



NISRA

Northern Ireland
Statistics and Research Agency

Gníomhaireacht Thuaisceart Éireann
um Staitisticí agus Taighde

Fatal and Serious (KSI) Road Traffic Collisions caused by Careless Driving in Northern Ireland, 2012-2021



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DEFINITIONS

Careless Driving: Careless driving falls below the minimum standard expected of a careful driver and includes driving without reasonable consideration for other road users.

KSI Collisions: Collisions involving personal injury occurring on the public highway (including footpaths) where someone was killed or seriously injured and in which a vehicle is involved.

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, crushing, burns, severe cuts and lacerations or severe general shock requiring medical treatment.

Young People: Aged between 16 and 24.

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.

Car Users: Drivers or passengers in a car, light goods vehicle, car driven as a taxi or hackney cab.

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.

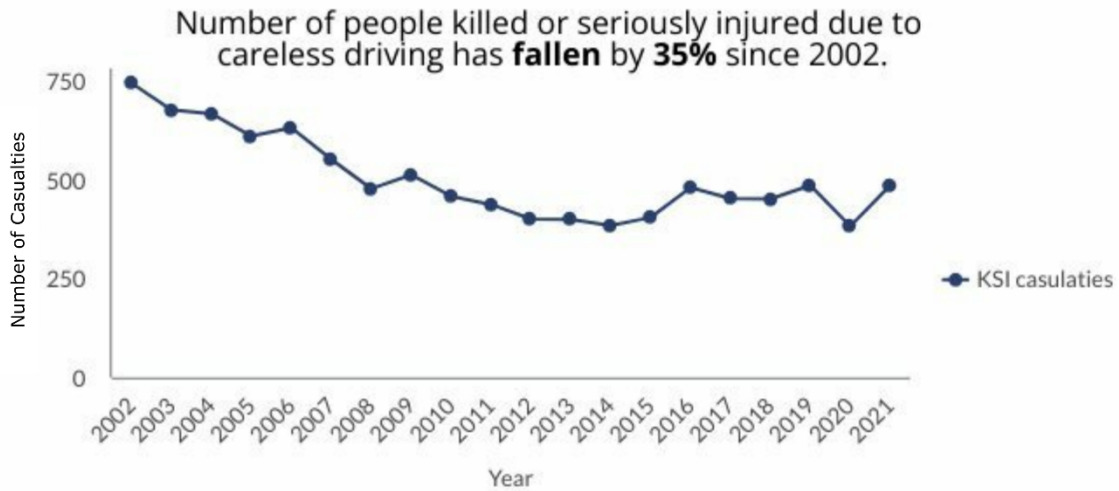
Executive Summary

- Careless driving KSI casualties have fallen by 35% since the start of the trend in 2002 and are down 17% from the 2004-2008 baseline.
- In 2021 there were 486 careless driving KSI casualties, accounting for 57% of all KSIs. This is a higher than the 48% of KSIs for the 2004-2008 baseline.
- Between 2012 and 2021 the most common principal careless driving causation factor for KSI casualties was “Inattention or attention diverted” with 926 KSI casualties, which was 23% of all careless driving KSIs casualties (4,332) in the same period. The second most common factor was “Wrong course/position” with 690 (14%).
- 70% of drivers responsible for careless driving KSIs between 2012 and 2021 were male.
- Between 2012 and 2021 63% of careless driving KSIs were male.
- Examining careless driving KSI casualties by road user type, 2,612 (60%) were car users of whom 1,803 were drivers (42%) and 809 were passengers (19%). Of the other 1,720 KSI casualties, 698 (16%) were motorcyclists, 490 (11%) were pedestrian, 425 were pedal cyclists (10%) and the remainder were comprised of 107 other road users (2%).
- Those aged 35-49 accounted for 909 (21%) of careless driving KSIs while those aged 50-64 accounted for 875 (20%) and those aged 16-24 accounted for 822 (19%).
- Of the 4,332 people that were killed or seriously injured over the ten-year period where the principal causation was attributed to careless driving, 1,565 (36%) of the casualties were responsible for the collision in which they were injured.
- Car drivers were responsible for the majority (57%) of their own injuries with 1,025 out of the 1,803.
- Almost half (47%) of all careless driving KSI collisions occurred between 1pm and 7pm.
- The majority of fatal and serious collisions caused by careless driving occurred on rural roads, with 1,847 out of the 3,606 (51%) occurring on a single carriageway road with a speed limit greater than 40 miles per hour. This compares with the 49% of all KSI collisions that occur on rural roads.
- Between 2012 and 2021 Causeway Coast & Glens reports the highest rate of careless driving KSI collisions, with 23.2 KSI collisions per 10,000 people. Ards & North Down had the lowest rate with 15.1 KSI collisions per 10,000 people.

Careless Driving KSI casualties in Northern Ireland, 2012-2021

Key Findings

Source: PSNI Road Traffic Collision Statistics



Careless Driving accounted for **57%** of all KSIs in 2017-2021. This is **higher** than the 2004-2008 baseline figure of **48%**.



"**Inattention** or **attention diverted** was the most common cause of careless driving KSI casualties, with **23%** of all careless driving KSI casualties. (2012-2021)

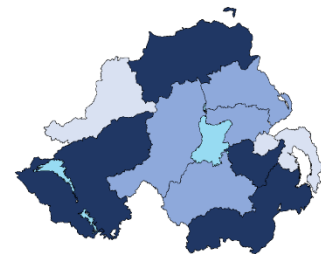
70% of drivers **responsible** for careless driving KSI collisions between 2012-2021 were **male**.



50+

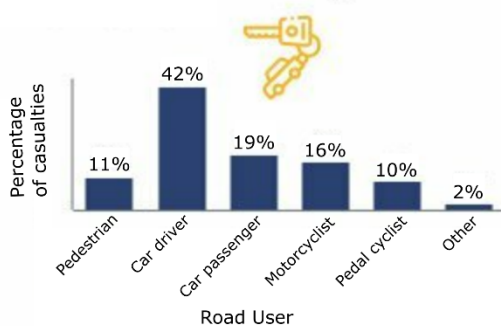
Those aged **50+** were **over-represented** in careless driving KSIs. People aged 50+ accounted for **38%** of careless driving KSIs compared to **32%** for all KSIs, 2012-2021.

Over **three fifths** of careless driving KSI casualties between 2012-2021 were **male**.

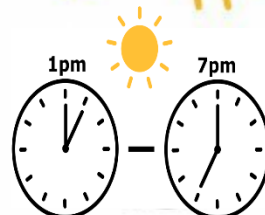


Causeway, Coast & Glens recorded the highest rate of careless driving KSIs, while **Ards and North Down** recorded the lowest rate.

Car drivers represented **over two fifths** (42%) of all careless driving KSI casualties, 2012-2020.



The **majority (51%)** of fatal and serious collisions caused by careless driving occurred on **rural roads** (2012-2021)



Almost **half** of all careless driving KSI collisions occurred between **1pm-7pm** (2012-2021)

INTRODUCTION

Analysis, Statistics and Research Branch (ASRB) in DfI is responsible for producing the statistical content of the Northern Ireland Problem Profile. Historically, this document focused on the latest five year road casualty data and reported on a wide range of road user groups and behaviours. The document had grown in size over the years and was becoming cumbersome to update. It was therefore agreed at the Road Safety Strategy Research Coordination Group (RSSRCG) that ASRB would seek to develop a series of smaller documents which could form the shape of a live Problem Profile and the profile would be maintained and updated regularly to ensure relevance with existing and emerging road safety issues.

The Problem Profile supplements the NI Road Safety Strategy (NIRSS) to 2020 Annual Statistical Report. The NIRSS to 2020 sets out four road safety targets for Northern Ireland, and while none relate specifically to drink driving, any change in trends will help contribute to the overall targets:

By 2020, and compared with the base year (2004 to 2008 average), there will be:

- A reduction in the number of people killed in road collisions by at least 60 per cent.
- A reduction in the number of people seriously injured in road collisions by at least 45 per cent.
- A reduction in the number of children (aged 0 to 15) killed or seriously injured in road collisions by at least 55 per cent.
- A reduction in the number of young people (aged 16 to 24) killed or seriously injured in road collisions by at least 55 per cent.

In May 2023 a new fixed penalty notice of £100 and three penalty points was introduced to help tackle careless driving in Northern Ireland. The move by the Department for Infrastructure (DfI) is seen as an important road safety development as the new fixed penalty will be an additional enforcement tool, to assist police in tackling a major cause of deaths and serious injuries on our roads.

The new fixed penalty will improve the administrative process for the existing careless driving offence by providing proportionate justice for low level careless driving offences without the need for court proceedings, saving public money and time.

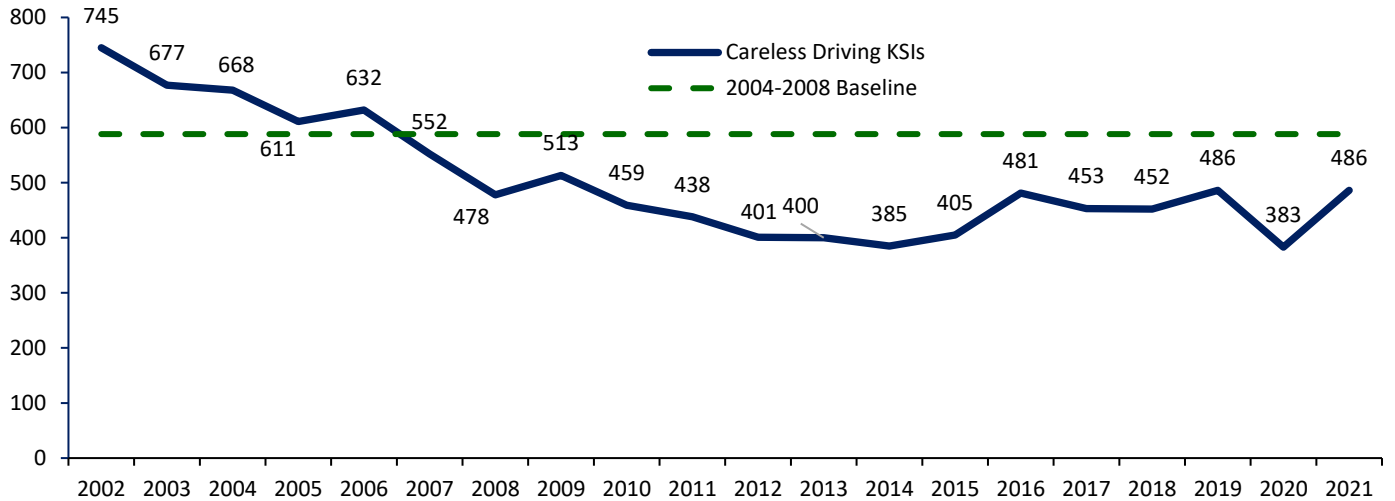
Drivers who commit more serious offences will continue to be dealt with before the courts and will be subject to substantial penalties.

New arrangements introduced will also allow the Police Service of Northern Ireland to offer remedial training to careless drivers as an alternative to the fixed penalty notice. The aim is to influence the future decisions of drivers, encouraging more careful driving and improved personal responsibility. Costs associated with the course will be met by the offender as an alternative to receiving penalty points and paying the fixed penalty notice fine.

TREND INFORMATION

Figure 1 below shows the number of people killed or seriously injured where the causation factor was related to careless driving over the twenty-year period 2002 to 2021 (Table A1 in the Appendix refers). The dotted green line shows the average number of people killed or seriously injured between 2004 and 2008 which is the baseline period that was used in the [2020 Road Safety Strategy](#).

