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Pedestrian Killed or Seriously Injured (KSI) Casualties in Northern Ireland, 2019-2023

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DEFINITIONS

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 and reported to the PSNI.

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.

Children: Persons aged under 16.

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.

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Pedestrian KSI Casualties in Northern Ireland, 2019-2023 Key Findings

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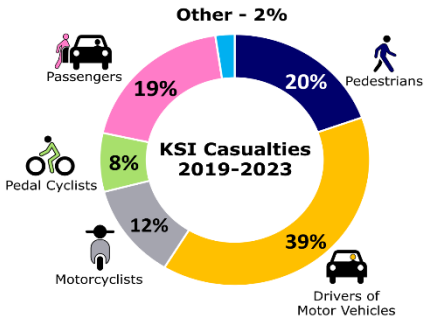
Trend Information

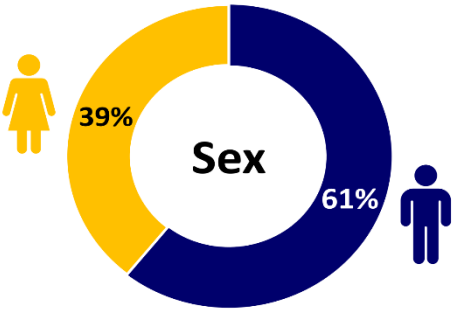
Pedestrian KSIs have declined from the series peak of 277 in 2002, to a series low of 156 in 2020. The 2023 figure of 191 was the greatest number of pedestrian KSIs since 2012, when there were also 191 pedestrian KSIs.

Road User Type

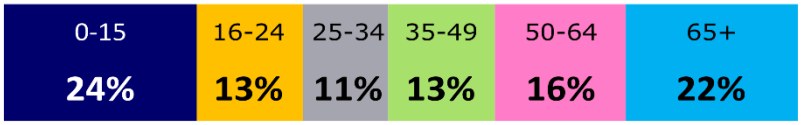


Pedestrians are vulnerable - 20% of all KSIs in 2019-2023 were pedestrians, while pedestrian miles travelled accounted for just 6%* of all miles travelled per person in 2021.
*Travel Survey for Northern Ireland 2021

Sex

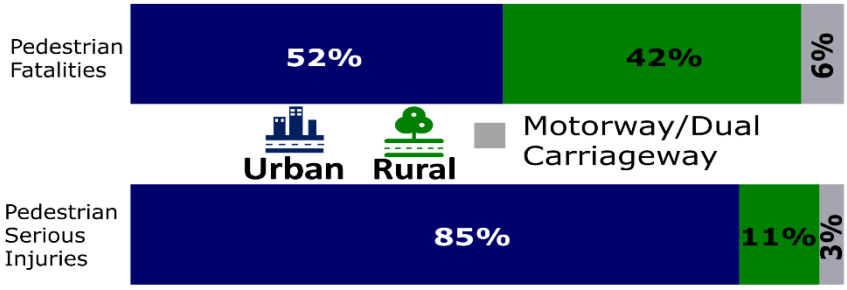


Age



In 2019-2023, the majority of pedestrian KSIs are male - 61% - and children aged 0-15 years saw the greatest percentage of pedestrian KSI casualties (24%), followed by older people aged 65+ (22%).

Where?



When?

July had the fewest pedestrian KSI casualties with 49 (6%)

December had the most pedestrian KSI casualties with 103 (12%)

Almost **one-tenth** (9%) of **pedestrian KSIs** are caused by pedestrian **impaired by alcohol**

Over **one-fifth** (21%) of **pedestrian SIs** are caused by **pedestrian heedless of traffic crossing carriageway**

Nearly three-fifths (58%) of **pedestrian KSI casualties** were **responsible** for the collisions in which they were injured.

How? Top five causes

Principal Causation Factor	Fatalities	Serious Injuries	KSIs
Heedless of traffic crossing carriageway	16%	21%	20%
Inattention or attention diverted	9%	12%	12%
Impaired by alcohol - pedestrian	15%	8%	9%
Using pedestrian crossing without care	1%	7%	7%
Walking or running onto carriageway - not crossing	10%	5%	6%
Base	**67**	**764**	**831**

For further information, please contact (Analysis, Statistics and Research Branch - asrb@nisra.gov.uk)

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 and was becoming cumbersome to update. It was therefore agreed at the Road Safety Strategy Research Coordination Group (RSSRCG) that from 2014 onwards, ASRB would seek to develop a series of smaller documents focusing on existing and emerging road safety issues.

The report analyses official data sources and reports on trend information for pedestrian KSI casualties from 2002 examining how pedestrian KSI casualties compare with overall road traffic collision KSI casualties over time. It provides context comparing pedestrian and other road user KSI casualties for the five-year period, 2019-2023. The profile of pedestrian KSI casualties is then examined looking at the age and sex of KSI casualties. The time of day by day of the week when KSIs casualties occurred is examined as well as investigating what month of the year casualties occurred. The cause of pedestrian KSI casualties is examined as well as where they occur. A mapping section provides the location of pedestrian KSI casualties as well as showing areas where the greatest number of pedestrian KSI casualties occurred. The final section of the report examines walking data from the 2021 Travel Survey for Northern Ireland, including frequency of walking and reasons why.

The Problem Profile supplements the NI Road Safety Strategy (NIRSS) to 2030 Annual Statistical Report. The NIRSS to 2030 sets out four road safety targets for Northern Ireland, and while none relate specifically to pedestrian KSI casualties, any change in trends will have an effect on the achievement of the overall targets:

By 2030, and compared with the base year (2014 to 2018 average), there will be:

- A reduction in the number of people killed in road collisions by at least 50 per cent.
- A reduction in the number of people seriously injured in road collisions by at least 50 per cent.
- A reduction in the number of children (aged 0 to 15) killed or seriously injured in road collisions by at least 60 per cent.
- A reduction in the number of young people (aged 16 to 24) killed or seriously injured in road collisions by at least 60 per cent.

The road safety strategy also contains a suite of key performance indicators (KPIs) that are used to monitor progress towards achieving the strategy targets. KPI 3 is specific in monitoring the rate of pedestrian KSIs per 100 million kilometres walked:

- KPI 3: Rate of pedestrian KSIs per 100 million kilometres walked.

These are then compared with the 2014 to 2018 baseline to see if these indicators have increased or decreased since (see page 22 for more detail on this).

KEY FINDINGS

In 2019-2023:

- There were 831 pedestrians killed or seriously injured in collisions. Of these there were 67 (8%) people killed and 764 (92%) people seriously injured.
- The 831 pedestrians killed or seriously injured accounted for 20% of all road traffic collision KSI casualties.
- Males accounted for over three-fifths (61%) of pedestrian KSI casualties.
- Children (aged under 16) accounted for nearly a quarter (24%) of pedestrian KSI casualties.
- Nearly a third (32%) of pedestrian KSI casualties occurred between 3pm and 7pm, with children accounting for 40% of KSI casualties in this time period.
- December had the most pedestrian KSI casualties with 103, while July had the fewest with 49.
- Over three-fifths (61%) of pedestrian KSI casualties occurred during daylight.
- The most common causation factor for pedestrian KSI casualties was “Heedless of traffic crossing carriageway” accounting for 170 (20%) of the 831 pedestrians killed or seriously injured in collisions.
- Pedestrians were responsible for over half (58%) of the collisions in which there were killed or seriously injured.
- Over four-fifths (83%) of pedestrian KSI casualties occurred on urban roads, compared to 41% of all KSI casualties.
- The Belfast Local Government District had the highest annual rate (75.6) of pedestrian KSI casualties per 100,000 resident population, while Mid Ulster had the lowest (22.5).

TREND INFORMATION

Figure 1 below shows the number of pedestrians killed or seriously injured annually from 2002. The series peak was in 2002 with 277 pedestrian KSIs. The series low was in 2020 with 124 pedestrian KSIs. Since this low, the figures have increased each year to 2023, when there were 191 pedestrian KSIs. The 2023 figure of 191 represents an increase of 4% over the year and a decrease of 31% since the series peak of 277 in 2002. These figures for 2020 and 2021 should be looked at in the context of the Covid-19 lockdown.

Figure 1: Pedestrian KSI casualties, 2002-2023

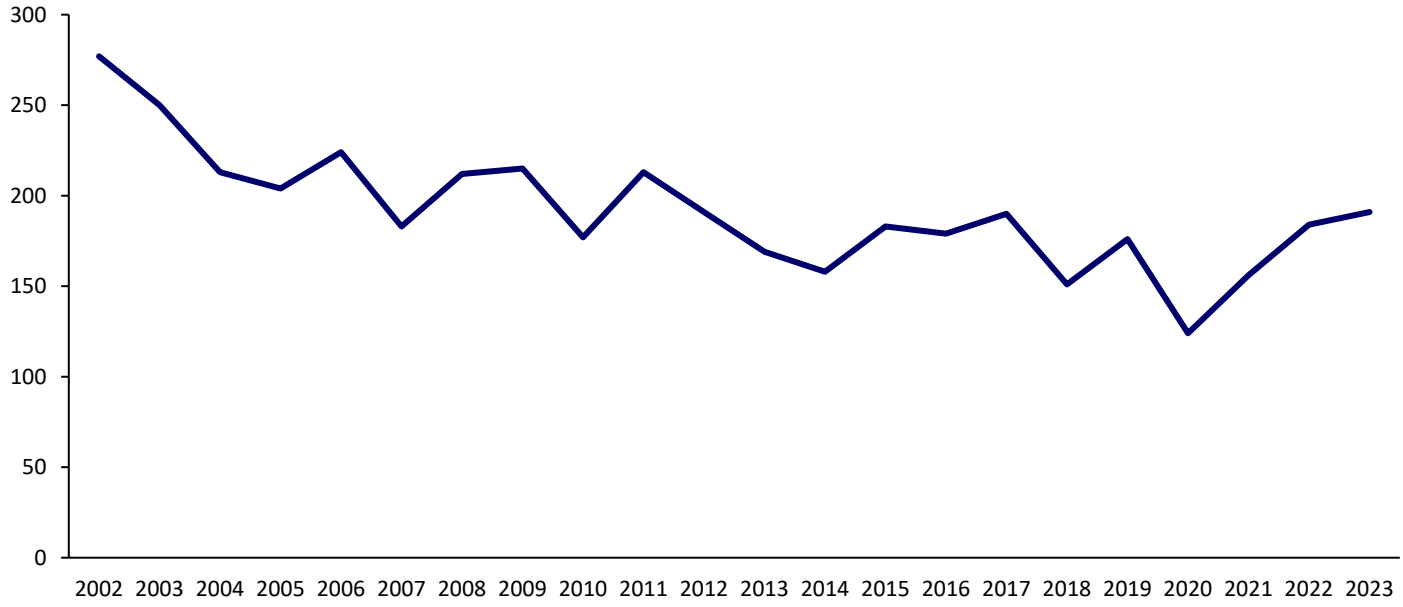
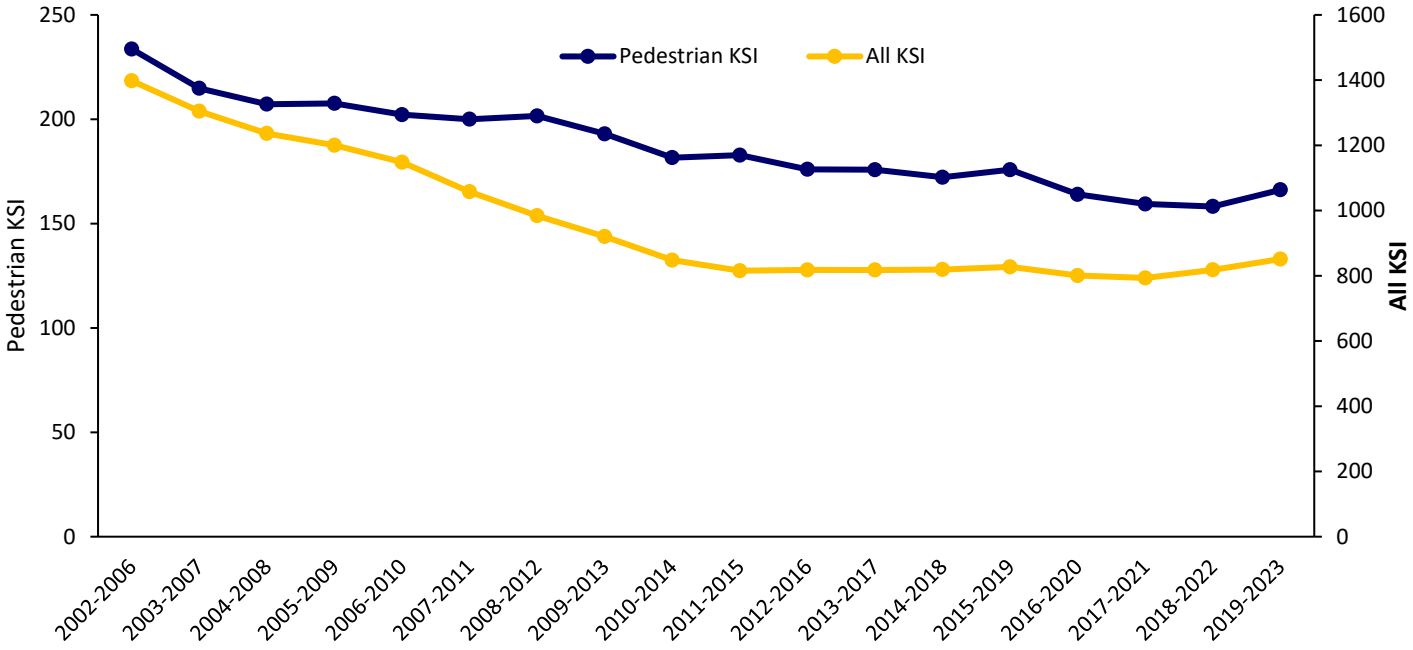


