Police Service of Northern Ireland

Police Recorded Injury Road Traffic Collisions and Casualties Northern Ireland

Detailed Trends Report 2018

Annual Report

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Northern Ireland Statistics & Research Agency

Keeping People Safe

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User Engagement

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

Executive Summary

- There were 5,749 injury collisions recorded by the Police Service of Northern Ireland during the calendar year 2018, resulting in a total of 8,720 casualties comprising 55 fatalities, 730 people seriously injured and a further 7,935 people slightly injured.

- The 5,749 injury road traffic collisions recorded in 2018 was the lowest number observed since 2011, and the second successive fall in collision numbers, a change in the upward trend seen from 2011 to 2016. The overall number of casualties has reduced for the third successive year with 464 fewer casualties recorded than in 2017.

- The 55 fatalities recorded in 2018 were eight fewer than the number recorded in 2017, 60 fewer than 2009 and 317 fewer than 1972 which had the highest annual total of deaths at 372.

- There were 24 vulnerable road users killed comprising the deaths of 16 pedestrians, 7 motorcyclists and 1 pedal cyclist. This was two less deaths amongst vulnerable road users than seen in 2017 and 16 less than the 40 fatalities of vulnerable road users in 2009.

- The 785 people killed or seriously injured (KSI casualties) in 2018 is 56 less than in 2017 and slightly above the figure for 2013 (777) which was the lowest level since detailed records began in 1971.

- The number of pedestrian casualties recorded in 2018 was the lowest seen in records going back to 1986. Pedestrian casualties have decreased by 57% since 1986 and are down by a fifth since 2009.

- 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 2018 were also at their lowest level since detailed records began in 1986.

- The majority of KSI casualties of older people in 2018 were drivers, 44% of all KSI casualties aged 65 and over.

- The most common principal causation factors for KSI casualties during 2018 were 'Inattention or attention diverted (88 KSI casualties), followed by 'Wrong course/position' (83 KSI casualties) and 'Impairment by drugs or alcohol - driver/rider' (78 KSI casualties). These 3 categories were responsible for over three in ten of all KSI casualties in 2018.

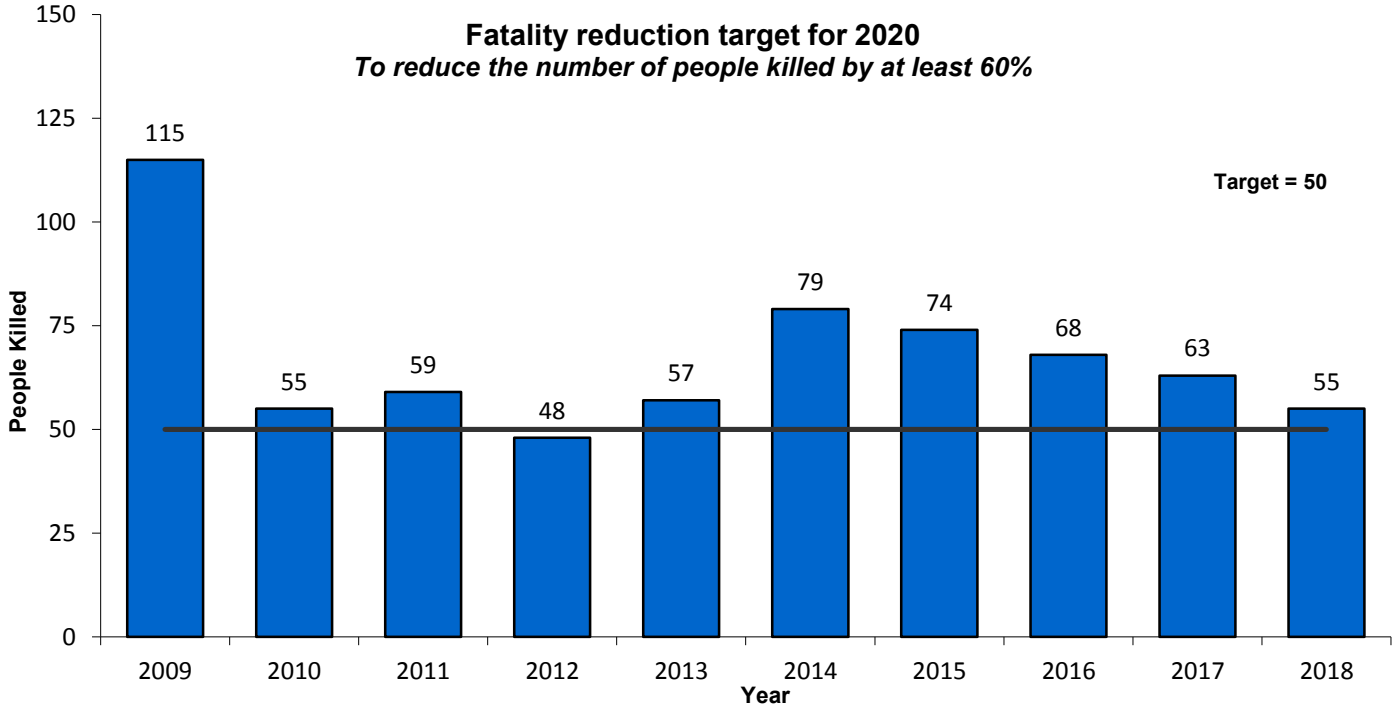
Police Recorded Injury Road Traffic Collisions and Casualties 2009-2018

Year	Number of injury collisions				Casualties			
	Fatal Collisions	Serious Collisions	Slight Collisions	All Injury Collisions	Killed	Seriously Injured	Slightly Injured	Total Casualties
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**
2018	53	625	5,071	**5,749**	55	730	7,935	**8,720**

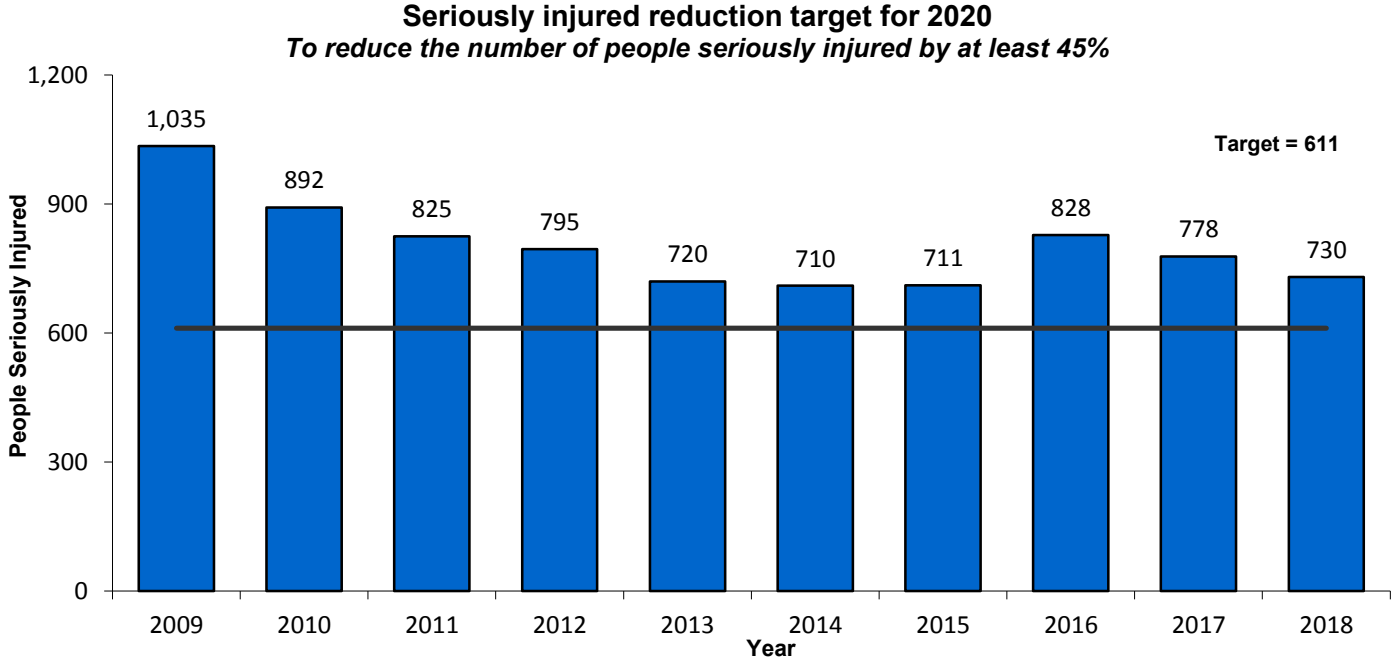
The Casualty Reduction Target for 2020

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.

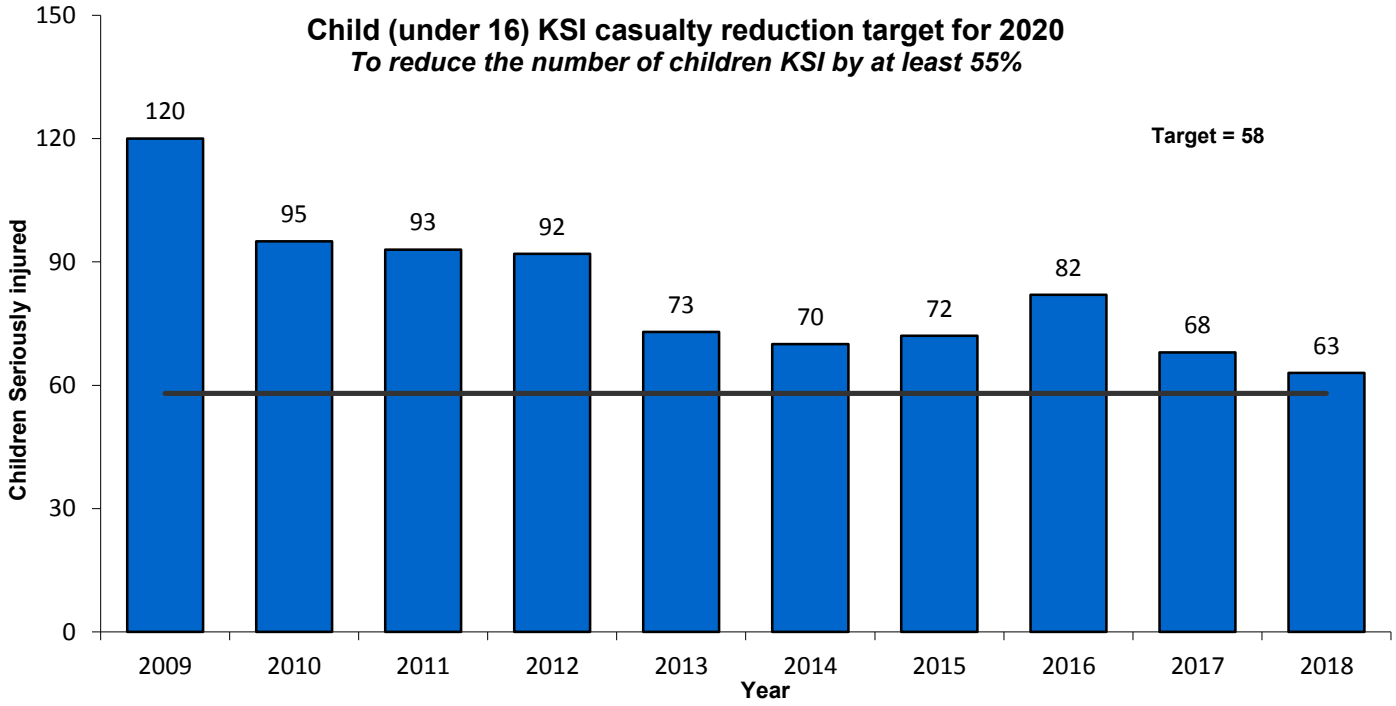
Target A: The Department for Infrastructure (DfI) Northern Ireland Road Safety Strategy aims at a 60% reduction on the number of fatalities on Northern Ireland's roads, from the 2004 – 2008 average of 126 to fewer than 50 by 2020. This figure has already dipped below this target in 2012 with 48 fatalities. The 2018 figure of 55 fatalities was the fourth consecutive annual decrease; however, it was 5 deaths higher than the 2020 target.



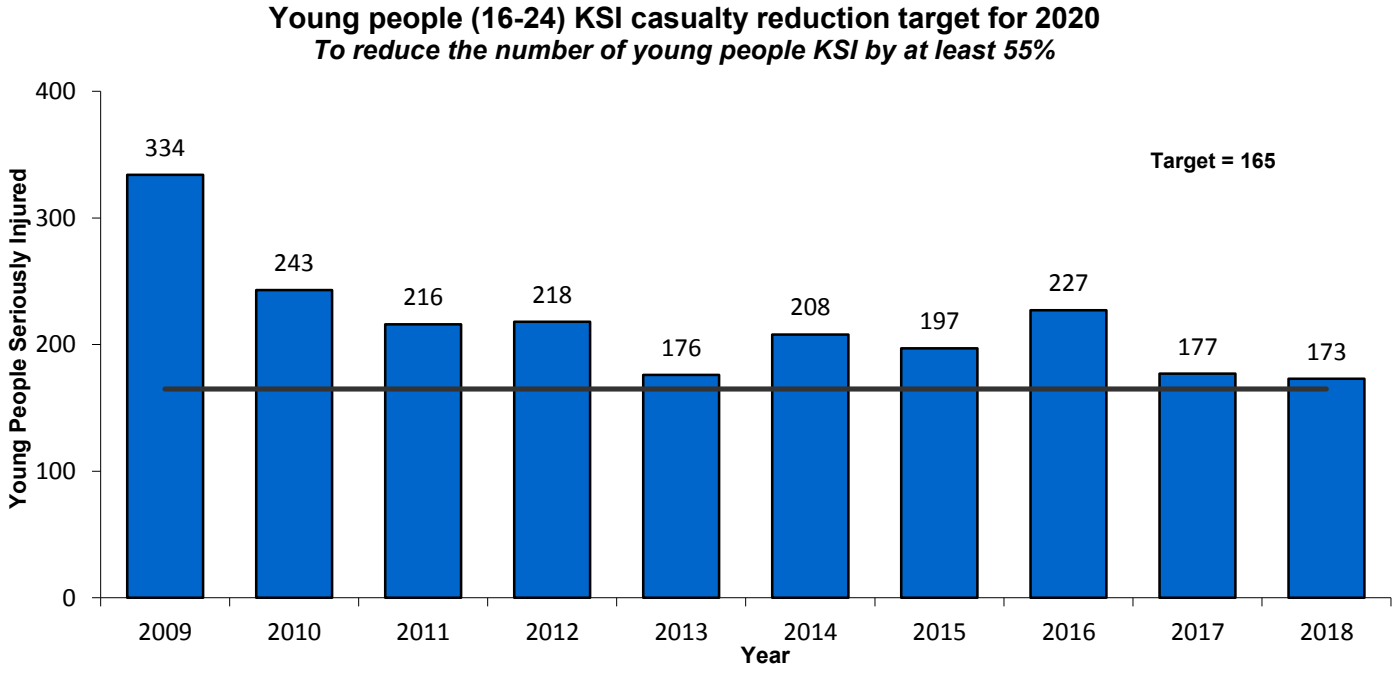
Target B: The Department for Infrastructure Northern Ireland Road Safety Strategy also aims at a 45% reduction in the number of persons seriously injured on Northern Ireland's roads, from the 2004 – 2008 average of 1,111 to fewer than 611 by 2020. There were 730 people seriously injured in 2018 which was a decrease of 48 on the previous year however, it was 119 more than the target.



Target C: The Road Safety Strategy has set a target of 55% reduction in the number of children killed or seriously injured on Northern Ireland's roads, from the 2004 – 2008 average of 128 to fewer than 58 by 2020. Although the 2018 figure exceeded the target by five, 63 is the lowest number of child KSIs recorded to date in a calendar year.



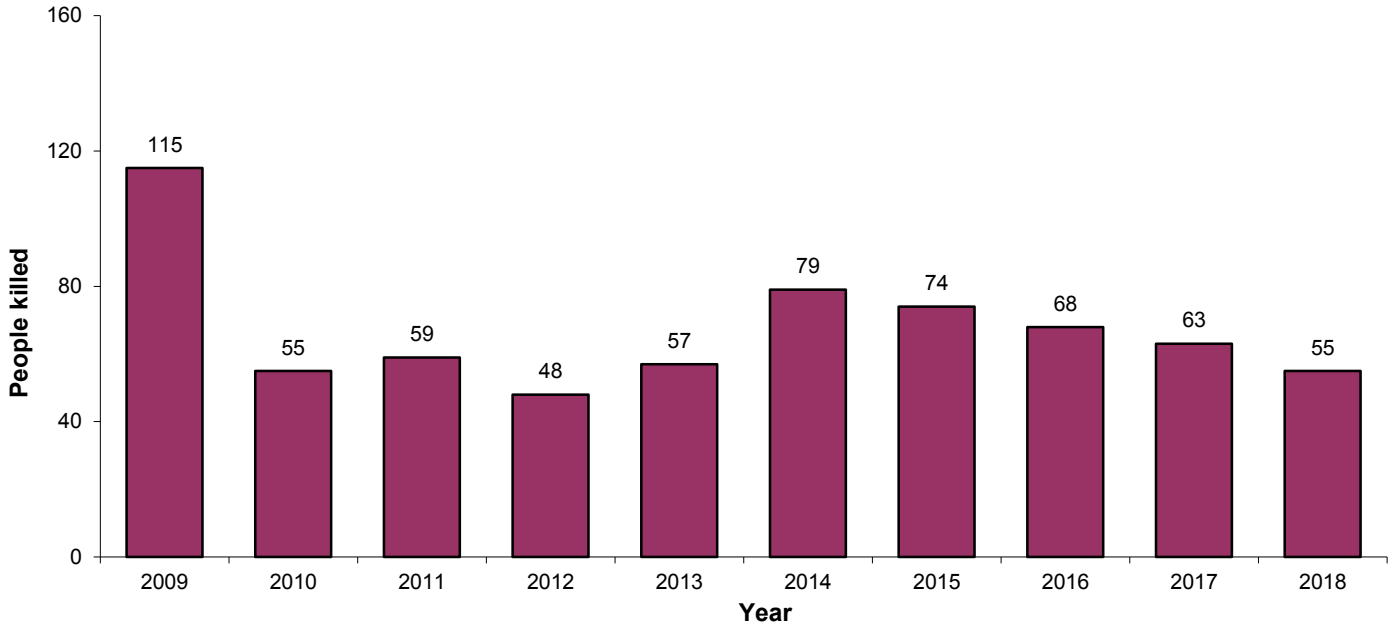
Target D: The Strategy also has a target of a 55% reduction in the number of young people (aged 16-24) killed or seriously injured on Northern Ireland's roads, from the 2004 – 2008 average of 366 to fewer than 165 by 2020. The number of young people KSI casualties decreased to 173 in 2018, which is the lowest level recorded in a calendar year period but is still 8 more than the target for 2020.