Figure 1: Number of people killed or seriously injured due to careless driving 2002-2021

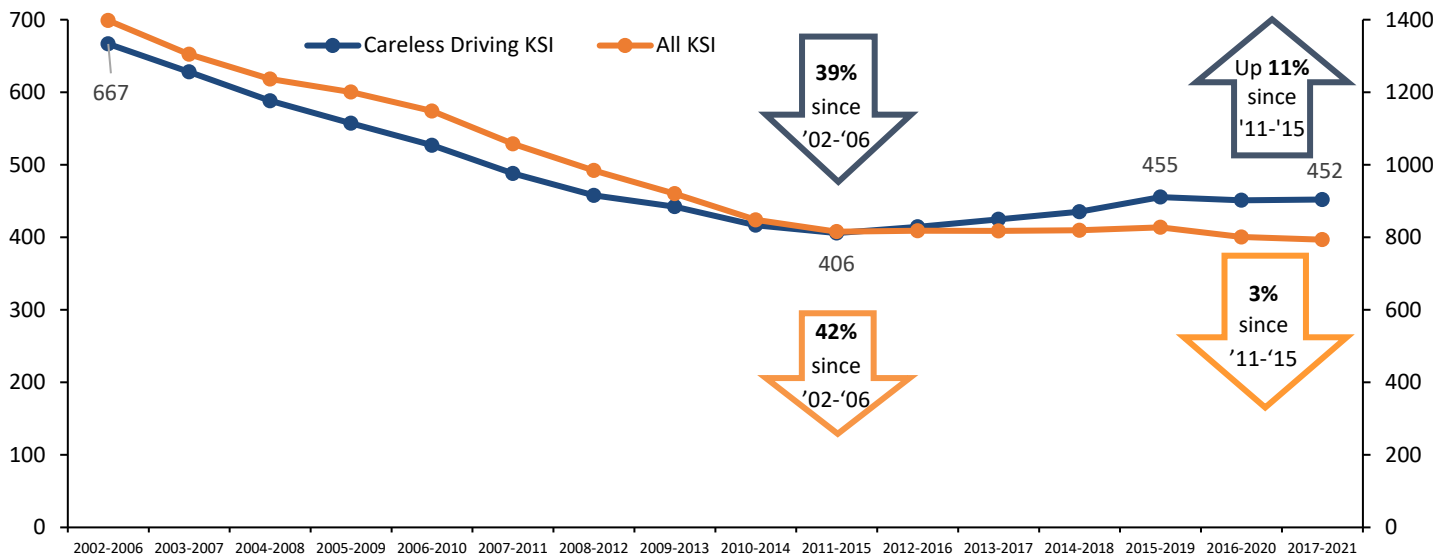


As can be seen there was a series high of 745 for careless driving KSI casualties in 2002 which fell quite steeply to 478 by 2008 (a decrease of 36%). Since then the numbers have stayed fairly constant between the four to five hundred mark, with series lows of 385 (2014) and 383 (2020).

Table 1: Comparison of careless driving KSI casualties against KSI casualties from all causations 2002-2021 (5 year rolling average)

| Year | Number of Careless driving KSI casualties (5 year average) | Number of overall KSI casualties (5 year average) | proportion |
|-----------|--|---|------------|
| 2002-2006 | 666.6 | 1,397.8 | 48% |
| 2003-2007 | 628.0 | 1,304.6 | 48% |
| 2004-2008 | 588.2 | 1,236.4 | 48% |
| 2005-2009 | 557.2 | 1,200.4 | 46% |
| 2006-2010 | 526.8 | 1,148.2 | 46% |
| 2007-2011 | 488.0 | 1,057.6 | 46% |
| 2008-2012 | 457.8 | 984.2 | 47% |
| 2009-2013 | 442.2 | 920.2 | 48% |
| 2010-2014 | 416.6 | 848.0 | 49% |
| 2011-2015 | 405.8 | 815.6 | 50% |
| 2012-2016 | 414.4 | 818.0 | 51% |
| 2013-2017 | 424.8 | 817.6 | 52% |
| 2014-2018 | 435.2 | 819.2 | 53% |
| 2015-2019 | 455.4 | 827.4 | 55% |
| 2016-2020 | 451.0 | 800.8 | 56% |
| 2017-2021 | 452.0 | 793.4 | 57% |

Figure 2: Comparison of careless driving KSI casualties against KSI casualties from all causations 2002-2021 (5 year rolling average)



Examining a rolling 5-year average as presented in Table 1 and Figure 2 above, there has been a general downward trend in careless driving KSI casualties from 2002-2006, with the average showing a year-on-year decrease from 667 in 2002-2006 to a low of 406 in 2011-2015 (a fall of 39%). Over the same timescale, the number of overall people killed or seriously injured in all road traffic collisions have followed a similar pattern from 1,398 between 2002 and 2006 to 816 in 2011-2015, a 42% reduction. Since then, **all KSI casualties have continued to fall but KSIs attributed to careless driving have started to increase.**

Figure 3: Careless driving KSI casualties as a proportion of the total number of people killed or seriously injured 2002-2021 comparison with proportion of alcohol/drugs and excess speed (rolling 5 year average)

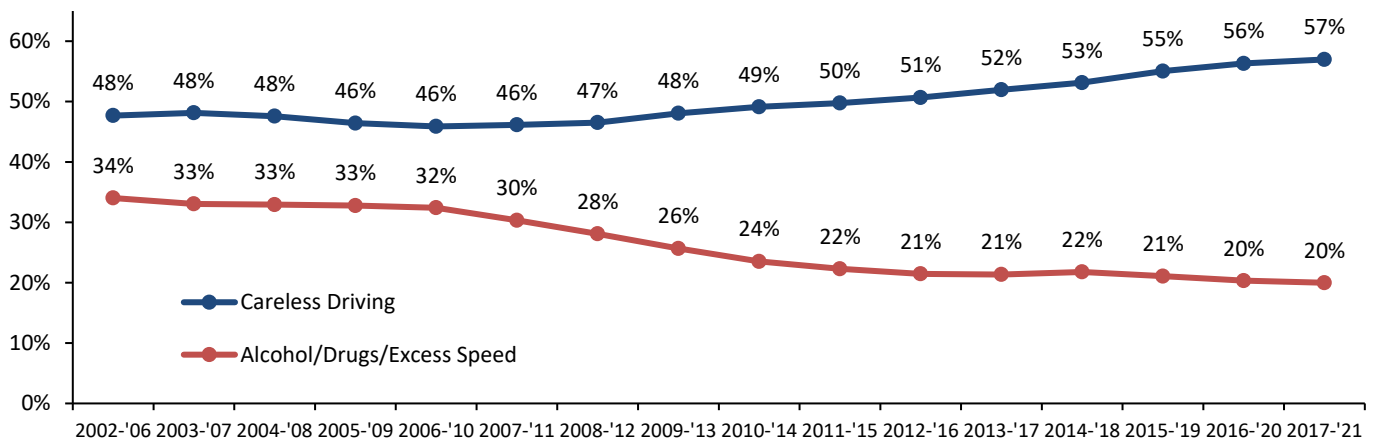


Figure 3 shows that the proportions of KSI casualties that were attributed to careless driving were steady at the start but have risen over time, and steadily increased year on year from the 46% assigned as careless driving in 2006-2010 to 57% in 2017-2021. This has been offset by a general decrease over time in KSI casualties that were assigned an alcohol or drugs or excess speed causation factor.

CONTEXT

Narrowing the focus of our research to the ten-year period 2012 to 2021, and looking at grouped causation factor, we can examine how careless driving compares with other grouped causation factors during this period. Table 2 below shows that careless driving accounts for the majority of fatal and serious collisions (53%), considerably more than that of the other categories, with other factors (e.g., weather, vehicle defects, obstructions) being next highest with 16%. 'Excessive speed having regard to conditions' and 'impaired by alcohol – driver/rider' had just 9% and 8% of the total causation factors in comparison. In terms of fatalities, careless driving accounted for 274 deaths during the ten-year period (45% of fatalities), with excessive speed a distant second accounting for 99 (16%).

Table 2: Grouped causation factors of KSI Casualties, 2012-2021

| Grouped Causation Factor | KSI Collision | Killed | Seriously Injured | KSI Total | % of KSI collisions |
|---|---------------|------------|-------------------|--------------|---------------------|
| Alcohol or drugs – driver/rider | 553 | 93 | 635 | 728 | 8% |
| Careless driving | 3,606 | 274 | 4,058 | 4,332 | 53% |
| Excessive speed having regard to conditions | 576 | 99 | 690 | 789 | 9% |
| Alcohol or drugs – pedestrian | 154 | 23 | 131 | 154 | 2% |
| Other pedestrian fault | 826 | 46 | 794 | 840 | 12% |
| Other factors | 1,061 | 71 | 1,143 | 1,214 | 16% |
| Total | 6,776 | 606 | 7,451 | 8,057 | - |

Figure 4 presents fatal and serious collisions by attribution and you can see that careless driving makes up the majority, accounting for 53% over the last 10 years. Inattention or attention diverted (23%), wrong course/position (14%) and turning right without care (11%) were the top three causation factors within careless driving during this period. See Table 3 for a full breakdown of the top ten.

Figure 4: Fatal and serious collisions by attribution, 2012-2021

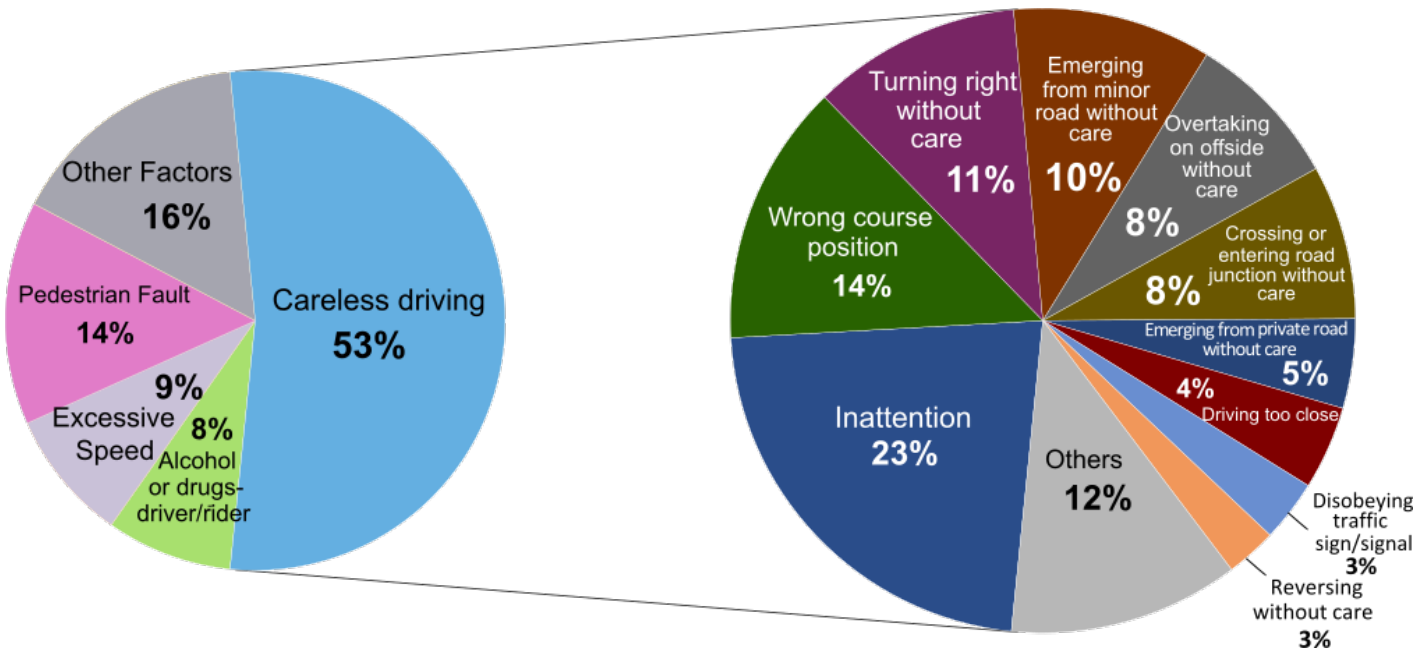


Table 3: Top Ten principal causation factors within Careless Driving 2012-2021

| Principal Causation Factor | KSI Collision | Killed | Seriously Injured | KSI Total | % of Careless Driving KSI Collisions | % of all KSI Collisions |
|--|---------------|------------|-------------------|--------------|--------------------------------------|-------------------------|
| Inattention or attention diverted | 812 | 68 | 858 | 926 | 23% | 12% |
| Wrong course/position | 489 | 68 | 622 | 690 | 14% | 7% |
| Turning right without care | 390 | 18 | 434 | 452 | 11% | 6% |
| Emerging from minor road without | 371 | 21 | 407 | 428 | 10% | 5% |
| Overtaking on offside without care | 293 | 28 | 339 | 367 | 8% | 4% |
| Crossing or entering road junction without | 288 | 16 | 341 | 357 | 8% | 4% |
| Emerging from private road/entrance | 167 | 10 | 183 | 193 | 5% | 2% |
| Driving too close | 156 | 3 | 168 | 171 | 4% | 2% |
| Disobeying traffic sign/signal | 115 | 11 | 132 | 143 | 3% | 2% |
| Reversing without care | 95 | 3 | 92 | 95 | 3% | 1% |
| Other factors | 430 | 28 | 482 | 510 | 12% | 6% |
| Total | 3,606 | 274 | 4,058 | 4,332 | - | 53% |

In terms of fatalities, joint highest of those assigned as a careless driving principal causation factor were inattention or attention diverted and wrong/course position (both with 68 road traffic deaths), with overtaking on offside without care next highest with 28.