Table 1: Comparison of pedestrian KSI casualties against all KSI casualties 2002-2023 (5-year rolling average)

Year	Number of pedestrian KSI casualties (5-year average)	Number of overall KSI casualties (5-year average)	Percentage
2002-2006	234	1398	17%
2003-2007	215	1305	16%
2004-2008	207	1236	17%
2005-2009	208	1200	17%
2006-2010	202	1148	18%
2007-2011	200	1058	19%
2008-2012	202	984	20%
2009-2013	193	920	21%
2010-2014	182	848	21%
2011-2015	183	816	22%
2012-2016	176	818	22%
2013-2017	176	818	22%
2014-2018	172	819	21%
2015-2019	176	827	21%
2016-2020	164	801	20%
2017-2021	159	793	20%
2018-2022	158	818	19%
2019-2023	166	851	20%

Figure 2: Comparison of pedestrian KSI casualties against all KSI casualties 2002-2023 (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 pedestrian KSI casualties, with the average decreasing from a peak of 234 in 2002-2006 to a low of 158 in 2018-2022. There were increases observed in 2005-2009, 2008-2012, 2011-2015, 2015-2019 and 2019-2023. It should be noted that over the same timescale though, the number of overall people killed or seriously injured in road traffic collisions has also fallen, from 1,398 in 2002-2006 to 851 in 2019-2023, a 39% reduction. The figures show that **pedestrian KSI casualties have fallen less than all KSI casualties:** the two trend lines tracked each other closely until 2004-2008, when pedestrian KSI casualties began to reduce at a slower rate than the overall total.

Figure 3: Pedestrian KSI casualties as a proportion of the total number of people killed or seriously injured 2002-2023 (rolling 5-year average)

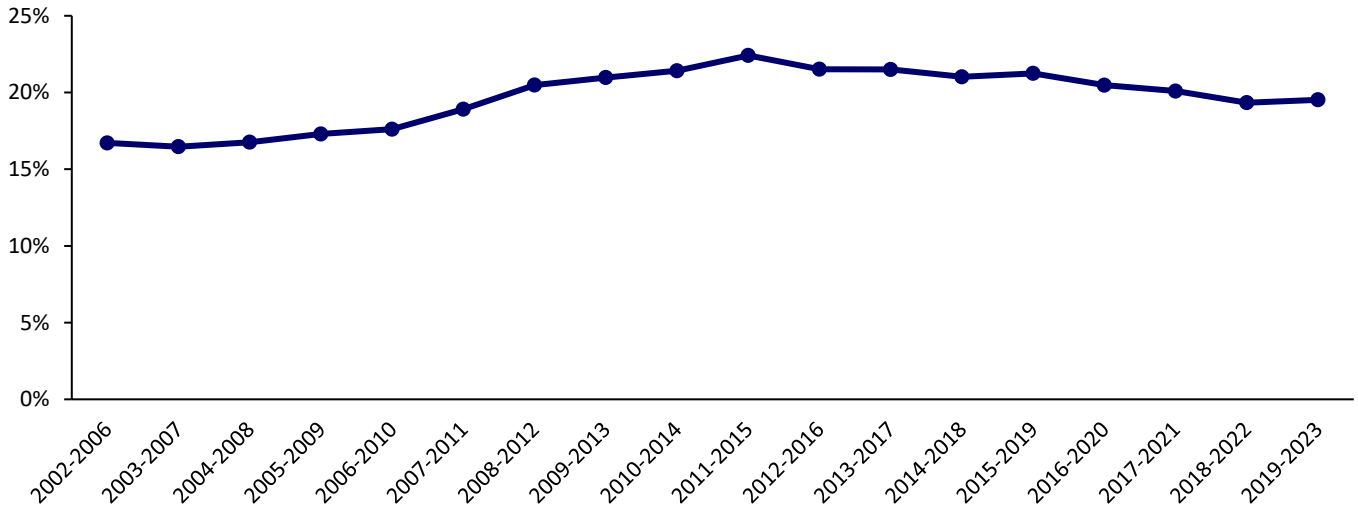


Figure 3 above presents further evidence that pedestrian KSI casualties have reduced at a slower rate than all KSI casualties. As can be seen, the proportions of pedestrian KSI casualties have risen over time, from 17% between 2002 and 2006 to the most recent figure of 20% for the five-year period between 2019 and 2023. The series peaked in 2011-2015 with 22%.

CONTEXT

In the five-year period 2019-2023, pedestrians were the second largest road user KSI casualty group, accounting for 20% of all KSIs in this time period. The proportion of pedestrian KSIs has fluctuated since the NIRSS to 2030 strategy baseline (21% in 2014-2018), the proportion dropped to 19% in 2018-2022 before rising to 20% in 2019-2023.

Table 2: KSI casualties by road user type, 2019-2023 Vs 2014-2018

	Fatalities			Seriously Injured		
	2014/18	2019/23	% change	2014/18	2019/23	% change
Pedestrians	83	67	-19%	778	764	-2%
Drivers of motor vehicles	140	115	-18%	1476	1553	5%
Motorcyclists	37	47	27%	431	473	10%
Pedal cyclists	9	9	0%	256	312	22%
Passengers	59	41	-31%	757	778	3%
Pillion passengers	2	1	-50%	26	22	-15%
Other Road Users	9	8	-11%	33	67	103%
Total	339	288	-15%	3757	3969	6%

Figure 4: KSI casualties by road user type, 2019-2023

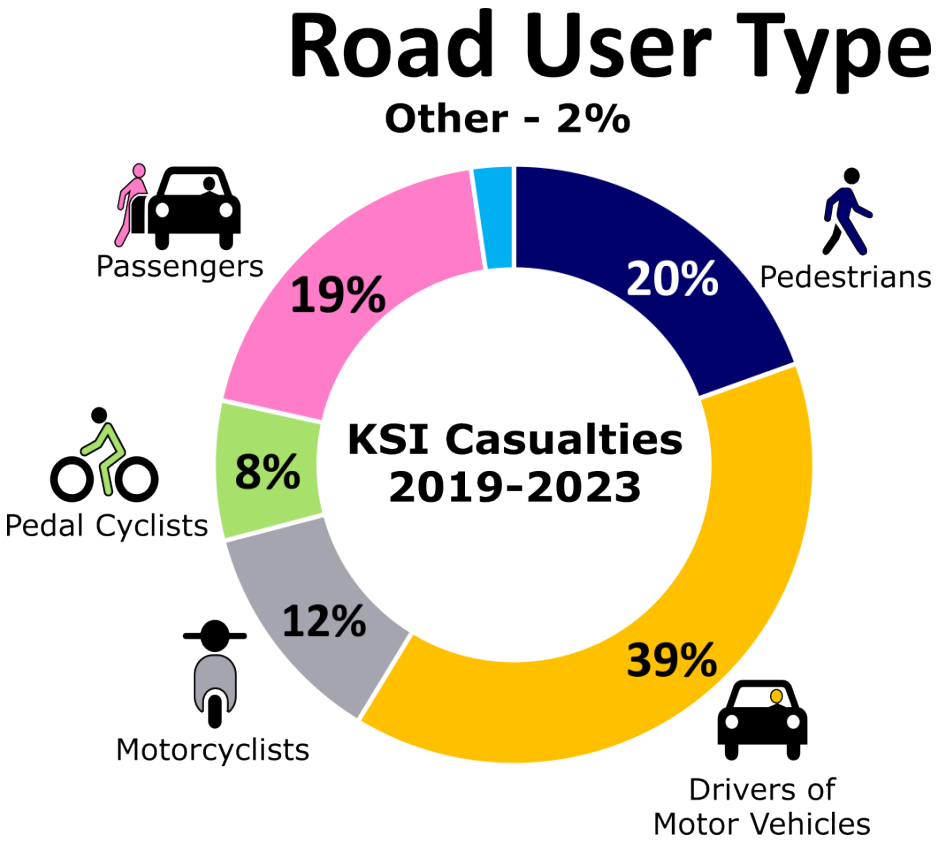


Table 2 and Figure 4 above show, in the five years 2019-2023 pedestrians were the second largest road user KSI casualty group, accounting for a fifth (20%) of all KSIs in this time period. The percentage of KSIs that were pedestrians was just ahead of passenger, who accounted for 19%. There were 831 Pedestrian KSIs which is 10 fewer than motorcyclist (520) and pedal cyclists (321) combined. Drivers of Motor Vehicles accounted for the greatest proportion (39%) of KSIs in 2019-2023.

PROFILE OF PEDESTRIAN KSI CASUALTIES

Sex

Pedestrian KSI casualty numbers in 2019-2023, have reduced by 3% since the baseline. The decrease was driven by the drop of 5% for males while females reduced by less than 1%. Pedestrian fatalities, decreased by 19% since the baseline. The reduction in pedestrian fatalities was also driven by the decline in males. Male fatalities decreased by 25% in 2019-2023 compared with the 2014-2018 baseline, while female pedestrian fatalities have decreased by 5%.

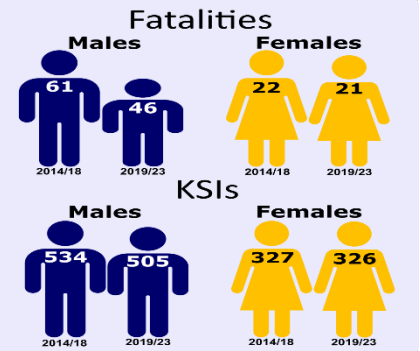
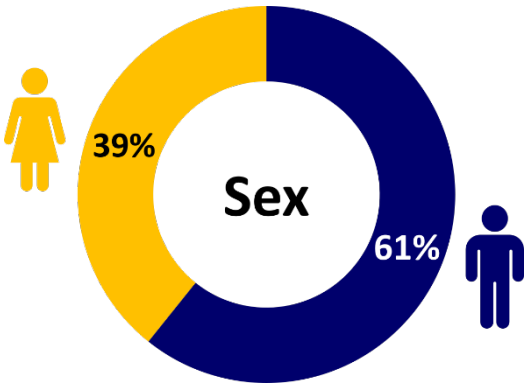


Figure 5: Proportion of pedestrian KSIs by Sex, 2019 - 2023

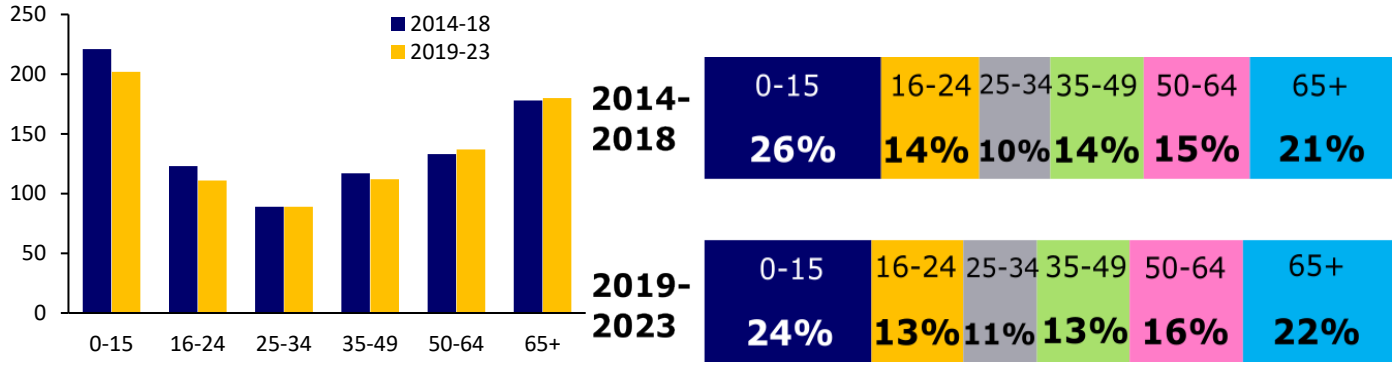


Over three-fifths of pedestrian KSIs are male. In 2019-2023, 61% were male compared with 39% female. These proportions are similar to the baseline when the proportions for males and females were 62% and 38% respectively.
The breakdown of pedestrian KSIs by sex is similar to the breakdown for all KSIs, where 63% were male and 37% were female in 2019-2023.

