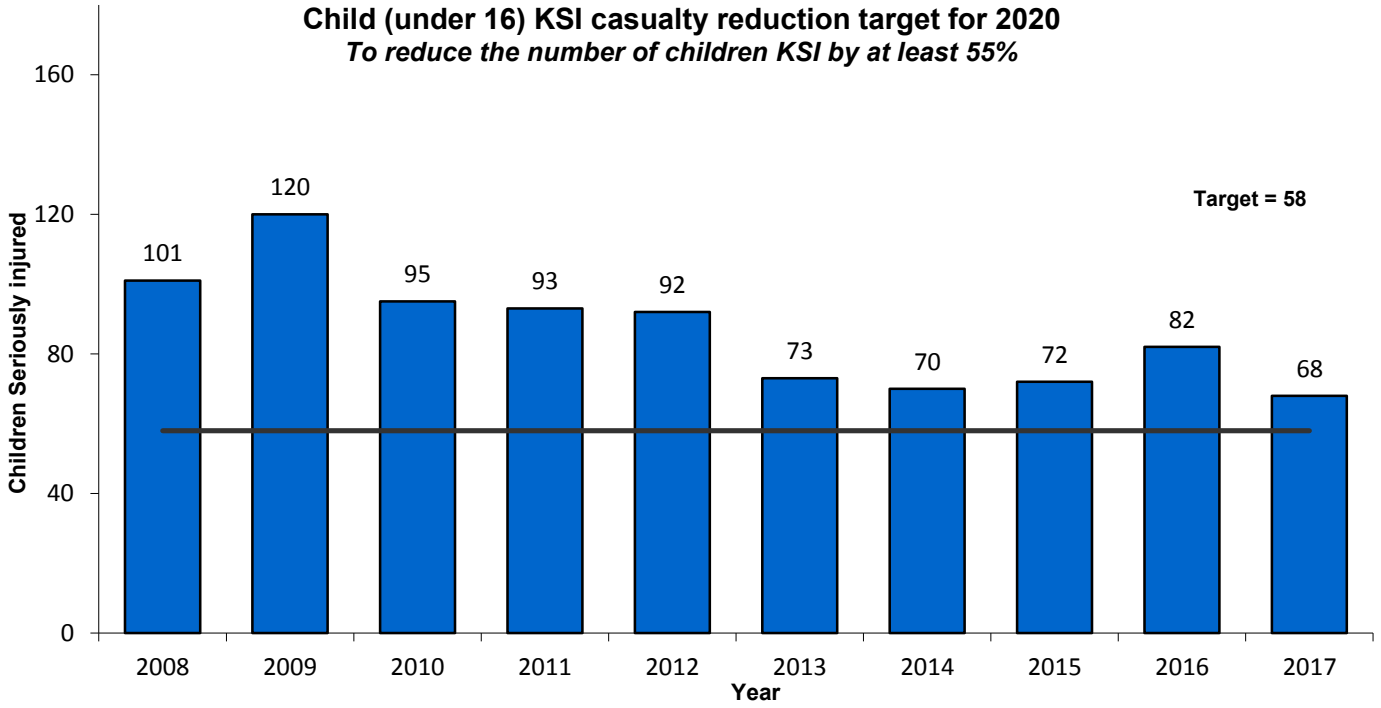
Target A: The Northern Ireland Road Safety Strategy aims at a 60% reduction in the number of fatalities on Northern Ireland's roads each year, from the 2004 - 2008 average of 126, to fewer than 50 by 2020. This figure has already dipped below this target in 2012 with 48 fatalities. However, the figure of 63 fatalities recorded in 2017 was 13 above the target level.



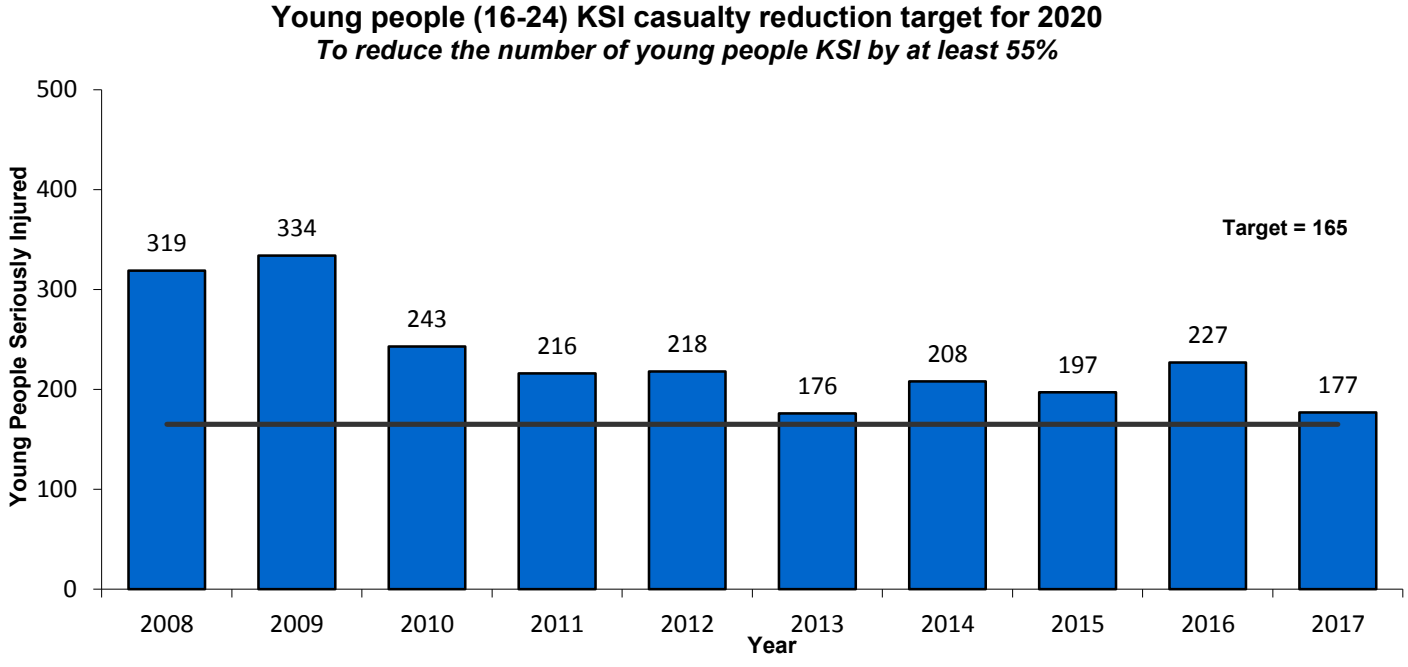
Target B: The Northern Ireland Road Safety Strategy also aims at a 45% reduction in the number of seriously injured on Northern Ireland's roads each year, from the 2004 - 2008 average of 1,111, to fewer than 611 by 2020. There were 778 people seriously injured in 2017, 50 less than the figure last year but 167 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 68 children killed or seriously injured in 2018, which was the lowest since detailed records began but 10 more than the target.



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 177 KSI casualties of young people in 2017 which was 50 less than the 2016 figure but 12 above the target.



Section 1 – Casualty Information

Fatalities – Trends over the last 10 years

Figure 1.1 Fatalities resulting from road traffic collisions in Northern Ireland 2008 to 2017

- The number of people killed decreased for the third year in succession to 63 deaths in 2017. Although 15 more than 2012, the 2017 total was 52 fewer deaths than the 115 recorded in 2009 and 309 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 2008–2017

Road user type	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Pedestrians	19	24	10	13	9	7	18	19	15	15
Drivers of motor vehicles	45	42	21	23	21	22	30	31	31	25
Motorcyclists	15	16	8	6	4	10	13	4	4	9
Pedal Cyclists	2	0	0	2	2	4	3	0	3	2
Passengers	23	29	13	11	10	13	12	17	12	11
Pillion Passengers	1	0	2	1	0	0	1	0	1	0
Other road users	2	4	1	3	2	1	2	3	2	1
Total	**107**	**115**	**55**	**59**	**48**	**57**	**79**	**74**	**68**	**63**

- Drivers of motor vehicles were the largest casualty class for fatalities in 2017, accounting for 25 people killed. This was six less than the previous year and represents the lowest number of driver deaths by year since 2013.

- There were 26 vulnerable road users killed comprising the deaths of 15 pedestrians, 9 motorcyclists and 2 pedal cyclists. This was four more deaths amongst vulnerable road users than seen in 2016, but 14 less than the 40 fatalities in 2009.

- The nine motorcyclists killed in 2017 were more than twice the number of deaths for this road user than 2015 and 2016 combined.

Table 1.2 Number of road traffic fatalities by age and gender in Northern Ireland 2008–2017

	Under 16			16-24			25-34			35-49			50-64			65+			Total		
Year	M	F	T	M	F	T	M	F	T	M	F	T	M	F	T	M	F	T	M	F	T
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**
2017	3	1	**4**	10	2	**12**	9	3	**12**	7	3	**10**	9	3	**12**	7	6	**13**	45	18	**63**

M=Male F=Female T=Total

- Of the 63 people killed on Northern Ireland's roads in 2017, 45 were male and 18 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 2017 comprising 3 males and one female. This was the same number of child fatalities as seen in 2016.
- Those aged 65+ represented the highest number of people killed by age group in 2017, with 13 road deaths recorded amongst this particular age group.
- The number of fatalities has decreased across all age groups in comparison with ten years ago, with the exception of those aged 25-34 which increased by 5 deaths. The largest reduction was seen in the 16-24 age group which saw a fall in the number of deaths of over 70% between 2008 and 2017. See chart comparing 2017 with 2008 below.

Figure 1.2 Road fatalities by age group 2008 compared with 2017

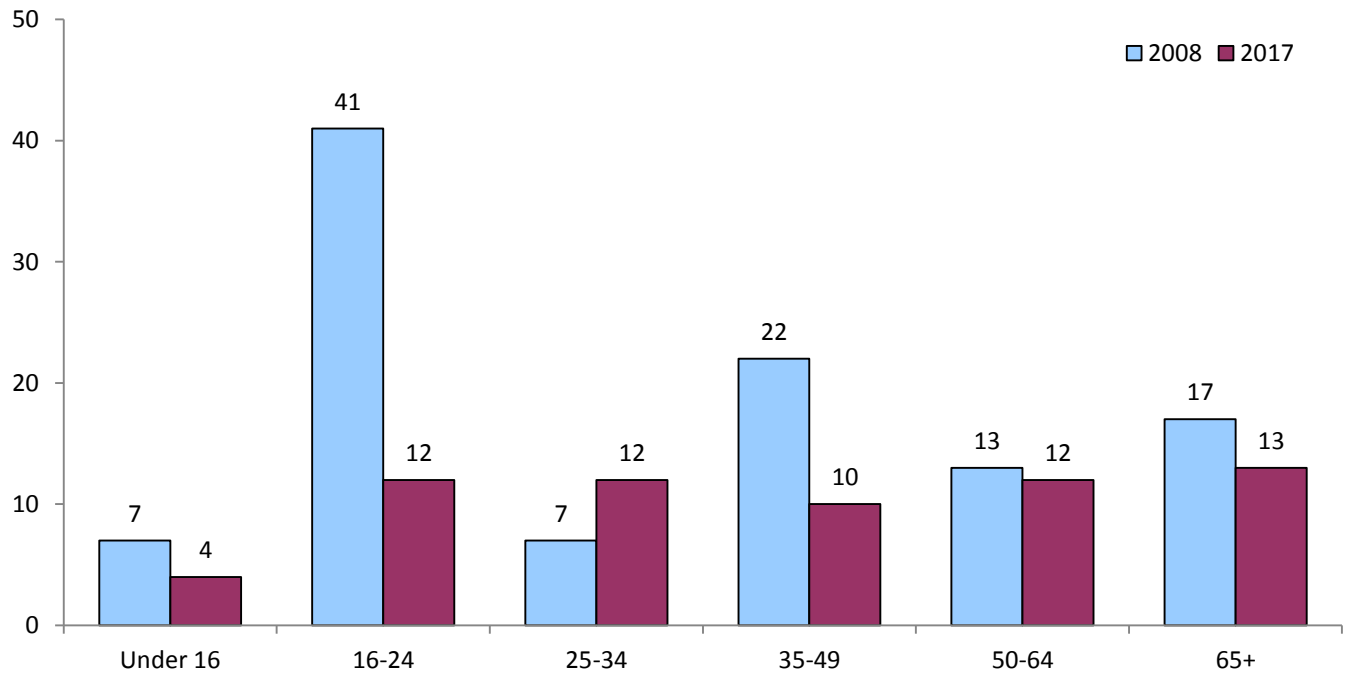
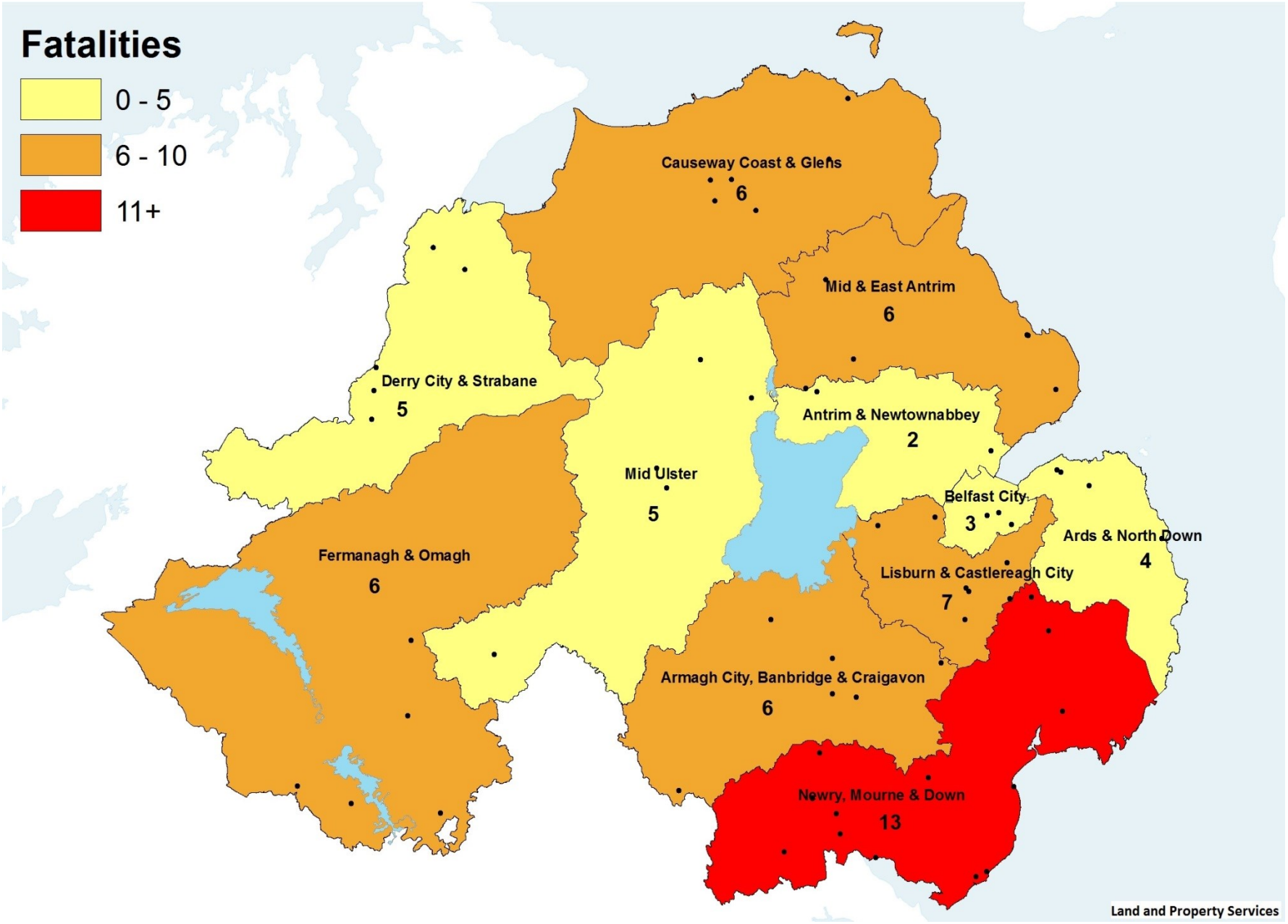