Section 1 – Casualty Information

Fatalities – Trends over the last 10 years

Figure 1.1 Fatalities resulting from road traffic collisions in Northern Ireland 2009 to 2018



- The number of people killed decreased for the fourth year in succession to 55 deaths in 2018. Although 7 more than 2012, the 2018 total was 60 fewer deaths than the 115 recorded in 2009 and is equal with 2010 in being the second lowest number of fatalities in a year on record. (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 2009–2018

Road user type	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
Pedestrians	24	10	13	9	7	18	19	15	15	16
Drivers of motor vehicles	42	21	23	21	22	30	31	31	25	23
Motorcyclists	16	8	6	4	10	13	4	4	9	7
Pedal Cyclists	0	0	2	2	4	3	0	3	2	1
Passengers	29	13	11	10	13	12	17	12	11	7
Pillion Passengers	0	2	1	0	0	1	0	1	0	0
Other road users	4	1	3	2	1	2	3	2	1	1
Total	**115**	**55**	**59**	**48**	**57**	**79**	**74**	**68**	**63**	**55**

- Drivers of motor vehicles were the largest casualty class for fatalities in 2018, accounting for 23 people killed. This was two less than the previous year and represents the lowest number of driver deaths by year since 2013.

- There were 24 vulnerable road users killed comprising the deaths of 16 pedestrians, 7 motorcyclists and 1 pedal cyclist. This was two less deaths amongst vulnerable road users than seen in 2017 and 16 less than the 40 fatalities of vulnerable road users in 2009.

- The seven motorcyclists killed in 2018 were two less than the nine deaths recorded in 2017.

Table 1.2 Number of road traffic fatalities by age and gender in Northern Ireland 2009–2018

	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
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**
2018	3	0	**3**	8	3	**11**	8	2	**10**	10	1	**11**	8	2	**10**	7	3	**10**	44	11	**55**

M=Male F=Female T=Total

- Of the 55 people killed on Northern Ireland's roads in 2018, 44 were male and 11 female. This is typical of the pattern observed previously, with the proportion by gender remaining fairly constant over the last 10 years.
- There were 3 children (under the age of 16) killed on Northern Ireland's roads in 2018, all were male. This was one less child fatality than the four recorded in 2017.
- Road deaths, excluding under-16s, were relatively evenly spread across all the age groups from 16-24 to 65+.
- The number of fatalities has decreased across all age groups in comparison with ten years ago. The largest reduction was seen in the 16-24 age group which saw a fall in the number of deaths of over 70% between 2009 and 2018. See chart comparing 2018 with 2009 below.

Figure 1.2 Road fatalities by age group 2009 compared with 2018

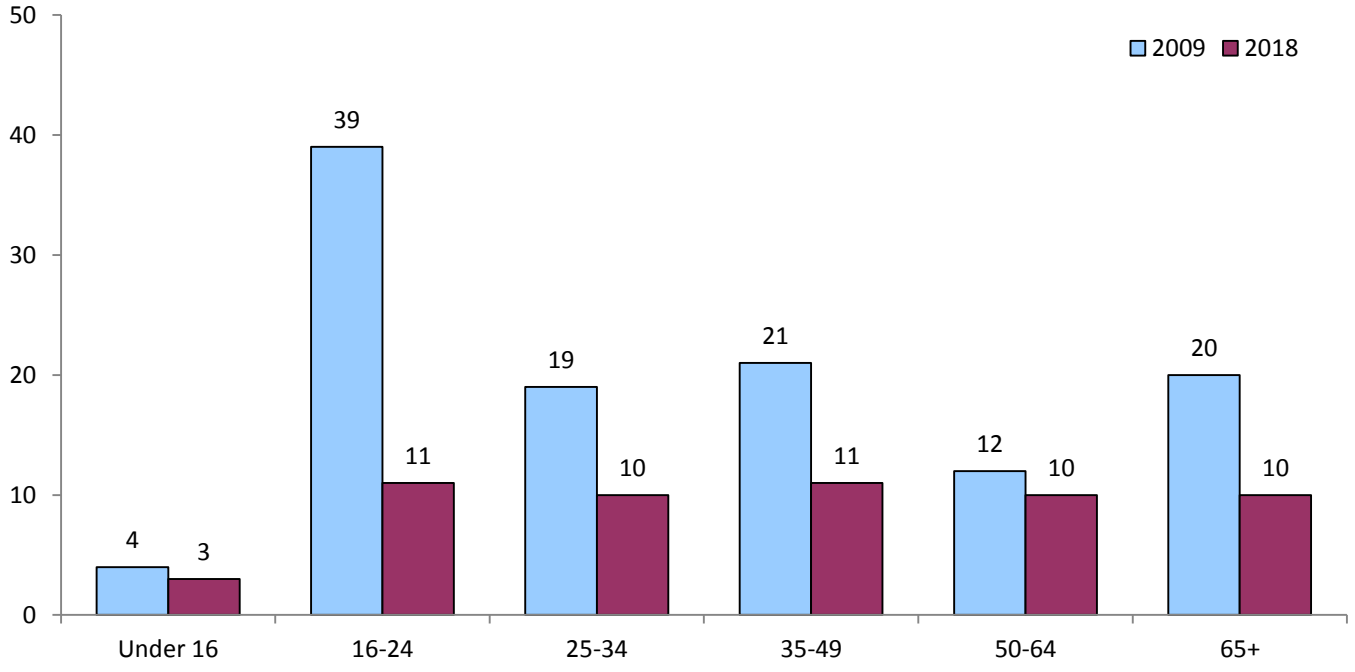
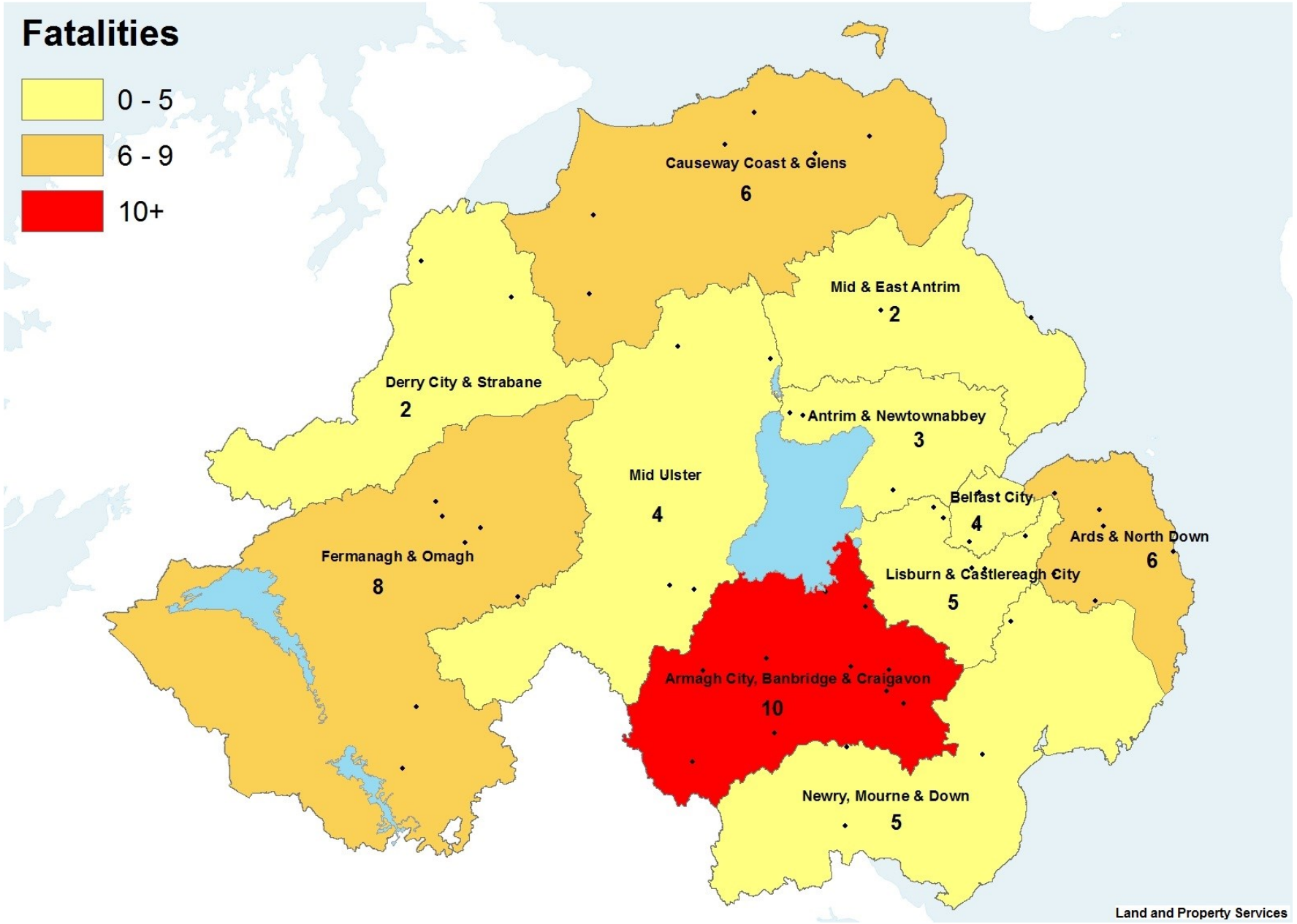


Table 1.3 Fatalities by Police Area and District 2009–2018

Area	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
Belfast City	**6**	**4**	**6**	**3**	**2**	**7**	**6**	**3**	**3**	**4**
Antrim & Newtownabbey	6	6	8	5	5	2	6	8	2	3
Causeway Coast & Glens	21	2	5	2	5	9	8	8	6	6
Derry City & Strabane	6	5	5	2	4	5	4	7	5	2
Mid & East Antrim	9	1	3	5	9	4	6	3	6	2
North Area Policing	**42**	**14**	**21**	**14**	**23**	**20**	**24**	**26**	**19**	**13**
Ards & North Down	6	1	2	1	4	4	5	7	4	6
Armagh City, Banbridge & Craigavon	11	6	7	8	6	7	9	10	6	10
Fermanagh & Omagh	14	7	7	7	11	11	8	10	6	8
Lisburn & Castlereagh City	2	9	2	5	2	8	5	3	7	5
Mid Ulster	19	6	6	6	6	7	9	3	5	4
Newry, Mourne & Down	15	8	8	4	3	15	8	6	13	5
South Area Policing	**67**	**37**	**32**	**31**	**32**	**52**	**44**	**39**	**41**	**38**
Northern Ireland Total	**115**	**55**	**59**	**48**	**57**	**79**	**74**	**68**	**63**	**55**

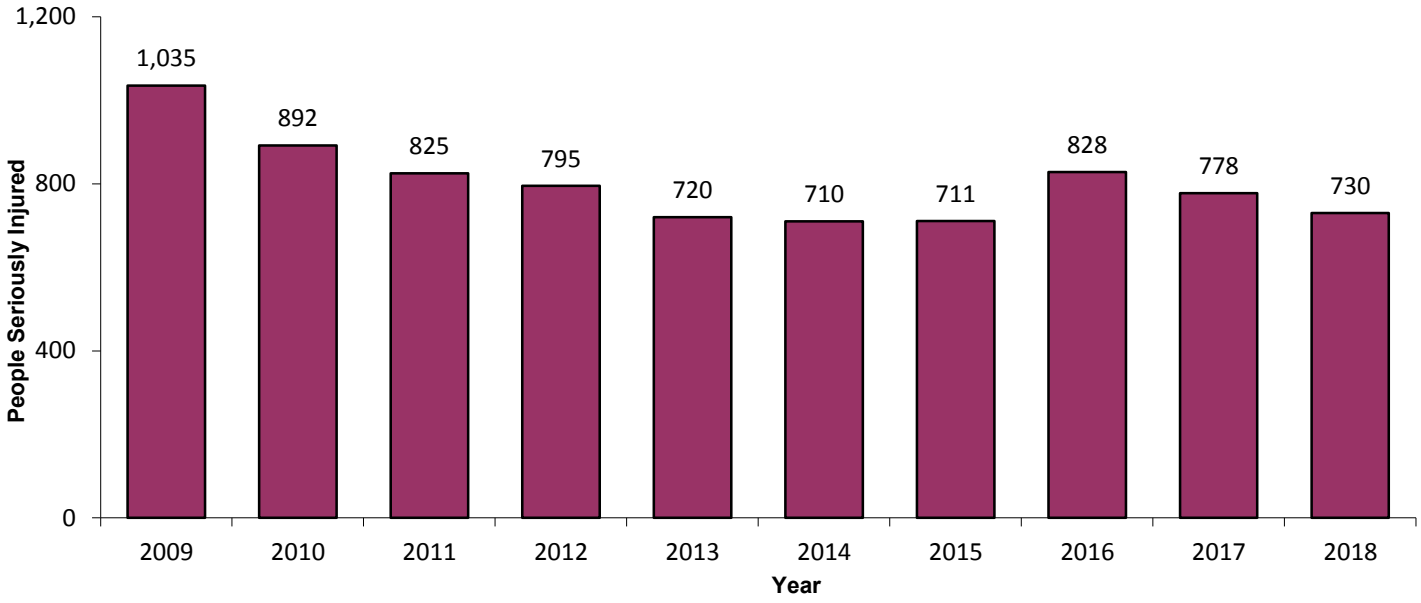
- Armagh City, Banbridge & Craigavon had the highest number of road traffic fatalities in 2018 with 10 deaths.
- Mid & East Antrim and Derry City & Strabane districts had the lowest number of recorded fatalities in 2018 (2).
- Newry, Mourne & Down reported the largest decrease over the year, reducing from 13 fatalities in 2017 to 5 in 2018.
- Looking further back to 10 years ago, there was only one District which had more deaths recorded in 2018 than in 2009, this was Lisburn & Castlereagh City. Causeway Coast & Glens had a reduction in fatalities from 21 in 2009 to 6 in 2018. Fatalities in Mid-Ulster also decreased by 15 over the same period, from 19 to 4.

Figure 1.3 Fatalities by Police Area and District 2018



People seriously injured – Trends over the last 10 years

Figure 1.4 Number of people seriously injured in road traffic collisions in Northern Ireland 2009 to 2018



- There were 730 people seriously injured on Northern Ireland's roads in 2018 which was 48 less than the 778 recorded in 2017 (a decrease of 6%). This however was 20 more than the low point in the ten year series seen in 2014 (710).

- The 2018 figure of 730 people seriously injured was 305 fewer than 2009 and 2,175 fewer than the highest level recorded in 1977 (reductions of 29.5% and 74.9% respectively).

Table 1.4 Number of people seriously injured by road user type in Northern Ireland 2009–2018

Road user type	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
Pedestrians	191	167	200	182	162	140	164	164	175	135
Drivers of motor vehicles	417	332	295	294	271	263	254	353	309	297
Motorcyclists	138	112	102	96	91	84	78	88	80	101
Pedal Cyclists	32	49	47	55	42	59	40	61	50	46
Passengers	235	211	161	155	136	155	163	156	149	134
Pillion Passengers	7	8	7	3	5	4	6	3	8	5
Other road users	15	13	13	10	13	5	6	3	7	12
Total	**1,035**	**892**	**825**	**795**	**720**	**710**	**711**	**828**	**778**	**730**

- Drivers of motor vehicles accounted for 40.7% of all seriously injured casualties in 2018. Pedestrians were next highest with 18.5%, followed by passengers (18.4%), motorcyclists (13.8%) and pedal cyclists (6.3%).

- In comparison with ten years ago, all categories of key road users in 2018 had fewer people seriously injured than in 2009, with the exception of pedal cyclists which had 14 additional serious casualties when compared with 2009.