Age

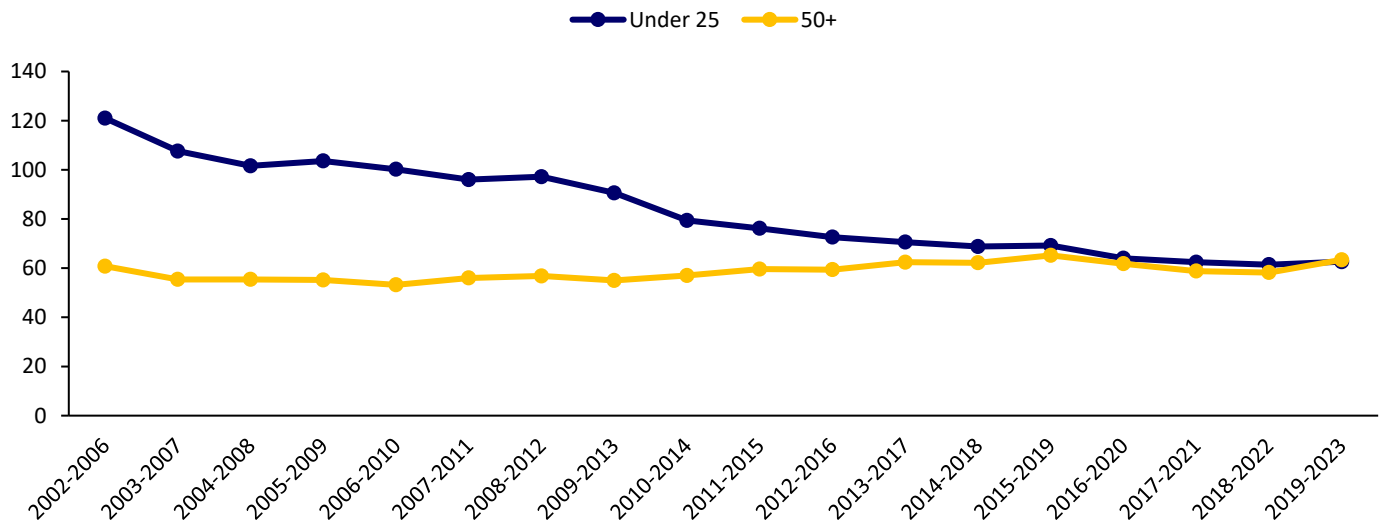
The age profile of pedestrian KSI casualties in the most recent five years has changed slightly since the 2014-2018 baseline. A smaller proportion of KSIs is now made up of younger casualties: in 2014-2018, two-fifths (40%) of all pedestrian KSIs were aged under 25 and in 2019-2023 this had reduced to 38%. At the other end of the age profile, a greater proportion of pedestrian KSIs is now made up of older casualties: in 2014-2018, 36% of pedestrian KSIs were aged 50+ and in 2019-2023 this had increased to 38%.

Figure 6: Pedestrian KSI casualties by Age (years), 2019-2023 Vs 2014-2018



Looking at the five-year rolling average time series, 2019-2023 is the first five-year rolling period, where the number of pedestrians KSIs for those aged 50+ was greater than the number aged under 25. As figure 7 below shows, this has been driven by the decline in KSI casualties aged 25 and under. Further breakdowns by age are available in tables A5 to A7 in the appendix.

Figure 7: Pedestrian KSI casualties aged under 25 and aged 50 or more, 2019-2023 (five-year rolling average)



Age and Sex

As seen in Figure 7 above, a smaller proportion of pedestrian KSIs is now made up of younger casualties and a greater proportion made up of older casualties, when compared with the 2014-2018 baseline. When this is split by sex, it provides further insight to these changes. Both sees have seen reducing numbers since the baseline in the two youngest age categories (0-15 and 16-24). Looking at the oldest age category (65+), male pedestrian KSI casualty numbers have decreased since the baseline while female casualty numbers have increased. In 2019-2023, the 65+ age group contains the greatest proportion of female pedestrian KSIs (30%). For males, the age group '0-15 years' reports the greatest proportion (26%).

Figure 8a paints a clearer picture of how the age/sex profile of pedestrian KSIs has changed since the baseline. While males have seen smaller proportions of younger and older pedestrian KSIs in 2019-2023 compared with the baseline, females have shown a greater proportion of older pedestrian KSI casualties.

Figure 8a: Pedestrian KSI casualties by Sex and Age (years), 2019-2023 Vs 2014-2018

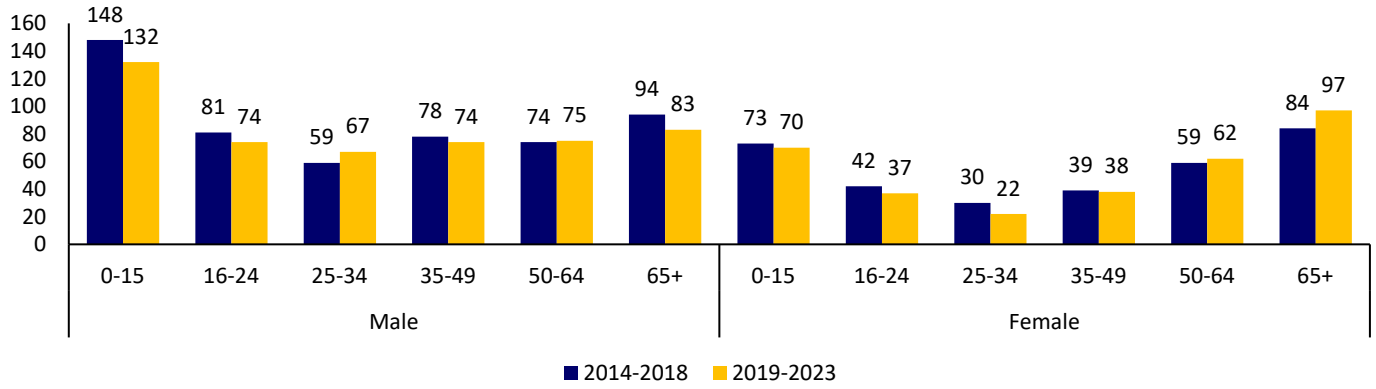
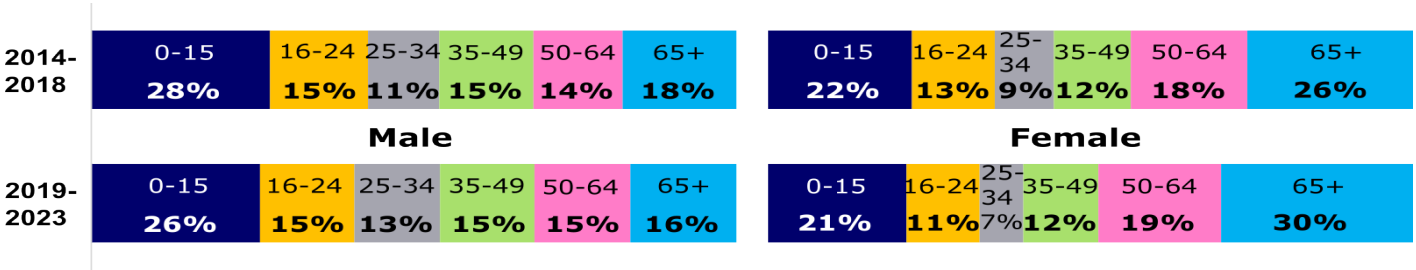


Figure 8b: Pedestrian KSI casualties by Sex and Age (years), 2019-2023 Vs 2014-2018



WHEN DO PEDESTRIAN KSIs OCCUR

Pedestrian KSIs occur at any time of the day and every day of the week; however, they are more likely to occur in the afternoon and early evening, with nearly one-third (32%) of all pedestrian KSIs occurring between the hours of 3pm and 7pm. The other period of note is Sunday morning between 1am and 3am – in the five years 2019-2023, 20 pedestrian KSI casualties were recorded at this time. The day with the greatest number of pedestrian fatalities was Saturday, with 142 (17%).

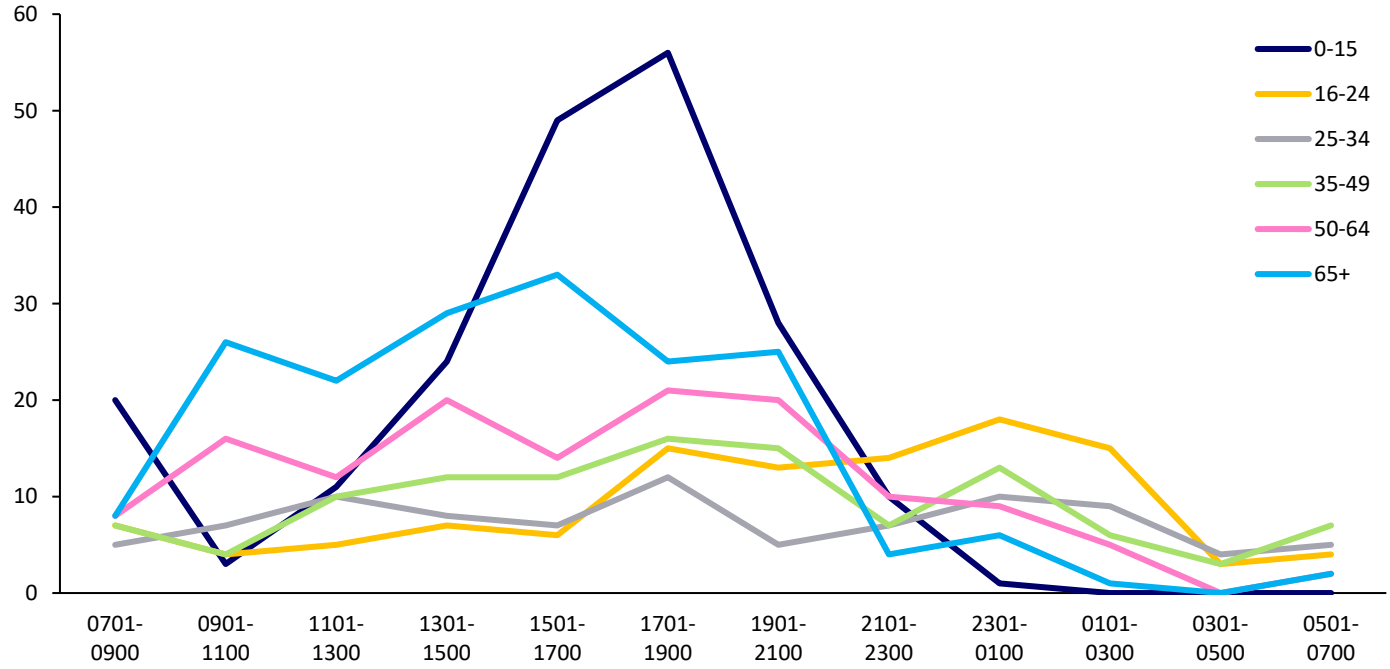
Table 3: Pedestrian KSI casualties by time of the day and day of the week, 2019-2023

Time	Day of the Week							
	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Total
0701- 0900	10	10	10	10	8	2	5	55
0901- 1100	15	11	11	7	7	7	2	60
1101- 1300	6	10	9	12	11	13	9	70
1301- 1500	9	15	15	17	13	23	8	100
1501- 1700	23	17	22	19	17	14	9	121
1701- 1900	20	22	21	23	22	21	15	144
1901- 2100	15	8	9	22	18	21	13	106
2101- 2300	2	7	3	9	8	11	12	52
2301- 0100	11	3	4	1	9	14	15	57
0101- 0300	2	2	2	0	1	9	20	36
0301- 0500	1	0	0	0	0	5	4	10
0501- 0700	5	2	1	3	3	2	4	20
Total	119	107	107	123	117	142	116	831

Key	
	0-4
	5-9
	10-14
	15-19
	20+

The split of pedestrian KSIs by age and time reveals that children aged 0-15 years are particularly vulnerable between 3pm and 7pm, presumably when they are on their way home from school; while those aged 65+ make up 43% of all pedestrian KSIs that occur between 9am and 11am.

Figure 9: Pedestrian KSI casualties by age and time of collision, 2019-2023



Analysis of pedestrian KSIs in 2019-2023 by the month of the year reveals that numbers increased in the Autumn and Winter months, with December recording the greatest number of pedestrian KSIs (103, or 12%), and July the fewest numbers (49, or 6%).