Table 1.3 Fatalities by Police Area and District 2008–2017

Area	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Belfast City	**10**	**6**	**4**	**6**	**3**	**2**	**7**	**6**	**3**	**3**
Antrim & Newtownabbey	9	6	6	8	5	5	2	6	8	2
Causeway Coast & Glens	13	21	2	5	2	5	9	8	8	6
Derry City & Strabane	6	6	5	5	2	4	5	4	7	5
Mid & East Antrim	5	9	1	3	5	9	4	6	3	6
North Area Policing	**33**	**42**	**14**	**21**	**14**	**23**	**20**	**24**	**26**	**19**
Ards & North Down	4	6	1	2	1	4	4	5	7	4
Armagh City, Banbridge & Craigavon	9	11	6	7	8	6	7	9	10	6
Fermanagh & Omagh	13	14	7	7	7	11	11	8	10	6
Lisburn & Castlereagh City	8	2	9	2	5	2	8	5	3	7
Mid Ulster	13	19	6	6	6	6	7	9	3	5
Newry, Mourne & Down	17	15	8	8	4	3	15	8	6	13
South Area Policing	**64**	**67**	**37**	**32**	**31**	**32**	**52**	**44**	**39**	**41**
Northern Ireland Total	**107**	**115**	**55**	**59**	**48**	**57**	**79**	**74**	**68**	**63**

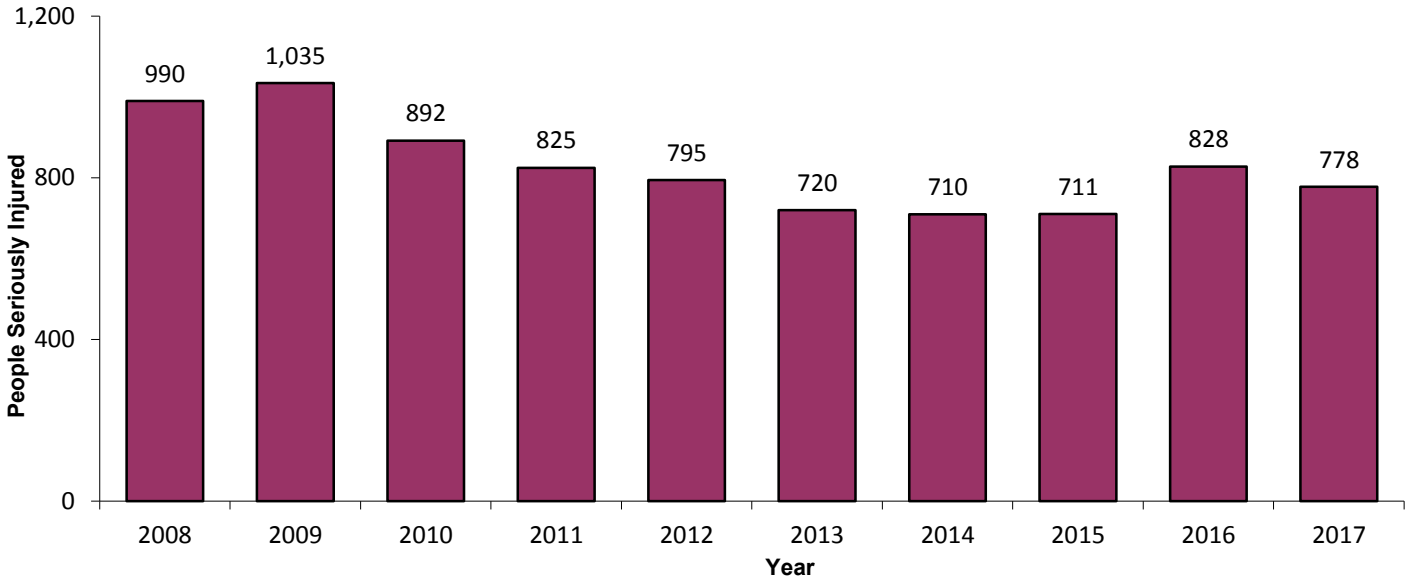
- Newry, Mourne and Down had the highest number of road traffic fatalities in 2017 with 13 deaths, almost double the next highest total (7 in Lisburn and Castlereagh City).
- Antrim and Newtownabbey reported the largest decrease over the year and subsequently the fewest fatalities, reducing from 8 in 2016 to 2 in 2017.
- Looking further back to 10 years ago, there was only one District which had more deaths recorded in 2017 than in 2008, this was Mid & East Antrim.

Figure 1.3 Fatalities by Police Area and District 2017



People seriously injured – Trends over the last 10 years

Figure 1.4 Number of people seriously injured in road traffic collisions in Northern Ireland 2008 to 2017



- There were 778 people seriously injured on Northern Ireland's roads in 2017 which was 50 less than the 828 recorded in 2016 (a decrease of 6%). This however was 68 more than the low point in the ten year series seen in 2014 (710).
- The 2017 figure of 778 people seriously injured was 257 fewer than 2009 and 2,127 fewer than the highest level recorded in 1977 (reductions of 24.8% and 73.2% respectively).

Table 1.4 Number of people seriously injured by road user type in Northern Ireland 2008–2017

Road user type	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Pedestrians	193	191	167	200	182	162	140	164	164	175
Drivers of motor vehicles	417	417	332	295	294	271	263	254	353	309
Motorcyclists	123	138	112	102	96	91	84	78	88	80
Pedal Cyclists	26	32	49	47	55	42	59	40	61	50
Passengers	215	235	211	161	155	136	155	163	156	149
Pillion Passengers	5	7	8	7	3	5	4	6	3	8
Other road users	11	15	13	13	10	13	5	6	3	7
Total	**990**	**1,035**	**892**	**825**	**795**	**720**	**710**	**711**	**828**	**778**

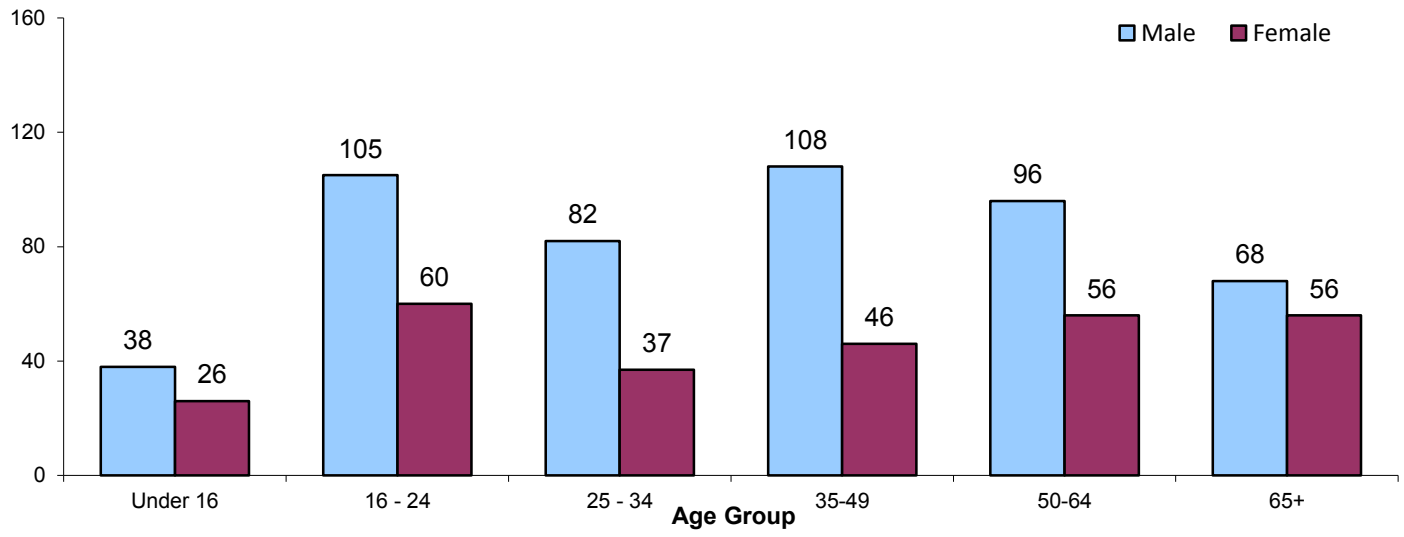
- Drivers of motor vehicles accounted for 39.7% of all seriously injured casualties in 2017. Pedestrians were next highest with 22.5%, followed by passengers (19.2%), motorcyclists (10.3%) and pedal cyclists (6.4%).
- In comparison with ten years ago, all categories of key road users in 2017 had fewer people seriously injured than in 2008, with the exception of pedal cyclists which almost doubled in number.
- There were seven fewer passengers seriously injured in 2017 than in 2016, with the 149 recorded for the year representing the second lowest number of passengers seriously injured since 1988.

Table 1.5 Number of people seriously injured by age and gender in Northern Ireland 2008–2017

	Under 16			16-24			25-34			35-49			50-64			65+			Total[1]		
Year	**M**	**F**	**T**	**M**	**F**	**T**	**M**	**F**	**T**	**M**	**F**	**T**	**M**	**F**	**T**	**M**	**F**	**T**	**M**	**F**	**T**
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	**1,035**
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**
2016	47	31	**78**	146	65	**211**	75	40	**115**	110	56	**166**	88	49	**137**	63	58	**121**	529	299	**828**
2017	38	26	**64**	105	60	**165**	82	37	**119**	108	46	**154**	96	56	**152**	68	56	**124**	497	281	**778**

Notes:
1. The table above excludes unknown ages
2. M=Male F=Female T=Total

Figure 1.5 Number of people seriously injured by age and gender - 2017



- Males accounted for approximately two thirds of people seriously injured (63.9%) in 2017.
- More males were seriously injured than females for all age groups in 2017. The proportion of males to females ranged from 70.1% for the 35 to 49 age group to 54.8% for the 65+ age group.
- The highest proportion of those seriously injured in 2017 was among those aged 16 to 24 with 165, representing over 21% of those who were seriously injured during the year.
- The number of people seriously injured decreased in the two youngest age groups, children and young people, between 2016 and 2017 but increased in the two oldest age groups, 50 to 64 and 65 plus.
- Although there were over 200 fewer people seriously injured than the 990 recorded in 2008, more people were seriously injured amongst the older age groups in 2017 than ten years ago, with the 50 to 64 and 65 plus age groups increasing by 38 and 22 casualties respectively.

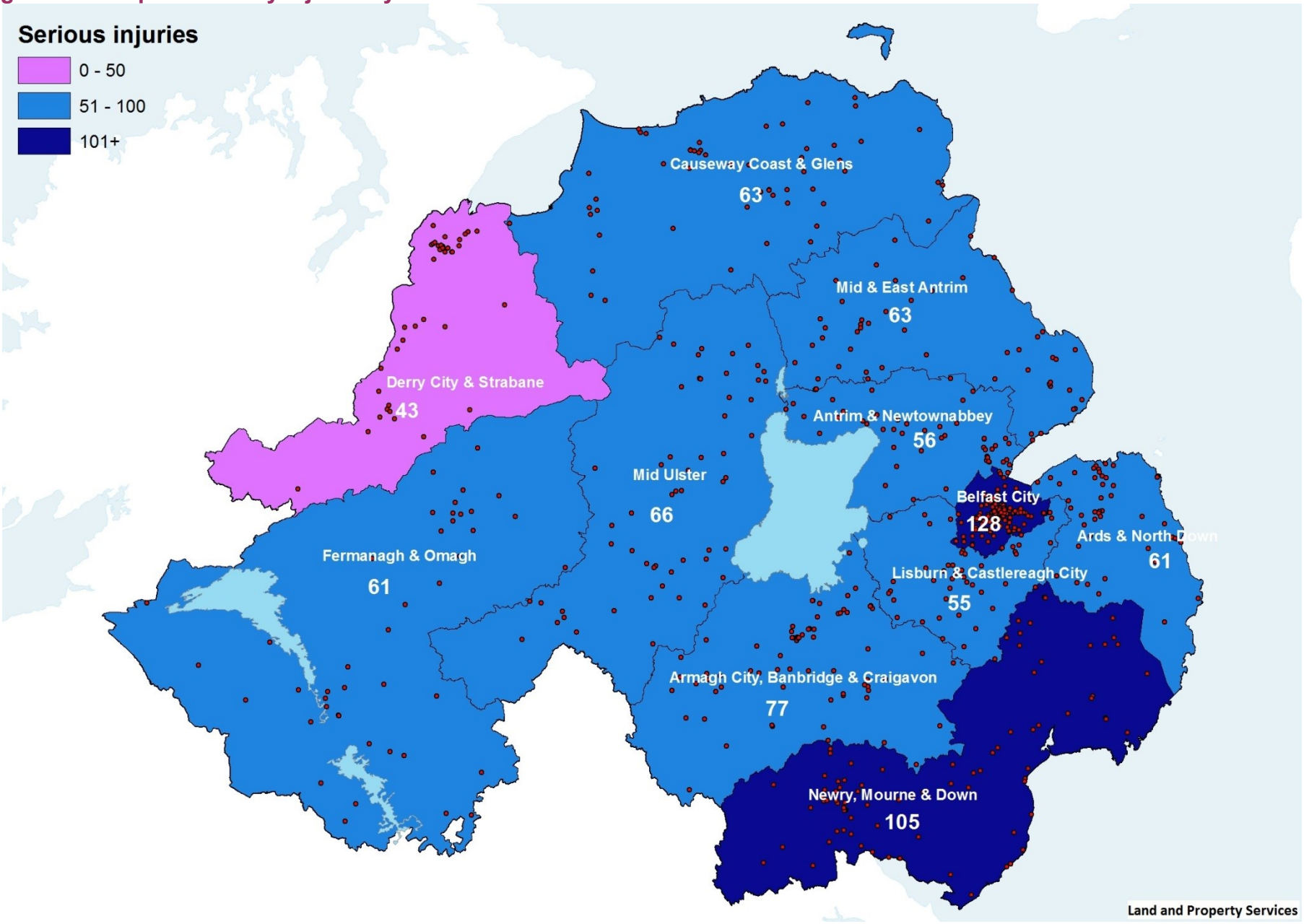
- The only age category to see an increase in the number of females seriously injured in comparison with ten years ago was the 65 and over category. The 56 recorded for older females in 2017 was 3 more than in 2008.

Table 1.6 People Seriously Injured by Police Area and District 2008–2017

	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Belfast City	**150**	**146**	**121**	**142**	**150**	**136**	**106**	**115**	**125**	**128**
Antrim & Newtownabbey	42	68	61	48	53	36	43	45	55	56
Causeway Coast & Glens	88	102	69	74	77	67	73	58	78	63
Derry City & Strabane	79	66	57	50	56	46	64	35	43	43
Mid & East Antrim	68	97	76	62	47	64	46	62	64	63
North Area Policing	**277**	**333**	**263**	**234**	**233**	**213**	**226**	**200**	**240**	**225**
Ards & North Down	67	88	59	57	55	46	52	45	51	61
Armagh City, Banbridge & Craigavon	91	99	104	126	95	80	76	95	98	77
Fermanagh & Omagh	115	88	60	56	59	66	46	44	85	61
Lisburn & Castlereagh City	81	89	77	65	67	62	57	63	73	55
Mid Ulster	115	92	100	48	61	49	53	69	59	66
Newry, Mourne & Down	94	100	108	97	75	68	94	80	97	105
South Area Policing	**563**	**556**	**508**	**449**	**412**	**371**	**378**	**396**	**463**	**425**
Northern Ireland Total	**990**	**1035**	**892**	**825**	**795**	**720**	**710**	**711**	**828**	**778**

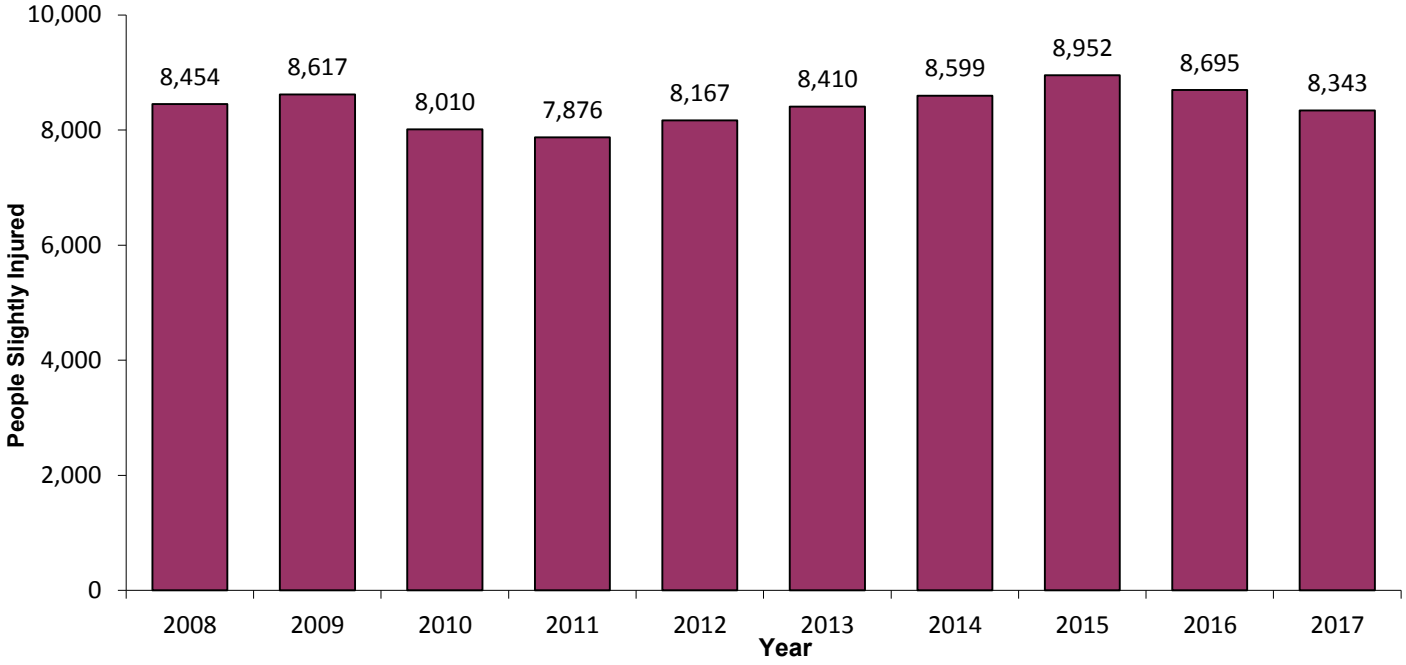
- Belfast City had the largest number of people seriously injured in 2017 with 128 while the District with the fewest was Derry City & Strabane with 43.
- The largest overall change in comparison to last year was in Fermanagh & Omagh which decreased by 24 from 85 people seriously injured in 2016 to 61 this year.
- All Districts had fewer people seriously injured in 2017 compared with 2008, with the exception of Antrim & Newtownabbey and Newry, Mourne and Down which increased by 14 and 11 respectfully. Fermanagh & Omagh decreased the most over the same period, falling by 54 from 115 recorded in 2008 to 61 in 2017 (a reduction of 47%).