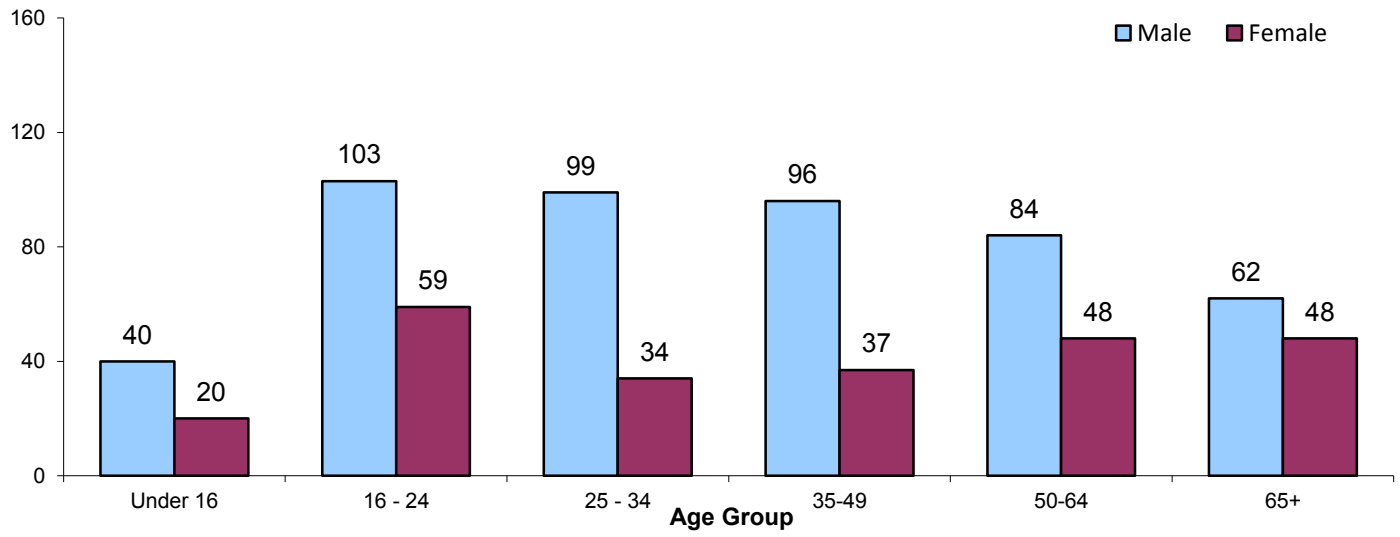
- While there were 40 fewer pedestrians seriously injured in 2018 than in 2017, there were 21 more motorcyclists seriously injured in 2018 than in 2017 and a return to the level of motorcyclist serious injuries last seen in 2011.

Table 1.5 Number of people seriously injured by age and gender in Northern Ireland 2009–2018

	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**
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**
2018	40	20	**60**	103	59	**162**	99	34	**133**	96	37	**133**	84	48	**132**	62	48	**110**	484	246	**730**

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 - 2018



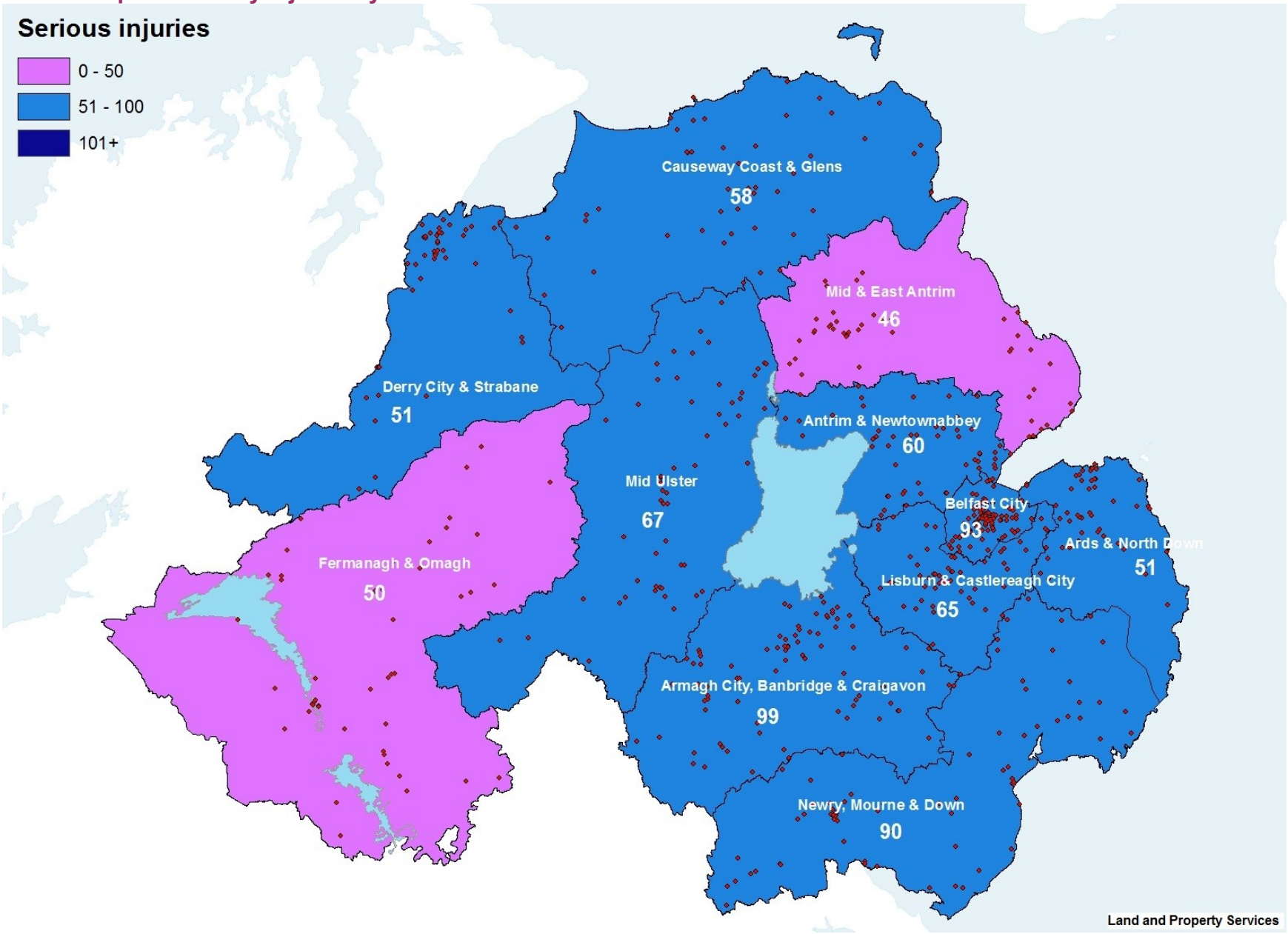
- Males accounted for two-thirds of people seriously injured (66%) in 2018.
- More males were seriously injured than females for all age groups in 2018. The proportion of males to females ranged from 74.4% for the 25 to 34 age group to 56.4% for the 65+ age group.
- The highest proportion of those seriously injured in 2018 was among those aged 16 to 24 with 162, representing over 22% of those who were seriously injured during the year.
- The number of people seriously injured decreased across all age groups with the exception of those aged 25-34 which increased by 14.
- Although there were over 300 fewer people seriously injured than the 1,035 recorded in 2009, more people were seriously injured amongst the older age groups in 2018 than ten years ago, with the 50 to 64 and 65 plus age groups increasing by 6 and 12 casualties respectively.

Table 1.6 People Seriously Injured by Police Area and District 2009–2018

	2009	2010	2011	2012	2013	2014	2015	2016	2017	2017
Belfast City	**146**	**121**	**142**	**150**	**136**	**106**	**115**	**125**	**128**	**93**
Antrim & Newtownabbey	68	61	48	53	36	43	45	55	56	60
Causeway Coast & Glens	102	69	74	77	67	73	58	78	63	58
Derry City & Strabane	66	57	50	56	46	64	35	43	43	51
Mid & East Antrim	97	76	62	47	64	46	62	64	63	46
North Area Policing	**333**	**263**	**234**	**233**	**213**	**226**	**200**	**240**	**225**	**215**
Ards & North Down	88	59	57	55	46	52	45	51	61	51
Armagh City, Banbridge & Craigavon	99	104	126	95	80	76	95	98	77	99
Fermanagh & Omagh	88	60	56	59	66	46	44	85	61	50
Lisburn & Castlereagh City	89	77	65	67	62	57	63	73	55	65
Mid Ulster	92	100	48	61	49	53	69	59	66	67
Newry, Mourne & Down	100	108	97	75	68	94	80	97	105	90
South Area Policing	**556**	**508**	**449**	**412**	**371**	**378**	**396**	**463**	**425**	**422**
Northern Ireland Total	**1,035**	**892**	**825**	**795**	**720**	**710**	**711**	**828**	**778**	**730**

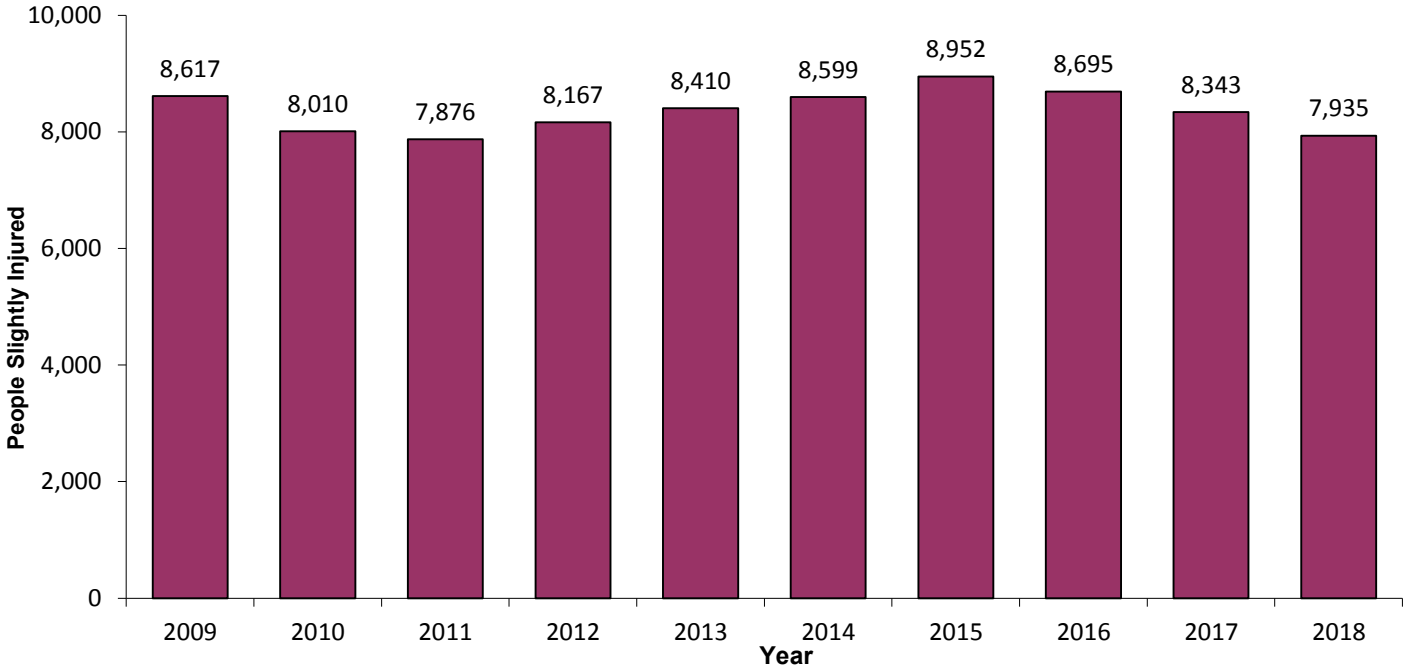
- Armagh City, Banbridge & Craigavon had the largest number of people seriously injured in 2018 with 99 while the District with the fewest was Mid & East Antrim with 46.
- The largest overall change in comparison to last year was in Belfast City which decreased by 35 from 128 people seriously injured in 2017 to 93 this year.
- All Districts had fewer people seriously injured in 2018 compared with 2009, with the exception of Armagh City, Banbridge & Craigavon which remained the same at 99 serious injuries for both 2018 and 2009. Belfast City had the largest reduction in serious casualties over the 10 year period, falling by 53 serious casualties from 146 recorded in 2009 to 93 in 2018 (a reduction of 36%).

Figure 1.6 People seriously injured by Police Area and District 2018



People Slightly Injured – Trends over the last 10 years

Figure 1.7 Number of people slightly injured in road traffic collisions in Northern Ireland 2009 to 2018



- There were 7,935 people slightly injured in 2018 which was the third successive fall in the number of people slightly injured. This was 408 fewer people slightly injured than in 2017 and 682 less than 2009 when 8,617 people were slightly injured.

Table 1.7 Number of people slightly injured by road user type in Northern Ireland 2009 – 2018

Road user type	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
Pedestrians	636	558	621	613	610	611	604	552	539	536
Drivers of motor vehicles	4,669	4,364	4,144	4,425	4,577	4,786	5,071	5,003	4,851	4,563
Motorcyclists	260	255	238	189	210	192	202	193	185	185
Pedal Cyclists	173	165	206	220	210	271	239	266	267	240
Passengers	2,817	2,613	2,615	2,670	2,750	2,685	2,781	2,625	2,453	2,351
Pillion Passengers	13	9	7	11	11	7	4	6	7	9
Other road users	49	46	45	39	42	47	51	50	41	51
Total	**8,617**	**8,010**	**7,876**	**8,167**	**8,410**	**8,599**	**8,952**	**8,695**	**8,343**	**7,935**

- From the year 2000 all road user type groups have shown a decrease in slight injuries of between 29% (Drivers of motor vehicles) and 52% (Passengers) with the exception of pedal cyclists where the numbers of slight injuries increased by 14%. The number recorded in 2018 (240) was more than double the 118 slight injuries recorded in 2005, which was the series low.

- At 4,563 the number of drivers slightly injured in 2018 was 288 fewer than the 4,851 recorded in 2017, the third successive calendar year decrease in slight injuries in this category. It was 106 less than the 4,669 slight injuries recorded in 2009.

- Motorcyclists have maintained their relatively low number of slight injuries in comparison with ten years ago, with 75 fewer slightly injured than in 2009 (a reduction of 29%).

Analysis of vulnerable road users

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

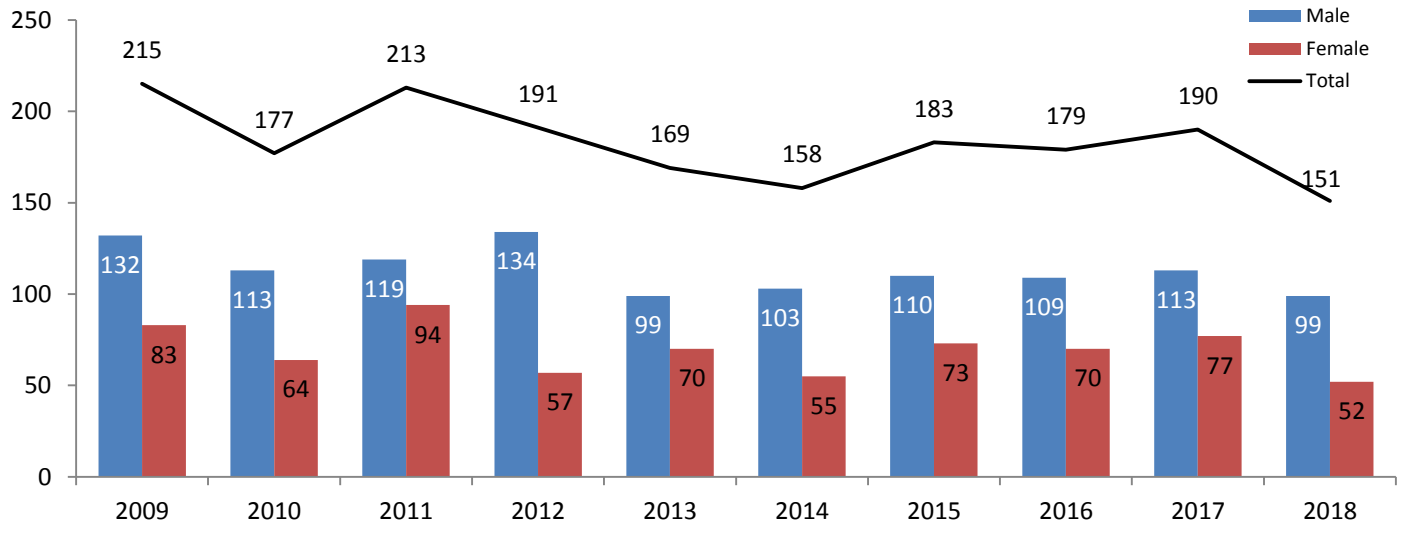
Pedestrians

Table 1.8 Number of pedestrian casualties by severity of injury 2009 – 2018

	Killed			Seriously Injured			Slightly Injured			Total		
Year	Male	Female	Total	Male	Female	Total	Male	Female	Total	Male	Female	Total
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**
2018	13	3	**16**	86	49	**135**	295	241	**536**	394	293	**687**

- There were 687 pedestrian casualties in 2018, 42 less than 2017 and an overall reduction of 19% from the 851 recorded in 2009.
- The 16 pedestrians killed in 2018 comprised 13 males and 3 females.
- As with previous years, the majority of pedestrian casualties recorded in 2018 were male. They accounted for more than half the proportion of casualties overall (57.4%) and approximately two-thirds of those killed or seriously injured in 2018 (65.6%).
- Children accounted for the highest number of pedestrians killed or seriously injured with 40 (26.5%) out of the 151 KSI casualties recorded in 2018 coming from this age group. See accompanying supplementary tables spreadsheet for a full gender, age and severity of injury breakdown of pedestrian casualties since 2009.