Figure 5: Proportion of casualties that are KSI casualties for top ten careless driving causation factors, 2012-2021

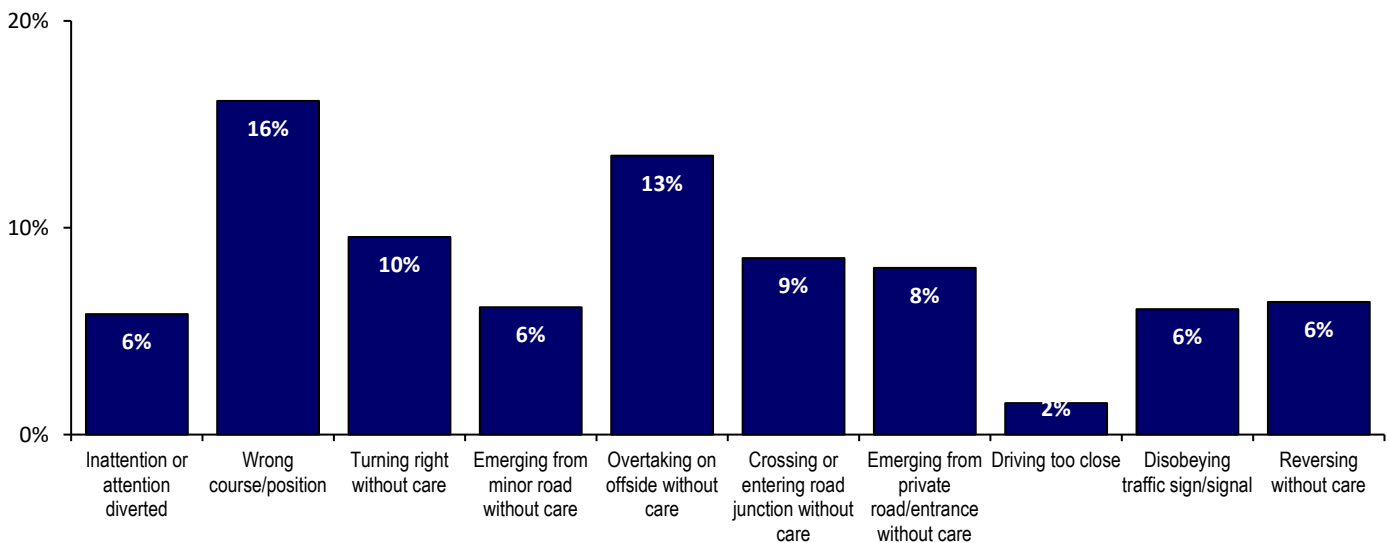



Figure 5 above highlights the proportion of KSI casualties for each of the top ten careless driving causation factors. The highest proportion is that of wrong course/position with 16% (690 KSI casualties out of 4,277 overall), with only disobeying pedestrian crossing (17%) and fatigue (also 16%) outside of the top 10 having a higher proportion. Next highest of the top ten was overtaking on offside without care (13%) followed by turning right without care (10%). At the other end of the scale, was driving too close with 171 KSI casualties out of 11,239 (2%) casualties overall having this causation factor assigned.

PROFILE OF DRIVERS RESPONSIBLE



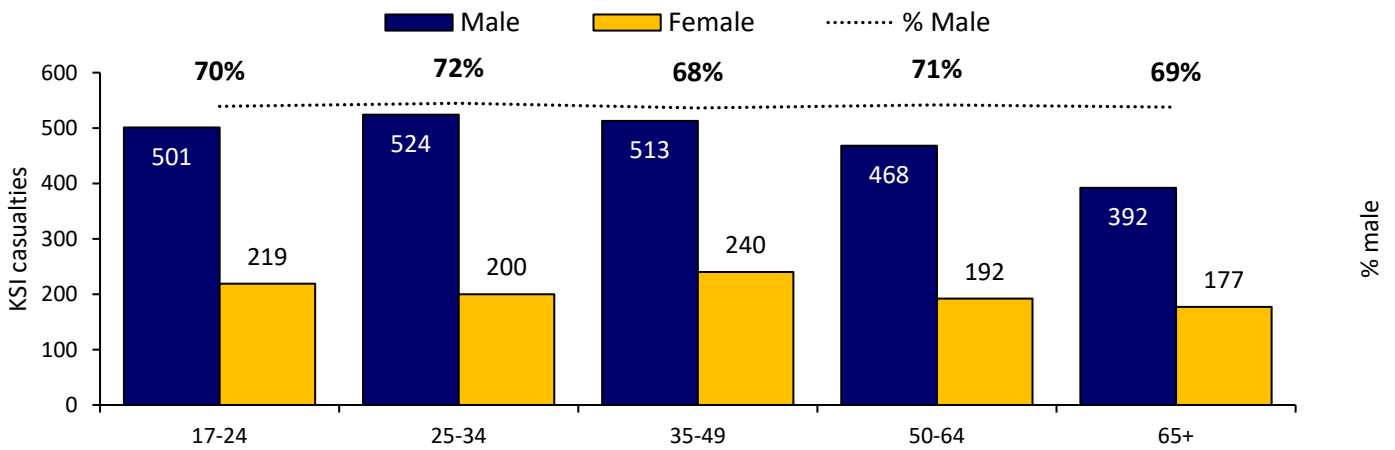
70% of drivers responsible* for careless driving KSI collisions between 2012 and 2021 were **male**

* in which gender was known

Between 2012 and 2021, of the 3,606 KSI collisions in which the principal causation factor was due to careless driving, there were 3,712 drivers responsible (some collisions had dual responsibility). Of the 3,712 responsible drivers where gender was known, 2,461 were male (66%), 1,037 were female (28%) and 214 were of unknown gender (collisions where the causation is believed to be due to careless driving despite no driver being identified).

Those in the 35 to 49 age group accounted for the most, with a fifth (20%) of those responsible coming from this age group. A breakdown by age and gender is presented below:

Figure 6: Careless drivers responsible for a KSI casualty by age and gender 2012-2021



Despite male drivers having over two-thirds of drivers responsible, it is female drivers who are overrepresented when it comes to careless driving. A female driver was responsible for 26% of all fatal and serious collisions in comparison with 30% responsibility for careless driving KSI collisions.

Figure 7: Age of careless drivers responsible for a KSI collision compared with drivers responsible for a KSI collision with any causation 2012-2021

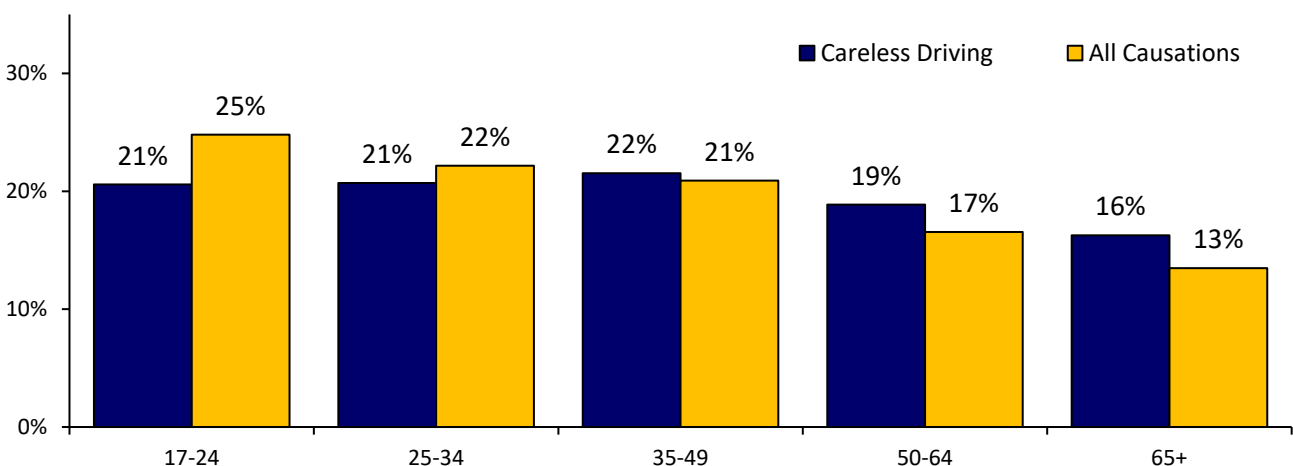
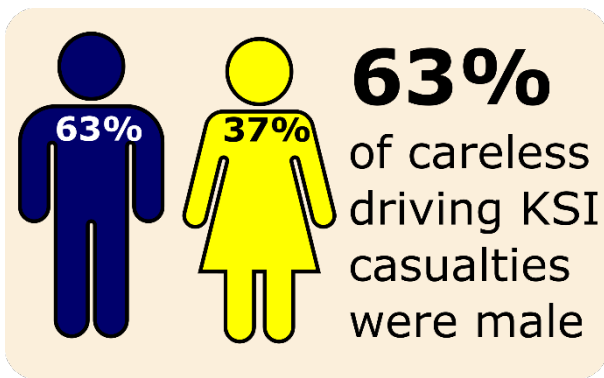


Figure 7 presents the proportions by age group of those responsible for a careless driving KSI collision against the age group proportion for any KSI collision. As can be seen, drivers over the age of 35 are overrepresented in careless driving KSI collisions. In contrast, the young driver age group were underrepresented, with those aged 17-24 accounting for 21% of those drivers responsible for careless driving KSI collisions compared with 25% for all causation factors.

PROFILE OF KSI CASUALTIES

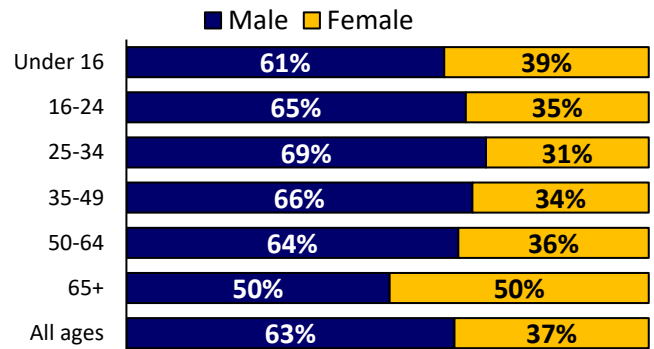


Between 2012 and 2021, there were 274 people killed and 4,058 people seriously injured where the principal causation factor comprised a careless driving causation, equating to 4,332 KSI casualties. Approximately two-thirds of the casualties were male, with the breakdown being 2,720 male (63%) and 1,612 female (37%). Breakdowns by sex and age group are provided in Table 4 and Figure 8 below.