Figure 1.6 People seriously injured by Police Area and District 2017



People Slightly Injured – Trends over the last 10 years

Figure 1.7 Number of people slightly injured in road traffic collisions in Northern Ireland 2008 to 2017



- There were 8,343 people slightly injured in 2017 which was the second successive fall in the number of people slightly injured. This was 352 fewer people slightly injured than in 2016 and 111 less than 2008 when 8,454 people were slightly injured.

Table 1.7 Number of people slightly injured by road user type in Northern Ireland 2008 – 2017

Road user type	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Pedestrians	632	636	558	621	613	610	611	604	552	539
Drivers of motor vehicles	4,472	4,669	4,364	4,144	4,425	4,577	4,786	5,071	5,003	4,851
Motorcyclists	319	260	255	238	189	210	192	202	193	185
Pedal Cyclists	178	173	165	206	220	210	271	239	266	267
Passengers	2,802	2,817	2,613	2,615	2,670	2,750	2,685	2,781	2,625	2,453
Pillion Passengers	18	13	9	7	11	11	7	4	6	7
Other road users	33	49	46	45	39	42	47	51	50	41
Total	**8,454**	**8,617**	**8,010**	**7,876**	**8,167**	**8,410**	**8,599**	**8,952**	**8,695**	**8,343**

- With the exception of 2014, the 267 pedal cyclists slightly injured in 2017 was the most recorded in a calendar year since 1997. This number was more than double the 118 slight injuries recorded in 2005, which was the series low.

- At 4,851 the number of drivers slightly injured in 2017 was 152 fewer than the 5,003 recorded in 2016, the second successive calendar year decrease in slight injuries in this category. However it was 379 more than the 4,472 slight injuries recorded in 2008.

- Motorcyclists have maintained their relatively low number of slight injuries in comparison with ten years ago, with 134 fewer slightly injured than in 2008 (a reduction of 42.0%).

Analysis of vulnerable road users

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

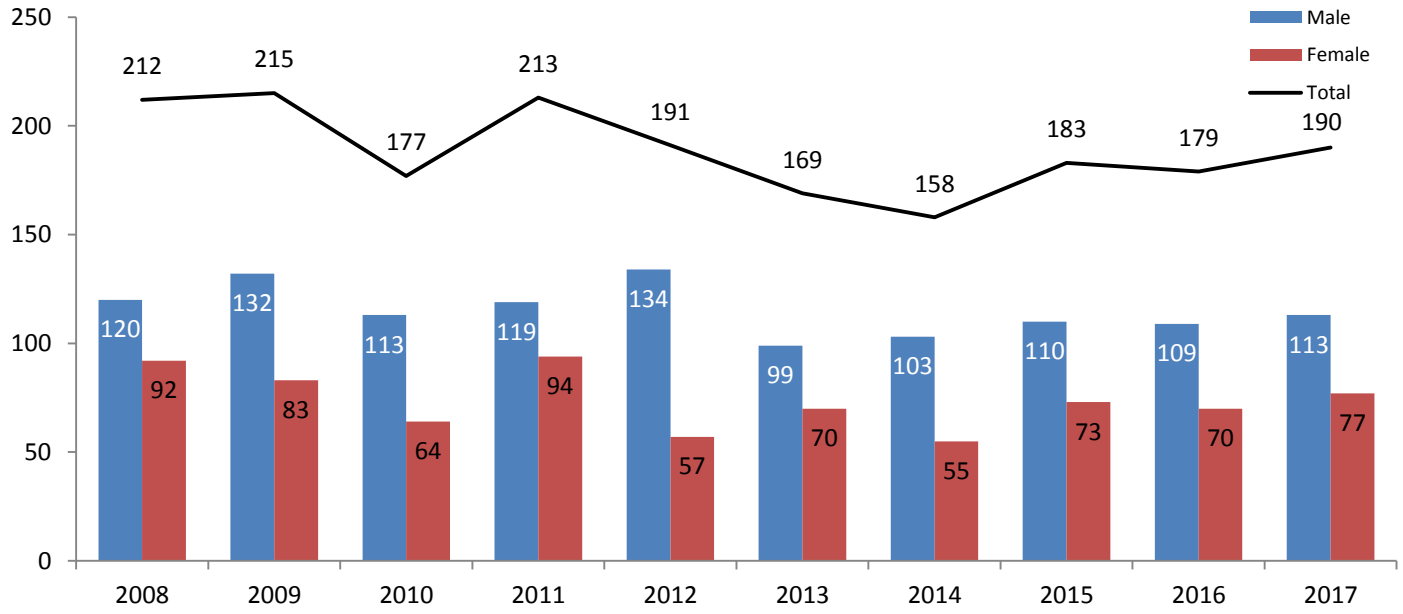
Pedestrians

Table 1.8 Number of pedestrian casualties by severity of injury 2008 – 2017

	Killed			Seriously Injured			Slightly Injured			Total		
Year	Male	Female	Total	Male	Female	Total	Male	Female	Total	Male	Female	Total
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	**779**
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**
2016	13	2	**15**	96	68	**164**	303	249	**552**	412	319	**731**
2017	11	4	**15**	102	73	**175**	289	250	**539**	402	327	**729**

- The 15 pedestrians killed in 2017 comprised 11 males and 4 females.
- As with previous years, the majority of pedestrian casualties recorded in 2017 were male. They accounted for more than half the proportion of casualties overall (55.1%) and approximately three fifths of those killed or seriously injured in 2017 (59.5%).
- Children accounted for the highest number of pedestrians killed or seriously injured with 52 (27.4%) out of the 190 KSI casualties recorded in 2017 coming from this age group. See accompanying spreadsheet for a full gender, age and severity of injury breakdown of pedestrian casualties since 2008.

Figure 1.8 Pedestrians killed or seriously injured by gender 2008 – 2017



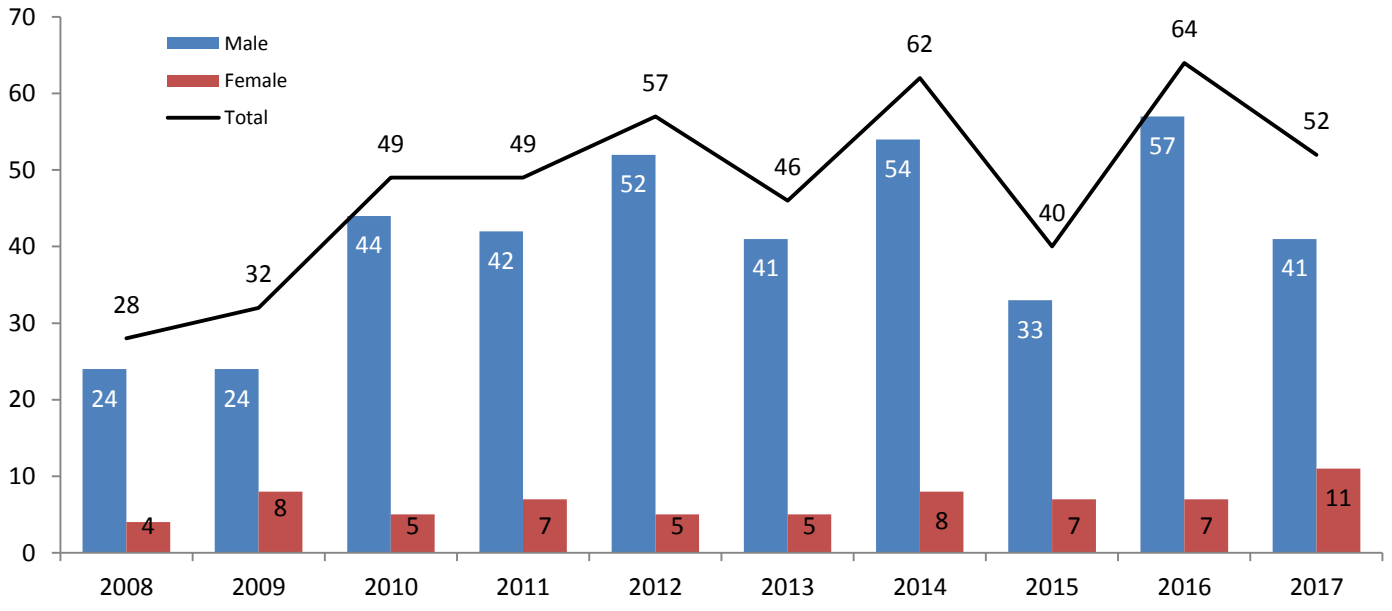
Pedal cyclists

Table 1.9 Number of pedal cyclist casualties by severity of injury 2008 – 2017

	Killed			Seriously Injured			Slightly Injured			Total		
Year	Male	Female	Total	Male	Female	Total	Male	Female	Total	Male	Female	Total
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**
2016	3	0	**3**	54	7	**61**	220	46	**266**	277	53	**330**
2017	2	0	**2**	39	11	**50**	222	45	**267**	263	56	**319**

- There were 319 pedal cyclist casualties in 2017, 11 less than in 2016 but nearly 55% more than the number of pedal cyclists injured in 2008 (206).
- The 52 pedal cyclists killed or seriously injured in 2017 was 12 less than recorded in 2016 but 24 more than the 28 pedal cyclists killed or seriously injured in 2008.
- The majority of pedal cycle casualties in 2017 were males, who accounted for 82.4% overall and 78.8% 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 2017 coming from this category (98 out of 319) and accounting for nearly half of KSI (25 out of 52). See accompanying spreadsheet for a full gender, age and severity of injury breakdown of pedal cycle casualties since 2008.

Figure 1.9 Pedal cyclists killed or seriously injured by gender 2008 - 2017



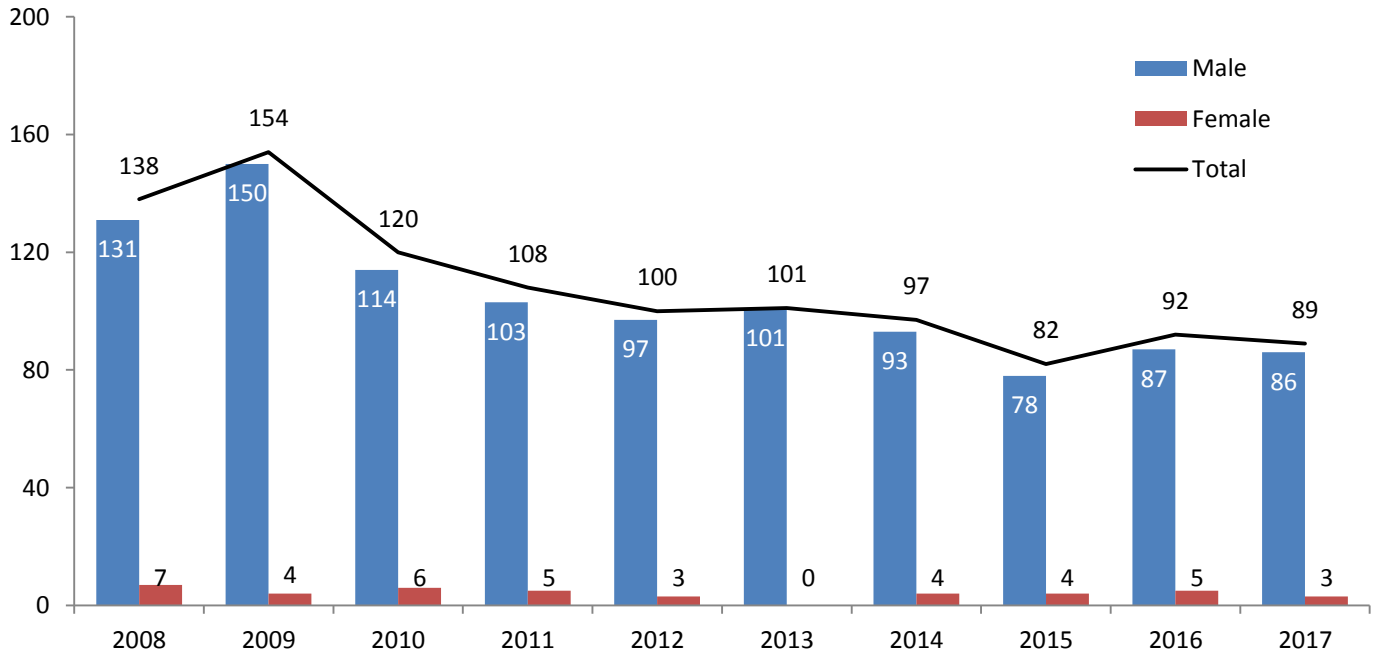
Motorcyclists

Table 1.10 Number of motorcycle casualties by severity of injury 2008 – 2017

	Killed			Seriously Injured			Slightly Injured			Total		
Year	Male	Female	Total	Male	Female	Total	Male	Female	Total	Male	Female	Total
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**
2016	4	0	**4**	83	5	**88**	178	15	**193**	265	20	**285**
2017	9	0	**9**	77	3	**80**	175	10	**185**	261	13	**274**

- There were 274 motorcycle casualties in 2017, eleven less than 2016 and an overall reduction of 40.0% from the 457 recorded in 2008.
- The 9 deaths of motorcyclists recorded in 2017 was more than the number recorded in 2015 (4) and 2016 (4) combined.
- Most motorcyclist casualties in 2017 were from the 35 to 49 age group which accounted for 82 (29.9%) of the 274 overall recorded.
- The 35 to 49 and 50 to 64 age groups accounted for the vast majority of motorcyclists killed or seriously injured in 2017, with these age groups comprising 53 out of the 89 motorcyclist KSI casualties in 2017 (59.6%). See accompanying spreadsheet for a full gender, age and severity of injury breakdown of motorcycle casualties since 2008.