Figure 10: Pedestrian KSI casualties by month of the year, 2019-2023

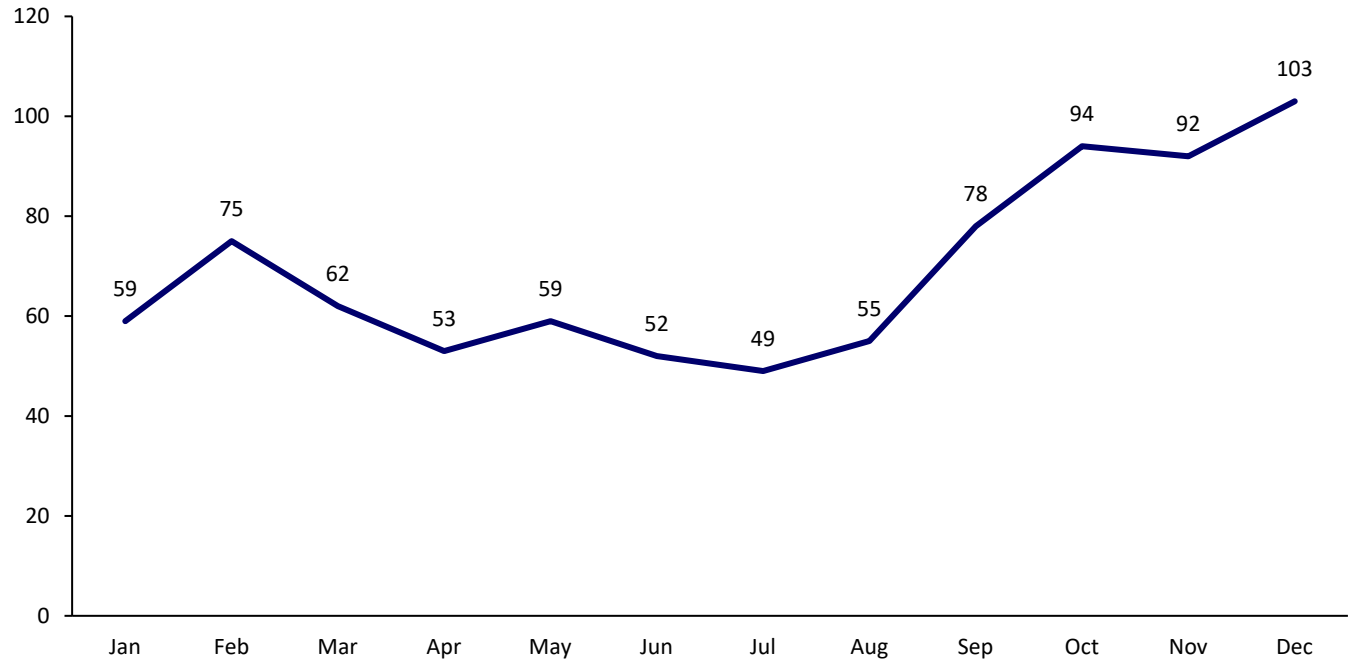
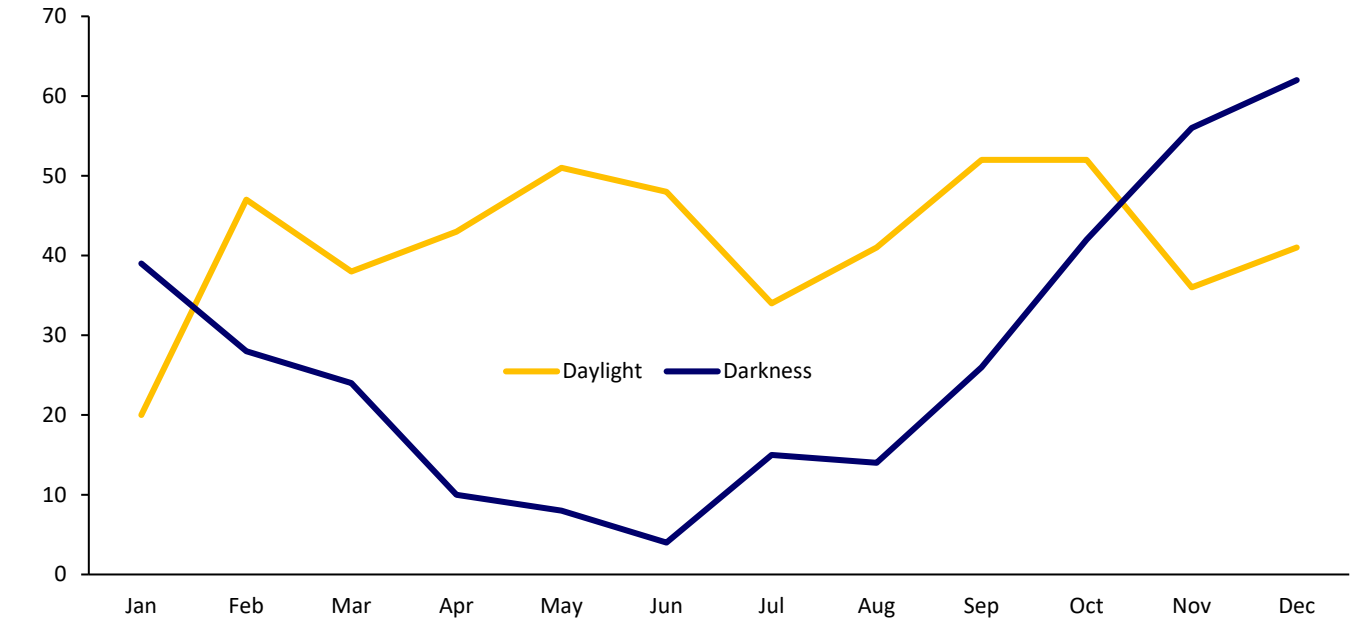


Figure 10 above may therefore indicate that pedestrians are more vulnerable as the days get shorter, and so Figure 11 below provides a further breakdown of the light condition when pedestrian casualties were injured in 2019-2023. KSI numbers occurring in darkness begin to increase rapidly in August/September, and if light were not a factor in pedestrian casualties, you would expect KSIs that occur in daylight to decrease at that time. Crucially, though, the number of KSI casualties that occur in daylight does not decrease until November. While it would be reasonable to question whether it is children returning to school in September that could cause an increase in pedestrian KSI numbers at this time, when age is included in the analysis it is found that while child pedestrian KSI numbers increased by seven in September, pedestrian KSIs for older people (aged 65+) increased by 15. This would appear to indicate that pedestrians, and particularly older pedestrians, are indeed more vulnerable in darkness.

Figure 11: Pedestrian KSI casualties by month of the year and light 2019-2023



WHAT CAUSES PEDESTRIAN KSIs?

Details of factors that contribute to road traffic collisions are recorded by the Police Service of Northern Ireland (PSNI).

In the five years 2019-2023, the most frequently reported principal causation of pedestrian KSIs was 'Heedless of traffic crossing carriageway', which accounted for one-fifth (20%) of all pedestrian KSIs. The most frequently reported causation factors are shown in table 4 below.

As seen previously, nearly three-fifths (61%) of all pedestrian KSIs in 2019-2023 were male and 39% were female. However, proportions can differ considerably by sex depending on the causation factor. For example, 86% of pedestrian KSIs with principal causation factor 'Pedestrian impaired by alcohol' were male; while females made up 68% of pedestrian KSIs where the causation factor was 'Reversing without care'.

Table 4: Top Ten principal causes of pedestrian KSI casualties by sex 2019-2023

Principal Causation Factor	KSIs	% KSIs	Male KSIs	Female KSIs	% Male	% Female
Heedless of traffic crossing carriageway	170	20%	97	73	57%	43%
Inattention or attention diverted	101	12%	68	33	67%	33%
Impaired by alcohol - pedestrian	71	9%	61	10	86%	14%
Using pedestrian crossing without care	55	7%	37	18	67%	33%
Walking or running onto carriageway - not crossing	46	6%	38	8	83%	17%
Reversing without care	38	5%	12	26	32%	68%
Disobeying traffic sign / signal	25	3%	15	10	60%	40%
Disobeying pedestrian crossing	24	3%	8	16	33%	67%
Turning right without care	21	3%	10	11	48%	52%
Other driver / rider factor	21	3%	18	3	86%	14%
All other factors	259	31%	141	118	54%	46%
Total	**831**	**100%**	**505**	**326**	**61%**	**39%**

Table 5: Top four principal causes of pedestrian fatalities, 2019-2023

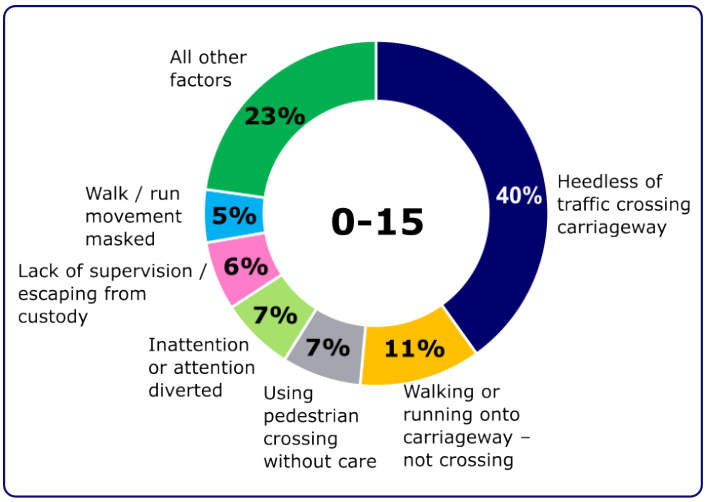
Principal Causation Factor	Fatalities
Heedless of traffic crossing carriageway	11
Impaired by alcohol - pedestrian	10
Walking or running onto carriageway - not crossing	7
Inattention or attention diverted	6
All other factors	33
Total	**67**

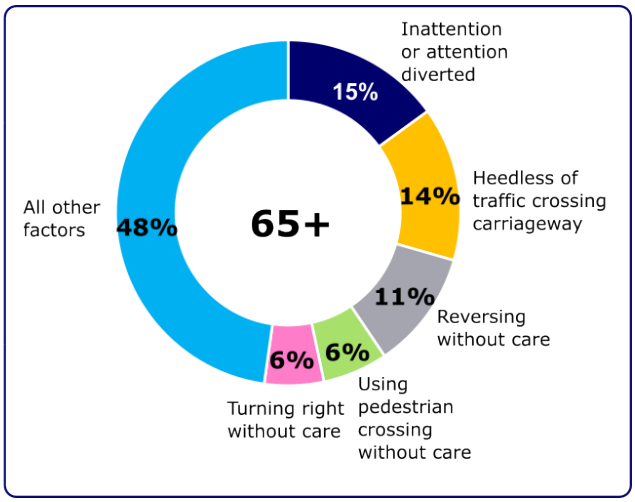
Given that pedestrians aged 0-15 years and 65+ have greater numbers of KSIs than other age bands, principal causation for these two groups are examined below.

While 20% of overall pedestrian KSIs were caused by 'Heedless of traffic crossing carriageway', this was the principal causation of 40% of pedestrian KSIs aged 0-15. To look at this another way, almost half (48%) of all pedestrian KSIs with principal causation 'Heedless of traffic crossing carriageway', were aged 0-15 years. Similarly, 'Walking or running onto carriageway - not crossing' was principal causation in 6% of all pedestrian KSIs, but for children aged 0-15 it was 11% - and children make up half (50%) of all pedestrian KSIs with this causation.

'Inattention or attention diverted' was principal causation in 12% of the total number of pedestrian KSIs, yet for those aged 65+ it was 15%. For 'Reversing without care', only 5% of all pedestrian KSIs had this principal causation, but it was 11% for those aged 65+. In the latter case, pedestrians aged 65+ accounted for over half (53%) of all pedestrian KSIs with this causation.

Figure 12: Pedestrian KSI casualties for selected age groups by principal causation, 2019-2023





Therefore, for children aged 0-15 years, pedestrian faults (as opposed to driver/rider causations) feature more heavily than they do for other age groups. This would imply that a greater proportion of child KSI casualties are responsible for their collisions. In fact, in four-fifths (80%) of pedestrian KSIs aged 0-15 years, the casualty was responsible – this compares with just under three-fifths (58%) for all pedestrian KSIs.