Figure 1.8 Pedestrians killed or seriously injured by gender 2009 – 2018



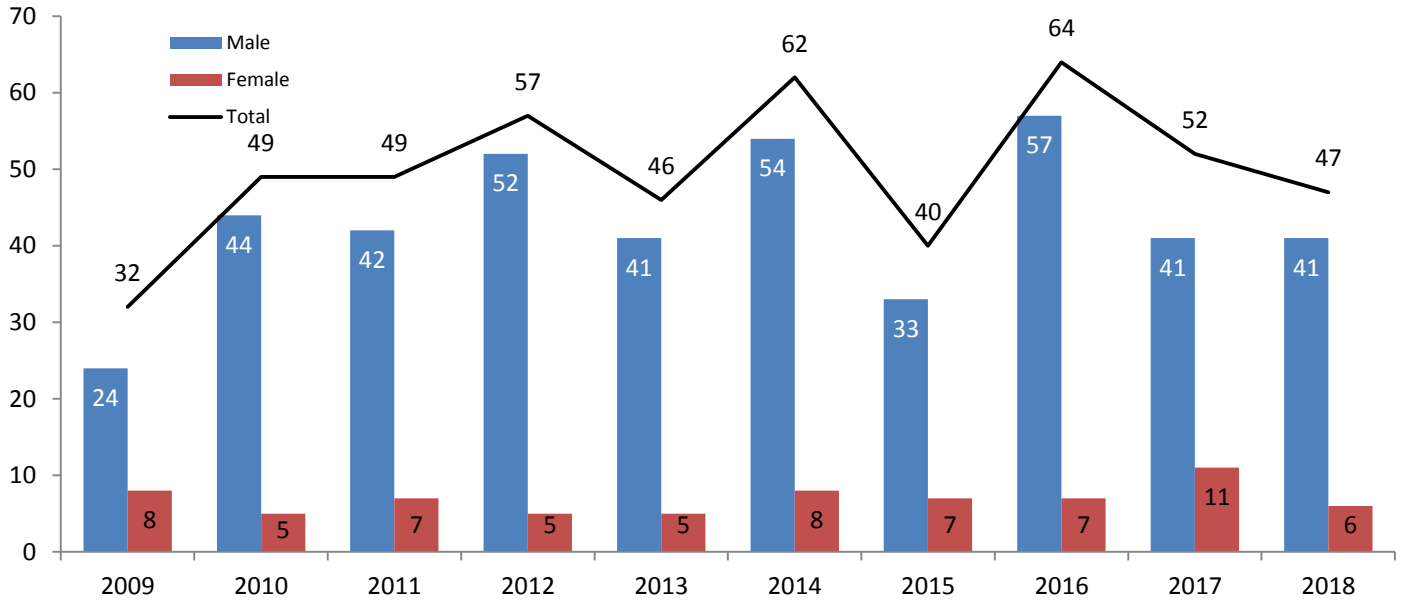
Pedal cyclists

Table 1.9 Number of pedal cyclist casualties by severity of injury 2009 – 2018

	Killed			Seriously Injured			Slightly Injured			Total		
Year	Male	Female	Total	Male	Female	Total	Male	Female	Total	Male	Female	Total
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**
2018	1	0	**1**	40	6	**46**	207	33	**240**	248	39	**287**

- There were 287 pedal cyclist casualties in 2018, 32 less than in 2017 but 40% more than the number of pedal cyclists injured in 2009 (205).
- The 47 pedal cyclists killed or seriously injured in 2018 was 5 less than recorded in 2017 but 15 more than the 32 pedal cyclists killed or seriously injured in 2009.
- The majority of pedal cycle casualties in 2018 were males, who accounted for 86.4% overall and 87.2% of those killed or seriously injured.
- In terms of age group, most casualties were from the 35-49 and 50-64 age groups with half of all pedal cyclists casualties in 2018 coming from these categories (144 out of 287) and accounting for two-thirds of KSI (28 out of 47). See accompanying supplementary tables spreadsheet for a full gender, age and severity of injury breakdown of pedal cycle casualties since 2009.

Figure 1.9 Pedal cyclists killed or seriously injured by gender 2009 - 2018



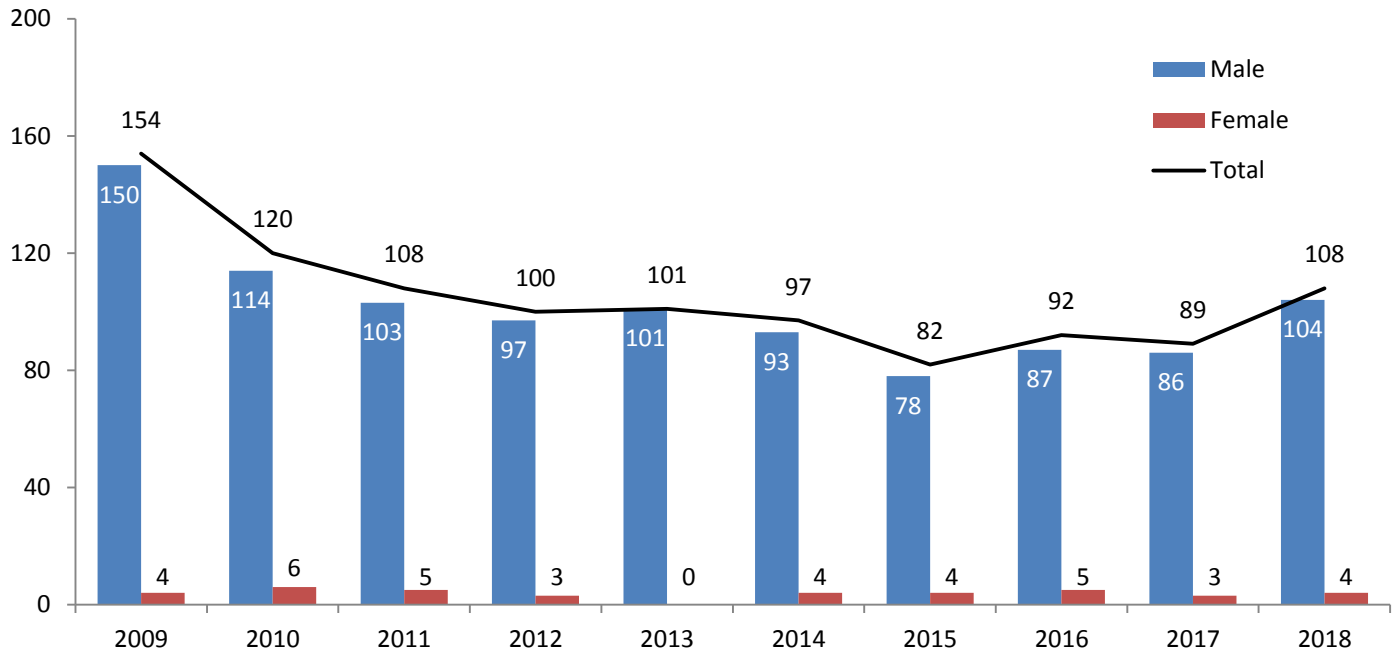
Motorcyclists

Table 1.10 Number of motorcycle casualties by severity of injury 2009 – 2018

	Killed			Seriously Injured			Slightly Injured			Total		
Year	Male	Female	Total	Male	Female	Total	Male	Female	Total	Male	Female	Total
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**
2018	7	0	**7**	97	4	**101**	176	9	**185**	280	13	**293**

- There were 293 motorcycle casualties in 2018, nineteen more than 2017 and an overall reduction of 29% from the 414 recorded in 2009.
- The 7 deaths of motorcyclists recorded in 2018 was two less than the number recorded in 2017 (9).
- Most motorcyclist casualties in 2018 were from the 25 to 34 age group which accounted for 80 (27.3%) of the 293 overall recorded.
- The number of motorcyclists killed or seriously injured in 2018 more than doubled in the 25-34 age group between 2017 and 2018. This age group made up approximately 31% of all motorcyclist KSI casualties. See accompanying supplementary tables spreadsheet for a full gender, age and severity of injury breakdown of motorcycle casualties since 2009.

Figure 1.10 Motorcyclists killed or seriously injured by gender 2009 - 2018

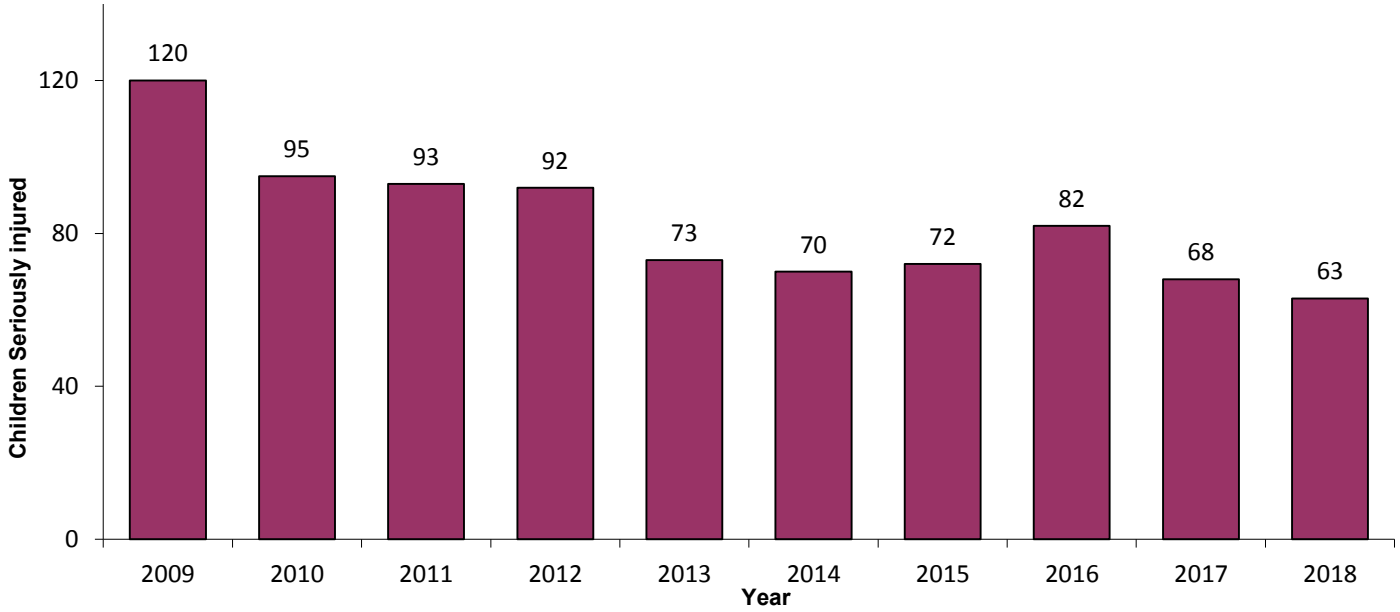


Casualties by selected age group

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 – 2009 to 2018



- The 63 children (under 16) killed or seriously injured in 2018 was 5 less than recorded in 2017 and the lowest number of child KSI casualties recorded.

Table 1.11 Number of child casualties by gender and severity of injury 2009 – 2018

	Killed			Seriously Injured			Slightly Injured			Total		
Year	Male	Female	Total	Male	Female	Total	Male	Female	Total	Male	Female	Total
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**
2018	3	0	**3**	40	20	**60**	377	364	**741**	420	384	**804**

- The total number of child casualties decreased to 804 in 2018, 60 less than in 2017 and a reduction of 23.3% 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 less death, 56 fewer seriously injured and 119 fewer children slightly injured in 2018 compared with 2009.

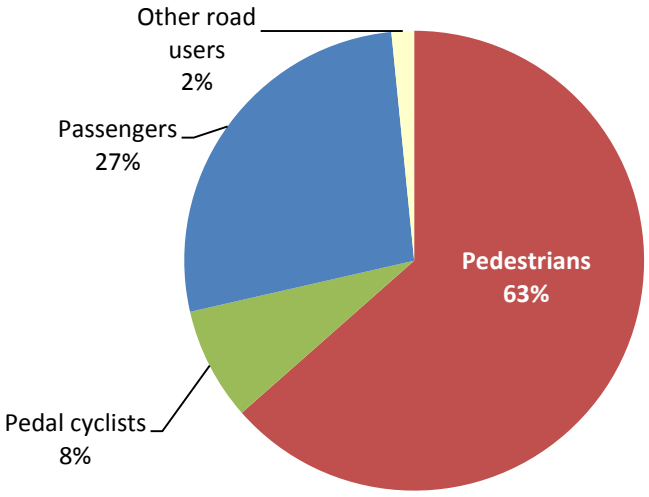
- Over two-thirds (68.3%) of child KSI casualties in 2018 were male, while for all child casualties the proportion by gender was much more even with just over half (52.2%) being male. This is fairly typical of the pattern observed over the last 10 years.

Table 1.12 Child casualties by road user type & severity of injury in Northern Ireland 2009 – 2018

	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
Killed										
Pedestrians	3	1	0	3	0	3	2	3	2	2
Pedal cyclists	0	0	0	0	0	1	0	0	0	0
Passengers	0	1	1	2	2	0	3	1	0	1
Other road users	1	0	1	0	0	0	0	0	2	0
Total	**4**	**2**	**2**	**5**	**2**	**4**	**5**	**4**	**4**	**3**
Seriously Injured										
Pedestrians	68	57	55	55	54	34	37	50	50	38
Pedal cyclists	11	9	10	9	4	10	4	6	4	5
Passengers	26	20	23	18	12	21	22	19	8	16
Other road users	11	7	3	5	1	1	4	3	2	1
Total	**116**	**93**	**91**	**87**	**71**	**66**	**67**	**78**	**64**	**60**
KSI										
Pedestrians	*71*	*58*	*55*	*58*	*54*	*37*	*39*	*53*	*52*	*40*
Pedal cyclists	*11*	*9*	*10*	*9*	*4*	*11*	*4*	*6*	*4*	*5*
Passengers	*26*	*21*	*24*	*20*	*14*	*21*	*25*	*20*	*8*	*17*
Other road users	*12*	*7*	*4*	*5*	*1*	*1*	*4*	*3*	*4*	*1*
Total	***120***	***95***	***93***	***92***	***73***	***70***	***72***	***82***	***68***	***63***
Slightly Injured										
Pedestrians	179	167	183	170	162	169	161	145	137	126
Pedal cyclists	62	41	55	46	38	32	43	46	44	33
Passengers	611	533	590	734	653	623	643	676	611	576
Other road users	8	8	9	6	5	3	6	5	4	6
Total	**860**	**749**	**837**	**956**	**858**	**827**	**853**	**872**	**796**	**741**
All Casualties										
Pedestrians	250	225	238	228	216	206	200	198	189	166
Pedal cyclists	73	50	65	55	42	43	47	52	48	38
Passengers	637	554	614	754	667	644	668	696	619	593
Other road users	20	15	13	11	6	4	10	8	8	7
Total	**980**	**844**	**930**	**1,048**	**931**	**897**	**925**	**954**	**864**	**804**

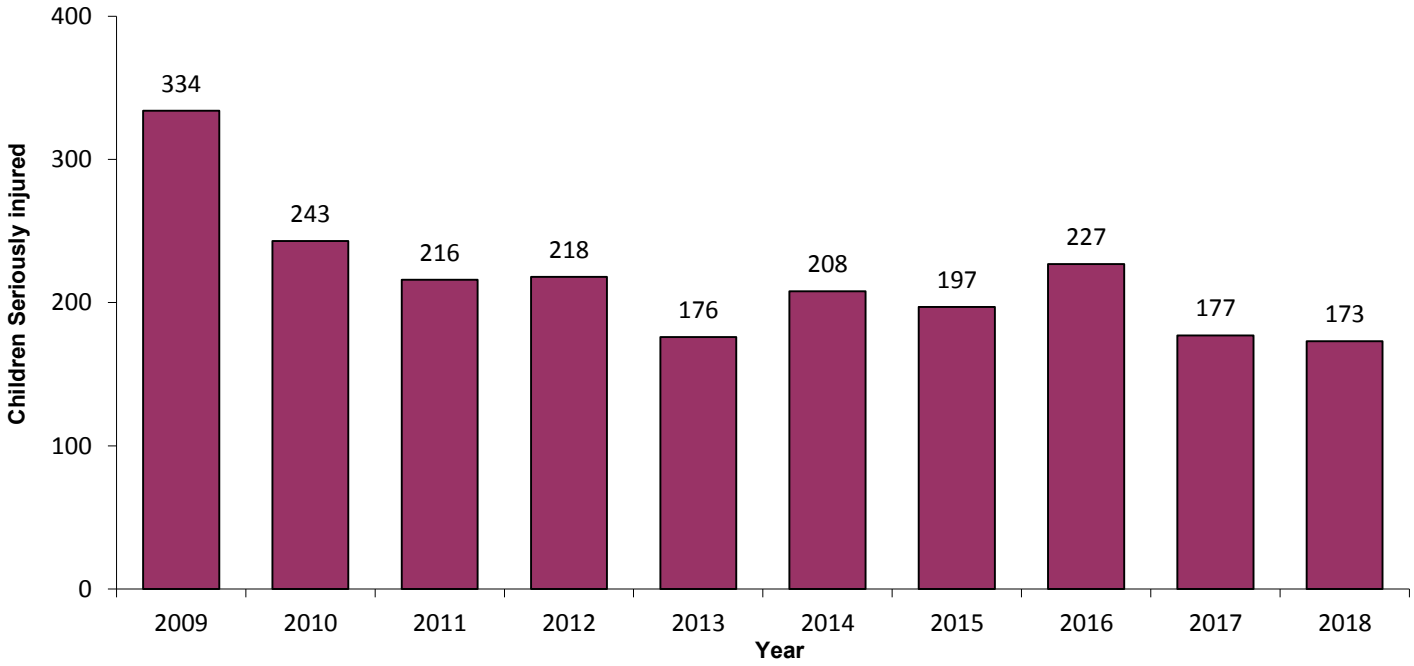
- Nearly three-quarters of all child casualties (73.8%) were passengers in motor vehicles in 2018, over three-fifths (63.5%) of children killed or seriously injured during the year were pedestrians.

Figure 1.12 Child casualties killed or seriously injured by road user type 2018



Young People (Age group 16 to 24)

Figure 1.13 Young people killed or seriously injured – 2009 to 2018



- The 173 KSI casualties of young people (those aged between 16 and 24) was the lowest recorded for this age group in a calendar year for records held since 1986. It was also 161 fewer than 2009 when 334 young people were killed or seriously injured (a reduction of 48%).