Figure 1.10 Motorcyclists killed or seriously injured by gender 2008 - 2017

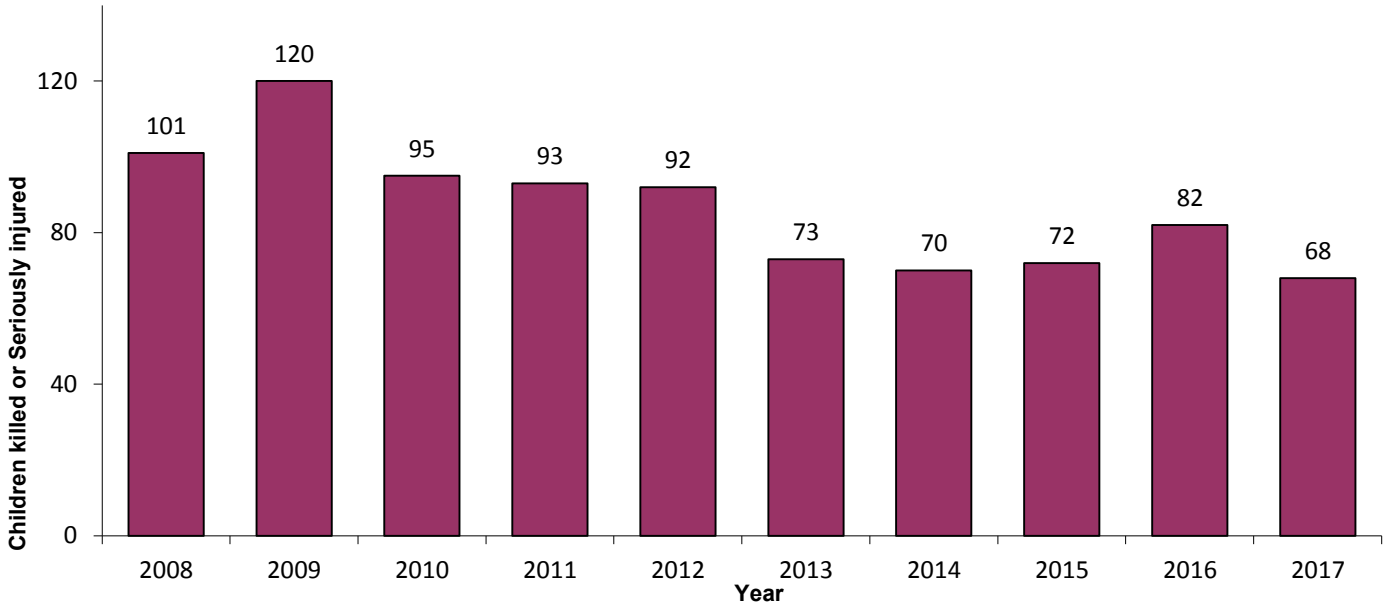


Casualties by selected age group

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 – 2008 to 2017



- The 68 children (under 16) killed or seriously injured in 2017 was 14 less than recorded in 2016 and the lowest number of child KSI casualties in historical record.

Table 1.11 Number of child casualties by gender and severity of injury 2008 – 2017

	Killed			Seriously Injured			Slightly Injured			Total		
Year	Male	Female	Total	Male	Female	Total	Male	Female	Total	Male	Female	Total
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**
2017	3	1	**4**	38	26	**64**	410	384	**796**	451	411	**864**

- The total number of child casualties decreased to 864 in 2017, 90 less than in 2016 and a reduction of 17.6% 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 three fewer deaths, 30 fewer seriously injured and 55 fewer children slightly injured in 2017 compared with 2008.

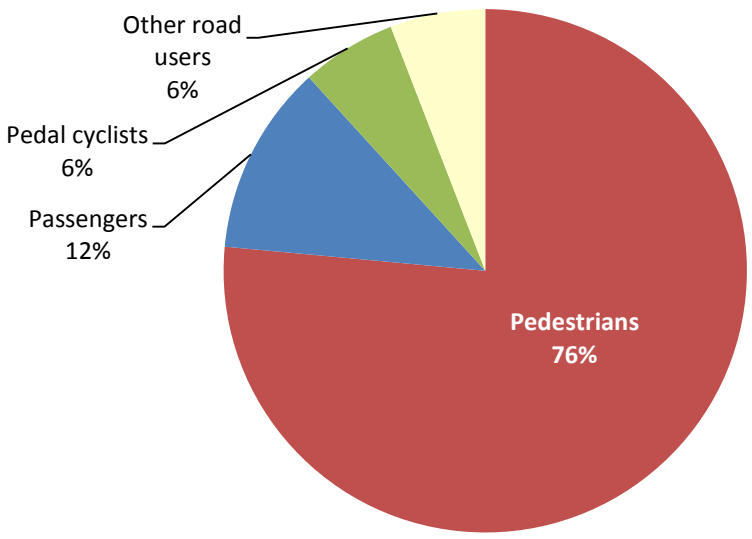
- Just over three fifths (60.3%) of child KSI casualties in 2017 were male while for all child casualties, the proportion by gender was much more even with just over half (52.2%) being male. This is fairly typical of the pattern observed over the last 10 years.

Table 1.12 Child casualties by road user type & severity of injury in Northern Ireland 2008 – 2017

	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Killed										
Pedestrians	3	3	1	0	3	0	3	2	3	2
Pedal cyclists	0	0	0	0	0	0	1	0	0	0
Passengers	3	0	1	1	2	2	0	3	1	0
Other road	1	1	0	1	0	0	0	0	0	2
Total	**7**	**4**	**2**	**2**	**5**	**2**	**4**	**5**	**4**	**4**
Seriously Injured										
Pedestrians	54	68	57	55	55	54	34	37	50	50
Pedal cyclists	7	11	9	10	9	4	10	4	6	4
Passengers	25	26	20	23	18	12	21	22	19	8
Other road	8	11	7	3	5	1	1	4	3	2
Total	**94**	**116**	**93**	**91**	**87**	**71**	**66**	**67**	**78**	**64**
KSI										
Pedestrians	*57*	*71*	*58*	*55*	*58*	*54*	*37*	*39*	*53*	*52*
Pedal cyclists	*7*	*11*	*9*	*10*	*9*	*4*	*11*	*4*	*6*	*4*
Passengers	*28*	*26*	*21*	*24*	*20*	*14*	*21*	*25*	*20*	*8*
Other road	*9*	*12*	*7*	*4*	*5*	*1*	*1*	*4*	*3*	*4*
Total	***101***	***120***	***95***	***93***	***92***	***73***	***70***	***72***	***82***	***68***
Slightly Injured										
Pedestrians	190	179	167	183	170	162	169	161	145	137
Pedal cyclists	57	62	41	55	46	38	32	43	46	44
Passengers	592	611	533	590	734	653	623	643	676	611
Other road	12	8	8	9	6	5	3	6	5	4
Total	**851**	**860**	**749**	**837**	**956**	**858**	**827**	**853**	**872**	**796**
All Casualties										
Pedestrians	247	250	225	238	228	216	206	200	198	189
Pedal cyclists	64	73	50	65	55	42	43	47	52	48
Passengers	620	637	554	614	754	667	644	668	696	619
Other road	21	20	15	13	11	6	4	10	8	8
Total	**952**	**980**	**844**	**930**	**1,048**	**931**	**897**	**925**	**954**	**864**

- While over seven in ten of all child casualties (71.6%) were passengers in motor vehicles in 2017, over three-quarters (76.5%) of children killed or seriously injured during the year were pedestrians.

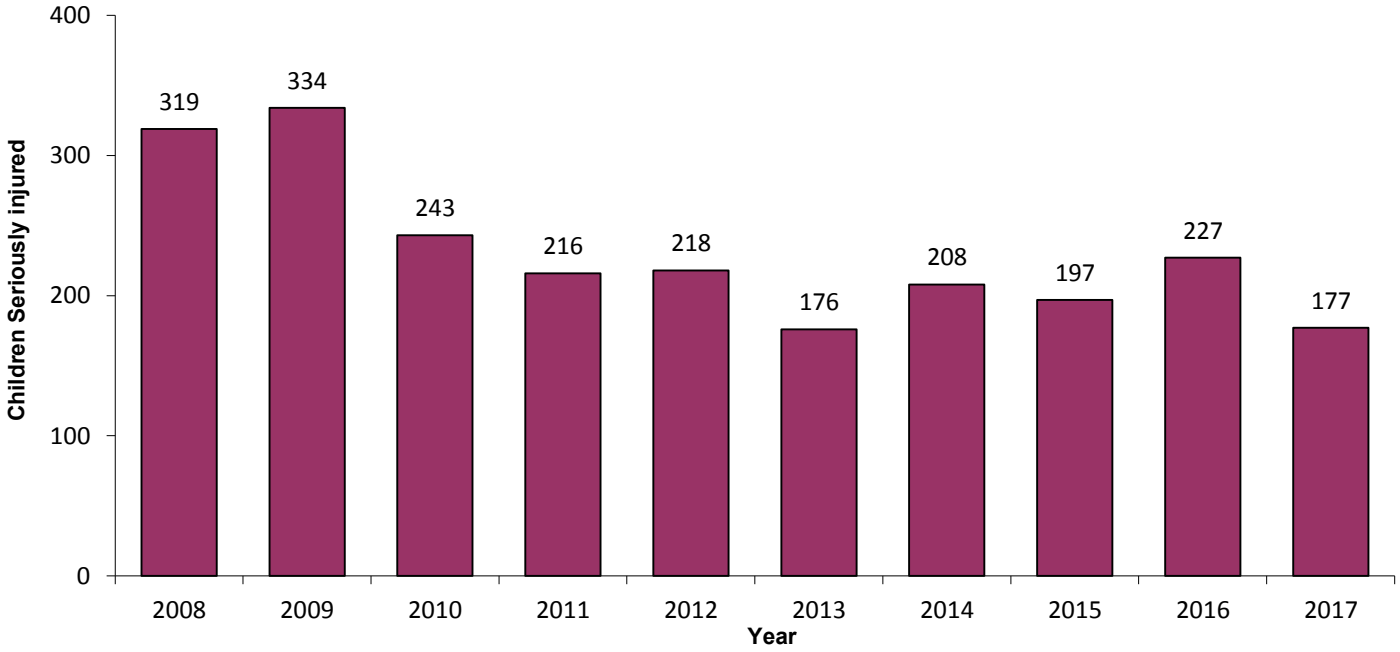
Figure 1.12 Child casualties killed or seriously injured by road user type 2017



- Of the 864 child casualties recorded in 2017, 79 (9.1%) 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 – 2008 to 2017



- The 177 KSI casualties of young people (those aged between 16 and 24) was the second lowest recorded for this age group in a calendar year since 2008 and was 157 fewer than 2009 when 334 young people were killed or seriously injured (a reduction of 47.0%)

Table 1.13 Number of casualties of young people by gender and severity of injury 2008 – 2017

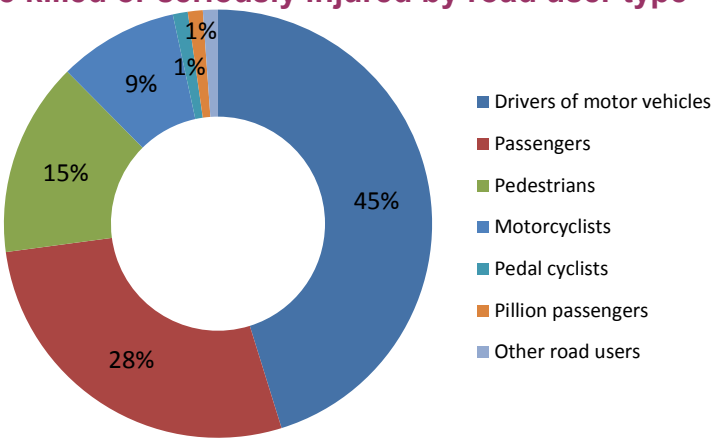
	Killed			Seriously Injured			Slightly Injured			Total		
Year	Male	Female	Total	Male	Female	Total	Male	Female	Total	Male	Female	Total
2008	30	11	**41**	198	80	**278**	1,252	1,031	**2,283**	1,480	1,122	**2,602**
2009	32	7	**39**	217	78	**295**	1,295	1,089	**2,384**	1,544	1,174	**2,718**
2010	14	1	**15**	153	75	**228**	1,108	1,067	**2,175**	1,275	1,143	**2,418**
2011	13	5	**18**	126	72	**198**	1,077	911	**1,988**	1,216	988	**2,204**
2012	7	5	**12**	155	51	**206**	975	934	**1,909**	1,137	990	**2,127**
2013	14	1	**15**	117	44	**161**	990	906	**1,896**	1,121	951	**2,072**
2014	18	3	**21**	127	60	**187**	1,009	947	**1,956**	1,154	1,010	**2,164**
2015	15	3	**18**	115	64	**179**	1,066	939	**2,005**	1,196	1,006	**2,202**
2016	13	3	**16**	146	65	**211**	893	891	**1,784**	1,052	959	**2,011**
2017	10	2	**12**	105	60	**165**	859	803	**1,662**	974	865	**1,839**

- In 2017 there were 12 fatalities of young people. This was 4 fewer than the 16 recorded in 2016 and over 70% reduction on the number recorded in 2008.
- Slightly more than half of all young casualties were males (53.0%), the proportion being almost evenly split for those slightly injured while nearly two thirds of young KSI casualties were male (65.0%).
- In 2017, there were 763 fewer young people who were casualties in a road traffic collision than in 2008. Fatalities reduced by 29, those seriously injured by 113 and young people slightly injured by 621 (reductions of 70.7%, 40.6% and 27.2% respectively).

Table 1.14 Number of young people killed or seriously injured by road user type 2008 – 2017

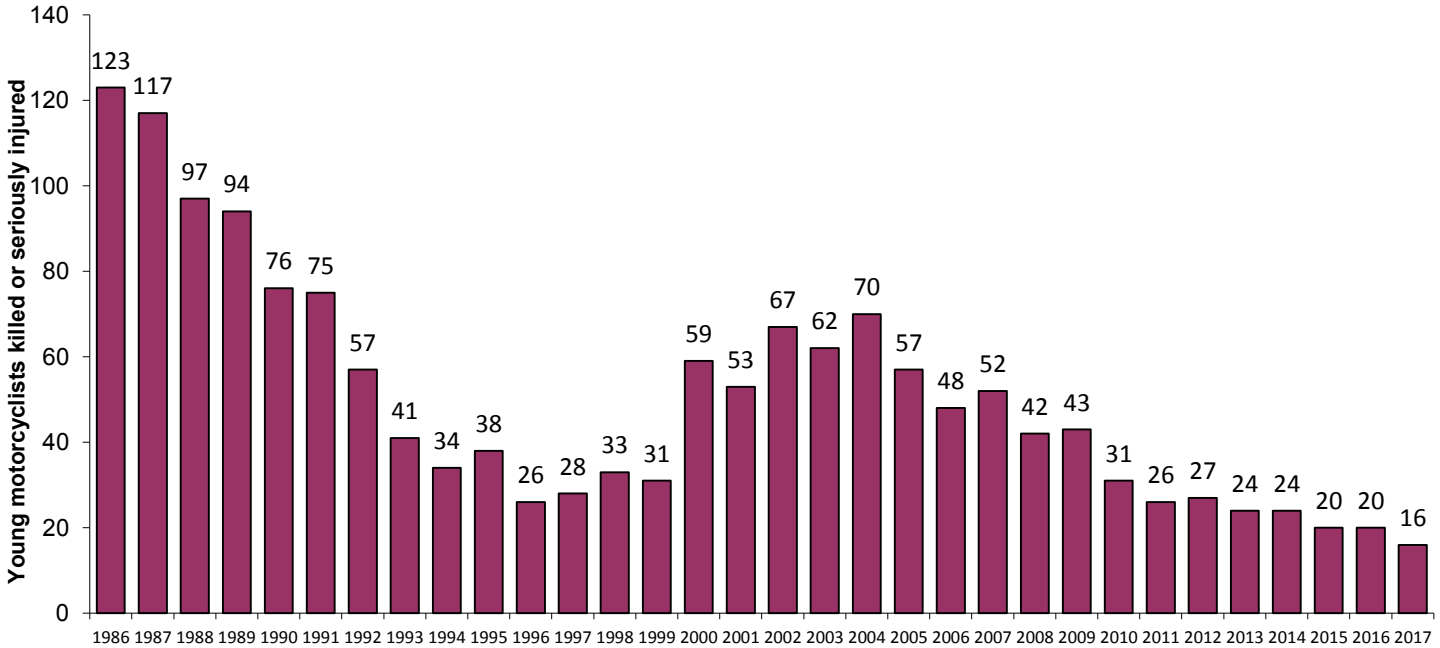
	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
KSI										
Pedestrians	47	41	30	39	30	17	19	33	23	26
Drivers of motor vehicles	132	140	95	79	82	67	96	72	105	80
Motorcyclists	42	43	31	26	27	24	24	20	20	16
Pedal cyclists	4	2	6	8	8	2	5	4	8	2
Passengers	90	106	76	61	69	60	62	66	66	49
Pillion Passengers	3	1	3	1	1	2	2	1	4	2
Other road users	1	1	2	2	1	4	0	1	1	2
Total	319	334	243	216	218	176	208	197	227	177