Table 6: Pedestrian KSIs by responsibility and age, 2019-2023

Responsibility	0-15	16-24	25-34	35-49	50-60	65+	Total
Casualty responsible	161	72	47	54	73	78	485
Casualty not responsible	41	39	42	58	64	102	346
% Responsible	80%	65%	53%	48%	53%	43%	58%
Total	202	111	89	112	137	180	831

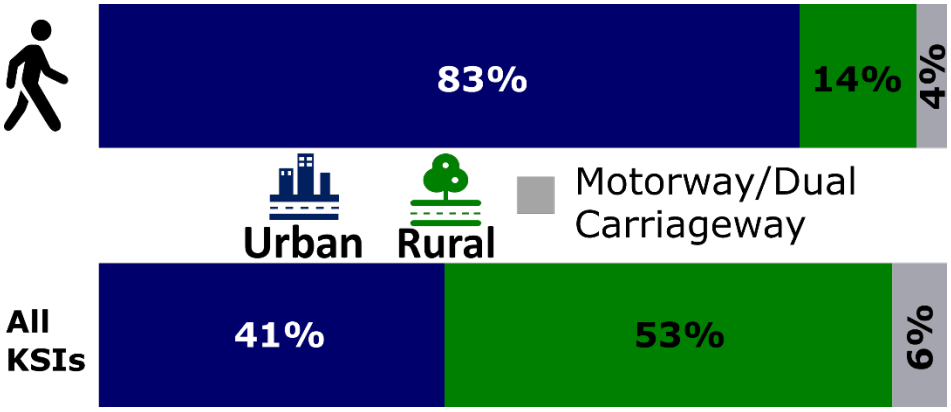
Looking at responsibility for pedestrian KSI casualties by age, children aged under 16 have the highest proportion (80%) deemed responsible while people aged 65 and over had the lowest proportion (43%) deemed responsible. Overall, nearly three-fifths (58%) of pedestrians are deemed responsible for the collisions in which they are injured.

WHERE DO PEDESTRIAN KSIs OCCUR

The vast majority (83%) of pedestrian KSI casualties in 2019-2023 occurred on urban roads, with a further 14% occurring on rural roads. In comparison, a much smaller proportion of all KSI casualties occurred on urban roads (41%) and over half (53%) occurred on rural roads.

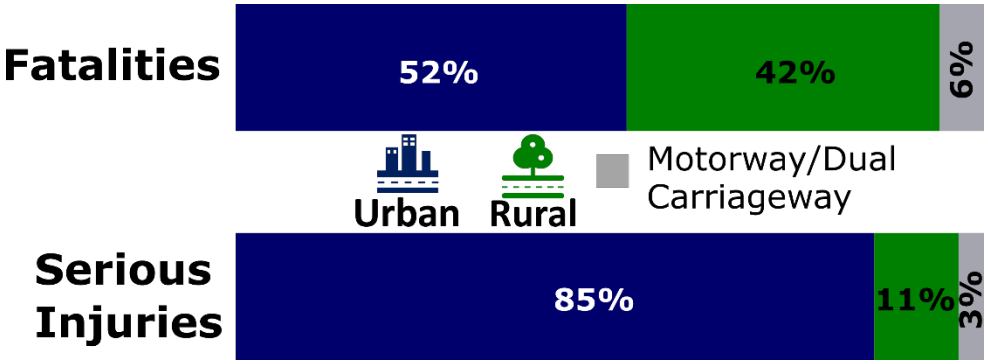
The baseline period of 2014-2008 reported similar proportions, with 84% of pedestrian KSIs occurring on urban roads compared with 41% of all KSIs that occurred on urban roads.

Figure 13: Pedestrian KSI casualties by road type compared with all KSI casualties, 2019-2023



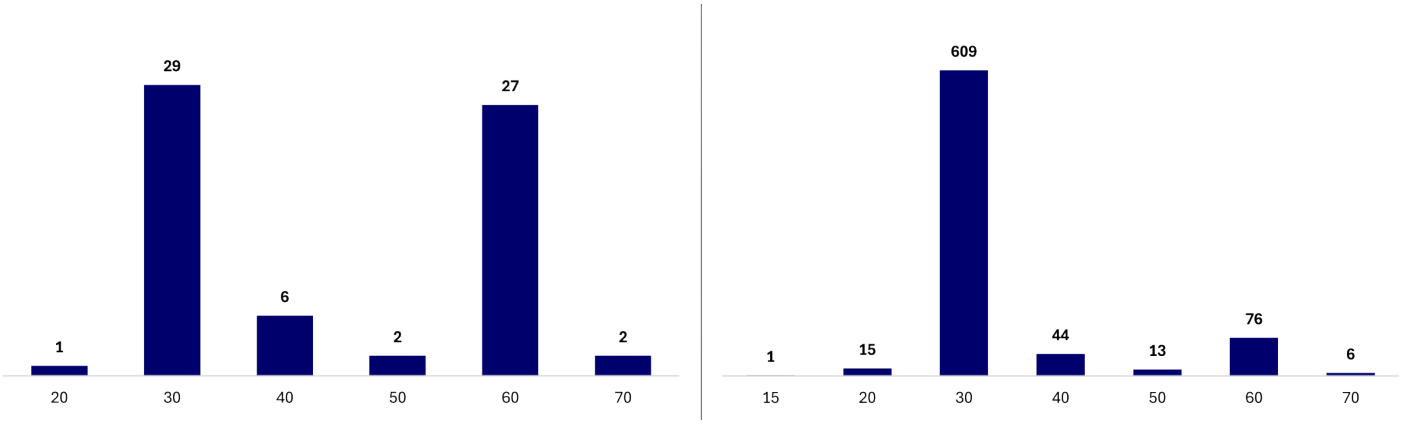
Considering then the split of pedestrian KSI casualties by severity of injury, it is apparent that the location profile differs. Figure 14 below shows that in 2019-2023 just over two-fifths (42%) of pedestrian fatalities occurred in rural locations, while only one-in-ten (11%) of those pedestrians that were seriously injured received their injuries in rural locations. This is probably because collisions on rural roads are more likely to occur at higher speeds, and therefore the risk of a fatality is greater.

Figure 14: Pedestrian KSI casualties by road type and severity, 2019-2023



Urban roads are defined as single carriageways where the speed limit is 40 miles per hour or less, while rural roads are defined as single carriageways where the speed limit is greater than 40 miles per hour. Therefore, it is more likely for collisions on rural roads to happen at higher speeds. The next section will look at pedestrian KSIs split by speed-limit of the road where the collision occurred. Figure 15 below provides further detail.

Figure 15: Pedestrian KSI casualties by speed of the road, 2019-2023



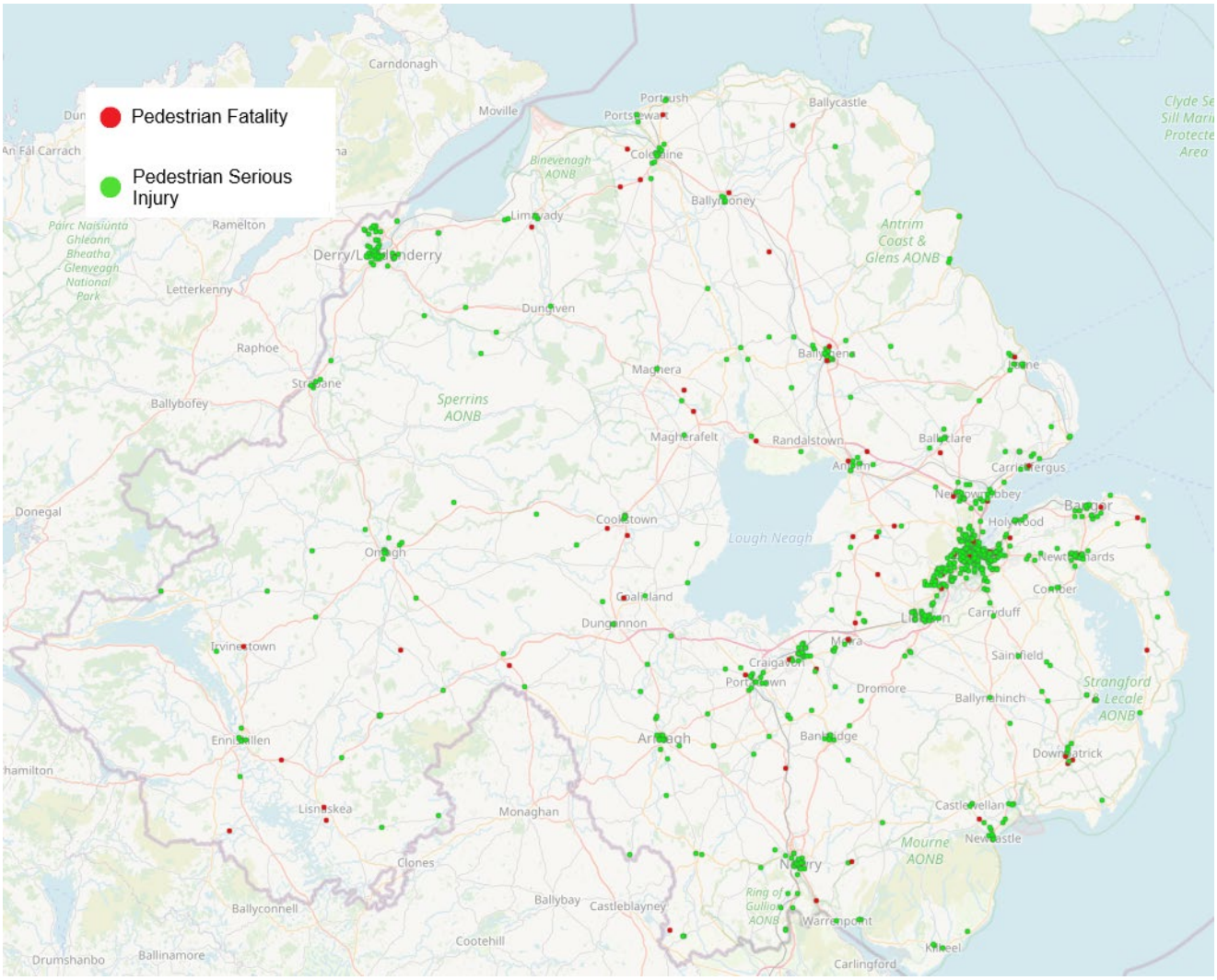
Over two-fifths (43%, or 29 out of 67) of pedestrian fatalities in 2019-2023 occurred on roads with a 30mph speed limit. This is unsurprising, as you might assume that the majority of pedestrians would be walking in built-up, urban areas. Perhaps more surprising is that 40% (27 out of 67) of pedestrian fatalities occurred on roads with a 60mph speed limit. A much larger proportion (80%, or 609 out of 764) of pedestrian serious injuries (SIs) occur on 30mph roads, which is probably more in line with expectations.

MAPPING

NORTHERN IRELAND

Plotting pedestrian KSIs from the last five years unsurprisingly shows clusters at towns and cities. The majority of pedestrian KSIs occurred in the east of the province, with Belfast reporting the most.

Map 1: Pedestrian KSIs, 2019-2023



Clusters around towns and cities are not unexpected as these are more heavily populated areas. Map 2 below therefore aims to take account of the differing population densities by plotting the rate of pedestrian KSI casualties in 2019-2023 per 100,000 population by Local Government District (LGD). Belfast reports the highest rate of pedestrian KSIs (75.6) followed by Newry, Mourne and Down (48.7) and Mid & East Antrim (41.7). Mid Ulster has the lowest rate of pedestrian KSIs with 22.5. Looking only at pedestrian fatalities; Antrim & Newtownabbey has the highest rate of pedestrian fatalities per 100,000 population (6.8) and Derry & Strabane has the lowest rate (0.7). See Table 7 below.