Table 4 & Figure 8: Careless driving KSI casualties by age group and gender 2012-2021

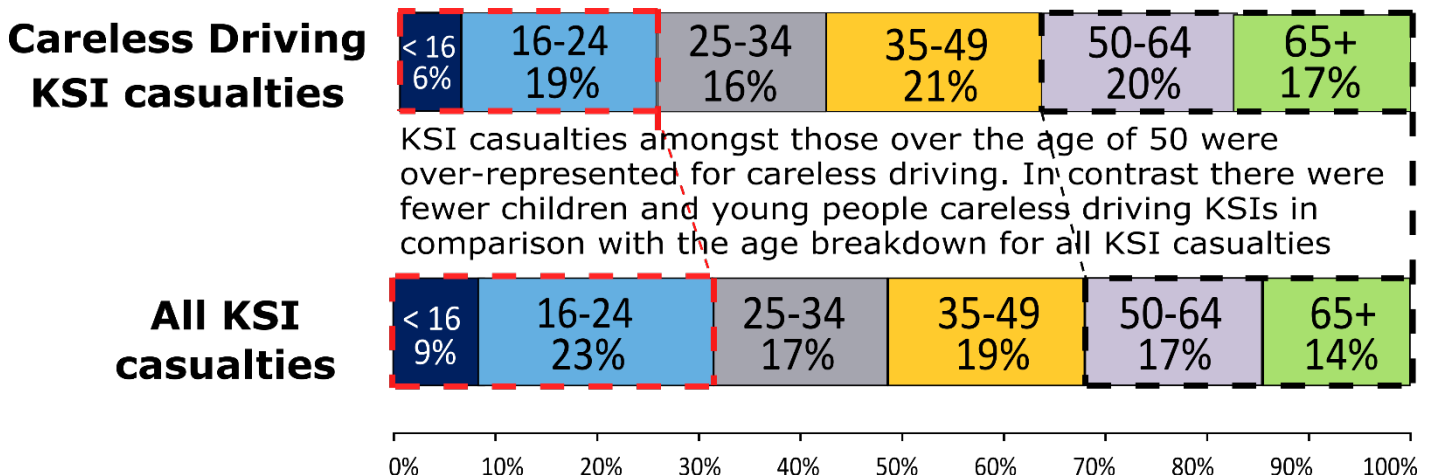
| | Male | Female | Total |
|-----------------|--------------|--------------|--------------|
| Under 16 | 160 | 103 | 263 |
| 16 - 24 | 534 | 288 | 822 |
| 25 - 34 | 488 | 221 | 709 |
| 35 - 49 | 602 | 307 | 909 |
| 50 - 64 | 556 | 319 | 875 |
| 65 + | 378 | 372 | 750 |
| All ages | 2,720 | 1,612 | 4,332 |

Includes 4 casualties (2 male and 2 female) of unknown age.



The largest age group of careless driving KSI casualties was that of those aged 35 to 49 with 909 making up just over a fifth (21%) of the 4,332 total. This was followed by the 50 to 64 (20%) and 16 to 24 (19%) age categories. Comparing this breakdown with the age breakdown of all KSI casualties shows that careless driving is over-represented amongst those aged 50 plus (38% in comparison with 32% for all KSI casualties) but under-represented amongst those under the age of 24 (25% compared with 32%). Figure 9 compares the proportions below, with those under the age of 24 rimmed in red and those over the age of 50 rimmed in black.

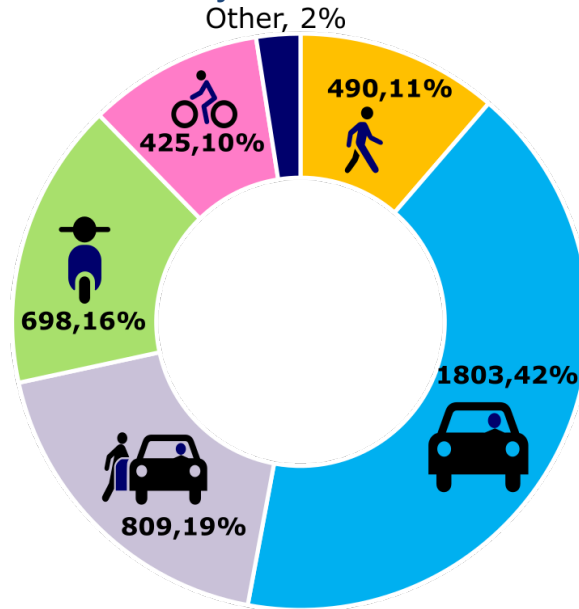
Figure 9: Careless drive KSI casualties versus all KSI casualties by age group 2012-2021



CASUALTY BY ROAD USER CLASS

Concerning careless driving KSI casualties by road user type, 2,612 (60%) were car users of whom 1,803 were drivers (42%) and 809 were passengers (19%). Of the other 1,720 KSI casualties, 698 (16%) were motorcyclists, 490 (11%) were pedestrian, 425 were pedal cyclists (10%) and the remainder were comprised of 107 other¹ road users (2%). Comparative figures for all KSIs were; car drivers (39%), pedestrians (21%), car passengers (19%), motorcyclists (12%), pedal cyclists (7%) and other road users (3%).

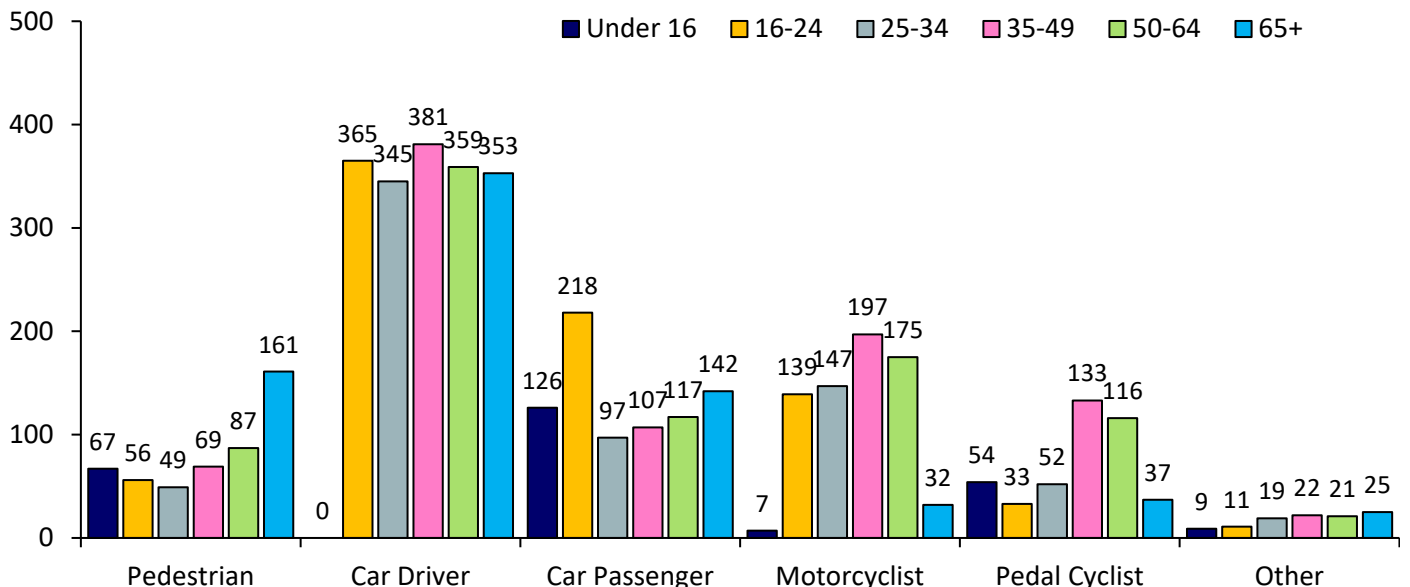
Figure 10: Careless Driving KSI casualties by road user 2012-2021



¹ Other road users comprise drivers of goods vehicles, bus drivers, drivers of other motor vehicles, drivers of non-motor vehicles, tractor drivers, horse riders and invalid/other 3 wheelers

Looking at the breakdown of each road user class by age group in Figure 11 below shows that those aged 65 and over make up the largest number of careless driving KSI casualties amongst pedestrians (161, 33%). For car drivers, motorcyclists and pedal cyclists, the 35 to 49 age group made up the largest number for each while the 16 to 24 age group made up the highest number of car passengers (218, 27%). Figure 11 presents the breakdown below:

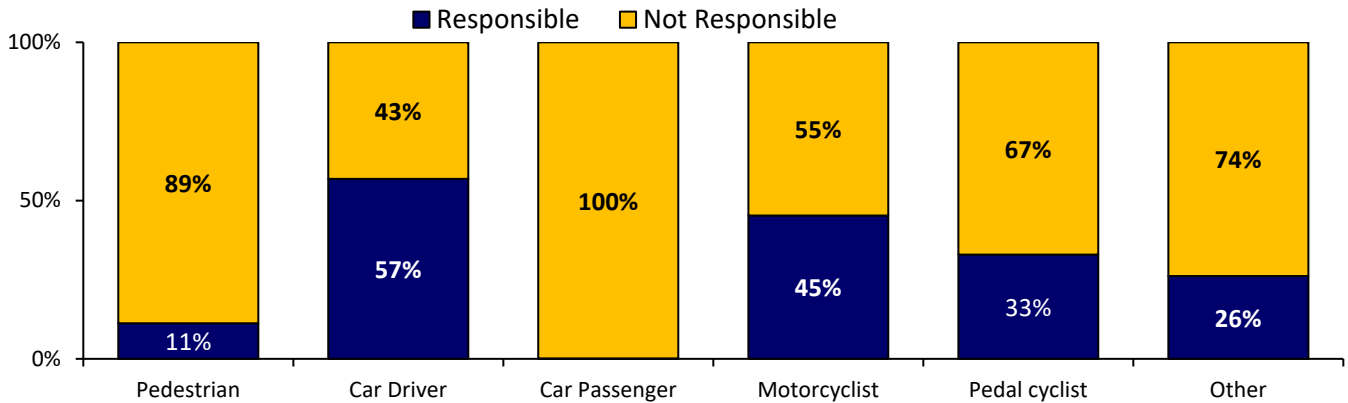
Figure 11: Careless Driving KSI casualties by road user split by age group 2012-2021



RESPONSIBILITY

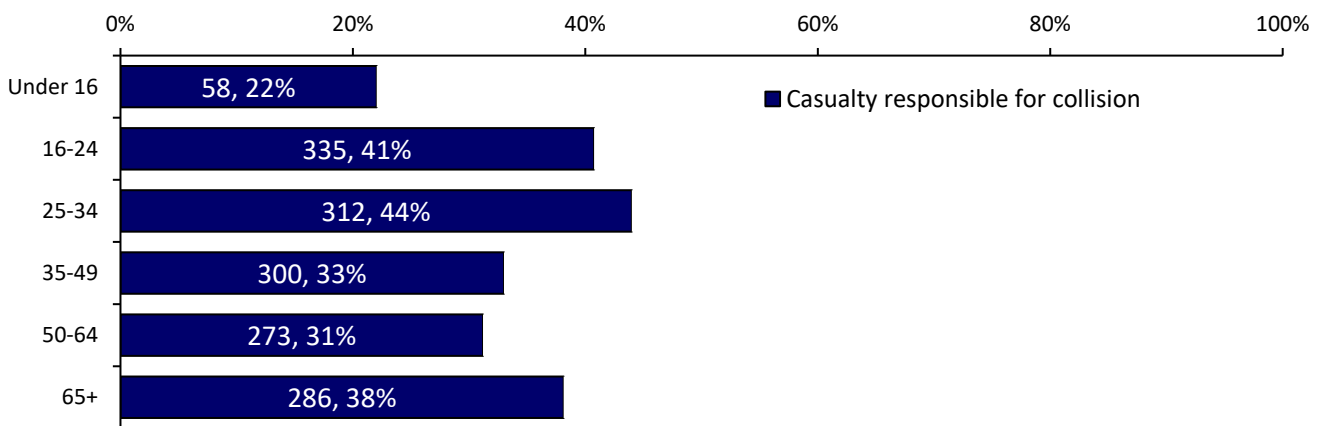
Of the 4,332 people that were killed or seriously injured over the ten-year period where the principal causation was attributed to careless driving, 1,565 (36%) of the casualties were responsible for the collision in which they were injured. Looking at responsibility by casualty class in Figure 12 below, we see that only car drivers were responsible for the majority (57%) of their own injuries with 1,025 out of the 1,803 with motorcyclists next with 45% (316 responsible out of 698). Although it might appear strange that pedestrians were responsible for 11% of their own injuries for a driving causation, this is because of dual causation being assigned to these collisions.