Figure 1.14 Young people killed or seriously injured by road user type - 2017



- The majority of young people killed or seriously injured in 2017 were drivers of motor vehicles with 80 out of the 177 KSI casualties being from this category (45.2%).
- The 16 young motorcyclists killed or seriously injured in 2017 was 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 2017



Older People (Age Group 65 and over)

Table 1.15 Number of casualties of older people by gender and severity of injury 2008 – 2017

	Killed			Seriously Injured			Slightly Injured			Total		
Year	Male	Female	Total	Male	Female	Total	Male	Female	Total	Male	Female	Total
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**
2016	7	5	**12**	63	58	**121**	360	357	**717**	430	420	**850**
2017	7	6	**13**	68	56	**124**	377	345	**722**	452	407	**859**

- There were 13 fatalities of older people (those aged 65 plus) in 2017, 7 fewer deaths than recorded in 2009 but 7 more than recorded in 2010.
- The 124 people seriously injured in 2017 was the highest among this group since 2003.
- In 2008 females accounted for the largest proportion of all casualties in the 65 and over age group (55.3%); by 2017 females had fallen to 47.4% and males now accounted for the largest proportion (52.6%).
- In terms of overall casualties, there were more casualties amongst the 65 and over age group in 2017 than in any previous calendar year since this data was collated and shows a generally increasing trend since the series low of 485 seen in 2005. See chart below for a yearly breakdown from 1986:

Figure 1.16 Casualties of older people – 1986 to 2017

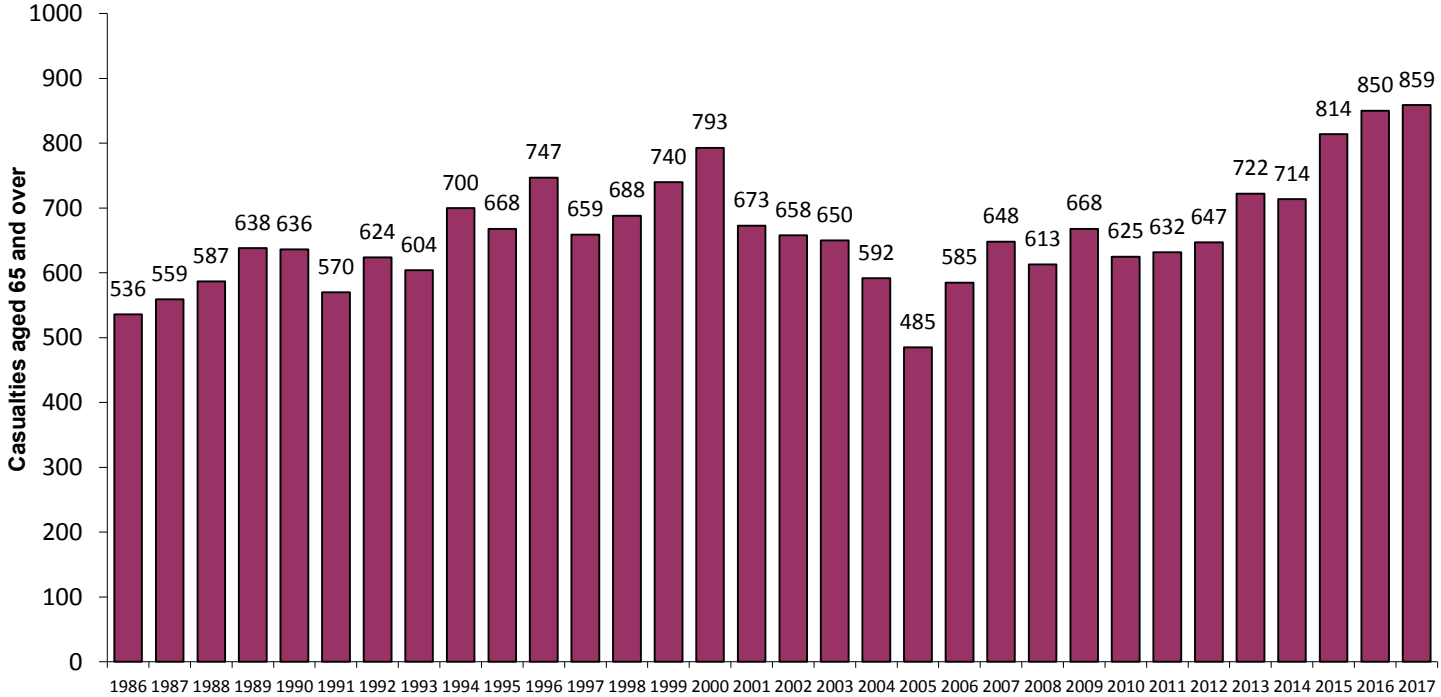


Table 1.16 Number of older people killed or seriously injured by road user type 2008 – 2017

	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
KSI										
Pedestrians	37	37	26	43	33	38	38	29	39	42
Drivers of motor vehicles	51	44	45	48	35	45	38	36	64	57
Motorcyclists	2	0	3	4	5	3	2	3	6	5
Pedal cyclists	1	3	1	1	5	5	2	2	5	3
Passengers	26	29	28	22	17	22	21	25	19	29
Pillion Passengers	0	0	0	1	0	0	0	0	0	0
Other road users	2	5	3	3	3	2	2	3	0	1
Total	**119**	**118**	**106**	**122**	**98**	**115**	**103**	**98**	**133**	**137**

- In terms of road user category, the majority of KSI casualties of older people in 2017 were drivers with 57 recorded (41.6%). This was the second highest annual total for this category in the ten years from 2008.

Section 2 – Causation, Single vehicle collisions and Seatbelt Usage

Causation factors in road traffic collisions

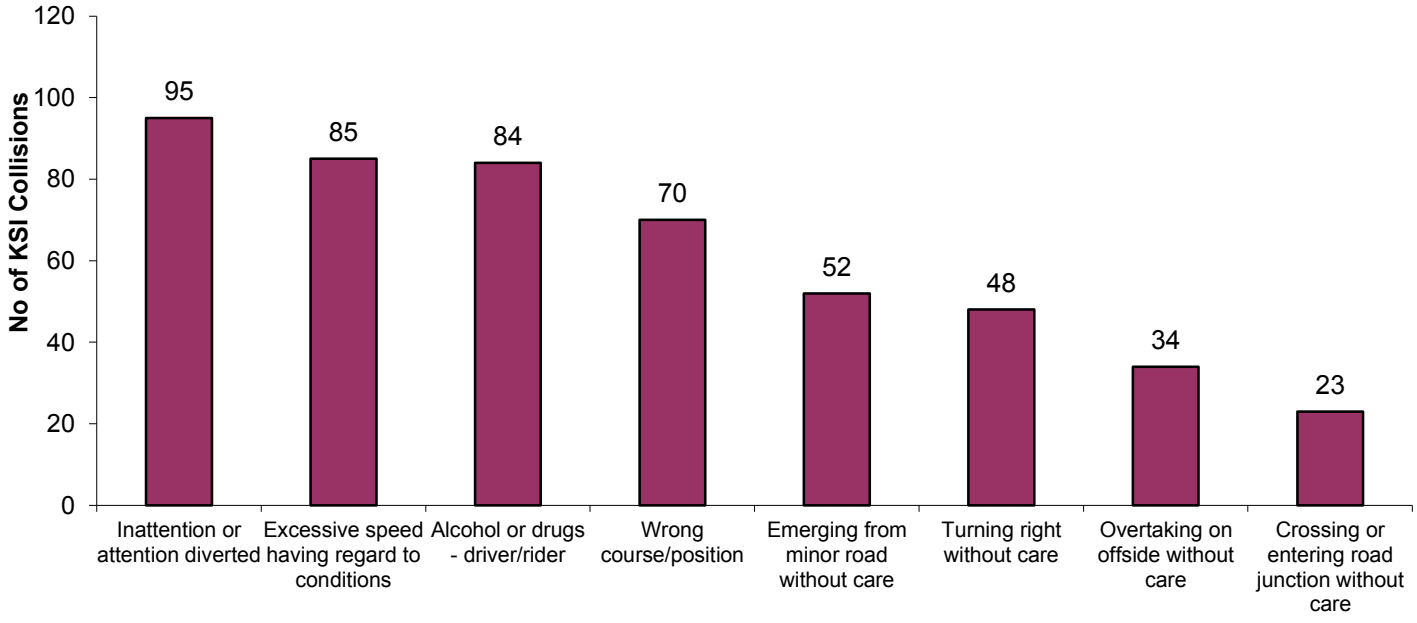
- The most common principal causation factors for KSI casualties during 2017 were 'inattention or attention diverted (95 KSI casualties), followed by 'excessive speed having regard to conditions' (85 KSI casualties) and 'Alcohol/Drugs Driver rider' (84 KSI casualties).

- The most common principal causation factors for all casualties were 'inattention or attention diverted' (1,538 casualties) followed by 'driving too close' (1,338 casualties) and 'emerging from minor road without care' (746 casualties). These 3 categories alone were responsible for four in ten of all casualties in 2017.

Table 2.1 Most common principal causation factors in road traffic collisions 2017

		Casualties		
Principal Factor	Number of Injury Collisions	KSI	Slightly Injured	Total Casualties
Inattention or attention diverted	1,033	95	1,443	**1,538**
Driving too close	853	20	1,318	**1,338**
Emerging from minor road without care	462	52	694	**746**
Crossing or entering road junction without care	309	23	505	**528**
Alcohol/Drugs Driver rider	292	84	382	**466**
Turning right without care	281	48	403	**451**
Wrong course/position	265	70	401	**471**
Excessive speed having regard to conditions	214	85	288	**373**
Overtaking on offside without care	203	34	279	**313**
Changing lane without care	166	10	234	**244**

Figure 2.1 Most common principal causation factors for KSI casualties 2017



- Appendix 5 provides a longer term overview of the causation factors for casualties. The number of casualties due to 'Excessive Speed having regard to conditions' decreased by 60.7% in 2017 in comparison with 2008. In contrast, the number of casualties due to 'Careless Driving' has risen from 6,457 reported in 2008 to 6,738 in 2017 (an increase of 4.4%).

Table 2.2 Selected causation factors for KSI casualties 2008 – 2017

	Impaired by alcohol or drugs - driver/rider			Careless Driving[1]			Excessive Speed having regard to conditions		
	Killed	Seriously Injured	KSI	Killed	Seriously Injured	KSI	Killed	Seriously Injured	KSI
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
2016	17	64	81	32	449	481	8	85	93
2017	8	76	84	29	424	453	13	72	85

- There were 453 KSI casualties in 2017 which were attributed to careless driving[1] comprising 29 people killed and 424 seriously injured.
- The 8 deaths recorded in 2017 due to a driver being impaired by alcohol or drugs was the joint lowest recorded in a calendar year from 2008 (2012 and 2015 also recorded 8 fatalities).
- There were 13 people killed and 72 people seriously injured attributed to excessive speed having regard to conditions in 2017. This was 8 less KSI casualties for speeding than 2016 and it was 106 fewer (down 55.5%) than the 191 recorded ten years ago in 2008.
- 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 2017

	KSI Collision	Slight Collision	Total	KSI Casualties	Slightly injured	Total
Driver/Rider Fault						
Alcohol or drugs - driver/rider	66	226	**292**	84	382	**466**
Excessive speed having regard to conditions	60	154	**214**	85	288	**373**
Careless driving[1]	374	3,958	**4,332**	453	6,285	**6,738**
Other driver rider fault	35	212	**247**	37	324	**361**
Total	**535**	**4,550**	**5,085**	**659**	**7,279**	**7,938**
Passenger Fault	5	28	**33**	7	31	**38**
Pedestrian Fault	114	255	**369**	116	275	**391**
Vehicle Defects	7	71	**78**	11	98	**109**
Obstructions	3	26	**29**	3	37	**40**
Physical/Road	11	136	**147**	12	189	**201**
Weather	26	245	**271**	29	333	**362**
Miscellaneous	4	65	**69**	4	101	**105**
Total	**705**	**5,376**	**6,081**	**841**	**8,343**	**9,184**

[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.

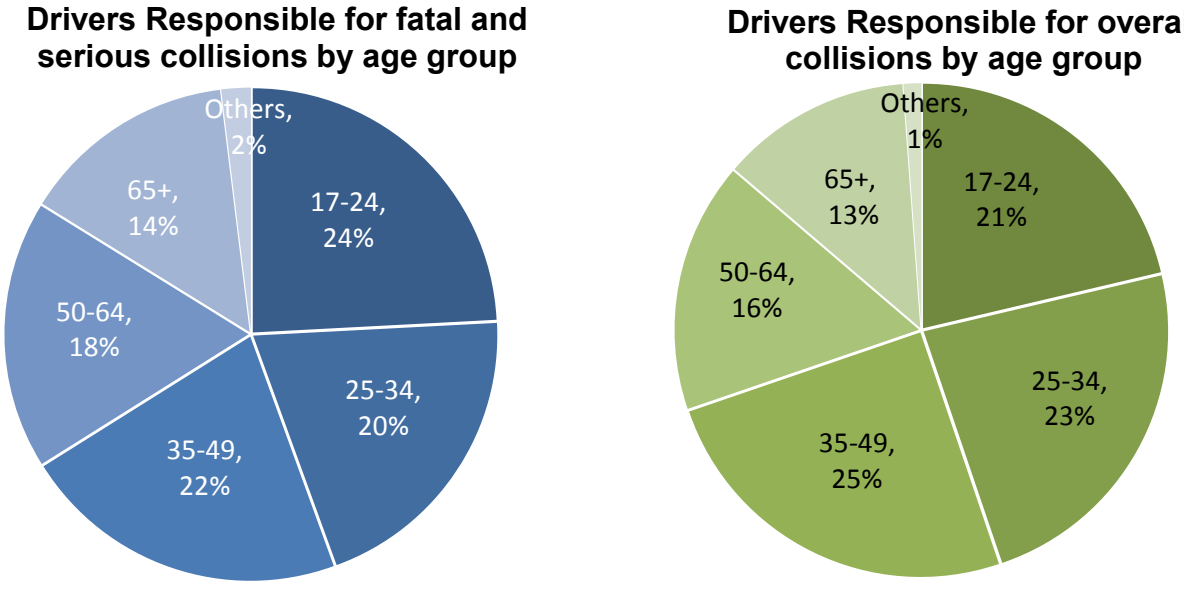
Who is responsible for collisions attributed to a driver or rider?

Table 2.4 Driver/rider responsibility[1] by age and gender 2017

	Fatal and Serious Collisions				Total Collisions			
	Male	Female	Unknown	Total	Male	Female	Unknown	Total
Under 17	8	2	0	**10**	46	9	0	**55**
17 - 24	89	35	0	**124**	649	351	0	**1,000**
25 - 34	78	26	0	**104**	716	384	1	**1,101**
35 - 49	86	25	0	**111**	771	400	0	**1,171**
50 - 64	64	27	0	**91**	497	277	0	**774**
65+	56	17	0	**73**	414	176	0	**590**
Unknown	0	0	22	**22**	11	4	379	**394**
Total	**381**	**132**	**22**	**535**	**3,104**	**1,601**	**380**	**5,085**

- Of the 535 fatal and serious collisions in 2017 where the causation was driver rider responsibility[1], 381 were the responsibility of a male driver, 132 were caused by a female and 22 responsible were unknown (mainly hit and run drivers). Males were responsible for 74.3% of fatal and serious collisions and 66.0% of collisions overall where a gender is known.
- Drivers aged 17 to 24 were most likely to be responsible for fatal and serious collision (24.2%), with 89 (23.4%) of the 381 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 2017 were the 35 to 49 year olds who accounted for 1,171 (25.0%) of driver/rider fault collisions where age was known.
- More males than females were responsible for overall collisions occurring in 2017 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 (70.2% males / 29.8% females).

Figure 2.2 Drivers responsibility by age group[1]



[1] 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.