Table 1.13 Number of casualties of young people by gender and severity of injury 2009 – 2018

	Killed			Seriously Injured			Slightly Injured			Total		
Year	Male	Female	Total	Male	Female	Total	Male	Female	Total	Male	Female	Total
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**
2018	8	3	**11**	103	59	**162**	797	767	**1,564**	908	829	**1,737**

- In 2018 there were 11 fatalities of young people. This was 1 less than the 12 recorded in 2017 and a 72% reduction on the number recorded in 2009 (39 fatalities).

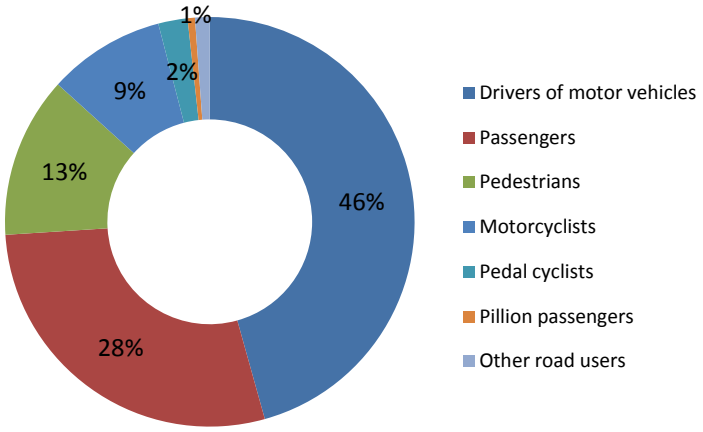
- Slightly more than half of all young casualties were males (52.3%), the proportion being almost evenly split for those slightly injured while nearly two-thirds of young KSI casualties were male (64.2%).

- In 2018, there were 981 fewer young people who were casualties in a road traffic collision than in 2009. Fatalities reduced by 28, those seriously injured by 133 and young people slightly injured by 820 (reductions of 72%, 45% and 34% respectively).

Table 1.14 Number of young people killed or seriously injured by road user type 2009 – 2018

	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
KSI										
Pedestrians	41	30	39	30	17	19	33	23	26	22
Drivers of motor vehicles	140	95	79	82	67	96	72	105	80	79
Motorcyclists	43	31	26	27	24	24	20	20	16	16
Pedal cyclists	2	6	8	8	2	5	4	8	2	4
Passengers	106	76	61	69	60	62	66	66	49	49
Pillion Passengers	1	3	1	1	2	2	1	4	2	1
Other road users	1	2	2	1	4	0	1	1	2	2
Total	**334**	**243**	**216**	**218**	**176**	**208**	**197**	**227**	**177**	**173**

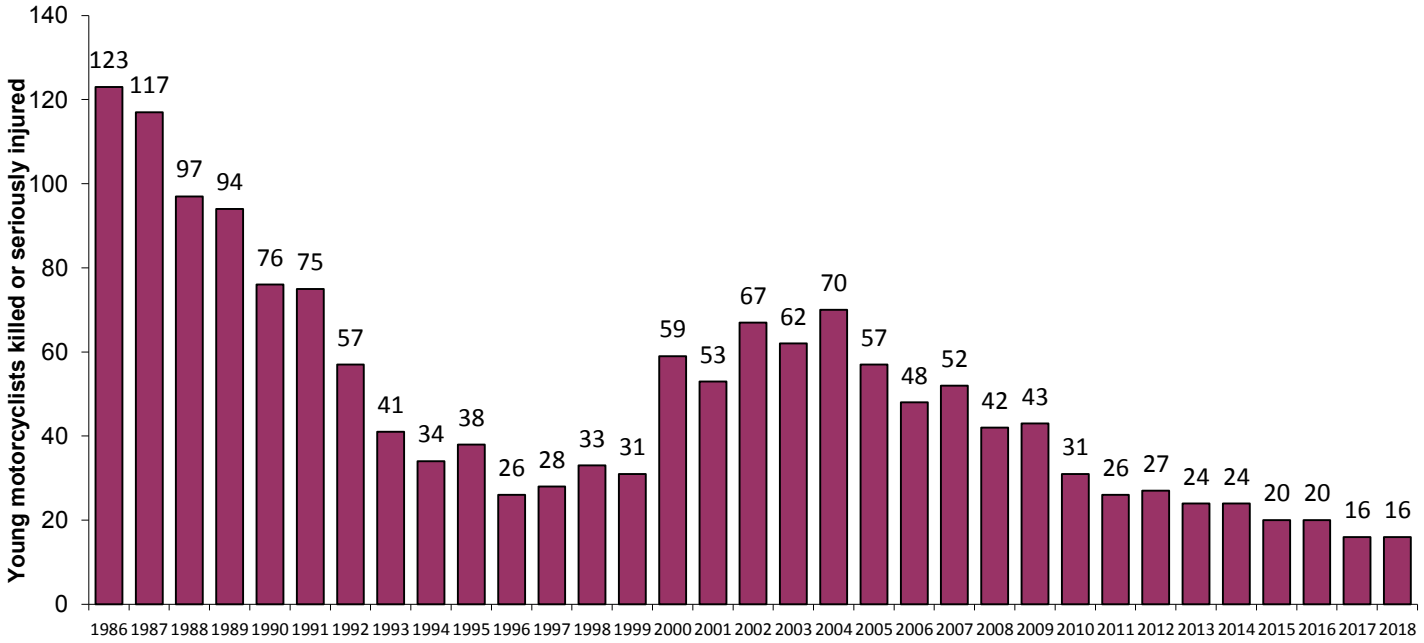
Figure 1.14 Young people killed or seriously injured by road user type - 2018



- The majority of young people killed or seriously injured in 2018 were drivers of motor vehicles with 79 out of the 173 KSI casualties being from this category (45.7%).

- The 16 young motorcyclists killed or seriously injured in 2018 was the joint fewest, with 2017, 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 2018



Older People (Age Group 65 and over)

Table 1.15 Number of casualties of older people by gender and severity of injury 2009 – 2018

	Killed			Seriously Injured			Slightly Injured			Total		
Year	Male	Female	Total	Male	Female	Total	Male	Female	Total	Male	Female	Total
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**
2018	7	3	**10**	62	48	**110**	324	354	**678**	393	405	**798**

- There were 10 fatalities of older people (those aged 65 plus) in 2018, 3 fewer deaths than recorded in 2017 and 10 fewer than recorded in 2009.
- There were 110 older people seriously injured in 2018, this was 14 fewer than the 124 recorded in 2017.
- In terms of overall casualties, there were 130 more casualties amongst the 65 and over age group in 2018 than seen in 2009. The data 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 2018

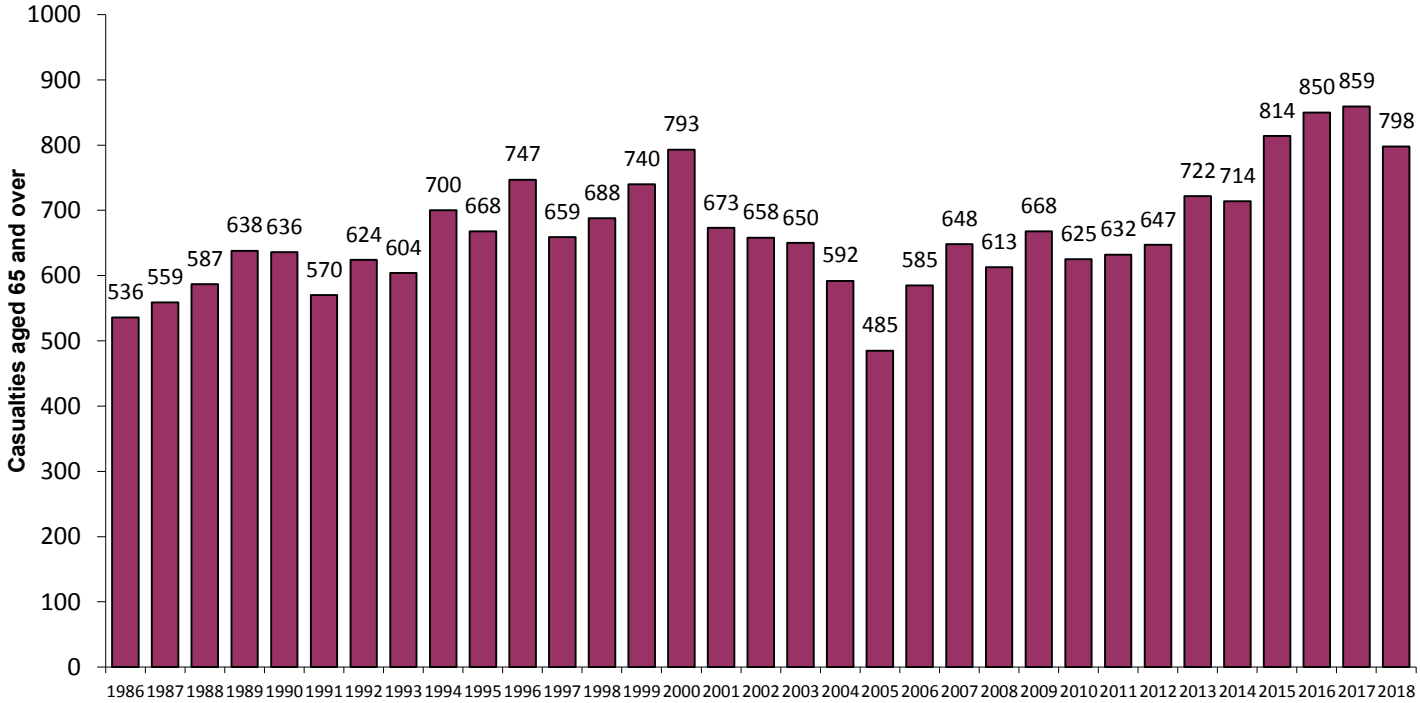


Table 1.16 Number of older people killed or seriously injured by road user type 2009 – 2018

	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
KSI										
Pedestrians	37	26	43	33	38	38	29	39	42	30
Drivers of motor vehicles	44	45	48	35	45	38	36	64	57	53
Motorcyclists	0	3	4	5	3	2	3	6	5	8
Pedal cyclists	3	1	1	5	5	2	2	5	3	4
Passengers	29	28	22	17	22	21	25	19	29	23
Pillion Passengers	0	0	1	0	0	0	0	0	0	0
Other road users	5	3	3	3	2	2	3	0	1	2
Total	**118**	**106**	**122**	**98**	**115**	**103**	**98**	**133**	**137**	**120**

- In terms of road user category, the majority of KSI casualties of older people in 2018 were drivers with 53 recorded (44.2%).

Section 2 – Causation, Single vehicle collisions and Seatbelt Usage

Causation factors in road traffic collisions

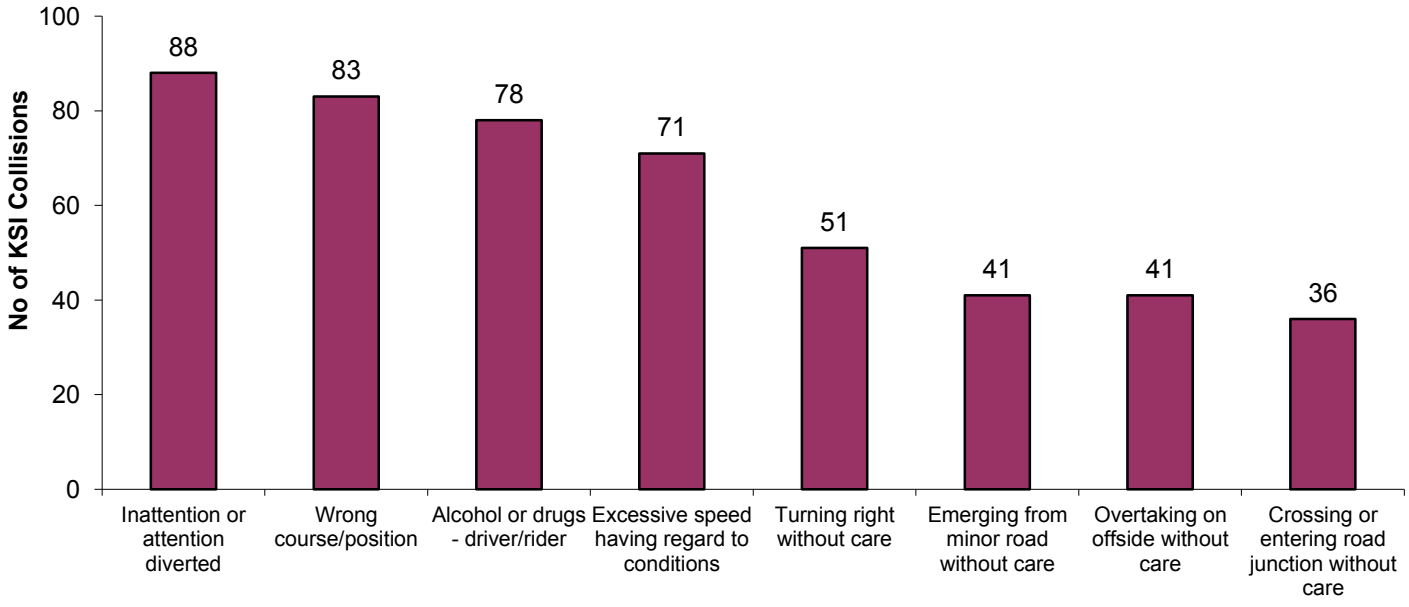
- The most common principal causation factors for KSI casualties during 2018 were 'Inattention or attention diverted (88 KSI casualties), followed by 'Wrong course/position' (83 KSI casualties) and 'Impairment by drugs or alcohol - driver/rider' (78 KSI casualties). These 3 categories were responsible for over three in ten of all KSI casualties in 2018.

- The most common principal causation factors for all casualties were 'inattention or attention diverted' (1,418 casualties) followed by 'driving too close' (1,249 casualties) and 'emerging from minor road without care' (611 casualties). These 3 categories alone were responsible for over a third of all casualties in 2018.

Table 2.1 Most common principal causation factors in road traffic collisions 2018

		Casualties		
Principal Factor	Number of Injury Collisions	KSI	Slightly Injured	Total Casualties
Inattention or attention diverted	962	88	1,330	**1,418**
Driving too close	788	12	1,237	**1,249**
Emerging from minor road without care	384	41	570	**611**
Turning right without care	290	51	441	**492**
Wrong course/position	278	83	408	**491**
Impairment by drugs or alcohol - driver/rider	276	78	350	**428**
Crossing or entering road junction without care	268	36	419	**455**
Excessive speed having regard to conditions	203	71	244	**315**
Overtaking on offside without care	183	41	256	**297**
Changing lane without care	179	6	243	**249**

Figure 2.1 Most common principal causation factors for KSI casualties 2018



- Appendix 5 provides a longer term overview of the causation factors for casualties. The number of KSI casualties due to 'Excessive Speed having regard to conditions' decreased by 64% in 2018 when compared with 2009. KSI casualties due to 'Impairment by drugs or alcohol - driver/rider' decreased by 43% and 'Careless Driving' KSI casualties decreased by 12% over the same period.

Table 2.2 Selected causation factors for KSI casualties 2009 – 2018

	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
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**
2018	9	69	**78**	25	427	**452**	10	61	**71**

- There were 452 KSI casualties in 2018 which were attributed to careless driving[1] comprising 25 people killed and 427 seriously injured.
- There were 9 deaths recorded in 2018 due to a driver/rider being impaired by alcohol or drugs, this was one more than 2017 but 12 less than 2009.
- There were 10 people killed and 61 people seriously injured attributed to excessive speed having regard to conditions in 2018. This was 14 less KSI casualties as a result of excessive speed than 2017 and it was 128 fewer (down 64%) than the 199 recorded ten years ago in 2009.
- 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 2018

	KSI Collision	Slight Collision	Total	KSI Casualties	Slightly injured	Total
Driver/Rider Fault						
Alcohol or drugs - driver/rider	64	212	**276**	78	350	**428**
Excessive speed having regard to conditions	57	146	**203**	71	244	**315**
Careless driving[1]	385	3,733	**4,118**	452	5,967	**6,419**
Other driver rider fault	36	152	**188**	43	240	**283**
Total	**542**	**4,243**	**4,785**	**644**	**6,801**	**7,445**
Passenger Fault	6	35	**41**	6	38	**44**
Pedestrian Fault	80	258	**338**	80	291	**371**
Vehicle Defects	10	65	**75**	13	113	**126**
Obstructions	5	36	**41**	5	54	**59**
Physical/Road	16	111	**127**	18	173	**191**
Weather	13	261	**274**	13	367	**380**
Miscellaneous	6	62	**68**	6	98	**104**
Total	**678**	**5,071**	**5,749**	**785**	**7,935**	**8,720**

[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 2018

	Fatal and Serious Collisions				Total Collisions			
	Male	Female	Unknown	Total	Male	Female	Unknown	Total
Under 17	7	1	0	**8**	36	4	0	**40**
17 - 24	90	32	0	**122**	622	331	0	**953**
25 - 34	82	22	0	**104**	683	353	0	**1,036**
35 - 49	85	33	0	**118**	669	415	0	**1,084**
50 - 64	57	25	0	**82**	476	249	0	**725**
65+	51	25	0	**76**	349	169	0	**518**
Unknown	0	0	32	**32**	15	6	407	**428**
Total	**372**	**138**	**32**	**542**	**2,850**	**1,527**	**407**	**4,784**

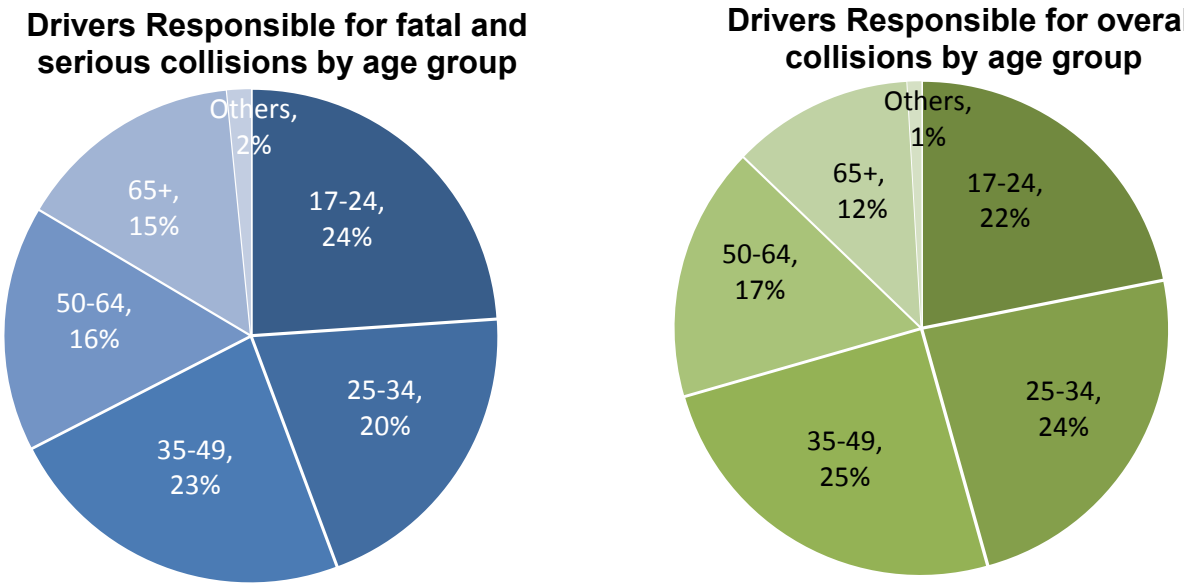
- Of the 542 fatal and serious collisions in 2018 where the causation was driver/rider responsibility[1], 372 were the responsibility of a male driver, 138 were caused by a female and 32 responsible were unknown (mainly hit and run drivers or non-stop vehicle). Males were responsible for 72.9% of fatal and serious collisions and 65.1% 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%). See Figure 2.2 below.