Figure 12: Careless Driving KSI casualties by road user responsibility 2012-2021



In terms of the split by age group, although those aged 35 to 49 accounted for the most careless driving KSI casualties (909), they were second lowest by proportion of responsibility amongst those age groups who were able to drive (33%) with only those aged 50 to 64 having a lower proportion (31%). In contrast, those from the 25 to 34 age group reported the greatest proportion of casualty responsibility, with 312 out of the 709 (44%) KSI casualties from this category being to blame. See Figure 13 below.

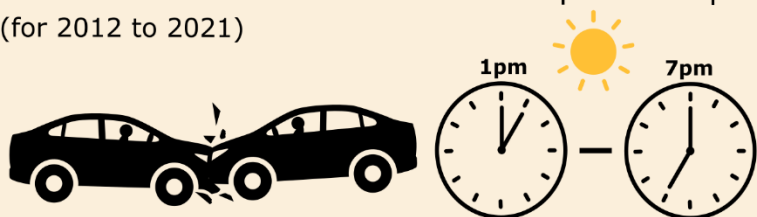
Figure 13: Careless Driving KSI casualties responsibility by selected age group 2012-2021



TIME AND MONTH

When do careless driving fatal and serious collisions occur?

Almost half of all careless driving KSI collisions occurred between 1pm and 7pm (for 2012 to 2021)



In the ten years 2012-2021, most careless driving KSI collisions occurred on a Friday with 571 recorded (16%), closely followed by Saturday with 563 (also 16%), but it is reasonable to say that the numbers are spread out evenly over the week with all days recording between 14 and 16 percent, except Sunday which made up 12% of the total. Over the whole week, the

greatest number of fatal and serious collisions occurred between 5pm and 6pm (343 collisions, 10%) with the next highest period being between 4pm and 5pm (314 collisions, 9%). In terms of single hour, the greatest was between 5pm and 6pm on a Friday with 60 recorded, with the next highest being over the same day between 4pm and 5pm (57). Almost half the number of careless driving KSI collisions occurred between the hours of 1pm to 7pm (47%) while, in comparison, 42% of all fatal and serious collisions occurred during these hours. This shows that careless driving is slightly over-represented during this time period. See Table 5 below:

Table 5: Carless driving fatal and serious collisions by day and hour 2012-2021

| | Mon | Tue | Wed | Thu | Fri | Sat | Sun | Total | |
|----------------------|------------|------------|------------|------------|------------|------------|------------|--------------|-------------|
| | 8 | 9 | 12 | 11 | 11 | 8 | 2 | 61 | 0601 - 0700 |
| | 20 | 27 | 20 | 27 | 25 | 11 | 3 | 133 | 0701 - 0800 |
| | 33 | 33 | 43 | 35 | 29 | 13 | 12 | 198 | 0801 - 0900 |
| | 31 | 26 | 28 | 20 | 20 | 29 | 10 | 164 | 0901 - 1000 |
| | 19 | 17 | 21 | 23 | 20 | 42 | 21 | 163 | 1001 - 1100 |
| | 24 | 27 | 26 | 28 | 35 | 42 | 28 | 210 | 1101 - 1200 |
| | 26 | 27 | 22 | 30 | 32 | 42 | 42 | 221 | 1201 - 1300 |
| | 35 | 30 | 28 | 29 | 40 | 43 | 37 | 242 | 1301 - 1400 |
| | 40 | 35 | 37 | 27 | 51 | 50 | 32 | 272 | 1401 - 1500 |
| | 39 | 47 | 38 | 36 | 43 | 43 | 37 | 283 | 1501 - 1600 |
| No of KSI Collisions | 44 | 45 | 40 | 45 | 57 | 44 | 39 | 314 | 1601 - 1700 |
| 0-9 | 47 | 56 | 52 | 55 | 60 | 39 | 34 | 343 | 1701 - 1800 |
| 10-19 | 28 | 43 | 42 | 55 | 35 | 30 | 20 | 253 | 1801 - 1900 |
| 20-29 | 32 | 33 | 28 | 32 | 28 | 34 | 16 | 203 | 1901 - 2000 |
| 30-39 | 14 | 25 | 18 | 27 | 23 | 21 | 16 | 144 | 2001 - 2100 |
| 40-49 | 11 | 17 | 13 | 14 | 19 | 17 | 11 | 102 | 2101 - 2200 |
| 50+ | 9 | 12 | 10 | 20 | 14 | 9 | 6 | 80 | 2201 - 2300 |
| | 5 | 8 | 10 | 8 | 13 | 12 | 6 | 62 | 2301 - 2400 |
| | 4 | 2 | 3 | 3 | 6 | 8 | 11 | 37 | 0001 - 0100 |
| | 7 | 4 | 0 | 2 | 2 | 10 | 10 | 35 | 0101 - 0200 |
| | 4 | 1 | 1 | 1 | 3 | 7 | 12 | 29 | 0201 - 0300 |
| | 3 | 0 | 1 | 3 | 0 | 2 | 9 | 18 | 0301 - 0400 |
| | 1 | 1 | 5 | 2 | 1 | 2 | 0 | 12 | 0401 - 0500 |
| | 4 | 0 | 6 | 6 | 4 | 5 | 2 | 27 | 0501 - 0600 |
| Total | 488 | 525 | 504 | 539 | 571 | 563 | 416 | 3,606 | |

Figure 14: Careless driving collisions by time of day – weekday vs weekend, 2012-2021

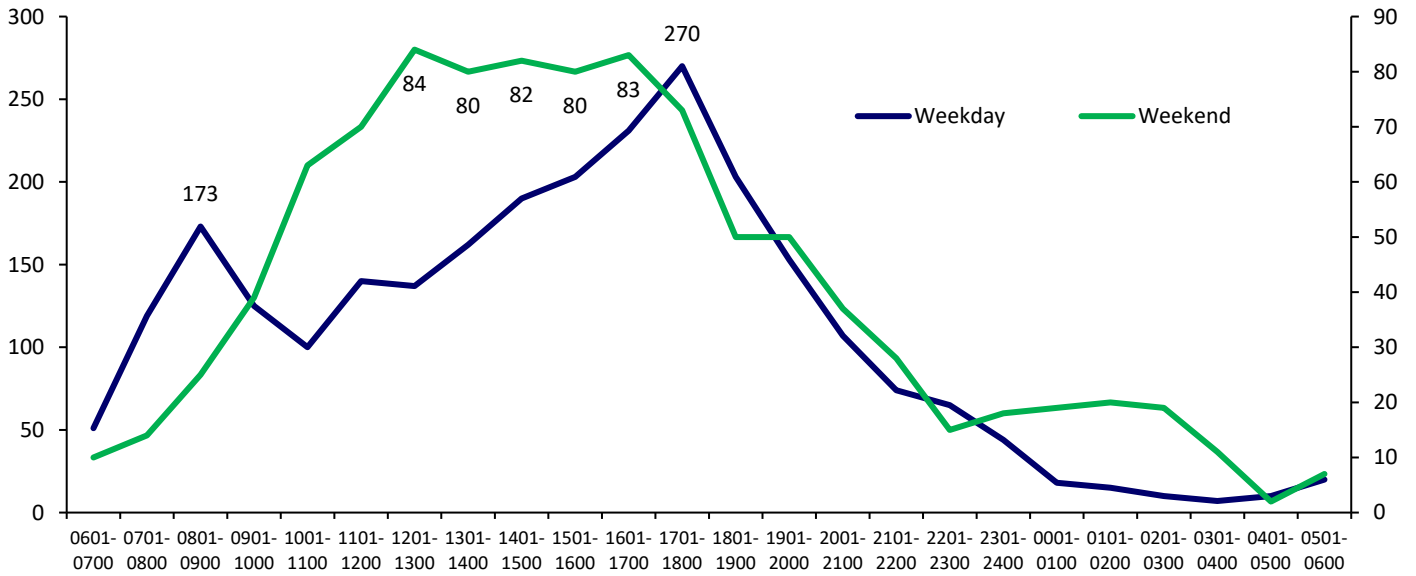
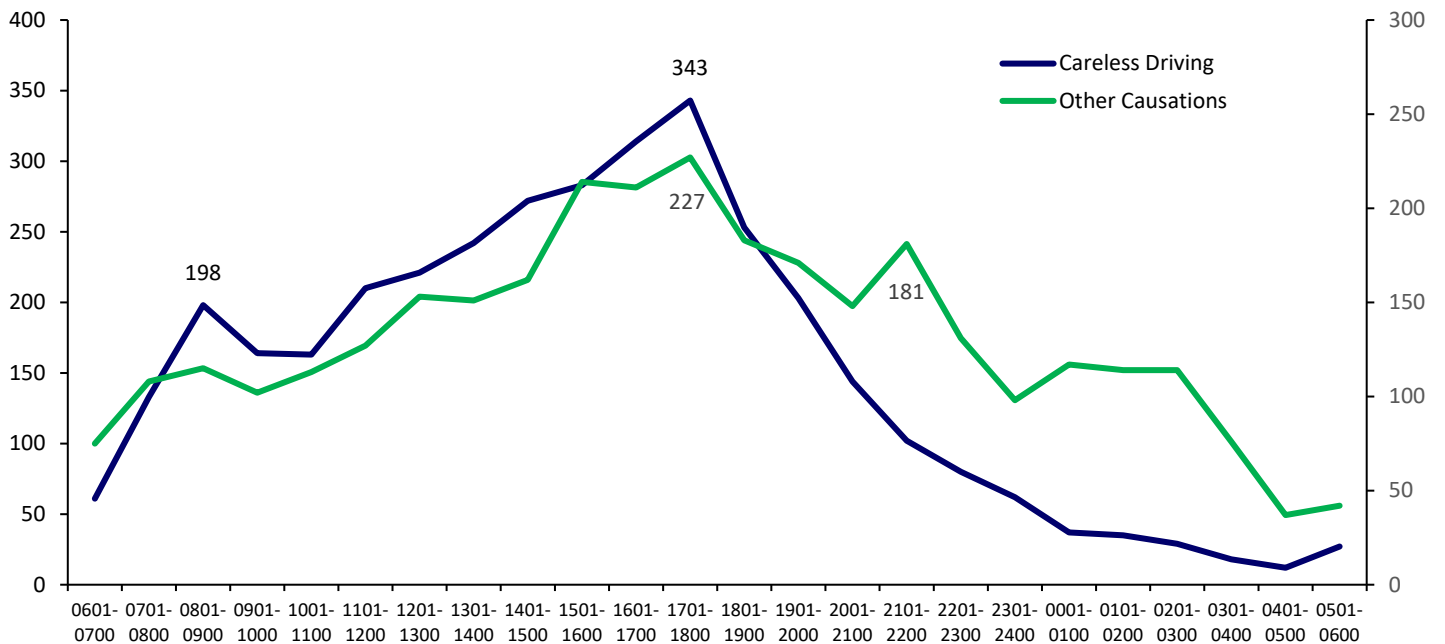


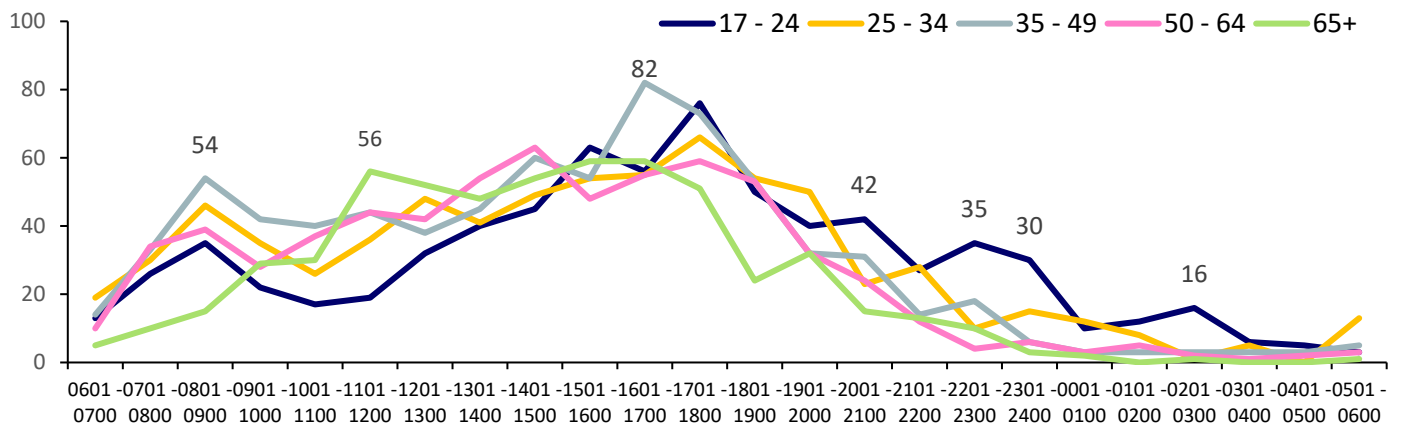
Figure 14 presents the number of fatal and serious collisions by time of day for both Monday to Friday and at the weekend. As can be seen there is not much variation between the two charts during the hours of 5pm to 11pm. However, there is a spike in the weekday collisions between 7am and 8am which doesn't occur in the weekend collisions, and there appear to be relatively more careless driving collisions at the weekend between 12pm and 5pm and between midnight and 3am.