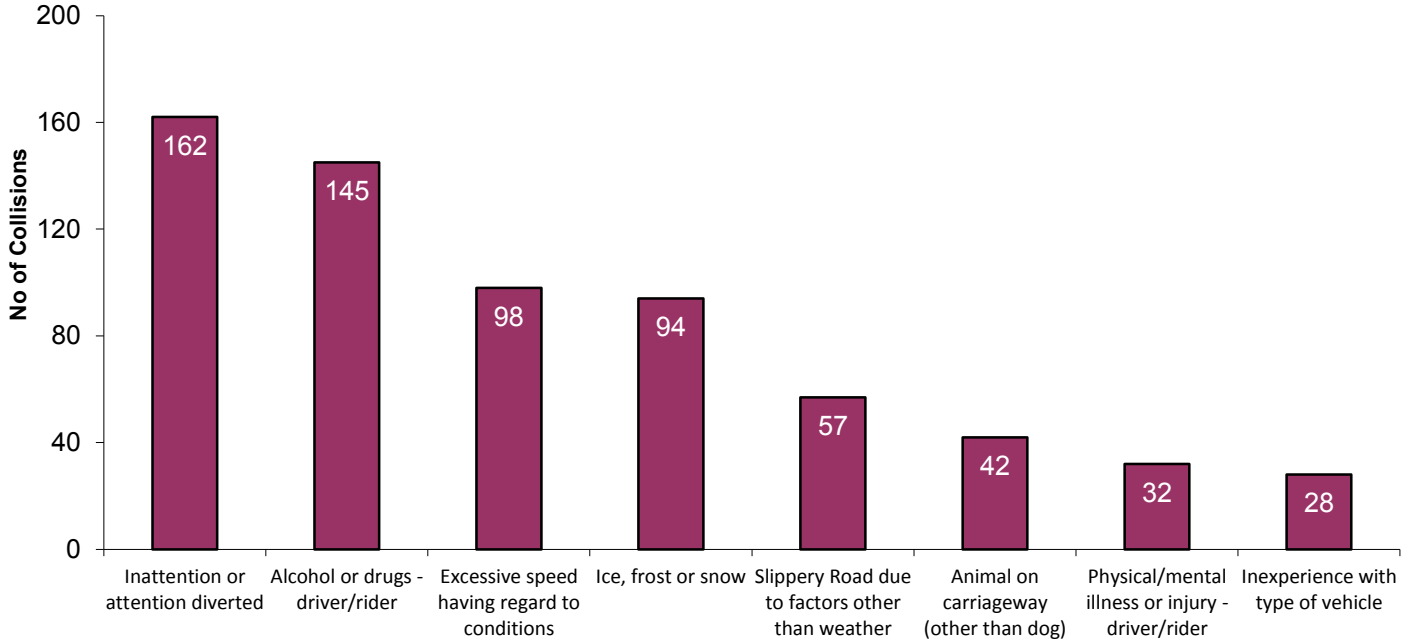
Single vehicle collisions

Table 2.5 Single vehicle collisions by year and resulting casualties 2008 - 2017

	Number of single vehicle injury Collisions				Casualties			
	Fatal Collisions	Serious Collisions	Slight Collisions	Total	Killed	Seriously Injured	Slightly Injured	Total Casualties
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**
2017	16	150	698	**864**	17	174	903	**1,094**

- There were 864 single vehicle collisions recorded in 2017, 56 fewer than 2016 and 110 fewer than the 10 year series high seen in 2014.
- The 864 single vehicle collisions in 2017 accounted for 14.2% of all collisions. The proportion for the year is on a sliding scale in terms of severity of injury with single vehicle collisions comprising slightly more than a quarter (25.8%) of fatal collisions, almost a quarter (23.3%) of serious collisions and nearly one in eight slight collisions.
- The most common causation factor for all single vehicle collisions occurring in 2017 was inattention or attention diverted (162, 18.8%), followed by impairment by alcohol or drugs by drivers or riders (145, 16.8%) and then excessive speed having regard to conditions with 98 (11.3%). See Figure 2.3 below.
- Impairment by alcohol or drugs by drivers or riders accounted for the highest number of those killed or seriously injured in single vehicle collisions with 51, comprising over a quarter of the 191 KSI casualties recorded for single vehicle collisions.

Figure 2.3 Main causes of all single vehicle collisions 2017



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

There were 5,072 casualties among drivers of vehicles in which a seat belt is normally worn. Of these 58.4% were wearing a seat belt at the time of the collision, 1.9% were not wearing a seat belt and for the remaining 39.7% it was unknown whether or not a seat belt was in use. The figures below are based on cases where seatbelt usage is known.

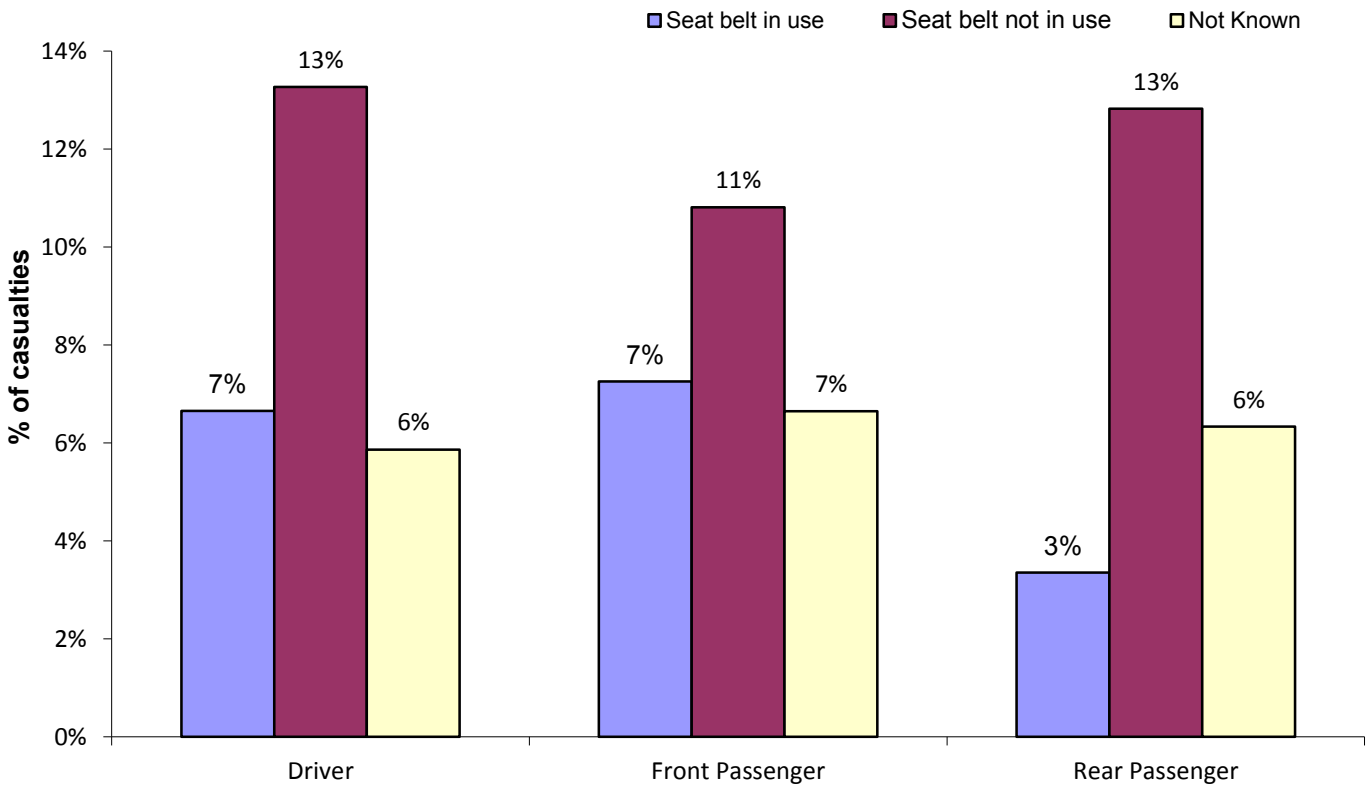
- The likelihood of a driver being killed in a collision greatly increases when not wearing a seat belt. In 2017, 0.6% of driver casualties who were wearing a seatbelt sustained fatal injuries, compared with 4.1% of driver casualties who were not wearing a seat belt. Similarly, 6.0% of driver casualties were seriously injured when wearing a seat belt compared to 9.2% of those not wearing a seat belt.

- A total of 1,586 front seat passengers were casualties in vehicles in which a seat belt is normally worn and 74 of these (4.7%) were not wearing a seat belt. Of those front seat passengers wearing a seat belt at the time of the collision 7.3% were killed or seriously injured when a seat belt was in use, compared with 10.8% of those who were not wearing a seat belt at the time of the collision.

- A total of 876 rear seat passengers were casualties in vehicles in which a seat belt is normally worn. Of the rear seat passenger casualties 4.5% were not wearing a seat belt.

- Of those rear seat passengers wearing a seat belt at the time of the collision 3.4% were killed or seriously injured when a seat belt was in use compared with 12.8% 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 2017



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

Where did collisions occur in 2017?

Figure 3.1: The top four collision sites in Northern Ireland within a 50 metre radius - 2017

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 2017 were the following:

- **A – Newtownards Road roundabout, Bangor.** There were 11 collisions within 50 metres of where the West Circular Road meets this roundabout.
- **B – Bridge Street/ Buttercrane Quay, Newry**. 11 collisions occurred within 50 metres of this junction.
- **C – Nelson Street/ York Link, Belfast** There were 10 collisions within 50 metres of this junction.
- **D – Westlink/ York Street/ York Link, Belfast.** 10 collisions occurred within 50 metres of this junction.

Top 3 fatal and serious collision sites in Northern Ireland within a kilometre radius – 2017

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

Figure 3.2: Centre of Belfast fatal and serious collisions (Millfield/Castle Street/Great Victoria Street)

There were 28 serious collisions in 2017 in the kilometre radius surrounding where the Millfield meets Castle Street. There was a cluster to the south of the circle comprising seven around Great Victoria Street, Howard Street and Bedford Street.

Figure 3.3: North Belfast fatal and serious collisions (Crumlin Road/Cliftonville Road)

There were 10 serious collisions within the north Belfast area covering the Oldpark Road, Crumlin Road and Cliftonville Road. Three of these collisions occurred on the Crumlin Road and three on the Cliftonville Road.

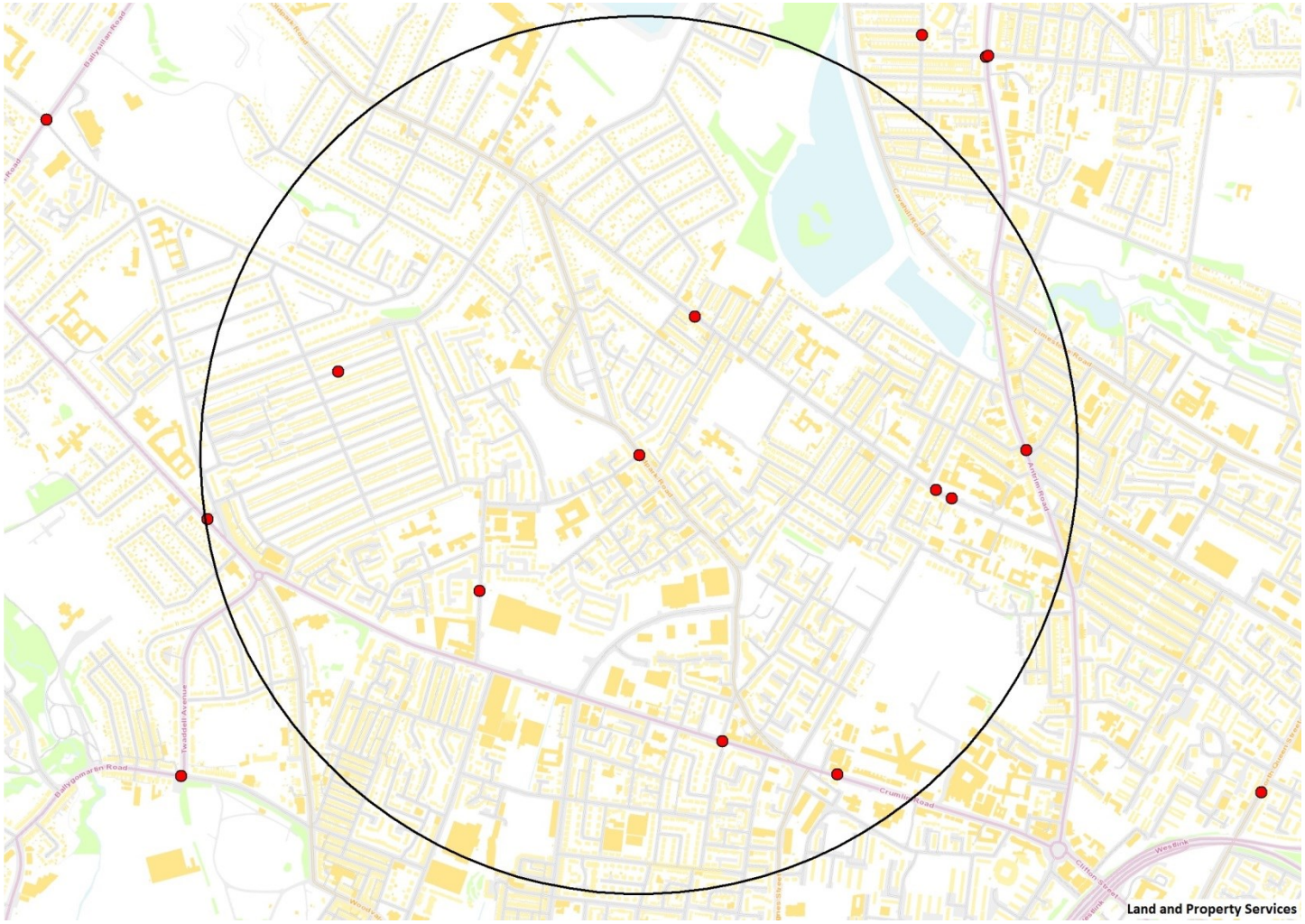


Figure 3.4: East Belfast fatal and serious collisions (Newtownards Road/ Albertbridge Road/ Holywood Road)

There were 8 serious collisions within the east Belfast area covering the lower Newtownards Road, Albertbridge Road and Holywood Road. Three of these collisions occurred on the lower Newtownards Road.

[1] 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 2016 information below. The 2017 collision statistics will be updated in the summer of 2018.

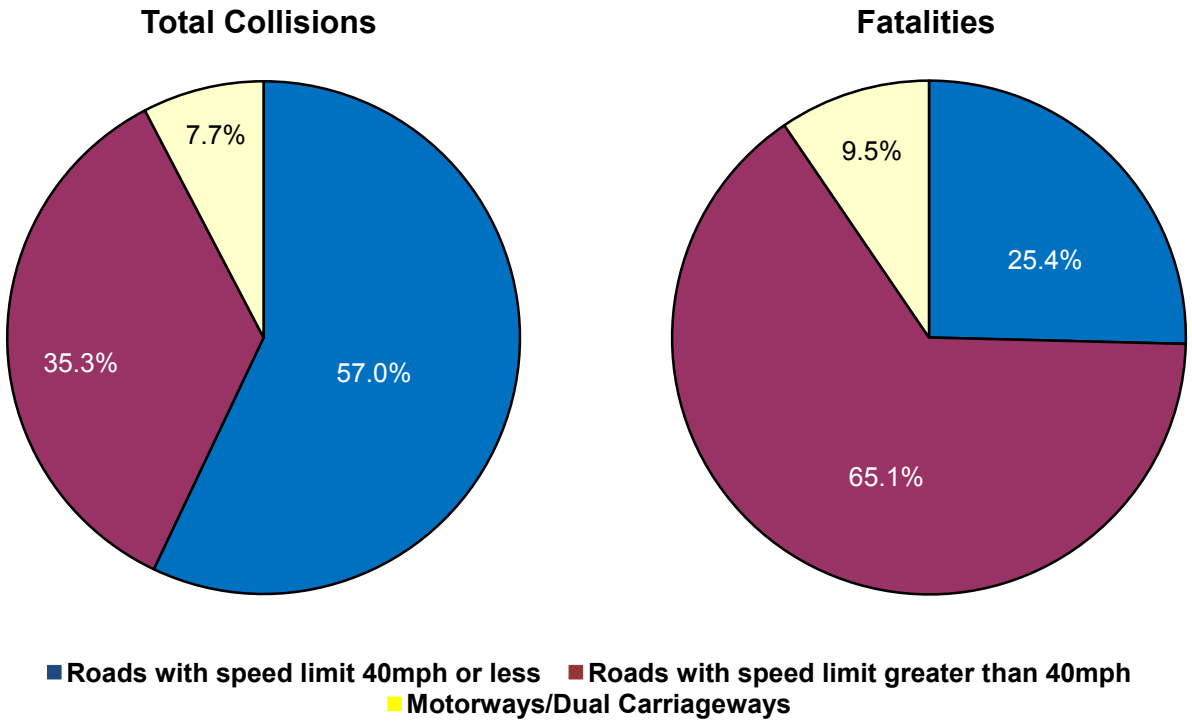
http://www.ninis2.nisra.gov.uk/InteractiveMaps/Travel%20and%20Transport/Roads/rtc2016/atlas.html

Speed limit of road

- In general in 2017, 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 6,081 injury collisions recorded by the police in 2017, 3,469 (57.0%) occurred on urban roads with a speed limit of 40 mph or less while 2,146 (35.3%) took place on rural roads and the remaining 466 (7.7%) occurred on a motorway or dual carriageway. Those which occurred on rural roads accounted for 3,462 of all casualties (37.7%) and 446 out of the 841 killed or seriously injured (53.0%).