- For overall collisions, the age group which had most collisions attributed to them in 2018 were the 35 to 49 year olds who accounted for 1,084 (25%) of driver/rider fault collisions where age was known.

- More males than females were responsible for overall collisions occurring in 2018 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 (67.4% males / 32.6% 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 2009 - 2018

	Number of single vehicle injury Collisions				Casualties			
	Fatal Collisions	Serious Collisions	Slight Collisions	Total	Killed	Seriously Injured	Slightly Injured	Total Casualties
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**
2018	15	127	638	**780**	15	149	820	**984**

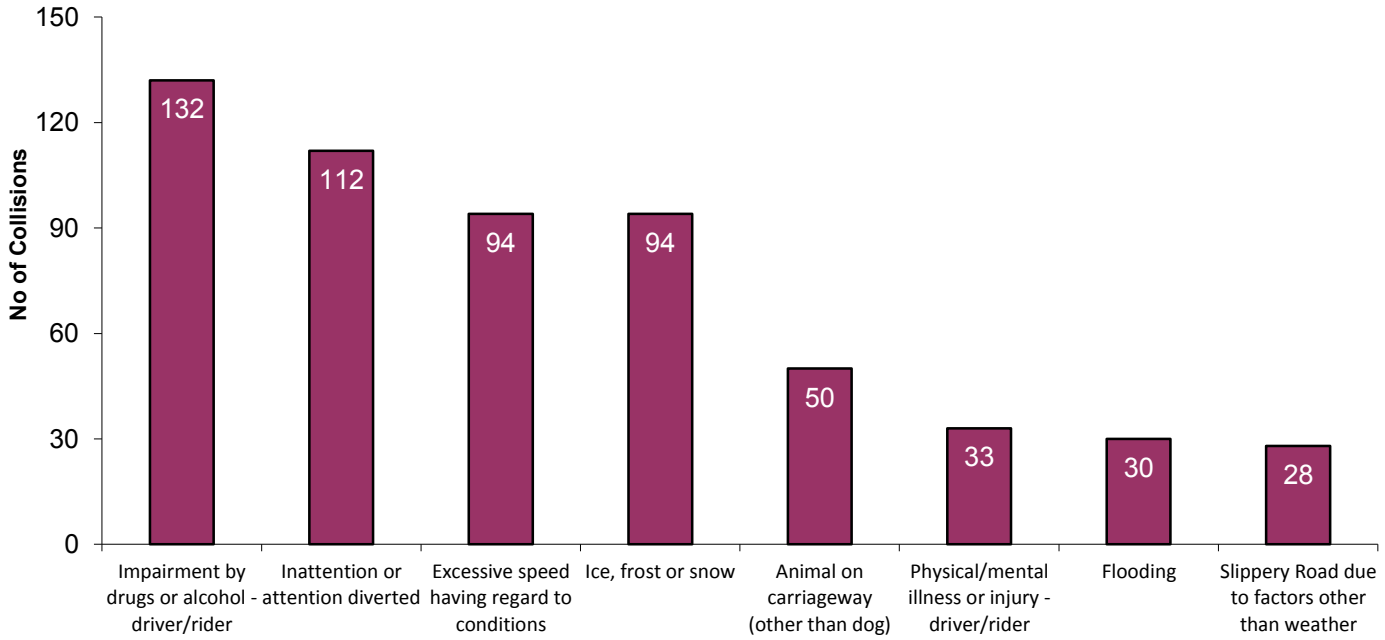
- There were 780 single vehicle collisions recorded in 2018, 84 fewer than 2017 and 194 fewer than the 10 year series high seen in 2014.

- The 780 single vehicle collisions in 2018 accounted for 13.6% of all collisions. The proportion for the year is on a sliding scale in terms of severity of injury with single vehicle collisions comprising more than a quarter (28.3%) of fatal collisions, over a fifth (20.3%) of serious collisions and approximately one in eight slight collisions (12.6%).

- The most common causation factor for all single vehicle collisions occurring in 2018 was 'impairment by alcohol or drugs by drivers or riders' (132, 16.9%), followed by 'inattention or attention diverted' (112, 14.4%), and then 'excessive speed having regard to conditions' with 94 (12.1%). 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 40, comprising nearly a quarter of the 164 KSI casualties recorded for single vehicle collisions.

Figure 2.3 Main causes of all single vehicle collisions 2018



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

There were 4,907 casualties among drivers of vehicles in which a seat belt is normally worn. Of these 59.5% were wearing a seat belt at the time of the collision, 2.4% were not wearing a seat belt and for the remaining 38.1% it was unknown whether or not a seat belt was in use. The figures below are based on cases where seatbelt usage is known.

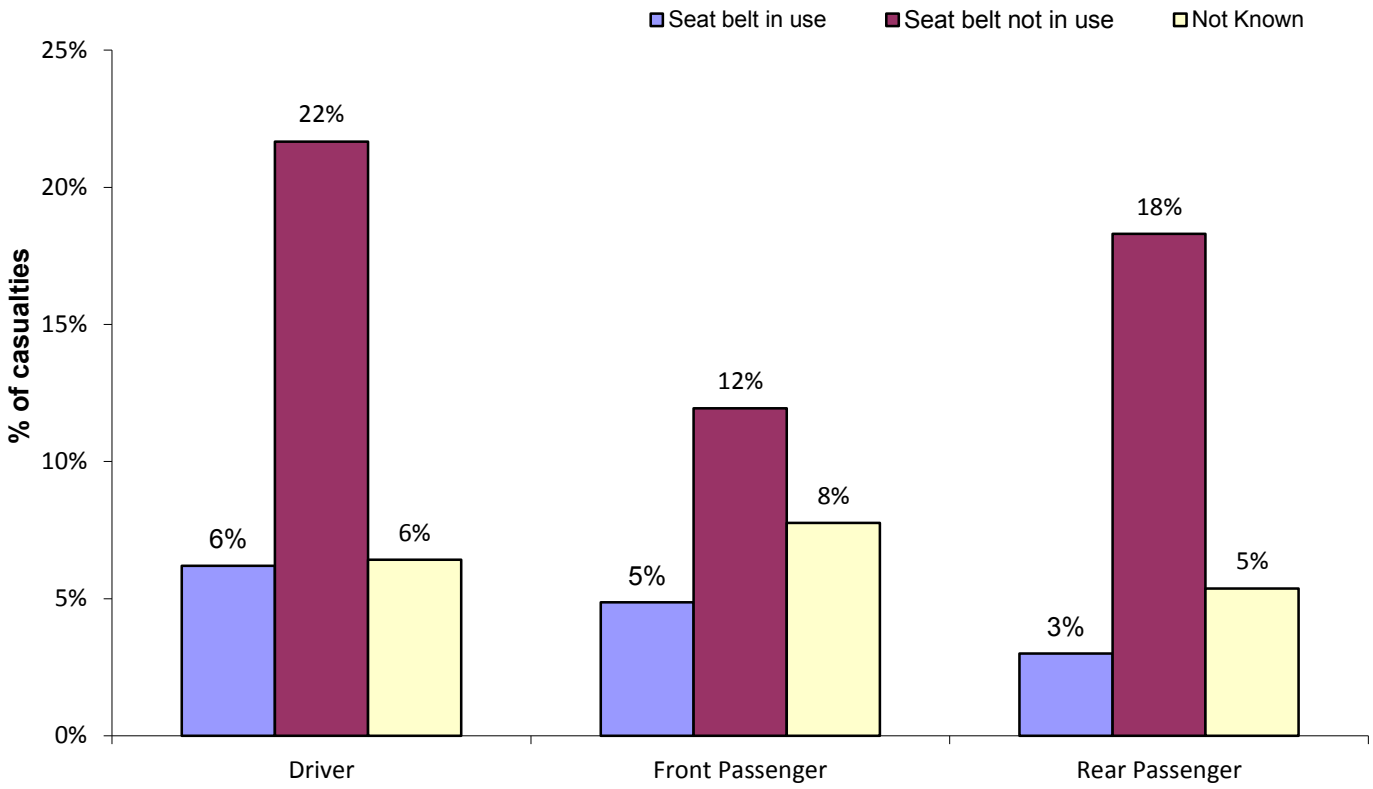
- The likelihood of a driver being killed in a collision greatly increases when not wearing a seat belt. In 2018, 0.5% of driver casualties who were wearing a seatbelt sustained fatal injuries, compared with 5.0% of driver casualties who were not wearing a seat belt. Similarly, 5.7% of driver casualties were seriously injured when wearing a seat belt compared to 16.7% of those not wearing a seat belt.

- A total of 1,446 front seat passengers were casualties in vehicles in which a seat belt is normally worn and 67 of these (4.6%) were not wearing a seat belt. Of those front seat passengers wearing a seat belt at the time of the collision 4.9% were killed or seriously injured when a seat belt was in use, compared with 11.9% of those who were not wearing a seat belt at the time of the collision.

- A total of 1,028 rear seat passengers were casualties in vehicles in which a seat belt is normally worn. Of the rear seat passenger casualties 6.9% were not wearing a seat belt.

- Of those rear seat passengers wearing a seat belt at the time of the collision 3.0% were killed or seriously injured when a seat belt was in use compared with 18.3% of those who were not wearing a seat belt at the time of the collision.

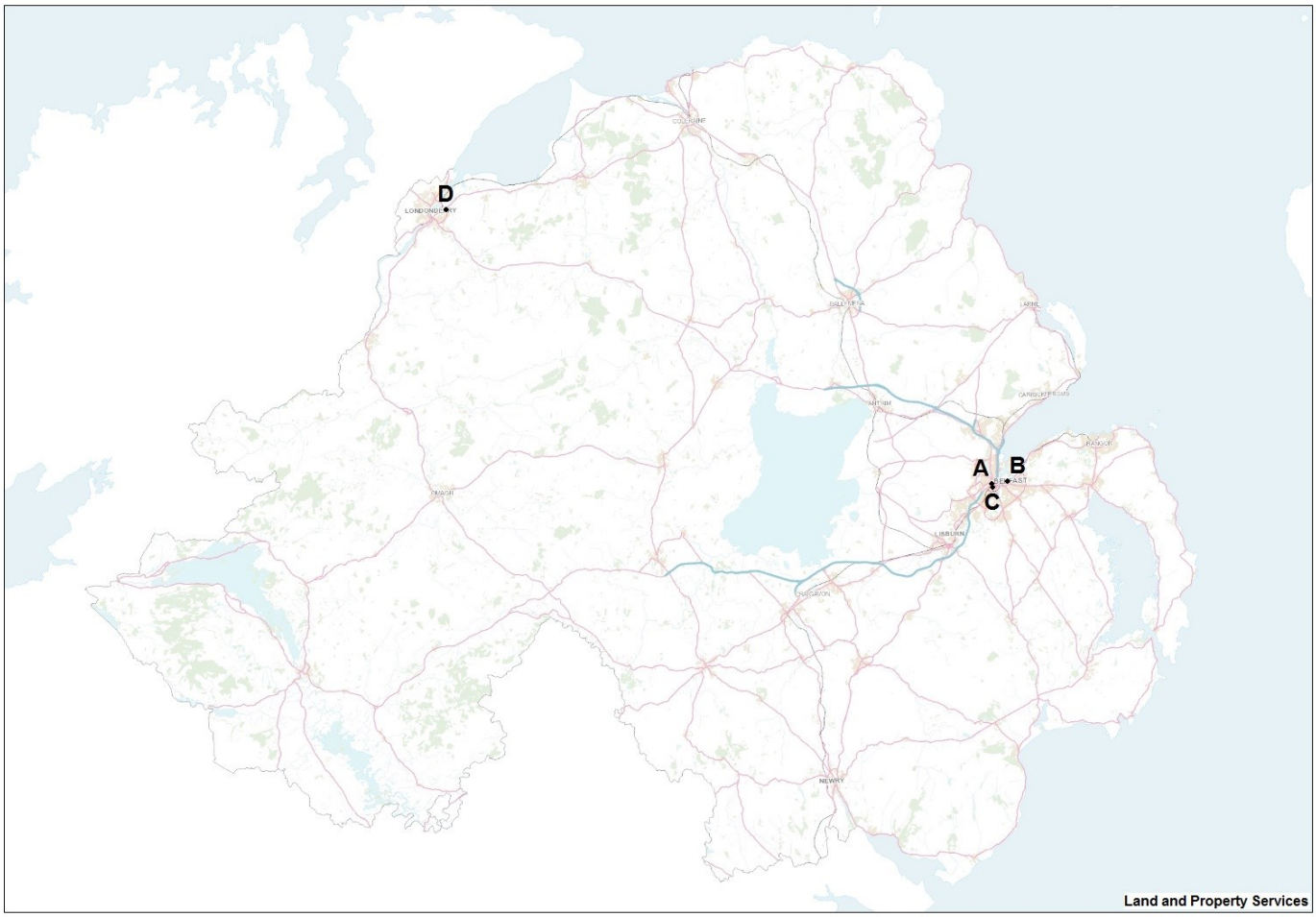
Figure 2.4 Seat belt usage: Proportion of casualties who were killed or seriously injured 2018



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

Where did collisions occur in 2018?

Figure 3.1: The top four collision sites in Northern Ireland within a 50 metre radius - 2018



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 2018 were the following:

- **A – Divis Street/Millfield, Belfast City District.** There were 13 collisions within 50 metres of this junction.
- **B – Sydenham By-Pass/ Dee Street, Belfast City District**. There were 10 collisions within 50 metres of this junction.
- **C – Great Victoria Street/ Amelia Street, Belfast City District.** There were 9 collisions within 50 metres of this junction.
- **D – Caw Roundabout, Derry City and Strabane District.** There were 9 collisions within 50 metres of where the Clooney Road meets this roundabout.