Figure 15: Careless driving vs non careless driving KSI collisions by time of day – 2012 to 2021



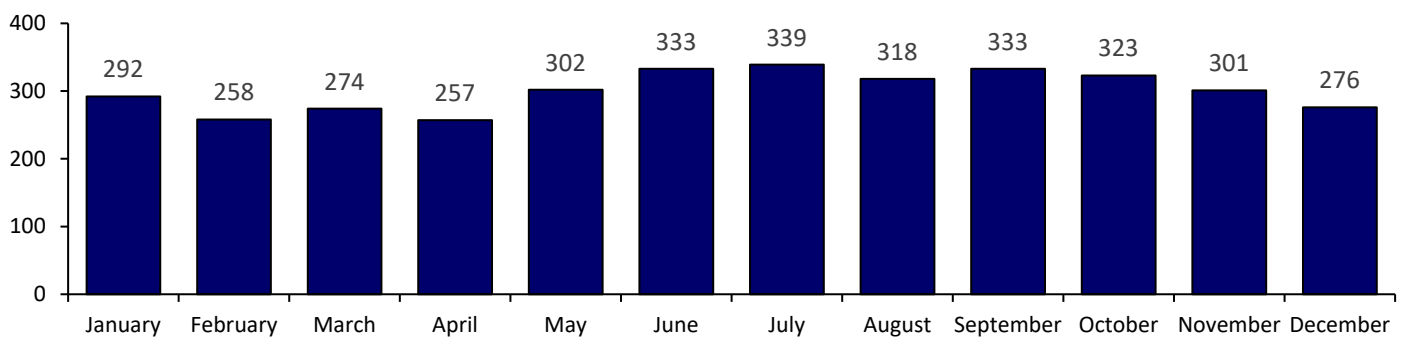
It is interesting to compare the pattern of careless driving fatal and serious collisions with other KSI collisions (Figure 15). The two lines follow each other closely between 6am and 7pm but the careless driving causations fall much more sharply after this time. This indicates that careless driving is more likely to occur during daylight hours and be much less likely during night-time hours when causations like speeding or impairment by alcohol or drugs would be much more prevalent.

Figure 16: Careless driving KSI collisions by time of day for age group of driver – 2012 to 2021



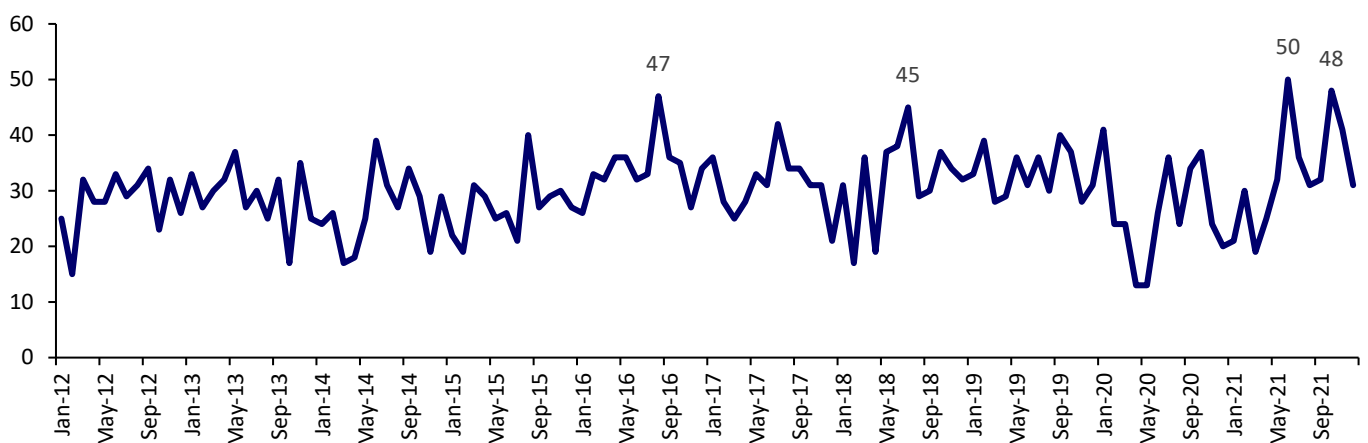
The split of careless driving fatal and serious collisions by age of driver responsible also reveals some useful insights. There are peaks for every age group during rush hour times both in the morning and evening which are more pronounced for those aged 35 to 49. There was also a notable peak for those drivers aged 65 or over between 11am and 1pm which was higher than any other age group at this time of day. There is also a notable difference in the number of careless driving causation factors recorded for those aged 17 to 24 and the other age groups at night time and the early hours of the morning with young drivers being much more likely to be involved in a careless driving collision between 8pm and 3am. A complete breakdown by age group is presented in the Appendix.

Figure 17: Careless driving KSI collisions by month of year– 2012 to 2021



Examining a monthly breakdown in Figure 17 shows that April has the fewest careless driving KSI collisions (257) while July has the most (339), closely followed by June, September (both with 333) and October (323). As Figure 18 shows, these peaks are determined due to random variation rather than any underlying seasonal trend.

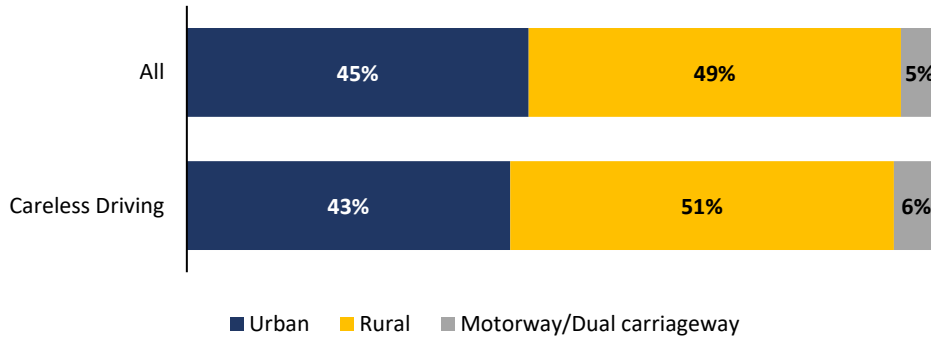
Figure 18: Careless driving KSI collisions for each month– 2012 to 2021



ROAD TYPE

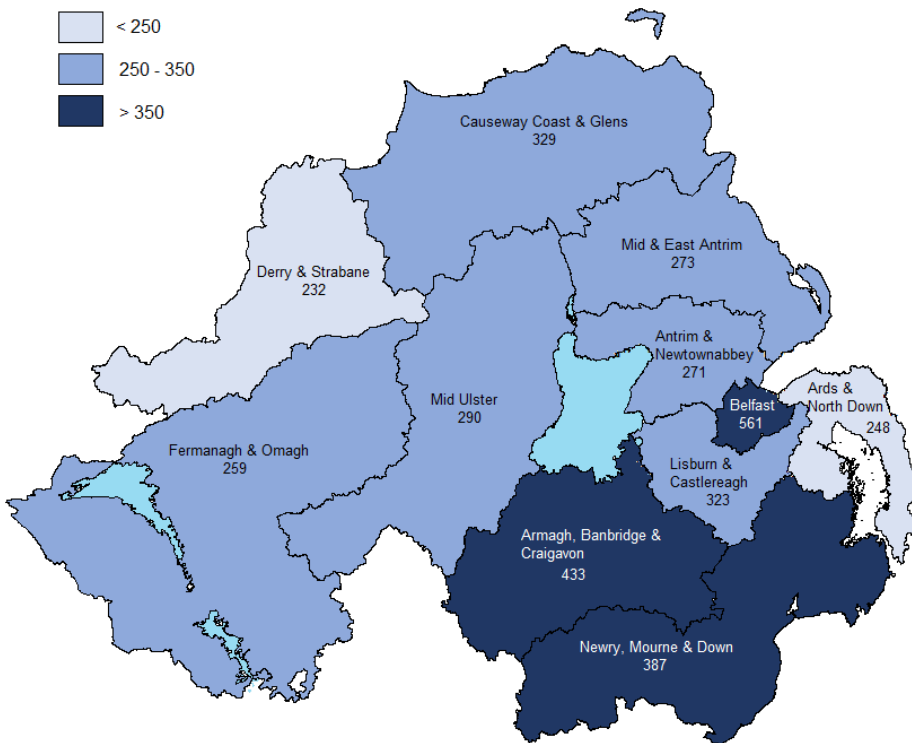
The majority of fatal and serious collisions caused by careless driving occurred on rural roads, with 1,847 out of the 3,606 (51%) occurring on a single carriageway road with a speed limit greater than 40 miles per hour. The remaining 1,759 careless driving KSI collisions comprised of 1,538 on urban roads (43%) and 221 on motorways and dual carriageways (6%). These proportions are broadly in line with the road type for all KSIs. See Figure 19 below. In terms of casualties, those which occurred on rural roads accounted for 187 of the 274 careless driving deaths (68%) and 2,190 of the 4,058 people seriously injured (54%).

Figure 19: Careless driving KSI collisions vs all KSI collisions by road type – 2012 to 2021



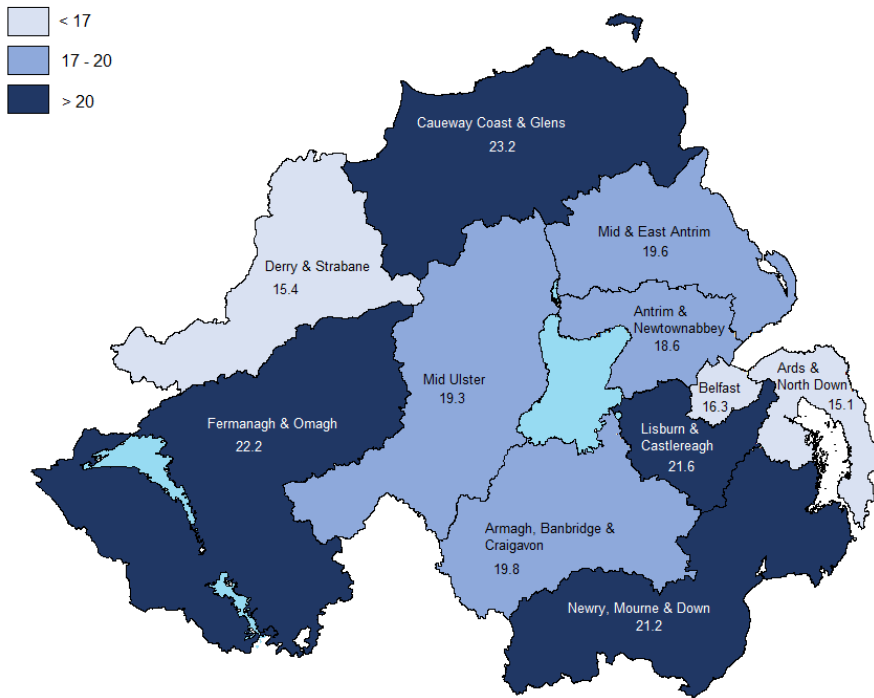
MAPPING – WHERE DO CARELESS DRIVING COLLISIONS OCCUR?