Figure 3.5 Road traffic collisions and fatalities by speed limit of road 2017



- There were 41 people killed in 2017 on rural roads which accounted for approximately two thirds of fatalities (65.1%). However, this was a decrease of 51 fatalities from the 2004 – 2008 baseline of 92 fatalities (Key Performance Indicator in Road Safety Strategy).

- Of the four children killed on Northern Ireland roads in 2017, two were on urban roads (40 miles per hour or less) and two were on rural roads.

- There were 100 young people (aged between 16 and 24) killed or seriously injured in 2017 on rural roads, equating to 56.5% of the total of 177 for this age group.

When do 2017 fatal and serious collisions occur?

- Taking the week as a whole, the greatest number of fatal and serious collisions occurred between 4pm and 5pm (60 collisions, 8.5%).
- There were contrasts between the pattern of collisions at weekends and during the working week. The morning time of 6am to 10am accounted for 16.1% of all fatal and serious collisions between Monday and Friday, compared with 7.0% for the same hours on Saturday and Sunday. Nearly a quarter of all fatal and serious collisions occurred on a Monday to Friday between 3pm and 6pm (24.3%), this is similar to percentage occurring at this time during the weekend (25.4%).
- At weekends there was a greater tendency for fatal and serious collisions to occur early in the morning with 14.8% of weekend collisions occurring between midnight and 4am in comparison with 3.9% for the same hours between Monday and Friday.
- Tuesday was the day which had the most fatal collisions recorded in 2017 with 14, accounting for over a fifth of those occurring for the year.

Figure 3.6 Weekday fatal and serious collisions by hour 2017

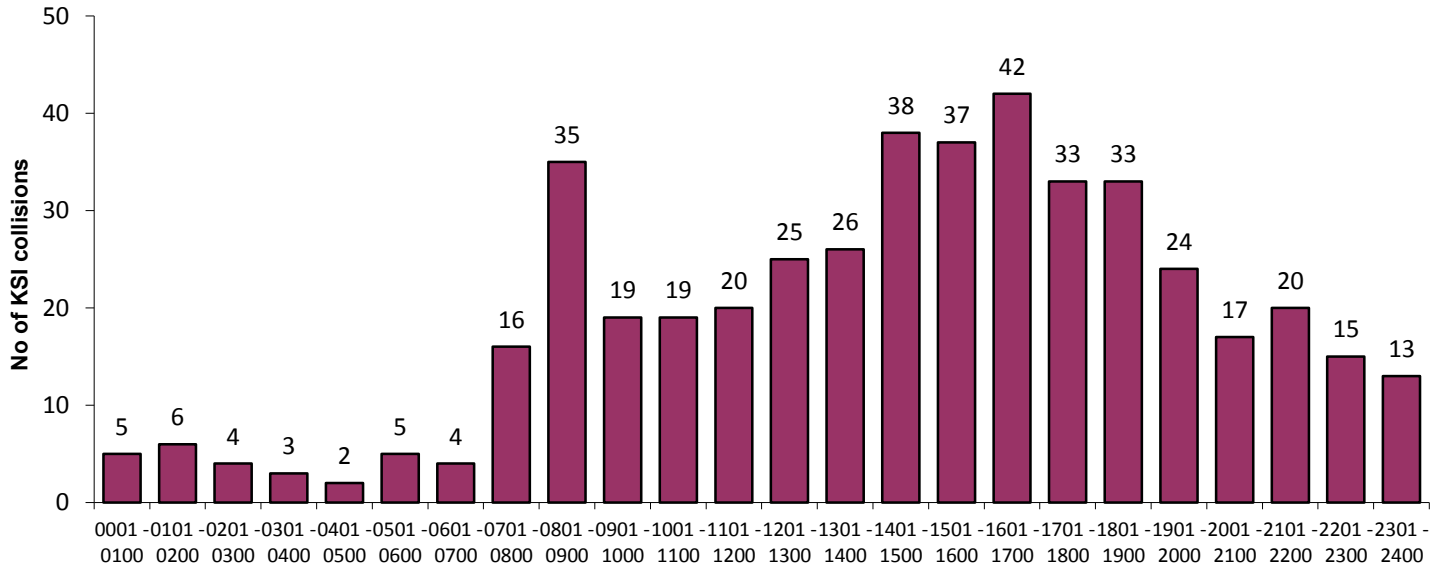


Figure 3.7 Weekend fatal and serious collisions by hour 2017

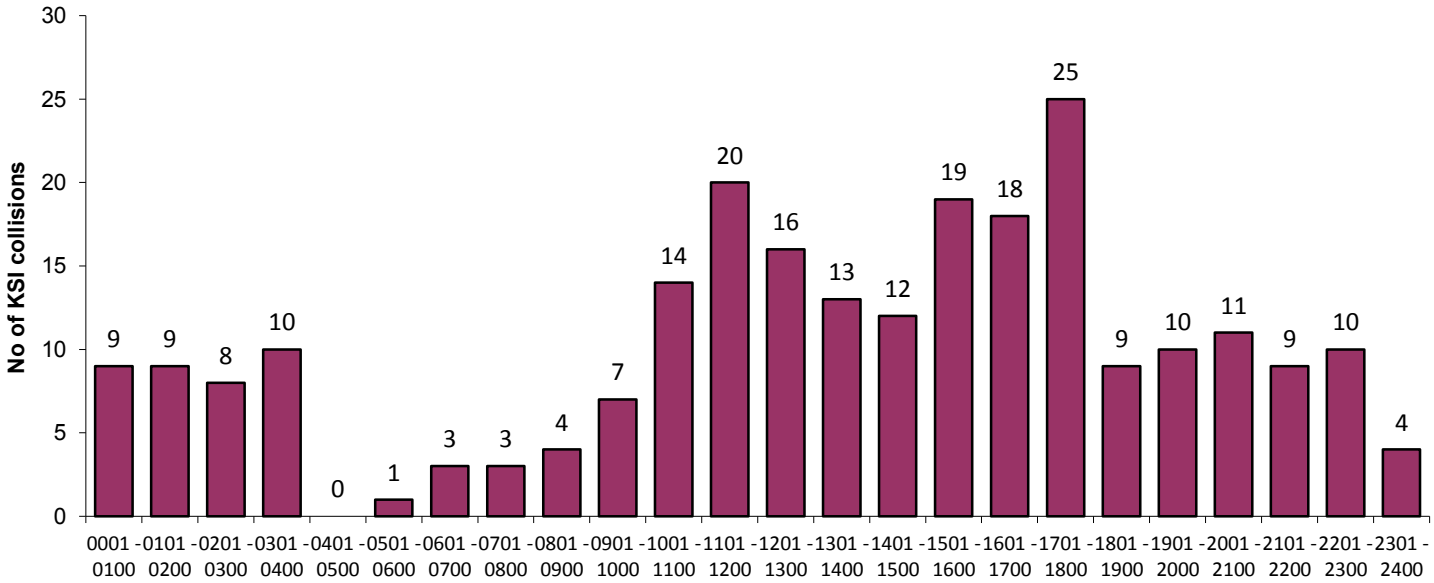


Figure 3.8 Fatal and serious collisions by time and day of week 2017

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Total	
0001 - 0100	3	1	1	0	0	3	6	14	0001 - 0100
0101 - 0200	2	3	0	0	1	5	4	15	0101 - 0200
0201 - 0300	2	1	0	1	0	1	7	12	0201 - 0300
0301 - 0400	0	0	0	2	1	3	7	13	0301 - 0400
0401 - 0500	1	0	0	1	0	0	0	2	0401 - 0500
0501 - 0600	0	1	1	1	2	0	1	6	0501 - 0600
0601 - 0700	1	0	1	0	2	2	1	7	0601 - 0700
0701 - 0800	2	5	1	5	3	3	0	19	0701 - 0800
0801 - 0900	10	7	6	3	9	3	1	39	0801 - 0900
0901 - 1000	5	1	9	1	3	5	2	26	0901 - 1000
1001 - 1100	3	5	4	3	4	6	8	33	1001 - 1100
1101 - 1200	3	3	4	6	4	10	10	40	1101 - 1200
1201 - 1300	4	4	4	6	7	11	5	41	1201 - 1300
1301 - 1400	5	3	10	5	3	6	7	39	1301 - 1400
1401 - 1500	10	4	9	4	11	6	6	50	1401 - 1500
1501 - 1600	8	6	9	3	11	15	4	56	1501 - 1600
1601 - 1700	6	10	7	10	9	11	7	60	1601 - 1700
1701 - 1800	9	9	3	6	6	11	14	58	1701 - 1800
1801 - 1900	5	9	6	8	5	5	4	42	1801 - 1900
1901 - 2000	2	5	9	5	3	6	4	34	1901 - 2000
2001 - 2100	3	5	2	4	3	5	6	28	2001 - 2100
2101 - 2200	1	2	4	6	7	5	4	29	2101 - 2200
2201 - 2300	2	5	0	5	3	9	1	25	2201 - 2300
2301 - 2400	3	3	2	2	3	2	2	17	2301 - 2400
	90	92	92	87	100	133	111	705	

No of KSI Collisions: 0-1, 2-3, 4-5, 6-7, 8-9, 10+

- The peak hours of collisions involving KSI casualties were between 3pm and 6pm when just under a quarter (24.7%) of all fatal and serious collisions took place.
- The worst combined day and hour for fatal and serious collisions was Saturday between 3pm and 6pm with 37 having occurred in 2017 during this time period. Saturday also had the most by day of the week with 133 of the 705 fatal and serious collisions occurring on this day (18.9%).
- In terms of month, January had the highest number of fatal and serious collisions in 2017 with 75 (10.6%). March had the fewest with 47 fatal and serious collisions (6.7%). See table below.

Table 3.1 Police recorded fatal and serious injury road traffic collisions by month of year and day of week 2017

	Day of Week							
Month	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Total
January	18	8	12	7	6	11	13	75
February	9	5	4	5	2	18	5	48
March	4	4	5	7	12	8	7	47
April	10	6	7	6	5	8	15	57
May	5	6	9	4	13	9	11	57
June	7	12	6	11	12	10	14	72
July	4	8	8	14	8	9	8	59
August	6	9	9	6	14	8	6	58
September	9	8	8	2	8	19	11	65
October	5	9	8	10	5	12	9	58
November	7	11	9	6	4	12	7	56
December	6	6	7	9	11	9	5	53
Total	**90**	**92**	**92**	**87**	**100**	**133**	**111**	**705**

Type of vehicles involved in injury road traffic collisions in 2017

- When looking at types of vehicles involved in road traffic collisions in 2017, cars formed the largest group with 9,494 (84.0%) involved in injury road traffic collisions. This was followed by 884 goods vehicles (7.8%) and 290 motorcycles including mopeds (2.6%).

- The collision rate per 1,000 licensed vehicles is highest for hackney taxis (33 per 1,000) followed by buses/coaches (26 per 1,000). Motorcycles and cars had 13 and 10 collisions per 1,000 licensed vehicles respectively.

Table 3.2 Number of vehicles involved in injury road traffic collisions 2017

	Fatal Collision	Serious Collision	Slight Collision	Total	% share	Collision rate per 1,000 licensed vehicles[1]
Motorcycle	10	85	195	290	2.6	13
Hackney taxi	0	2	15	17	0.2	33
Car	76	793	8,625	9,494	84.0	10
Goods Vehicles	12	76	796	884	7.8	7
Buses / coaches	0	12	133	145	1.3	26
Agricultural Vehicles	2	8	78	88	0.8	3
Other/Unknown Vehicles	8	58	315	381	3.4	----
Total	**108**	**1,034**	**10,157**	**11,299**	**100**	**----**

[1]Northern Ireland Transport Statistics Annual 2016-17 publication: Table 1.7 Vehicles licensed currently licensed by body type: 2012-2016 (using 2016 figures)

- Motorcyclists had the highest combined fatal and serious collision rate by category with 4 KSI collisions per 1,000 licensed vehicles in 2017.

Weather conditions

Table 3.3 Police recorded fatal and serious injury road traffic collisions by weather conditions 2017

Weather	Total
Fine (without high wind)	495
Rain (without high wind)	91
Snow (without high wind)	4
Fine (with high wind)	10
Rain (with high wind)	10
Snow (with high wind)	1
Fog or mist - if hazard	3
Strong sun (glaring)	5
Other	14
Unknown	72
Total	**705**

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 2016, 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[1]:

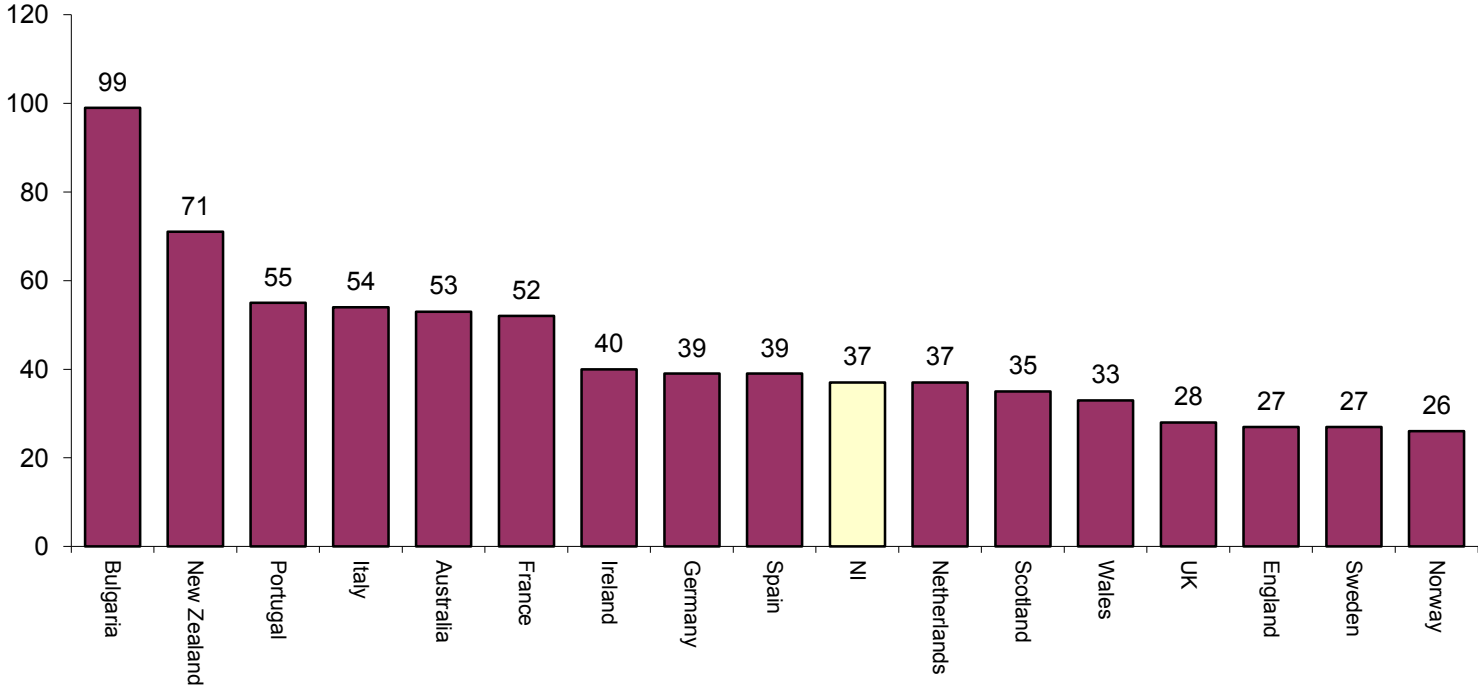
Country	2016[2]	
	Number of road deaths	Road deaths per million population
England	1,498	27
Wales	103	33
Scotland	191	35
Northern Ireland	68	37
United Kingdom	1,860	28
France	3,477	52
Germany	3,206	39
Irish Republic	188	40
Italy	3,270	54
Bulgaria	708	99
Netherlands	629	37
Portugal	565	55
Spain	1,797	39
Sweden	270	27
Norway	135	26
Australia	1,293	53
New Zealand	328	71
United States of America	..	..