Top 3 fatal and serious collision sites in Northern Ireland within a kilometre radius – 2018

The top 3 collision sites for fatal and serious collisions within a kilometre radius are identified and ranked in the maps below:

Figure 3.2: Belfast City District fatal and serious collisions (Fisherwick Place and Wellington Street)

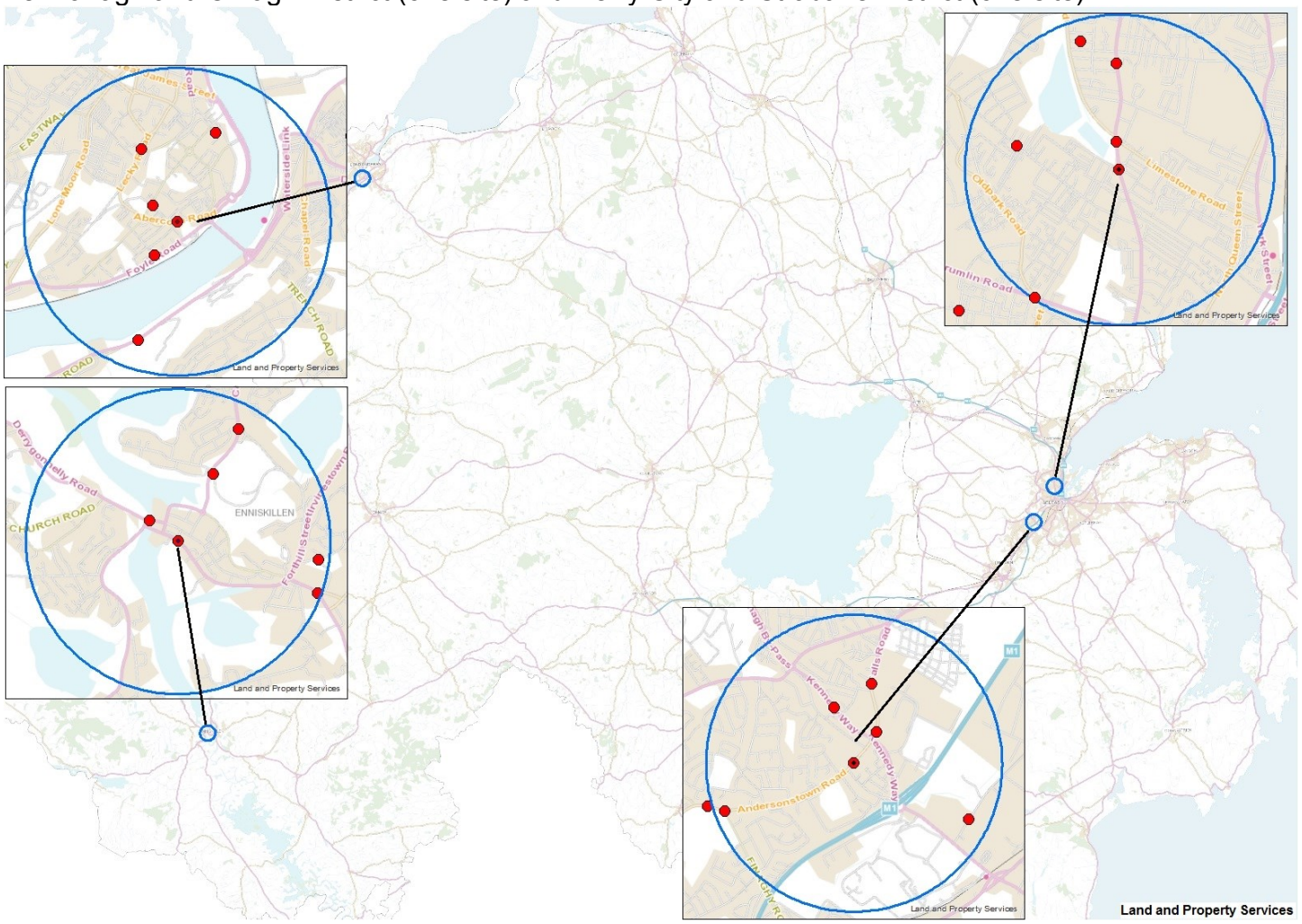
There were 20 serious collisions in 2018 in the kilometre radius surrounding where the Fisherwick Place meets Wellington Street.

Figure 3.3: Newry, Mourne and Down District fatal and serious collisions (Buttercrane Quay and Bridge Street)

There were 9 serious collisions within the central Newry City area. These included collisions on Buttercrane Quay and Monaghan Street.

Figure 3.4: There were four areas holding position three of the top three fatal and serious collision sites in Northern Ireland.

There were 6 fatal and serious collisions in each of the following: Belfast City District (two sites), Fermanagh and Omagh District (one site) and Derry City and Strabane District (one site).



[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 NINIS website below. The 2018 collision statistics will be updated in the summer of 2019.

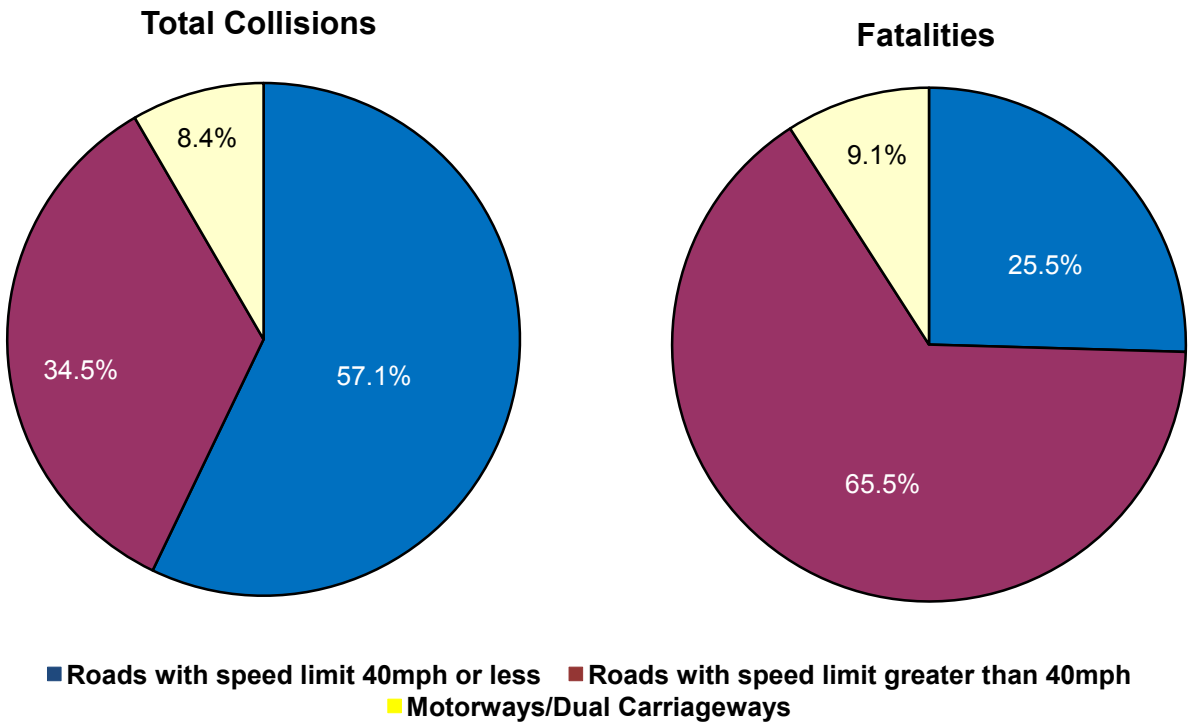
http://www.ninis2.nisra.gov.uk/

Speed limit of road

- In general in 2018, fatal and serious collisions 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 5,749 injury collisions recorded by the police in 2018, 3,284 (57.1%) occurred on urban roads with a speed limit of 40 mph or less while 1,983 (34.5%) took place on rural roads and the remaining 482 (8.4%) occurred on a motorway or dual carriageway. Those which occurred on rural roads accounted for 3,220 of all casualties (36.9%) and 419 out of the 785 killed or seriously injured (53.4%).

Figure 3.5 Road traffic collisions and fatalities by speed limit of road 2018



- There were 36 people killed in 2018 on rural roads which accounted for approximately two thirds of fatalities (65.5%). However, this was a decrease of 56 fatalities from the 2004 – 2008 baseline of 92 fatalities (Key Performance Indicator in Road Safety Strategy).

- Of the three children killed on Northern Ireland roads in 2018, one was on an urban road (40 miles per hour or less) and two were on rural roads.

- There were 113 young people (aged between 16 and 24) killed or seriously injured in 2018 on rural roads, equating to 65.3% of the total of 173 for this age group.

When did 2018 fatal and serious collisions occur?

- Taking the week as a whole, the greatest number of fatal and serious collisions occurred between 4pm and 5pm (52 collisions, 7.7%).

- There were contrasts between the pattern of collisions at weekends and during the working week. The afternoon/evening time of 4pm to 7pm accounted for almost a quarter (23.6%) of all fatal and serious collisions between Monday and Friday, compared with one in six (16.3%) for the same hours on Saturday and Sunday. For fatal and serious collisions occurring on a Monday to Friday, 13.5% happened between 6am and 10am; this is similar to the percentage occurring in this period during the weekend (12.9%).

- At weekends there was a greater tendency for fatal and serious collisions to occur early in the morning with 14.6% of weekend collisions occurring between midnight and 4am in comparison with 5.2% for the same hours between Monday and Friday.

- Sunday was the day which had the most fatal collisions recorded in 2018 with 13, accounting for nearly a quarter (24.5%) of those occurring for the year.

Figure 3.6 Weekday fatal and serious collisions by hour 2018

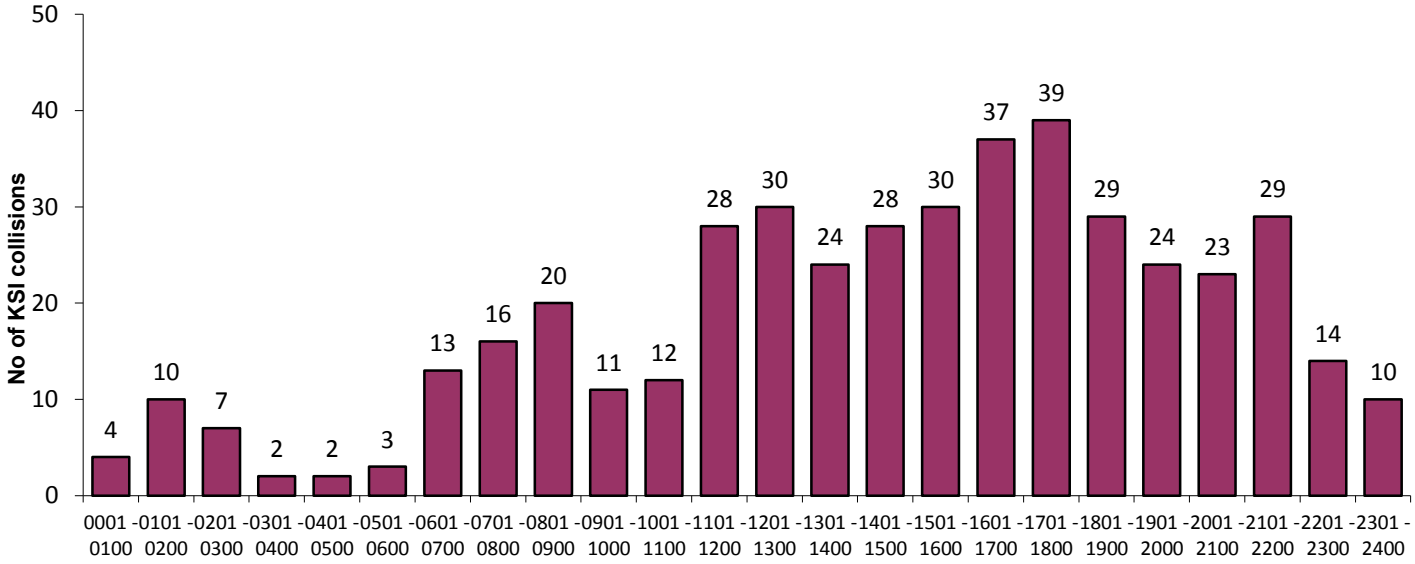


Figure 3.7 Weekend fatal and serious collisions by hour 2018

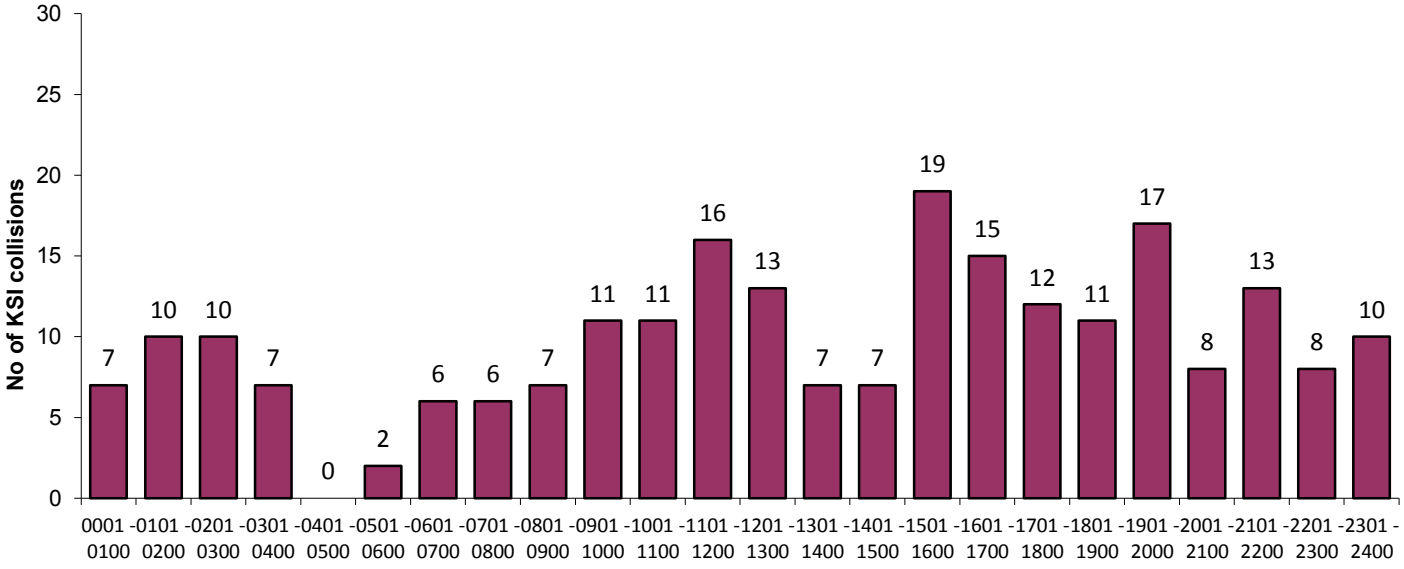


Figure 3.8 Fatal and serious collisions by time and day of week 2018

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Total	
0001 - 0100	1	1	1	1	0	0	7	11	0001 - 0100
0101 - 0200	6	0	2	0	2	3	7	20	0101 - 0200
0201 - 0300	1	1	1	3	1	3	7	17	0201 - 0300
0301 - 0400	0	0	0	1	1	2	5	9	0301 - 0400
0401 - 0500	0	0	1	1	0	0	0	2	0401 - 0500
0501 - 0600	0	0	0	3	0	1	1	5	0501 - 0600
0601 - 0700	0	0	10	0	3	2	4	19	0601 - 0700
0701 - 0800	3	4	2	4	3	4	2	22	0701 - 0800
0801 - 0900	3	3	8	4	2	4	3	27	0801 - 0900
0901 - 1000	1	3	3	3	1	7	4	22	0901 - 1000
1001 - 1100	2	1	4	2	3	6	5	23	1001 - 1100
1101 - 1200	4	5	9	6	4	6	10	44	1101 - 1200
1201 - 1300	4	2	9	6	9	3	10	43	1201 - 1300
1301 - 1400	3	11	3	2	5	4	3	31	1301 - 1400
1401 - 1500	9	4	5	4	6	4	3	35	1401 - 1500
1501 - 1600	7	7	5	6	5	6	13	49	1501 - 1600
1601 - 1700	8	7	6	6	10	10	5	52	1601 - 1700
1701 - 1800	8	7	7	10	7	9	3	51	1701 - 1800
1801 - 1900	5	8	4	7	5	5	6	40	1801 - 1900
1901 - 2000	7	5	2	5	5	7	10	41	1901 - 2000
2001 - 2100	1	2	6	6	8	5	3	31	2001 - 2100
2101 - 2200	4	9	7	3	6	10	3	42	2101 - 2200
2201 - 2300	2	4	5	1	2	4	4	22	2201 - 2300
2301 - 2400	3	1	2	1	3	6	4	20	2301 - 2400
All	82	85	102	85	91	111	122	678	All

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 7pm when nearly 3 in ten (28.3%) of all fatal and serious collisions took place.

- The worst combined day and four hour period for fatal and serious collisions was Monday between 2pm and 6pm with 32 having occurred in 2018 during this time period. Saturday had the most KSI collisions by day of the week with 122 of the 678 fatal and serious collisions occurring on this day (18%).

- In terms of month, May had the highest number of fatal and serious collisions in 2018 with 73 (10.8%). February had the fewest with 38 fatal and serious collisions (5.6%). See table below.

Table 3.1 Police recorded fatal and serious injury road traffic collisions by month of year and day of week 2018

	Day of Week							
Month	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Total
January	12	9	5	8	3	12	7	**56**
February	3	5	4	6	5	5	10	**38**
March	8	10	9	4	6	9	10	**56**
April	6	7	5	6	3	7	8	**42**
May	5	8	14	8	12	11	15	**73**
June	1	4	16	5	14	14	14	**68**
July	9	9	7	9	14	8	8	**64**
August	2	8	5	5	12	11	8	**51**
September	7	5	8	7	5	6	13	**51**
October	8	4	12	9	6	8	12	**59**
November	8	13	11	6	5	12	9	**64**
December	13	3	6	12	6	8	8	**56**
Total	**82**	**85**	**102**	**85**	**91**	**111**	**122**	**678**

Type of vehicles involved in injury road traffic collisions in 2018

- When looking at types of vehicles involved in road traffic collisions in 2018, cars formed the largest group with 8,982 (83.5%) involved in injury road traffic collisions. This was followed by 807 goods vehicles (7.5%) and 310 motorcycles including mopeds (2.9%).

- The collision rate per 1,000 licensed vehicles is highest for hackney taxis (45 per 1,000) followed by buses/coaches (31 per 1,000). Motorcycles and cars had 14 and 9 collisions per 1,000 licensed vehicles respectively.

Table 3.2 Number of vehicles involved in injury road traffic collisions 2018

	Fatal Collision	Serious Collision	Slight Collision	Total	% share	Collision rate per 1,000 licensed vehicles[1]
Motorcycle	8	107	195	310	2.9	14
Hackney taxi	0	1	18	19	0.2	45
Car	61	780	8,141	8,982	83.5	9
Goods Vehicles	6	78	723	807	7.5	6
Buses / coaches	2	16	155	173	1.6	31
Agricultural Vehicles	6	21	89	116	1.1	4
Other/Unknown Vehicles	3	63	289	355	3.3	----
Total	**86**	**1,066**	**9,610**	**10,762**	**100**	----

[1] DfI Driver, Vehicle, Operator, and Enforcement Statistics - 2018-19 publication Quarter 4: Tables 2.13 and 2.14 Licensed Vehicles by body type (December 2018)

- Motorcyclists had the highest combined fatal and serious collision rate by category with 5 KSI collisions per 1,000 licensed vehicles in 2018.