Map 2: Rate of pedestrian KSIs per 100,000 population by LGD, 2019-2023

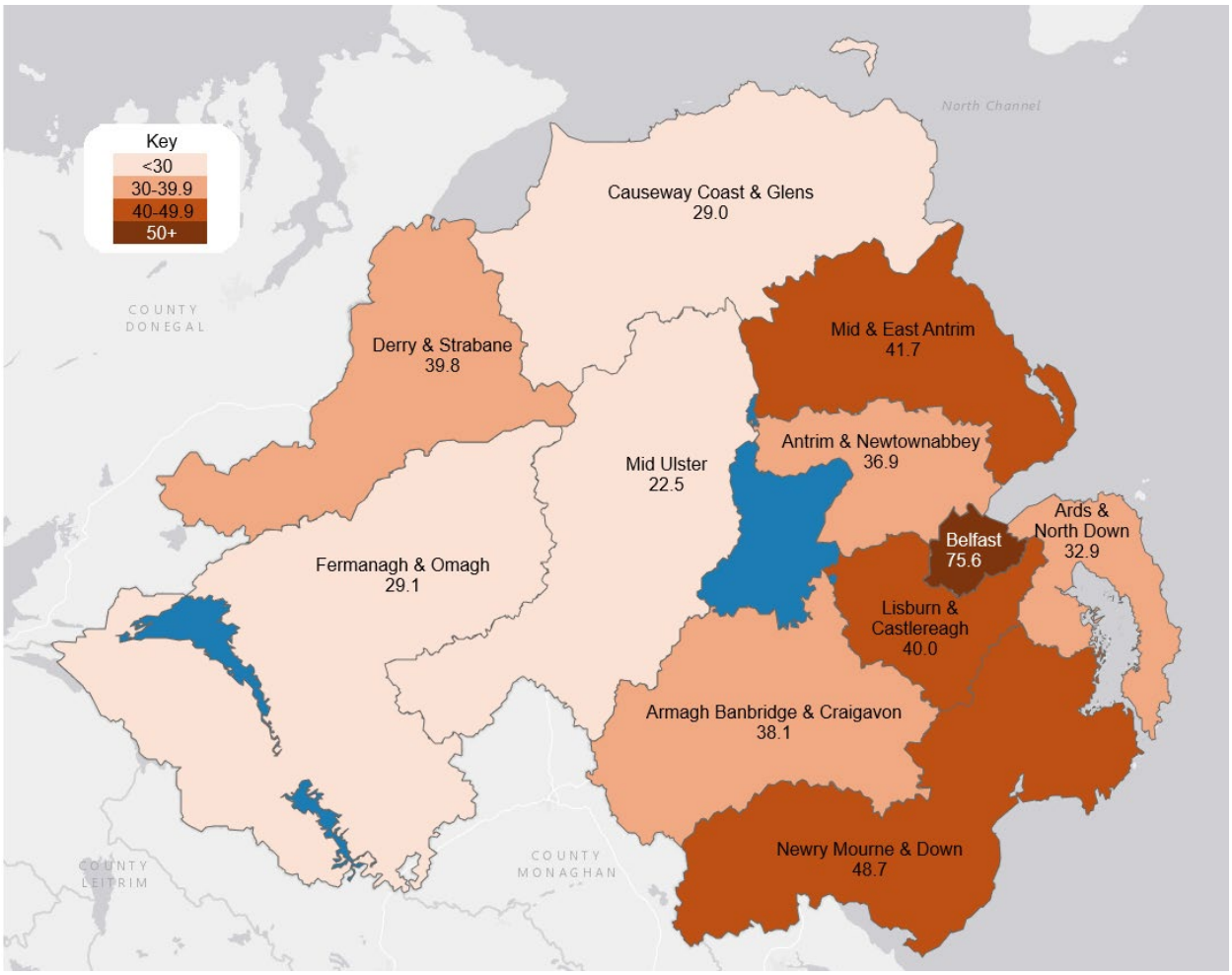


Table 7: Pedestrian KSI casualties by LGD and rate of pedestrian fatalities and KSIs, 2019-2023

LGD	Pedestrians Killed	Pedestrian KSI Casualties	LGD Population[1]	Rate of pedestrian Fatalities[2]	Rate of pedestrian KSIs[3]
Antrim & Newtownabbey	10	54	146,148	6.8	36.9
Ards & North Down	4	54	164,223	2.4	32.9
Armagh, Banbridge & Craigavon	4	84	220,271	1.8	38.1
Belfast	12	263	348,005	3.4	75.6
Causeway Coast & Glens	8	41	141,316	5.7	29.0
Derry & Strabane	1	60	150,836	0.7	39.8
Fermanagh & Omagh	6	34	116,994	5.1	29.1
Lisburn & Castlereagh	3	60	149,915	2.0	40.0
Mid & East Antrim	4	58	139,200	2.9	41.7
Mid Ulster	6	34	151,001	4.0	22.5
Newry, Mourne & Down	9	89	182,634	4.9	48.7
Total	67	831	1,910,543	3.5	43.5

1 Source: Northern Ireland Statistics and Research Agency (NISRA) mid-year population estimates

2 rate calculated as number of pedestrian fatalities per 100,000 population

3 rate calculated as number of pedestrian KSI casualties per 100,000 population

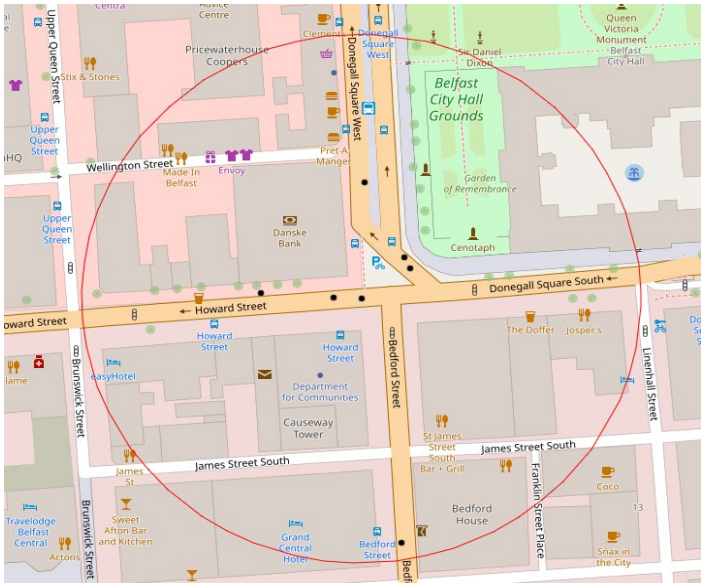
PEDESTRIAN KSI COLLISION HOTSPOTS

Looking at the collision sites which have the most fatal and serious pedestrian casualties within a hundred metre radius for the five-year period 2019 to 2023 identifies three locations: two in Belfast City Centre and one in Lurgan.

Map 3: Pedestrian KSI casualties within Belfast city

The two locations in Belfast City are circled in Map 3 above, one is in the city centre while the other is on the Shankill Road. Both of these locations, as well as the one in Lurgan, are examined in detail below.

Map 4 – Belfast City Centre

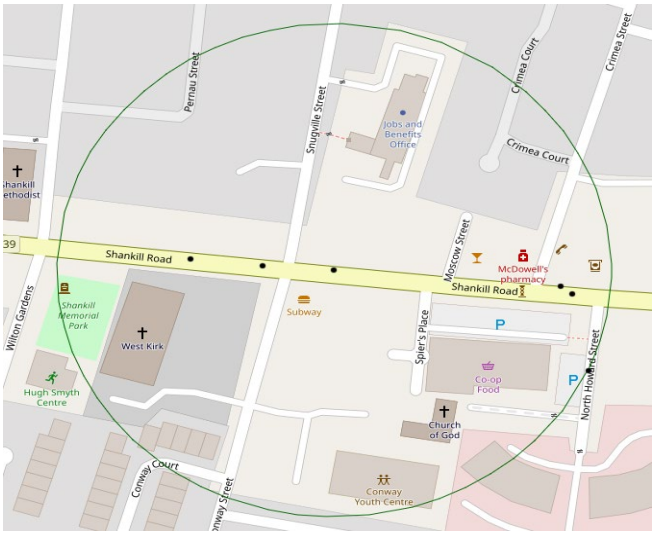


In 2019-2023, there were seven pedestrian KSIs in the 100-metre radius centred near the junctions of Bedford Street with Howard Street and Donegall Square South with Donegall Square West. This is a busy area with two junctions in the centre of Belfast and the radius includes the bus terminal located on Donegall Square West. Indeed, of the seven pedestrian KSI casualties in this location, five involved a collision with a bus. This hotspot also included one casualty on Bedford Street near the junction with Franklin Street.

Map 5 – Edward Street and Hill Street - Lurgan

Another location with a high concentration of pedestrian KSI casualties is in Lugan with six in the period 2019-2023. The majority of these casualties happened at the junction of Edward Streed with Hill Street. There were four collisions at this junction, accounting for five pedestrian KSI casualties (a collision can have more than one casualty). Four of the six casualties here were teenagers. Pedestrians were responsible for two of the five collisions.

Map 6 – Shankill Road - Belfast



There were five pedestrians seriously injured in five collisions on the Shankill Road between the junctions of North Howard Street and Wilton Gardens. Four of the five casualties were aged over 50. Pedestrians were responsible for three of the collisions in this area, while car drivers were responsible for the other two.

WALKING BEHAVIOURS – TRAVEL SURVEY FOR NI

As well as reducing pedestrian KSI casualty numbers, if DfI is to increase the numbers of people who choose to walk it will need to understand current walking habits, including what would encourage respondents to walk more often, and importantly, the reasons why pedestrians feel unsafe while walking by the road. These questions are asked on the Travel Survey for Northern Ireland (TSNI). Previously the TSNI would have reported figures based on a combined three-year period. Due to significant changes to the survey methodology because of the COVID-19 pandemic, the 2020 survey estimates were reported as a single year instead of the usual three years combined. It was decided to continue to report data after the methodology change as a single year and 2021 is also being reported as a single year.

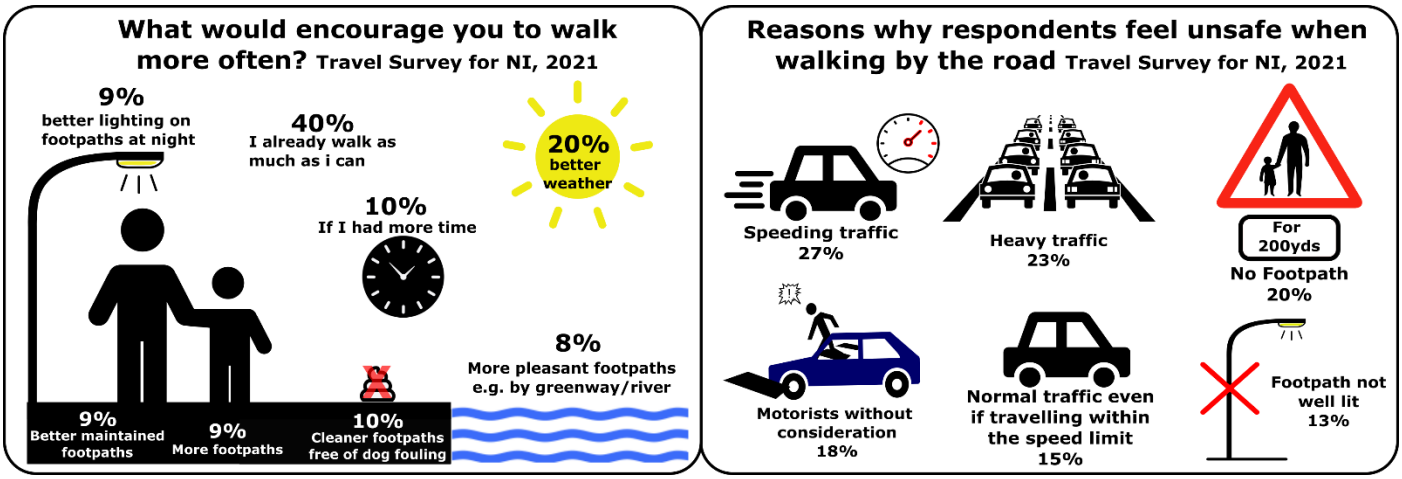
Further information from the Travel Survey for Northern Ireland can be obtained by clicking on the link Travel Survey for Northern Ireland.

In 2021 there were 1,520 respondents to the TSNI, and 13% stated they never walk anywhere for 20 minutes or more. Over one-third (37%) of respondents stated they walk for 20 minutes or more every day, with a similar proportion (38%) reporting at least once a week.

Respondents were then asked what would encourage them to walk more often. The top response was "I already walk as much as I can" (40%) followed by 'Better weather' (20%), 'Cleaner footpaths free of dog fouling' (10%), "If I had more time" (10%); however, the next five responses are all related to footpaths - Better lighting at night" (9%); better maintained (9%); more (9%); more pleasant (8%); and wider (7%).

Those respondents who said they walked at least once a year were then asked which situations made them feel unsafe when walking by the road. Just over three-tenths 31% said they always felt safe when walking by the road, while 6% said they do not walk by the road – this means that 63% of people gave a reason(s) for feeling unsafe while walking. The most common reason cited for feeling unsafe was that there was traffic travelling above the speed limit, with 27% of respondents giving this answer. Just under a quarter (23%) of respondents said that heavy traffic made them feel unsafe, a fifth (20%) said no footpath made them feel unsafe and just under a fifth (18%) cited motorists driving without consideration of pedestrians. Results from the Travel Survey for Northern Ireland are available in tables A21 – A23 in the appendix.

Figure 16: Walking data from 2021 Travel Survey for NI



NORTHERN IRELAND ROAD SAFETY STRATEGY (NIRSS) KEY PERFORMANCE INDICATORS

Key Performance Indicator 3 of the Northern Ireland's Road Safety Strategy to 2030 monitors the rate of pedestrian KSIs per 100 million kilometres walked.