Notes:

1. Source: International Road Traffic and Accident Database

2. The latest data available internationally for all these countries is for 2016

Figure 4.1 Road deaths per million population by selected country 2016

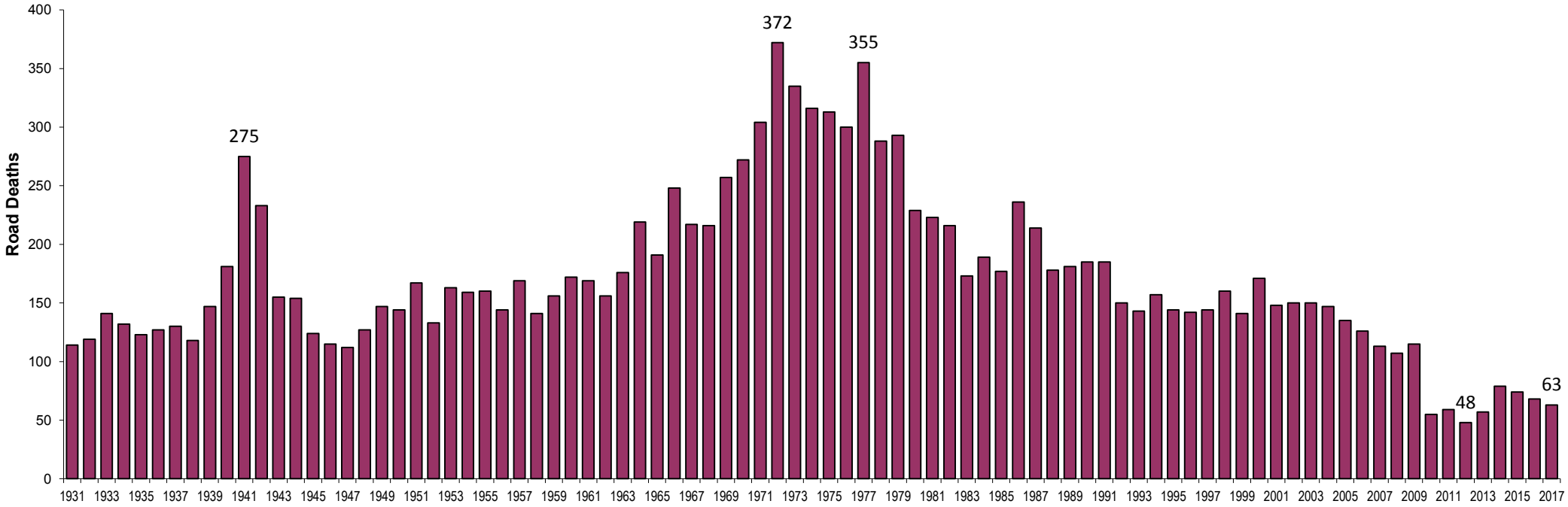


- The 68 deaths recorded in Northern Ireland for 2016 equates to a rate of 37 deaths per million population making it the region with the highest number of road deaths for the United Kingdom.

However it is three deaths per million lower than that seen for Ireland in 2016. At the top end of the scale, Bulgaria had the highest death rate recorded in 2016 with 99 road deaths per million population. Norway had the fewest with 26 road deaths per million.

- The 63 road deaths recorded in Northern Ireland for 2017 equates to 34 road deaths per million population (based on the 2017 mid-year population estimate of 1,870,800).

Appendix 1 Road Deaths in Northern Ireland 1931 – 2017



Appendix 2 Recorded injury road traffic collision and casualties by severity[1]- 1931 – 2017

Year	No of injury collisions	Casualties		
		Killed	Injured	Total casualties
1931	1,582	114	1,724	1,838
1932	1,765	119	1,890	2,009
1933	1,633	141	1,757	1,898
1934	1,835	132	1,954	2,086
1935	1,975	123	2,159	2,282
1936	2,021	127	2,216	2,343
1937	1,793	130	1,891	2,021
1938	1,945	118	2,128	2,246
1939	1,993	147	2,211	2,358
1940	1,451	181	1,576	1,757
1941	1,778	275	1,928	2,203
1942	1,636	233	1,844	2,077
1943	1,205	155	1,308	1,463
1944	1,205	154	1,259	1,413
1945	1,222	124	1,429	1,553
1946	1,602	115	1,919	2,034
1947	1,700	112	1,976	2,088
1948	1,695	127	1,892	2,019
1949	2,135	147	2,396	2,543
1950	2,430	144	2,748	2,892
1951	2,583	167	2,975	3,142
1952	2,625	133	3,028	3,161
1953	3,139	163	3,715	3,878
1954	3,315	159	3,954	4,113
1955	3,854	160	4,561	4,721
1956	3,860	144	4,631	4,775
1957	3,324	169	4,001	4,170
1958	3,533	141	4,379	4,520
1959	3,992	156	5,068	5,224
1960	4,237	172	5,443	5,615
1961	4,196	169	5,520	5,689
1962	4,297	156	5,677	5,833
1963	4,536	176	6,001	6,177
1964	4,736	219	6,363	6,582
1965	4,987	191	6,755	6,946
1966	5,034	248	6,876	7,124
1967	5,094	217	7,076	7,293
1968	5,213	216	7,305	7,521
1969	4,981	257	7,124	7,381
1970	5,308	272	7,902	8,174
1971	5,158	304	2,135	5,523	7,962
1972	5,261	372	2,430	5,595	8,397
1973	5,000	335	2,358	5,304	7,997
1974	4,795	316	2,268	4,920	7,504
1975	4,882	313	2,231	5,109	7,653
1976	4,943	300	2,570	4,749	7,619
1977	5,352	355	2,905	4,944	8,204
1978	5,473	288	2,749	5,331	8,368
1979	5,388	293	2,546	5,082	7,921
1980	4,982	229	2,387	4,648	7,264
1981	5,245	223	2,418	5,139	7,780
1982	5,551	216	2,503	5,420	8,139
1983	5,425	173	2,300	5,240	7,713
1984	5,978	189	2,465	6,096	8,750
1985	5,779	177	1,148	7,312	8,637
1986	6,171	236	1,825	7,381	9,442
1987	6,344	214	1,885	7,837	9,936
1988	6,943	178	1,969	8,820	10,967
1989	7,199	181	2,014	9,416	11,611
1990	7,159	185	1,993	9,583	11,761
1991	6,171	185	1,648	8,481	10,314
1992	6,650	150	1,841	9,273	11,264
1993	6,517	143	1,725	9,232	11,100
1994	6,783	157	1,648	10,289	12,094
1995	6,792	144	1,532	10,049	11,725
1996	7,093	142	1,599	10,834	12,575
1997	7,192	144	1,548	11,006	12,698
1998	7,487	160	1,538	11,704	13,402
1999	7,562	141	1,509	11,799	13,449
2000	8,388	171	1,786	12,763	14,720
2001	7,447	148	1,682	11,312	13,142
2002	6,784	150	1,526	10,238	11,914
2003	6,049	150	1,288	8,887	10,325
2004	5,633	147	1,183	8,177	9,507
2005	4,947	135	1,073	6,951	8,159
2006	5,628	126	1,211	7,845	9,182
2007	5,990	113	1,097	8,226	9,436
2008	6,223	107	990	8,454	9,551
2009	6,251	115	1,035	8,617	9,767
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
2017	6,081	63	778	8,343	9,184

Note:

1. Injuries were split into serious and slight injuries in 1971

Appendix 3: Police recorded road traffic collision casualties by road user type and severity: 2008 – 2017

	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Pedestrians										
Killed	19	24	10	13	9	7	18	19	15	15
Seriously injured	193	191	167	200	182	162	140	164	164	175
Slightly injured	632	636	558	621	613	610	611	604	552	539
Total	**844**	**851**	**735**	**834**	**804**	**779**	**769**	**787**	**731**	**729**
Drivers of motor vehicles										
Killed	45	42	21	23	21	22	30	31	31	25
Seriously injured	417	417	332	295	294	271	263	254	353	309
Slightly injured	4,472	4,669	4,364	4,144	4,425	4577	4,786	5,071	5,003	4,851
Total	**4,934**	**5,128**	**4,717**	**4,462**	**4,740**	**4,870**	**5,079**	**5,356**	**5,387**	**5,185**
Motorcyclists										
Killed	15	16	8	6	4	10	13	4	4	9
Seriously injured	123	138	112	102	96	91	84	78	88	80
Slightly injured	319	260	255	238	189	210	192	202	193	185
Total	**457**	**414**	**375**	**346**	**289**	**311**	**289**	**284**	**285**	**274**
Pedal cyclists										
Killed	2	0	0	2	2	4	3	0	3	2
Seriously injured	26	32	49	47	55	42	59	40	61	50
Slightly injured	178	173	165	206	220	210	271	239	266	267
Total	**206**	**205**	**214**	**255**	**277**	**256**	**333**	**279**	**330**	**319**
Passengers										
Killed	23	29	13	11	10	13	12	17	12	11
Seriously injured	215	235	211	161	155	136	155	163	156	149
Slightly injured	2,802	2,817	2,613	2,615	2,670	2,750	2,685	2,781	2,625	2,453
Total	**3,040**	**3,081**	**2,837**	**2,787**	**2,835**	**2,899**	**2,852**	**2,961**	**2,793**	**2,613**
Pillion Passengers										
Killed	1	0	2	1	0	0	1	0	1	0
Seriously injured	5	7	8	7	3	5	4	6	3	8
Slightly injured	18	13	9	7	11	11	7	4	6	7
Total	**24**	**20**	**19**	**15**	**14**	**16**	**12**	**10**	**10**	**15**
Other road users										
Killed	2	4	1	3	2	1	2	3	2	1
Seriously injured	11	15	13	13	10	13	5	6	3	7
Slightly injured	33	49	46	45	39	42	47	51	50	41
Total	**46**	**68**	**60**	**61**	**51**	**56**	**54**	**60**	**55**	**49**
All road users										
Killed	107	115	55	59	48	57	79	74	68	63
Seriously injured	990	1,035	892	825	795	720	710	711	828	778
Slightly injured	8,454	8,617	8,010	7,876	8,167	8,410	8,599	8,952	8,695	8,343
Total	**9,551**	**9,767**	**8,957**	**8,760**	**9,010**	**9,187**	**9,388**	**9,737**	**9,591**	**9,184**

Appendix 4: Road traffic child collision casualties by road user type and severity: 2008 – 2017

	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Pedestrians										
Killed	3	3	1	0	3	0	3	2	3	2
Seriously injured	54	68	57	55	55	54	34	37	50	50
Slightly injured	190	179	167	183	170	162	169	161	145	137
Total	**247**	**250**	**225**	**238**	**228**	**216**	**206**	**200**	**198**	**189**
Drivers of motor vehicles										
Killed	0	0	0	0	0	0	0	0	0	0
Seriously injured	0	2	0	0	1	0	0	1	1	0
Slightly injured	3	1	0	1	2	0	1	3	1	2
Total	**3**	**3**	**0**	**1**	**3**	**0**	**1**	**4**	**2**	**2**
Motorcyclists										
Killed	0	0	0	0	0	0	0	0	0	1
Seriously injured	1	3	1	0	1	0	0	1	1	0
Slightly injured	3	1	1	3	0	0	1	2	1	0
Total	**4**	**4**	**2**	**3**	**1**	**0**	**1**	**3**	**2**	**1**
Pedal cyclists										
Killed	0	0	0	0	0	0	1	0	0	0
Seriously injured	7	11	9	10	9	4	10	4	6	4
Slightly injured	57	62	41	55	46	38	32	43	46	44
Total	**64**	**73**	**50**	**65**	**55**	**42**	**43**	**47**	**52**	**48**
Passengers										
Killed	3	0	1	1	2	2	0	3	1	0
Seriously injured	25	26	20	23	18	12	21	22	19	8
Slightly injured	592	611	533	590	734	653	623	643	676	611
Total	**620**	**637**	**554**	**614**	**754**	**667**	**644**	**668**	**696**	**619**
Other road users (including pillion passengers)										
Killed	1	1	0	1	0	0	0	0	0	1
Seriously injured	7	6	6	3	3	1	1	2	1	2
Slightly injured	6	6	7	5	4	5	1	1	3	2
Total	**14**	**13**	**13**	**9**	**7**	**6**	**2**	**3**	**4**	**5**
All road users										
Killed	7	4	2	2	5	2	4	5	4	4
Seriously injured	94	116	93	91	87	71	66	67	78	64
Slightly injured	851	860	749	837	956	858	827	853	872	796
Total	**952**	**980**	**844**	**930**	**1,048**	**931**	**897**	**925**	**954**	**864**

Appendix 5: Police recorded road traffic collision casualties by causation factor and severity: 2008 - 2017

	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Alcohol or Drugs - Driver/Rider										
Killed	18	21	10	9	8	10	16	8	17	8
Seriously injured	121	115	86	87	59	40	62	64	64	76
Slightly injured	376	408	324	357	388	344	336	369	426	382
Total	**515**	**544**	**420**	**453**	**455**	**394**	**414**	**441**	**507**	**466**
Excessive Speed having regard to conditions										
Killed	36	27	10	7	8	11	14	14	8	13
Seriously injured	155	172	131	87	92	79	74	67	85	72
Slightly injured	758	852	762	529	448	349	425	401	426	288
Total	**949**	**1,051**	**903**	**623**	**548**	**439**	**513**	**482**	**519**	**373**
Careless Driving										
Killed	36	33	19	23	14	25	35	32	32	29
Seriously injured	442	480	440	415	387	375	350	373	449	424
Slightly injured	5,979	6,000	5,524	5,577	5,839	6,111	6,249	6,732	6,545	6,285
Total	**6,457**	**6,513**	**5,983**	**6,015**	**6,240**	**6,511**	**6,634**	**7,137**	**7,026**	**6,738**
Alcohol or Drugs – Pedestrian										
Killed	*	6	*	5	0	*	*	5	*	*
Seriously injured	#	21	#	26	21	#	#	14	#	#
Slightly injured	47	60	36	68	55	54	42	55	37	34
Total	**68**	**87**	**59**	**99**	**76**	**64**	**54**	**74**	**53**	**48**
Other Pedestrian Fault										
Killed	9	10	4	5	4	*	6	8	4	#
Seriously injured	121	117	93	105	101	#	86	91	78	#
Slightly injured	344	321	314	306	321	308	300	287	263	241
Total	**474**	**448**	**411**	**416**	**426**	**403**	**392**	**386**	**345**	**343**
Other factors										
Killed	#	18	#	10	14	6	#	7	#	7
Seriously injured	#	130	#	105	135	126	#	102	#	96
Slightly injured	950	976	1,050	1,039	1,116	1,244	1,247	1,108	998	1113
Total	**1,088**	**1,124**	**1,181**	**1,154**	**1,265**	**1,376**	**1,381**	**1,217**	**1,141**	**1,216**
All factors										
Killed	107	115	55	59	48	57	79	74	68	63
Seriously injured	990	1,035	892	825	795	720	710	711	828	778
Slightly injured	8,454	8,617	8,010	7,876	8,167	8,410	8,599	8,952	8,695	8,343
Total	**9,551**	**9,767**	**8,957**	**8,760**	**9,010**	**9,187**	**9,388**	**9,737**	**9,591**	**9,184**

*Note: For data protection and disclosure reasons, cells have been supressed. * = 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 Traffic Statistics User Guide is 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 2017 collisions data will be made available on this webpage in July 2018.

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[1] and (ii) survey data from The National Travel Survey[2].

[1] Reported Road Casualties in Great Britain Annual Report 2016: Department for Transport
https://www.gov.uk/government/statistics/reported-road-casualties-great-britain-annual-report-2016

[2] The Travel Survey for Northern Ireland 2014-2016
https://www.infrastructure-ni.gov.uk/publications/travel-survey-northern-ireland-depth-report-2014-2016

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. For the following, six years of TSNI data have been combined to ensure the analysis is robust. The TSNI indicates that 70% of people involved in at least one road accident in the last three years in which they were injured stated that police were aware of the accident, either attending at the scene or having it reported to them afterwards. (The confidence interval around this was +/– 6%).

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 8th February 2018) refer to the year ending September 2017. Key points from the publication are as below:

Reported road casualties, compared with year ending September 2016 show:

- *a decrease of 4% in road deaths to 1,720.*
- *a decrease of 5% in casualties of all severities to 174,510.*
- *vehicle traffic levels increased by 1.0%.*

https://www.gov.uk/government/statistics/reported-road-casualties-great-britain-provisional-estimates-july-to-september-2017

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 the 2018 version of this annual report in June 2019. 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 www.dft.gov.uk www.pacts.org.uk www.trl.co.uk
https://www.infrastructure-ni.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 Northern Ireland Policing Districts