Weather conditions

Table 3.3 Police recorded fatal and serious injury road traffic collisions by weather conditions 2018

Weather	Total
Fine (without high wind)	468
Rain (without high wind)	78
Snow (without high wind)	4
Fine (with high wind)	11
Rain (with high wind)	10
Snow (with high wind)	0
Fog or mist - if hazard	6
Strong sun (glaring)	16
Other	13
Unknown	72
Total	**678**

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 2017, this report compares Northern Ireland's road deaths with a selected list of countries for the 2017 calendar year.

Table 4.1 International comparisons of road deaths by selected country[1] 2017:

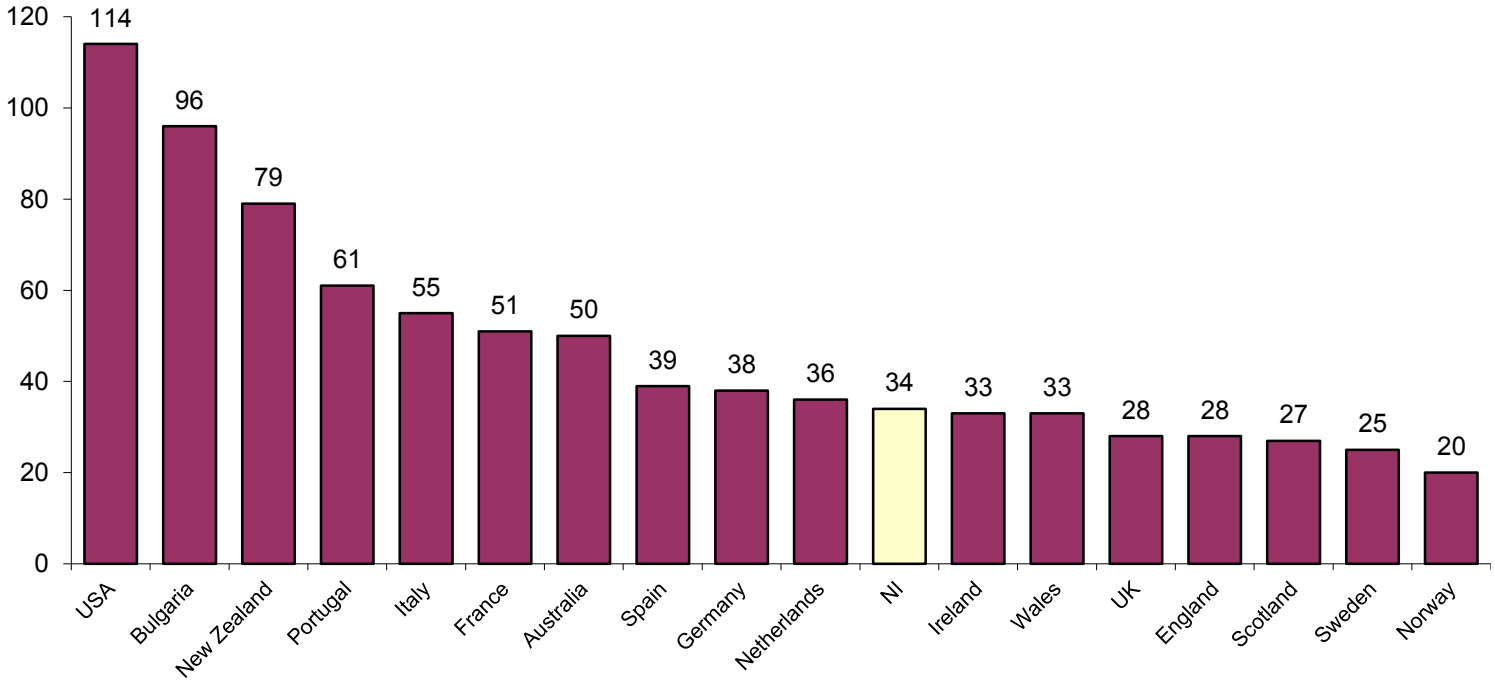
Country	2017[2] Number of road deaths	2017[2] Road deaths per million population
England	1,544	28
Wales	103	33
Scotland	146	27
Northern Ireland	63	34
United Kingdom	1,856	28
France	3,448	51
Germany	3,177	38
Irish Republic	157	33
Italy	3,340	55
Bulgaria	682	96
Netherlands	613	36
Portugal	624	61
Spain	1,827	39
Sweden	253	25
Norway	106	20
Australia	1,227	50
New Zealand	379	79
United States of America	37,150	114

Notes:

1. Source: International Road Traffic and Accident Database

2. The latest data available internationally for all these countries is for 2017

Figure 4.1 Road deaths per million population by selected country 2017

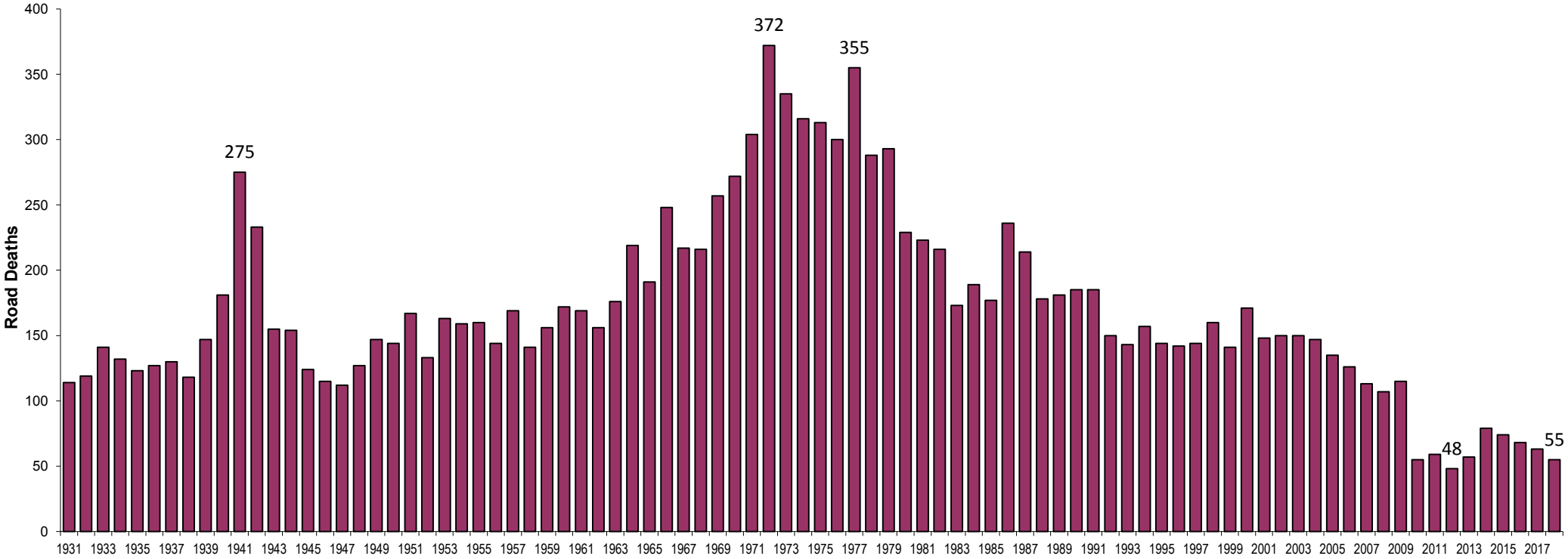


- The 63 deaths recorded in Northern Ireland for 2017 equates to a rate of 34 deaths per million population making it the region with the highest number of road deaths per million population for

the United Kingdom. It was also one death per million higher than that seen for Ireland in 2017. At the top end of the scale, USA had the highest death rate recorded in 2017 with 114 road deaths per million population. Norway had the fewest with 20 road deaths per million.

- The 55 road deaths recorded in Northern Ireland for 2018 equates to 29 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 – 2018



Appendix 2 Recorded injury road traffic collision and casualties by severity[1]- 1931 – 2018

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
					2017	6,081	63	778	8,343	9,184
					2018	5,749	55	730	7,935	8,720

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: 2009 – 2018

	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
Pedestrians										
Killed	24	10	13	9	7	18	19	15	15	16
Seriously injured	191	167	200	182	162	140	164	164	175	135
Slightly injured	636	558	621	613	610	611	604	552	539	536
Total	**851**	**735**	**834**	**804**	**779**	**769**	**787**	**731**	**729**	**687**
Drivers of motor vehicles										
Killed	42	21	23	21	22	30	31	31	25	23
Seriously injured	417	332	295	294	271	263	254	353	309	297
Slightly injured	4,669	4,364	4,144	4,425	4,577	4786	5,071	5,003	4,851	4,563
Total	**5,128**	**4,717**	**4,462**	**4,740**	**4,870**	**5,079**	**5,356**	**5,387**	**5,185**	**4,883**
Motorcyclists										
Killed	16	8	6	4	10	13	4	4	9	7
Seriously injured	138	112	102	96	91	84	78	88	80	101
Slightly injured	260	255	238	189	210	192	202	193	185	185
Total	**414**	**375**	**346**	**289**	**311**	**289**	**284**	**285**	**274**	**293**
Pedal cyclists										
Killed	0	0	2	2	4	3	0	3	2	1
Seriously injured	32	49	47	55	42	59	40	61	50	46
Slightly injured	173	165	206	220	210	271	239	266	267	240
Total	**205**	**214**	**255**	**277**	**256**	**333**	**279**	**330**	**319**	**287**
Passengers										
Killed	29	13	11	10	13	12	17	12	11	7
Seriously injured	235	211	161	155	136	155	163	156	149	134
Slightly injured	2,817	2,613	2,615	2,670	2,750	2,685	2,781	2,625	2,453	2,351
Total	**3,081**	**2,837**	**2,787**	**2,835**	**2,899**	**2,852**	**2,961**	**2,793**	**2,613**	**2,492**
Pillion Passengers										
Killed	0	2	1	0	0	1	0	1	0	0
Seriously injured	7	8	7	3	5	4	6	3	8	5
Slightly injured	13	9	7	11	11	7	4	6	7	9
Total	**20**	**19**	**15**	**14**	**16**	**12**	**10**	**10**	**15**	**14**
Other road users										
Killed	4	1	3	2	1	2	3	2	1	1
Seriously injured	15	13	13	10	13	5	6	3	7	12
Slightly injured	49	46	45	39	42	47	51	50	41	51
Total	**68**	**60**	**61**	**51**	**56**	**54**	**60**	**55**	**49**	**64**
All road users										
Killed	115	55	59	48	57	79	74	68	63	55
Seriously injured	1,035	892	825	795	720	710	711	828	778	730
Slightly injured	8,617	8,010	7,876	8,167	8,410	8,599	8,952	8,695	8,343	7,935
Total	**9,767**	**8,957**	**8,760**	**9,010**	**9,187**	**9,388**	**9,737**	**9,591**	**9,184**	**8,720**

Appendix 4: Road traffic child collision casualties by road user type and severity: 2009 – 2018

	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
Pedestrians										
Killed	3	1	0	3	0	3	2	3	2	2
Seriously injured	68	57	55	55	54	34	37	50	50	38
Slightly injured	179	167	183	170	162	169	161	145	137	126
Total	**250**	**225**	**238**	**228**	**216**	**206**	**200**	**198**	**189**	**166**
Drivers of motor vehicles										
Killed	0	0	0	0	0	0	0	0	0	0
Seriously injured	2	0	0	1	0	0	1	1	0	0
Slightly injured	1	0	1	2	0	1	3	1	2	1
Total	**3**	**0**	**1**	**3**	**0**	**1**	**4**	**2**	**2**	**1**
Motorcyclists										
Killed	0	0	0	0	0	0	0	0	1	0
Seriously injured	3	1	0	1	0	0	1	1	0	0
Slightly injured	1	1	3	0	0	1	2	1	0	1
Total	**4**	**2**	**3**	**1**	**0**	**1**	**3**	**2**	**1**	**1**
Pedal cyclists										
Killed	0	0	0	0	0	1	0	0	0	0
Seriously injured	11	9	10	9	4	10	4	6	4	5
Slightly injured	62	41	55	46	38	32	43	46	44	33
Total	**73**	**50**	**65**	**55**	**42**	**43**	**47**	**52**	**48**	**38**
Passengers										
Killed	0	1	1	2	2	0	3	1	0	1
Seriously injured	26	20	23	18	12	21	22	19	8	16
Slightly injured	611	533	590	734	653	623	643	676	611	576
Total	**637**	**554**	**614**	**754**	**667**	**644**	**668**	**696**	**619**	**593**
Other road users (including pillion passengers)										
Killed	1	0	1	0	0	0	0	0	1	0
Seriously injured	6	6	3	3	1	1	2	1	2	1
Slightly injured	6	7	5	4	5	1	1	3	2	4
Total	**13**	**13**	**9**	**7**	**6**	**2**	**3**	**4**	**5**	**5**
All road users										
Killed	4	2	2	5	2	4	5	4	4	3
Seriously injured	116	93	91	87	71	66	67	78	64	60
Slightly injured	860	749	837	956	858	827	853	872	796	741
Total	**980**	**844**	**930**	**1,048**	**931**	**897**	**925**	**954**	**864**	**804**

Appendix 5: Police recorded road traffic collision casualties by causation factor and severity: 2009 - 2018

	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
Alcohol or Drugs - Driver/Rider										
Killed	21	10	9	8	10	16	8	17	8	9
Seriously injured	115	86	87	59	40	62	64	64	76	69
Slightly injured	408	324	357	388	344	336	369	426	382	350
Total	**544**	**420**	**453**	**455**	**394**	**414**	**441**	**507**	**466**	**428**
Excessive Speed having regard to conditions										
Killed	27	10	7	8	11	14	14	8	13	10
Seriously injured	172	131	87	92	79	74	67	85	72	61
Slightly injured	852	762	529	448	349	425	401	426	288	244
Total	**1,051**	**903**	**623**	**548**	**439**	**513**	**482**	**519**	**373**	**315**
Careless Driving										
Killed	33	19	23	14	25	35	32	32	29	25
Seriously injured	480	440	415	387	375	350	373	449	424	427
Slightly injured	6,000	5,524	5,577	5,839	6,111	6,249	6,732	6,545	6,285	5,967
Total	**6,513**	**5,983**	**6,015**	**6,240**	**6,511**	**6,634**	**7,137**	**7,026**	**6,738**	**6,419**
Alcohol or Drugs – Pedestrian										
Killed	6	*	5	0	*	*	5	*	*	#
Seriously injured	21	#	26	21	#	#	14	#	#	#
Slightly injured	60	36	68	55	54	42	55	37	34	43
Total	**87**	**59**	**99**	**76**	**64**	**54**	**74**	**53**	**48**	**63**
Other Pedestrian Fault										
Killed	10	4	5	4	*	6	8	4	5	5
Seriously injured	117	93	105	101	#	86	91	78	97	55
Slightly injured	321	314	306	321	308	300	287	263	241	248
Total	**448**	**411**	**416**	**426**	**403**	**392**	**386**	**345**	**343**	**308**
Other factors										
Killed	18	#	10	14	6	#	7	#	#	*
Seriously injured	130	#	105	135	126	#	102	#	#	#
Slightly injured	976	1,050	1,039	1,116	1,244	1,247	1,108	998	1,113	1083
Total	**1,124**	**1,181**	**1,154**	**1,265**	**1,376**	**1,381**	**1,217**	**1,141**	**1,216**	**1,187**
All factors										
Killed	115	55	59	48	57	79	74	68	63	55
Seriously injured	1,035	892	825	795	720	710	711	828	778	730
Slightly injured	8,617	8,010	7,876	8,167	8,410	8,599	8,952	8,695	8,343	7,935
Total	**9,767**	**8,957**	**8,760**	**9,010**	**9,187**	**9,388**	**9,737**	**9,591**	**9,184**	**8,720**

*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

NATIONAL STATISTICS STATUS

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

These statistics were designated as National Statistics in June 2012 following a full assessment against the Code of Practice. Road accident and safety statistics for England, produced by the Department for Transport, are scheduled to undergo a compliance check in 2019, followed by the statistics for Scotland, Wales and Northern Ireland.

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

- Enhanced the amount of information available to users, for example longer trend information, regular updates on causation factors.
- Improved accessibility by introducing user friendly methods of data presentation, for example tables, maps and charts, in addition to using additional distribution channels including the Northern Ireland Neighbourhood Information Service (NINIS) and Open Data NI.
- Improved timeliness of the statistics, bringing forward publication of the calendar year reports in 2013.
- Pre-release access was discontinued in 2014, which may enhance trustworthiness.
- Continued to conduct regular consultation with internal and external users, for example via a customer satisfaction survey to obtain feedback and suggestions for improvements, with results published on the PSNI statistics website.

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 which are available on the NINIS website. The 2018 collisions data will be made available on this webpage in the summer of 2019.

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 2017: Department for Transport
https://www.gov.uk/government/statistics/reported-road-casualties-great-britain-annual-report-2017

[2] The National Travel Survey: 2017
https://www.gov.uk/government/statistics/national-travel-survey-2017

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 (TSNI) collects information on how and why people travel within Northern Ireland. For the following, six years of TSNI data (2012-2017) have been combined to ensure the analysis is robust. The TSNI indicates that 73% 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%). The latest survey can be found:
https://www.infrastructure-ni.gov.uk/articles/travel-survey-northern-ireland

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 calendar or financial year to date are provisional and will be subject to slight revision until figures for the full calendar or 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 November 2018) refer to the year ending June 2018. Key points from the publication are as below:

Statistics on reported road casualties in Great Britain for the year ending June 2018 shows, there were:

- *1,770 reported road deaths*
- *26,610 people killed or seriously injured*
- *165,100 casualties of all severities, a decrease of 6%*

https://www.gov.uk/government/statistics/reported-road-casualties-in-great-britain-provisional-estimates-year-ending-june-2018

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 2019 version of this annual report in June 2020. 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 www.rsa.ie

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