Map 1: Fatal and Serious careless driving collisions by District 2012-2021



This map shows the total number of fatal and serious careless driving collisions in 2012-2021 that occurred within each District Council. Belfast reported the most with 561, followed by Armagh, Banbridge & Craigavon with 433 and Newry, Mourne and Down with 387. Derry and Strabane had the fewest with 232, followed by Ards and North Down with 248.

Map 2: Rate of Careless Driving KSI casualties per 10,000 population by District, 2012-2021



Map 2 aims to take account of the differing populations by plotting the rate of careless driving KSI casualties in each Local Government District in 2012-2021 based on the yearly average per 10,000 population. Causeway Coast & Glens reports the highest rate of careless driving KSIs (23.2) followed by Fermanagh & Omagh with 22.2 and Lisburn & Castlereagh with 21.6; while the lowest is Ards & North Down with 15.1 followed by Derry & Strabane with 15.4.

APPENDIX

A1: Careless driving casualties by severity of injury 2002-2021

| Year | Killed | Seriously Injured | KSI Casualties | Slightly Injured | Total |
|------|--------|-------------------|----------------|------------------|-------|
| 2002 | 43 | 702 | 745 | 6,821 | 7,566 |
| 2003 | 51 | 626 | 677 | 6,280 | 6,957 |
| 2004 | 56 | 612 | 668 | 5,935 | 6,603 |
| 2005 | 54 | 557 | 611 | 4,977 | 5,588 |
| 2006 | 40 | 592 | 632 | 5,414 | 6,046 |
| 2007 | 43 | 509 | 552 | 5,711 | 6,263 |
| 2008 | 36 | 442 | 478 | 5,979 | 6,457 |
| 2009 | 33 | 480 | 513 | 6,000 | 6,513 |
| 2010 | 19 | 440 | 459 | 5,524 | 5,983 |
| 2011 | 23 | 415 | 438 | 5,577 | 6,015 |
| 2012 | 14 | 387 | 401 | 5,839 | 6,240 |
| 2013 | 25 | 375 | 400 | 6,111 | 6,511 |
| 2014 | 35 | 350 | 385 | 6,249 | 6,634 |
| 2015 | 32 | 373 | 405 | 6,732 | 7,137 |
| 2016 | 32 | 449 | 481 | 6,545 | 7,026 |
| 2017 | 29 | 424 | 453 | 6,285 | 6,738 |
| 2018 | 25 | 427 | 452 | 5,967 | 6,419 |
| 2019 | 21 | 465 | 486 | 6,201 | 6,687 |
| 2020 | 34 | 349 | 383 | 4,319 | 4,702 |
| 2021 | 27 | 459 | 486 | 4,806 | 5,292 |

Source: Police Service of Northern Ireland Road Traffic Collision Data

A2: Number of people killed or seriously injured by careless driving and Drink/Drugs/Excess speed 2002-2021 (5 year rolling average)

| Year | Careless driving | Drink/Drugs/ Excess Speed | Total KSIs | Careless Driving % | Drink/drugs/ excess speed % |
|-----------|------------------|---------------------------|------------|--------------------|-----------------------------|
| 2002-2006 | 666.6 | 475.6 | 1,397.8 | 48% | 34% |
| 2003-2007 | 628 | 431.2 | 1,304.6 | 48% | 33% |
| 2004-2008 | 588.2 | 407.2 | 1,236.4 | 48% | 33% |
| 2005-2009 | 557.2 | 393.4 | 1,200.4 | 46% | 33% |
| 2006-2010 | 526.8 | 372.2 | 1,148.2 | 46% | 32% |
| 2007-2011 | 488 | 320.8 | 1,057.6 | 46% | 30% |
| 2008-2012 | 457.8 | 276.4 | 984.2 | 47% | 28% |
| 2009-2013 | 442.2 | 236.2 | 920.2 | 48% | 26% |
| 2010-2014 | 416.6 | 199.4 | 848 | 49% | 24% |
| 2011-2015 | 405.8 | 181.8 | 815.6 | 50% | 22% |
| 2012-2016 | 414.4 | 175.6 | 818 | 51% | 21% |
| 2013-2017 | 424.8 | 174.6 | 817.6 | 52% | 21% |
| 2014-2018 | 435.2 | 178.4 | 819.2 | 53% | 22% |
| 2015-2019 | 455.4 | 174.4 | 827.4 | 55% | 21% |
| 2016-2020 | 451 | 162.8 | 800.8 | 56% | 20% |
| 2017-2021 | 452 | 158.6 | 793.4 | 57% | 20% |

Source: Police Service of Northern Ireland Road Traffic Collision Data

A3: Comparison of careless driving KSI casualties against all causations and proportion of the total 2002-2021

| Year | Careless driving KSI Casualties | | Total KSI casualties | | % careless driving KSI casualties of the total |
|------|---------------------------------|--|----------------------|--|--|
| | Number | % change from 2004-2008 baseline (588.2) | Number | % change from 2004-2008 baseline (1,236.4) | |
| 2002 | 745 | 27% | 1676 | 36% | 44% |
| 2003 | 677 | 15% | 1438 | 16% | 47% |
| 2004 | 668 | 14% | 1330 | 8% | 50% |
| 2005 | 611 | 4% | 1208 | -2% | 51% |
| 2006 | 632 | 7% | 1337 | 8% | 47% |
| 2007 | 552 | -6% | 1210 | -2% | 46% |
| 2008 | 478 | -19% | 1097 | -11% | 44% |
| 2009 | 513 | -13% | 1150 | -7% | 45% |
| 2010 | 459 | -22% | 947 | -23% | 48% |
| 2011 | 438 | -26% | 884 | -29% | 50% |
| 2012 | 401 | -32% | 843 | -32% | 48% |
| 2013 | 400 | -32% | 777 | -37% | 51% |
| 2014 | 385 | -35% | 789 | -36% | 49% |
| 2015 | 405 | -31% | 785 | -37% | 52% |
| 2016 | 481 | -18% | 896 | -28% | 54% |
| 2017 | 453 | -23% | 841 | -32% | 54% |
| 2018 | 452 | -23% | 785 | -37% | 58% |
| 2019 | 486 | -17% | 830 | -33% | 59% |
| 2020 | 383 | -35% | 652 | -47% | 59% |
| 2021 | 486 | -17% | 859 | -31% | 57% |

Source: Police Service of Northern Ireland Road Traffic Collision Data

A4: Grouped causation factors of KSI Collisions and Casualties, 2012-2021

| Grouped Causation Factor | KSI Collision | Killed | Seriously Injured | KSI Total | % of KSI collisions |
|---|---------------|------------|-------------------|--------------|---------------------|
| Alcohol or drugs – driver/rider | 553 | 93 | 635 | 728 | 8% |
| Careless driving | 3,606 | 274 | 4,058 | 4,332 | 53% |
| Excessive speed having regard to conditions | 576 | 99 | 690 | 789 | 9% |
| Alcohol or drugs – pedestrian | 154 | 23 | 131 | 154 | 2% |
| Other pedestrian fault | 826 | 46 | 794 | 840 | 12% |
| Other factors | 1,061 | 71 | 1,143 | 1,214 | 16% |
| Total | 6,776 | 606 | 7,451 | 8,057 | - |

Source: Police Service of Northern Ireland Road Traffic Collision Data

A5: Top Ten principal causation factors of Careless Driving 2012-2021

| Principal Causation Factor | KSI Collision | Killed | Seriously Injured | KSI Total | % of Careless Driving KSI Collisions | % of all KSI Collisions |
|--|---------------|------------|-------------------|--------------|--------------------------------------|-------------------------|
| Inattention or attention diverted | 812 | 68 | 858 | 926 | 23% | 12% |
| Wrong course/position | 489 | 68 | 622 | 690 | 14% | 7% |
| Turning right without care | 390 | 18 | 434 | 452 | 11% | 6% |
| Emerging from minor road without | 371 | 21 | 407 | 428 | 10% | 5% |
| Overtaking on offside without care | 293 | 28 | 339 | 367 | 8% | 4% |
| Crossing or entering road junction without | 288 | 16 | 341 | 357 | 8% | 4% |
| Emerging from private road/entrance | 167 | 10 | 183 | 193 | 5% | 2% |
| Driving too close | 156 | 3 | 168 | 171 | 4% | 2% |
| Disobeying traffic sign/signal | 115 | 11 | 132 | 143 | 3% | 2% |
| Reversing without care | 95 | 3 | 92 | 95 | 3% | 1% |
| Other factors | 430 | 28 | 482 | 510 | 12% | 6% |
| Total | 3,606 | 274 | 4,058 | 4,332 | - | 53% |

Source: Police Service of Northern Ireland Road Traffic Collision Data

A6: Drivers responsible for careless driving KSI Collisions by age and gender and age group comparison vs all KSI collisions 2021 to 2021

| Age group | Careless Driving KSI Collisions | | | All KSI Collisions |
|--------------|---------------------------------|--------------|--------------------------|--------------------------|
| | Male | Female | Total | Total |
| Under 17 | 61 | 9 | 70 | 101 |
| 17-24 | 501 | 219 | 720 | 1,235 |
| 25-34 | 524 | 200 | 724 | 1,104 |
| 35-49 | 513 | 240 | 753 | 1,041 |
| 50-64 | 468 | 192 | 660 | 824 |
| 65+ | 392 | 177 | 569 | 671 |
| Total | 2,459¹ | 1,037 | 3,496² | 4,976³ |

¹ excludes 2 drivers of unknown age, ² excludes 214 drivers of unknown age, ³ excludes 304 drivers of unknown age (collisions where the causation is believed to be due to careless driving despite no driver being identified)

Source: Police Service of Northern Ireland Road Traffic Collision Data

A7: Careless driving KSI casualties by age group and gender 2012 to 2021

| Age group | Careless Driving KSI Casualties | | | All KSI Casualties |
|--------------|---------------------------------|----------------------|---------------------------|---------------------------|
| | Male (% male) | Female (% female) | Total (% by age group) | Total (% by age group) |
| Under 16 | 160 (61%) | 103 (39%) | 263 (6%) | 726 (9%) |
| 16-24 | 534 (65%) | 288 (35%) | 822 (19%) | 1,857 (23%) |
| 25-34 | 488 (69%) | 221 (31%) | 709 (16%) | 1,370 (17%) |
| 35-49 | 602 (66%) | 307 (34%) | 909 (21%) | 1,543 (19%) |
| 50-64 | 556 (64%) | 319 (36%) | 875 (20%) | 1,393 (17%) |
| 65+ | 378 (50%) | 372 (50%) | 750 (17%) | 1,160 (14%) |
| Unknown | 2 | 2 | 4 | 8 |
| Total | 2,720 (63%) | 1,612 (37%) | 4,332 | 8,057 |

Source: Police Service of Northern Ireland Road Traffic Collision Data

A8: Careless driving KSI casualties by road user split by age group 2012 to 2021

| Age group | Pedestrian | Car Drivers | Car Passengers | Motorcyclists ¹ | Pedal Cyclists | Other ² | Total |
|--------------|------------|--------------|----------------|----------------------------|----------------|--------------------|--------------|
| Under 16 | 67 | 0 | 126 | 7 | 54 | 9 | 263 |
| 16-24 | 56 | 365 | 218 | 139 | 33 | 11 | 822 |
| 25-34 | 49 | 345 | 97 | 147 | 52 | 19 | 709 |
| 35-49 | 69 | 381 | 107 | 197 | 133 | 22 | 909 |
| 50-64 | 87 | 359 | 117 | 175 | 116 | 21 | 875 |
| 65+ | 161 | 353 | 142 | 32 | 37 | 25 | 750 |
| Unknown | 1 | 0 | 2 | 1 | 0 | 0 | 4 |
| Total | 490 | 1,803 | 809 | 698 | 425 | 107 | 4,332 |

¹ includes pillion passengers ² drivers of goods vehicles, bus drivers, drivers of other motor vehicles, drivers of non-motor vehicles, tractor drivers, horse riders and invalid/other 3 wheelers.