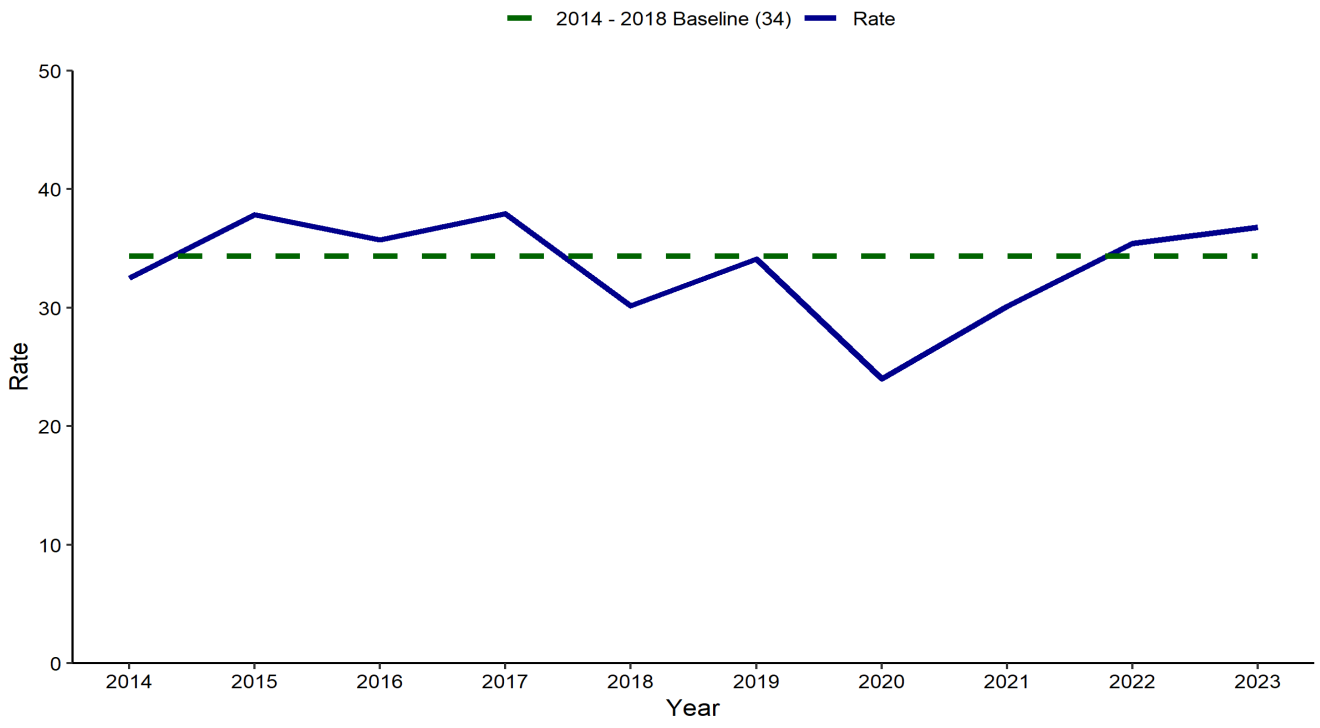
Table 8: Rate of pedestrian KSIs per 100 million kilometres walked 2014-2023

Year	KSIs	Kilometres Walked (100 million)	Rate	Percentage change from baseline	Percentage change over the year
2014	158	4.86	32.49		
2015	183	4.84	37.85		17%
2016	179	5.01	35.70		-6%
2017	190	5.01	37.94		6%
2018	151	5.01	30.15		-21%
2019	176	5.16	34.09	-1%	13%
2020	124	5.17	23.99	-30%	-30%
2021	156	5.18	30.12	-12%	26%
2022	184	5.20	35.42	3%	18%
2023	191	5.20	36.76	7%	4%

Sources: KSIs - Police Service for Northern Ireland Road Traffic Collision Data. Kilometres Walked - Travel Survey for Northern Ireland and NISRA Mid-year population estimates.

In 2023 there were 191 Pedestrian KSIs, which represents a rate of 36.8 KSIs per 100 million kilometres walked. The rate of 36.8 is above the baseline figure of 34.4 and is 4% higher than the rate of 35.4 recorded in 2022.

Figure 17: Rate of pedestrian KSIs per 100 million kilometres walked, 2014-2023



APPENDIX

A1: Pedestrian casualties, 2002-2023

Year	Killed	Seriously Injured	*KSI Casualties*	Slightly Injured	Total
2002	33	244	277	631	908
2003	28	222	250	558	808
2004	23	190	213	532	745
2005	28	176	204	463	667
2006	22	202	224	575	799
2007	17	166	183	585	768
2008	19	193	212	632	844
2009	24	191	215	636	851
2010	10	167	177	558	735
2011	13	200	213	621	834
2012	9	182	191	613	804
2013	7	162	169	610	779
2014	18	140	158	611	769
2015	19	164	183	604	787
2016	15	164	179	552	731
2017	15	175	190	539	729
2018	16	135	151	536	687
2019	17	159	176	462	638
2020	6	118	124	359	483
2021	8	148	156	379	535
2022	16	168	184	406	590
2023	20	171	191	453	644

Source: Police Service of Northern Ireland Road Traffic Collision Data

A2: KSI casualties by road user type, 2014-2018 Vs 2019-2023

	Killed			Seriously Injured			KSIs		
	2014/ 18	2019/ 23	%age Diff	2014/ 18	2019/ 23	%age Diff	2014/ 18	2019/ 23	%age Diff
Pedestrians	83	67	-19%	778	764	-2%	861	831	-3%
Drivers of motor vehicles	140	115	-18%	1,476	1,553	5%	1,616	1,668	3%
Motorcyclists	37	47	27%	431	473	10%	468	520	11%
Pedal cyclists	9	9	0%	256	312	22%	265	321	21%
Passengers	59	41	-31%	757	778	3%	816	819	0%
Pillion passengers	2	1	-50%	26	22	-15%	28	23	-18%
Other road users	9	8	-11%	33	67	103%	42	75	79%
Total	**339**	**288**	**-15%**	**3,747**	**3,969**	**6%**	**4,096**	**4,257**	**4%**

Source: Police Service of Northern Ireland Road Traffic Collision Data

A3: KSI casualties by road user type, 2019-2023

	Killed		Seriously Injured		KSI	
	Number	%age	Number	%age	Number	%age
Pedestrians	67	23%	764	19%	831	20%
Drivers of motor vehicles	115	40%	1,553	39%	1,668	39%
Motorcyclists	47	16%	473	12%	520	12%
Pedal cyclists	9	3%	312	8%	321	8%
Passengers	41	14%	778	20%	819	19%
Pillion passengers	1	0%	22	1%	23	1%
Other road users	8	3%	67	2%	75	2%
Total	**288**		**3,969**		**4,257**	

Source: Police Service of Northern Ireland Road Traffic Collision Data

A4: Pedestrian KSIs as a proportion of all KSIs, 2002-2023 (Rolling Average)

	Pedestrian	Total	% Pedestrian
2002-2006	234	1,398	17%
2003-2007	215	1,305	16%
2004-2008	207	1,236	17%
2005-2009	208	1,200	17%
2006-2010	202	1,148	18%
2007-2011	200	1,058	19%
2008-2012	202	984	20%
2009-2013	193	920	21%
2010-2014	182	848	21%
2011-2015	183	816	22%
2012-2016	176	818	22%
2013-2017	176	818	22%
2014-2018	172	819	21%
2015-2019	176	827	21%
2016-2020	164	801	20%
2017-2021	159	793	20%
2018-2022	158	818	19%
2019-2023	166	851	20%

Source: Police Service of Northern Ireland Road Traffic Collision Data

A5: Male pedestrian KSIs by age, 2002-2023

	Unknown	0-15	16-24	25-34	35-49	50-64	65+	Total
2002	0	60	41	17	20	18	21	177
2003	0	55	31	14	26	17	13	156
2004	0	49	19	16	28	16	10	138
2005	0	35	33	15	15	13	15	126
2006	1	40	26	12	19	13	12	123
2007	0	31	26	11	22	13	19	122
2008	0	32	32	7	22	11	16	120
2009	0	42	32	15	16	11	16	132
2010	0	39	19	16	16	12	11	113
2011	0	32	26	19	15	11	16	119
2012	1	43	27	22	10	14	17	134
2013	0	32	12	16	13	10	16	99
2014	0	25	16	13	15	14	20	103
2015	0	31	20	14	17	15	13	110
2016	0	33	14	8	16	14	24	109
2017	0	33	15	15	13	15	22	113
2018	0	26	16	9	17	16	15	99
2019	0	24	15	19	10	14	22	104
2020	0	22	14	13	15	12	10	86
2021	0	29	16	12	13	15	10	95
2022	0	31	14	12	16	13	19	105
2023	0	26	15	11	20	21	22	115
2019-2023	0	132	74	67	74	75	83	505

Source: Police Service of Northern Ireland Road Traffic Collision Data

A6: Female pedestrian KSIs by age, 2002-2023

	0-15	16-24	25-34	35-49	50-64	65+	Total
2002	29	19	5	9	14	24	100
2003	31	17	6	6	4	30	94
2004	28	6	7	5	8	21	75
2005	28	9	8	4	6	23	78
2006	27	22	12	14	9	17	101
2007	18	7	9	9	7	11	61
2008	25	15	8	7	16	21	92
2009	29	9	8	10	6	21	83
2010	19	11	5	5	9	15	64
2011	23	13	6	14	11	27	94
2012	15	3	7	9	7	16	57
2013	22	5	7	7	7	22	70
2014	12	3	4	6	12	18	55
2015	8	13	10	10	16	16	73
2016	20	9	4	11	11	15	70
2017	19	11	6	9	12	20	77
2018	14	6	6	3	8	15	52
2019	10	9	4	6	18	25	72
2020	8	2	3	4	9	12	38
2021	16	7	5	9	5	19	61
2022	18	10	6	11	14	20	79
2023	18	9	4	8	16	21	76
2019-2023	70	37	22	38	62	97	326

Source: Police Service of Northern Ireland Road Traffic Collision Data

A7: Pedestrian KSIs by age, 2002-2023

	Unknown	0-15	16-24	25-34	35-49	50-64	65+	Total
2002	0	89	60	22	29	32	45	277
2003	0	86	48	20	32	21	43	250
2004	0	77	25	23	33	24	31	213
2005	0	63	42	23	19	19	38	204
2006	1	67	48	24	33	22	29	224
2007	0	49	33	20	31	20	30	183
2008	0	57	47	15	29	27	37	212
2009	0	71	41	23	26	17	37	215
2010	0	58	30	21	21	21	26	177
2011	0	55	39	25	29	22	43	213
2012	1	58	30	29	19	21	33	191
2013	0	54	17	23	20	17	38	169
2014	0	37	19	17	21	26	38	158
2015	0	39	33	24	27	31	29	183
2016	0	53	23	12	27	25	39	179
2017	0	52	26	21	22	27	42	190
2018	0	40	22	15	20	24	30	151
2019	0	34	24	23	16	32	47	176
2020	0	30	16	16	19	21	22	124
2021	0	45	23	17	22	20	29	156
2022	0	49	24	18	27	27	39	184
2023	0	44	24	15	28	37	43	191
2019-2023	0	202	111	89	112	137	180	831

Source: Police Service of Northern Ireland Road Traffic Collision Data

A8: Pedestrian KSIs by sex, 2019-2023

sex	Number	%age
Male	505	61%
Female	326	39%
Total	**831**	

Source: Police Service of Northern Ireland Road Traffic Collision Data

A9: Pedestrian KSIs by age, 2019-2023

Age	Number	%age
0-15	202	24%
16-24	111	13%
25-34	89	11%
35-49	112	13%
50-64	137	16%
65+	180	22%
Total	831	

Source: Police Service of Northern Ireland Road Traffic Collision Data

A10: Pedestrian KSI casualties by time of the day and day of the week, 2019-2023

Time	Day of the Week							
	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Total
0701-0900	10	10	10	10	8	2	5	**55**
0901-1100	15	11	11	7	7	7	2	**60**
1101-1300	6	10	9	12	11	13	9	**70**
1301-1500	9	15	15	17	13	23	8	**100**
1501-1700	23	17	22	19	17	14	9	**121**
1701-1900	20	22	21	23	22	21	15	**144**
1901-2100	15	8	9	22	18	21	13	**106**
2101-2300	2	7	3	9	8	11	12	**52**
2301-0100	11	3	4	1	9	14	15	**57**
0101-0300	2	2	2	0	1	9	20	**36**
0301-0500	1	0	0	0	0	5	4	**10**
0501-0700	5	2	1	3	3	2	4	**20**
Total	**119**	**107**	**107**	**123**	**117**	**142**	**116**	**831**