Source: Police Service of Northern Ireland Road Traffic Collision Data

A9: Careless driving KSI casualties by road user split by responsibility 2012 to 2021

| Road User class | Casualty not responsible for collision | Casualty responsible for collision | Total |
|---------------------------|--|------------------------------------|--------------|
| Pedestrian | 435 | 55 | 490 |
| Car Driver | 778 | 1025 | 1,803 |
| Car Passenger | 808 | 1 | 809 |
| Motorcyclist ¹ | 382 | 316 | 698 |
| Pedal cyclist | 285 | 140 | 425 |
| Other ² | 79 | 28 | 107 |
| Total | 2767 | 1565 | 4,332 |

¹ includes pillion passenger ² includes drivers of goods vehicles, bus drivers, drivers of other motor vehicles, drivers of non-motor vehicles, tractor drivers, horse riders and invalid/other 3 wheelers.

Source: Police Service of Northern Ireland Road Traffic Collision Data

A10: Careless driving KSI casualties by age group split by responsibility 2012 to 2021

| Age group | Casualty not responsible for collision | Casualty responsible for collision | Total |
|--------------|--|------------------------------------|--------------|
| Under 16 | 205 (78%) | 58 (22%) | 263 |
| 16-24 | 487 (59%) | 335 (41%) | 822 |
| 25-34 | 397 (56%) | 312 (44%) | 709 |
| 35-49 | 609 (67%) | 300 (33%) | 909 |
| 50-64 | 602 (69%) | 273 (31%) | 875 |
| 65+ | 464 (62%) | 286 (38%) | 750 |
| Unknown | 3 | 1 | 4 |
| Total | 2,767 (64%) | 1,565 (36%) | 4,332 |

Source: Police Service of Northern Ireland Road Traffic Collision Data

A11: Careless driving KSI collisions by time of day and day of the week 2012 to 2021

| Time | Mon | Tue | Wed | Thu | Fri | Sat | Sun | Total |
|--------------|------------|------------|------------|------------|------------|------------|------------|--------------|
| 0601-0700 | 8 | 9 | 12 | 11 | 11 | 8 | 2 | 61 |
| 0701-0800 | 20 | 27 | 20 | 27 | 25 | 11 | 3 | 133 |
| 0801-0900 | 33 | 33 | 43 | 35 | 29 | 13 | 12 | 198 |
| 0901-1000 | 31 | 26 | 28 | 20 | 20 | 29 | 10 | 164 |
| 1001-1100 | 19 | 17 | 21 | 23 | 20 | 42 | 21 | 163 |
| 1101-1200 | 24 | 27 | 26 | 28 | 35 | 42 | 28 | 210 |
| 1201-1300 | 26 | 27 | 22 | 30 | 32 | 42 | 42 | 221 |
| 1301-1400 | 35 | 30 | 28 | 29 | 40 | 43 | 37 | 242 |
| 1401-1500 | 40 | 35 | 37 | 27 | 51 | 50 | 32 | 272 |
| 1501-1600 | 39 | 47 | 38 | 36 | 43 | 43 | 37 | 283 |
| 1601-1700 | 44 | 45 | 40 | 45 | 57 | 44 | 39 | 314 |
| 1701-1800 | 47 | 56 | 52 | 55 | 60 | 39 | 34 | 343 |
| 1801-1900 | 28 | 43 | 42 | 55 | 35 | 30 | 20 | 253 |
| 1901-2000 | 32 | 33 | 28 | 32 | 28 | 34 | 16 | 203 |
| 2001-2100 | 14 | 25 | 18 | 27 | 23 | 21 | 16 | 144 |
| 2101-2200 | 11 | 17 | 13 | 14 | 19 | 17 | 11 | 102 |
| 2201-2300 | 9 | 12 | 10 | 20 | 14 | 9 | 6 | 80 |
| 2301-2400 | 5 | 8 | 10 | 8 | 13 | 12 | 6 | 62 |
| 0001-0100 | 4 | 2 | 3 | 3 | 6 | 8 | 11 | 37 |
| 0101-0200 | 7 | 4 | 0 | 2 | 2 | 10 | 10 | 35 |
| 0201-0300 | 4 | 1 | 1 | 1 | 3 | 7 | 12 | 29 |
| 0301-0400 | 3 | 0 | 1 | 3 | 0 | 2 | 9 | 18 |
| 0401-0500 | 1 | 1 | 5 | 2 | 1 | 2 | 0 | 12 |
| 0501-0600 | 4 | 0 | 6 | 6 | 4 | 5 | 2 | 27 |
| Total | 488 | 525 | 504 | 539 | 571 | 563 | 416 | 3,606 |

Source: Police Service of Northern Ireland Road Traffic Collision Data

A12: Careless driving KSI collisions by time of day for age group of driver 2012 – 2021

| Time | < 17 | 17-24 | 25-34 | 35-49 | 50-64 | 65+ | Unknown | Total |
|--------------|-----------|------------|------------|------------|------------|------------|------------|--------------|
| 0601-0700 | 0 | 13 | 19 | 14 | 10 | 5 | 0 | 61 |
| 0701-0800 | 1 | 26 | 30 | 33 | 34 | 10 | 4 | 138 |
| 0801-0900 | 2 | 35 | 46 | 54 | 39 | 15 | 14 | 205 |
| 0901-1000 | 2 | 22 | 35 | 42 | 28 | 29 | 10 | 168 |
| 1001-1100 | 2 | 17 | 26 | 40 | 37 | 30 | 17 | 169 |
| 1101-1200 | 3 | 19 | 36 | 44 | 44 | 56 | 9 | 211 |
| 1201-1300 | 2 | 32 | 48 | 38 | 42 | 52 | 17 | 231 |
| 1301-1400 | 4 | 40 | 41 | 45 | 54 | 48 | 16 | 248 |
| 1401-1500 | 5 | 45 | 49 | 60 | 63 | 54 | 7 | 283 |
| 1501-1600 | 6 | 63 | 54 | 54 | 48 | 59 | 13 | 297 |
| 1601-1700 | 6 | 56 | 55 | 82 | 55 | 59 | 15 | 328 |
| 1701-1800 | 15 | 76 | 66 | 73 | 59 | 51 | 9 | 349 |
| 1801-1900 | 7 | 50 | 54 | 53 | 53 | 24 | 13 | 254 |
| 1901-2000 | 7 | 40 | 50 | 32 | 32 | 32 | 14 | 207 |
| 2001-2100 | 4 | 42 | 23 | 31 | 24 | 15 | 10 | 149 |
| 2101-2200 | 3 | 27 | 28 | 14 | 12 | 13 | 8 | 105 |
| 2201-2300 | 1 | 35 | 10 | 18 | 4 | 10 | 6 | 84 |
| 2301-2400 | 0 | 30 | 15 | 6 | 6 | 3 | 5 | 65 |
| 0001-0100 | 0 | 10 | 12 | 3 | 3 | 2 | 6 | 36 |
| 0101-0200 | 0 | 12 | 8 | 3 | 5 | 0 | 7 | 35 |
| 0201-0300 | 0 | 16 | 1 | 3 | 2 | 1 | 6 | 29 |
| 0301-0400 | 0 | 6 | 5 | 3 | 1 | 0 | 3 | 18 |
| 0401-0500 | 0 | 5 | 0 | 3 | 2 | 0 | 2 | 12 |
| 0501-0600 | 0 | 3 | 13 | 5 | 3 | 1 | 5 | 30 |
| Total | 70 | 720 | 724 | 753 | 660 | 569 | 216 | 3,712 |

Source: Police Service of Northern Ireland Road Traffic Collision Data

Note that some collisions can have more than one person responsible

A13: Careless driving KSI collisions by month of year 2012 to 2021

| Month | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | Total |
|--------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|--------------|
| Jan | 25 | 33 | 24 | 22 | 26 | 36 | 31 | 33 | 41 | 21 | 292 |
| Feb | 15 | 27 | 26 | 19 | 33 | 28 | 17 | 39 | 24 | 30 | 258 |
| Mar | 32 | 30 | 17 | 31 | 32 | 25 | 36 | 28 | 24 | 19 | 274 |
| Apr | 28 | 32 | 18 | 29 | 36 | 28 | 19 | 29 | 13 | 25 | 257 |
| May | 28 | 37 | 25 | 25 | 36 | 33 | 37 | 36 | 13 | 32 | 302 |
| Jun | 33 | 27 | 39 | 26 | 32 | 31 | 38 | 31 | 26 | 50 | 333 |
| Jul | 29 | 30 | 31 | 21 | 33 | 42 | 45 | 36 | 36 | 36 | 339 |
| Aug | 31 | 25 | 27 | 40 | 47 | 34 | 29 | 30 | 24 | 31 | 318 |
| Sep | 34 | 32 | 34 | 27 | 36 | 34 | 30 | 40 | 34 | 32 | 333 |
| Oct | 23 | 17 | 29 | 29 | 35 | 31 | 37 | 37 | 37 | 48 | 323 |
| Nov | 32 | 35 | 19 | 30 | 27 | 31 | 34 | 28 | 24 | 41 | 301 |
| Dec | 26 | 25 | 29 | 27 | 34 | 21 | 32 | 31 | 20 | 31 | 276 |
| Total | 336 | 350 | 318 | 326 | 407 | 374 | 385 | 398 | 316 | 396 | 3,606 |

Source: Police Service of Northern Ireland Road Traffic Collision Data

A14: Careless driving casualties by severity of injury and road type 2012 to 2021

| Severity of Injury | Urban | % | Rural | % | Motorway/ Dual C'way | % | Total |
|-------------------------|---------------|------------|---------------|------------|-------------------------|-----------|---------------|
| Killed | 51 | 19% | 187 | 68% | 36 | 13% | 274 |
| Seriously Injured | 1,628 | 40% | 2,190 | 54% | 240 | 6% | 4,058 |
| KSI Casualties | 1,679 | 39% | 2,377 | 55% | 276 | 6% | 4,332 |
| Slightly Injured | 35,036 | 59% | 18,518 | 31% | 5,500 | 9% | 59,054 |
| Total Casualties | 36,715 | 58% | 20,895 | 33% | 5,776 | 9% | 63,386 |

Source: Police Service of Northern Ireland Road Traffic Collision Data

A15: Careless driving KSI collisions vs all collisions by road type 2012 to 2021

| KSI Collisions | Urban | % | Rural | % | Motorway/ Dual C'way | % | Total |
|------------------|-------|-----|-------|-----|-------------------------|----|--------------|
| Careless Driving | 1,538 | 43% | 1,847 | 51% | 221 | 6% | 3,606 |
| All | 3,062 | 45% | 3,345 | 49% | 369 | 5% | 6,776 |

Source: Police Service of Northern Ireland Road Traffic Collision Data

A16: Careless driving KSI casualties per 100,000 population by District Council 2012-2021

| | KSI Collisions | 2021 Mid-Year Population Estimate | Rate KSIs Collisions per 100,000 population |
|------------------------------------|----------------|-----------------------------------|---|
| Antrim & Newtownabbey | 271 | 145,852 | 18.6 |
| Armagh City, Banbridge & Craigavon | 433 | 219,127 | 19.8 |
| Belfast | 561 | 345,006 | 16.3 |
| Causeway Coast & Glens | 329 | 141,664 | 23.2 |
| Derry City & Strabane | 232 | 150,834 | 15.4 |
| Fermanagh & Omagh | 259 | 116,926 | 22.2 |
| Lisburn & Castlereagh | 323 | 149,272 | 21.6 |
| Mid & East Antrim | 273 | 139,127 | 19.6 |
| Mid Ulster | 290 | 150,598 | 19.3 |
| Newry, Mourne & Down | 387 | 182,345 | 21.2 |
| Ards & North Down | 248 | 163,827 | 15.1 |

Source: Police Service of Northern Ireland Road Traffic Collision Data & NISRA Mid-Year Population Estimates