Key
0-4
5-9
10-14
15-19
20+

Source: Police Service of Northern Ireland Road Traffic Collision Data

A11: Pedestrian KSI casualties by time of the day and age, 2019-2023

Time	Age						
	0-15	16-24	25-34	35-49	50-64	65+	Total
0701-0900	20	7	5	7	8	8	**55**
0901-1100	3	4	7	4	16	26	**60**
1101-1300	11	5	10	10	12	22	**70**
1301-1500	24	7	8	12	20	29	**100**
1501-1700	49	6	7	12	14	33	**121**
1701-1900	56	15	12	16	21	24	**144**
1901-2100	28	13	5	15	20	25	**106**
2101-2300	10	14	7	7	10	4	**52**
2301-0100	1	18	10	13	9	6	**57**
0101-0300	0	15	9	6	5	1	**36**
0301-0500	0	3	4	3	0	0	**10**
0501-0700	0	4	5	7	2	2	**20**
Total	**202**	**111**	**89**	**112**	**137**	**180**	**831**

Key
0-4
5-9
10-14
15-19
20+

Source: Police Service of Northern Ireland Road Traffic Collision Data

A12: Pedestrian KSI casualties by month of the year and severity, 2019-2023

Month	Fatalities	Serious Injuries	KSIs
Jan	8	51	59
Feb	7	68	75
Mar	5	57	62
Apr	6	47	53
May	1	58	59
Jun	1	51	52
Jul	4	45	49
Aug	8	47	55
Sep	4	74	78
Oct	2	92	94
Nov	8	84	92
Dec	13	90	103
Total	**67**	**764**	**831**

Source: Police Service of Northern Ireland Road Traffic Collision Data

A13: Pedestrian KSI casualties by month of year and light, 2019-2023

	Daylight			Darkness					
	Street lights present	No street lighting	Street lighting unknown	Street lights present and light	Street lights present but unlit	No street lighting	Street lighting unknown	Total	Daylight	Darkness
Jan	12	6	2	35	0	3	1	59	20	39
Feb	24	14	9	21	0	1	6	75	47	28
Mar	23	11	4	19	2	1	2	62	38	24
Apr	31	10	2	5	0	3	2	53	43	10
May	32	9	10	3	0	3	2	59	51	8
Jun	35	7	6	4	0	0	0	52	48	4
Jul	21	10	3	10	0	3	2	49	34	15
Aug	29	7	5	6	1	4	3	55	41	14
Sep	26	15	11	17	0	7	2	78	52	26
Oct	37	6	9	36	1	4	1	94	52	42
Nov	29	2	5	45	2	4	5	92	36	56
Dec	24	13	4	41	3	14	4	103	41	62
Total	323	110	70	242	9	47	30	831	503	328

Source: Police Service of Northern Ireland Road Traffic Collision Data

A14: Pedestrian KSI casualties by month of the year and age, 2019-2023

	0-15	16-24	25-34	35-49	50-64	65+	Total
Jan	10	10	8	3	14	14	59
Feb	20	4	13	14	8	16	75
Mar	14	7	9	6	9	17	62
Apr	16	9	8	8	6	6	53
May	20	7	5	9	11	7	59
Jun	12	11	7	5	9	8	52
Jul	13	9	5	9	4	9	49
Aug	9	10	7	9	10	10	55
Sep	16	10	8	12	7	25	78
Oct	31	12	2	16	18	15	94
Nov	27	10	7	8	17	23	92
Dec	14	12	10	13	24	30	103
Total	202	111	89	112	137	180	831

Source: Police Service of Northern Ireland Road Traffic Collision Data

A15: Top Ten principal causes of pedestrian KSI casualties by sex, 2019-2023

Principal Causation Factor	Fatalities	Serious injuries	KSIs	% KSIs	Male KSIs		Female KSIs	
					#	%	#	%
Heedless of traffic crossing carriageway	11	159	170	20%	97	57%	73	43%
Inattention or attention diverted	6	95	101	12%	68	67%	33	33%
Impaired by alcohol - pedestrian	10	61	71	9%	61	86%	10	14%
Using pedestrian crossing without care	1	54	55	7%	37	67%	18	33%
Walking or running onto carriageway - not crossing	7	39	46	6%	38	83%	8	17%
Reversing without care	1	37	38	5%	12	32%	26	68%
Disobeying traffic sign / signal	0	25	25	3%	15	60%	10	40%
Disobeying pedestrian crossing	1	23	24	3%	8	33%	16	67%
Turning right without care	2	19	21	3%	10	48%	11	52%
Other driver / rider factor	3	18	21	3%	18	86%	3	14%
All other factors	25	234	259	31%	141	54%	118	46%
Total	**67**	**764**	**831**	**505**	**505**	**61%**	**326**	**39%**

Source: Police Service of Northern Ireland Road Traffic Collision Data

A16: Top Ten principal causes of pedestrian KSI casualties by age, 2019-2023

Principal Causation Factor	0-15	16-24	25-34	35-49	50-64	65+	Total
Heedless of traffic crossing carriageway	81	21	13	13	16	26	170
Inattention or attention diverted	14	15	13	17	15	27	101
Impaired by alcohol - pedestrian	2	17	13	14	18	7	71
Using pedestrian crossing without care	15	8	9	7	5	11	55
Walking or running onto carriageway - not crossing	23	9	6	4	2	2	46
Reversing without care	3	0	1	5	9	20	38
Disobeying traffic sign / signal	8	4	2	2	5	4	25
Disobeying pedestrian crossing	5	2	3	3	5	6	24
Turning right without care	2	1	3	2	3	10	21
Other driver / rider factor	1	4	6	8	1	1	21
All other factors	48	30	20	37	58	66	259
Total	202	111	89	112	137	180	831

Source: Police Service of Northern Ireland Road Traffic Collision Data

A17: Pedestrian KSI casualties by age and collision responsibility, 2019-2023

Age	Casualty responsible	Casualty not responsible	Total	%age responsible
0-15	161	41	202	80%
16-24	72	39	111	65%
25-34	47	42	89	53%
35-49	54	58	112	48%
50-64	73	64	137	53%
65+	78	102	180	43%
Total	485	346	831	58%

Source: Police Service of Northern Ireland Road Traffic Collision Data

A18: Pedestrian KSIs by road type, 2019-2023

Road type	Pedestrian KSIs		All KSIs	
	Number	%age	Number	%age
Urban	687	83%	1,736	41%
Rural	114	14%	2,247	53%
Motorway/Dual Carriageway	30	4%	274	6%
Total	**831**		**4,257**	

Source: Police Service of Northern Ireland Road Traffic Collision Data

A19: Pedestrian KSIs by road type and severity, 2002-2023

	Killed				Seriously Injured				KSI			
	Urban	Rural	MW/DC	Total	Urban	Rural	MW/DC	Total	Urban	Rural	MW/DC	Total
2002	18	12	3	33	191	45	8	244	209	57	11	277
2003	17	8	3	28	178	37	7	222	195	45	10	250
2004	12	10	1	23	157	25	8	190	169	35	9	213
2005	13	11	4	28	145	22	9	176	158	33	13	204
2006	10	10	2	22	165	30	7	202	175	40	9	224
2007	7	8	2	17	137	22	7	166	144	30	9	183
2008	11	8	0	19	162	25	6	193	173	33	6	212
2009	12	10	2	24	165	24	2	191	177	34	4	215
2010	6	4	0	10	144	22	1	167	150	26	1	177
2011	6	4	3	13	183	13	4	200	189	17	7	213
2012	6	3	0	9	155	22	5	182	161	25	5	191
2013	5	2	0	7	143	16	3	162	148	18	3	169
2014	6	12	0	18	123	14	3	140	129	26	3	158
2015	14	5	0	19	140	19	5	164	154	24	5	183
2016	7	6	2	15	139	23	2	164	146	29	4	179
2017	10	5	0	15	157	16	2	175	167	21	2	190
2018	10	5	1	16	116	13	6	135	126	18	7	151
2019	7	6	4	17	136	15	8	159	143	21	12	176
2020	3	3	0	6	100	17	1	118	103	20	1	124
2021	5	3	0	8	125	19	4	148	130	22	4	156
2022	10	6	0	16	148	16	4	168	158	22	4	184
2023	10	10	0	20	143	19	9	171	153	29	9	191
2014-2018	47	33	3	83	675	85	18	778	722	118	21	861
	57%	40%	4%	100%	87%	11%	2%	100%	84%	14%	2%	100%
2019-2023	35	28	4	67	652	86	26	764	687	114	30	831
	52%	42%	6%	100%	85%	11%	3%	100%	83%	14%	4%	100%

Source: Police Service of Northern Ireland Road Traffic Collision Data

A20: Pedestrian KSI casualties by severity and speed of the road, 2019-2023

Speed Limit	Severity		
	Killed	Seriously Injured	KSI
15	0	1	1
20	1	15	16
30	29	609	638
40	6	44	50
50	2	13	15
60	27	76	103
70	2	6	8
Total	**67**	**764**	**831**

Source: Police Service of Northern Ireland Road Traffic Collision Data

A21: How often do you walk anywhere for 20 minutes or more?* 2021

Frequency of walking for 20 minutes or more	%
Every day**	37%
At least once a week	38%
At least once every 2-3 weeks	4%
At least once a month	2%
Once every 2-3 months	1%
Once every 6 months	0%
Once a year	0%
Less frequently	3%
Never	13%
Varies according to time of year+	0%
Achieved Sample	**1,511**

Source: Travel Survey for Northern Ireland

* Includes all walks of 20 minutes or more whether for leisure or with a purpose (e.g. to go to the shops).

** "Every day" is selected if the respondent walks 20 minutes or more every working day/school day but not at weekends as well as if they walk 20 minutes or more every day.

+ Spontaneous answer. This answer option was not read out but was available to code if the respondent gave the answer spontaneously.

A22: What would encourage you to walk more often? 2021

Incentives to walk more often	%
Nothing would encourage me to walk more often+	11%
I already walk as much as I can+	40%
Other	2%
If I did not have my children with me	1%
More pedestrian crossings	2%
Living closer to services	2%
If I did not have things to carry	2%
Someone else to walk with	3%
Only pedestrians allowed on footpaths***	3%
If I was not worried about crime/personal safety	3%
Slower traffic	4%
Motorists who are more considerate of pedestrians**	4%
More pedestrian zones (no traffic allowed)	4%
Keeping footpaths clear (e.g. no parked cars)	4%
Less traffic	5%
Time of year e.g. I walk more often during the summer	6%
If I did not have health issues*	6%
If dogs were kept under control (e.g. on a lead)*	6%
Wider footpaths	7%
More pleasant footpaths (e.g. greenways, by the river)	8%
More footpaths	9%
Better maintained footpaths	9%
Better lighting on footpaths at night	9%
If I had more time*	10%
Cleaner footpaths free of dog fouling*	10%
Better weather	20%
Achieved Sample	**788**

Source: Travel Survey for Northern Ireland

* Answer option added in 2017 (reported from 2017-2019).

** Full answer option - Motorists who are more considerate to pedestrians (e.g. slowing down if pedestrian is crossing the road)

*** Full answer option - Only pedestrians allowed on footpaths (e.g. no cyclists, skateboarders or scooters allowed)

+ Exclusive answer - if respondent gives this answer, none of the other answer options apply.

A23: Reasons why respondents feel unsafe when walking by the road,2021

Unsafe situations when walking by the road	%
I never walk by the road+	6%
I always feel safe when walking+	31%
Other***	1%
Other - Footpaths overgrown with trees, bushes etc***	1%
Other - Buses, lorries or tractors ***	1%
Roadworks (e.g. footpath closed temporarily due to roadworks)	3%
Health condition, illness or impairment (e.g. unable to hear/see traffic)**	3%
Worry about crime/personal safety	6%
Walking on my own especially at night	7%
If footpaths are not kept clear (e.g. parked cars)	7%
Cyclists, Scooters, Skateboarders on footpath	7%
Dogs not kept under control (e.g. not on a lead/running loose)**	8%
Bad weather (e.g. wet or windy conditions)	8%
If condition of footpath is poor (e.g. uneven surface)	9%
Dog fouling on footpaths**	12%
Narrow footpath	13%
If footpath is not well light at night	13%
Normal traffic even if travelling within the speed limit	15%
Motorists driving without consideration of pedestrians*	18%
No footpath	20%
Heavy traffic e.g. rush hour traffic	23%
Traffic travelling above the speed limit	27%
Achieved sample	**759**

Source: Travel Survey for Northern Ireland

Percentages sum to more than 100% due to multiple responses.

* Full answer option - Motorists driving without consideration of pedestrians (e.g. not slowing down if pedestrian is crossing the road)

** Answer option added in 2017 (reported from 2017-2019).

*** Other responses given by 0.5% or more respondents appear in a separate group in the chart. "Other" represents all remaining "Other" responses.

+ Exclusive answer - if respondent gives this answer, none of the other answer options apply.