Police Recorded Injury Road Traffic Collision Statistics

2015 Key Statistics Report

Covering the reporting period
1st January 2015 – 31st December 2015

Published 24th March 2016

Contact: Traffic Statistician, Statistics Branch, Operational Support Department
Lisnasharragh, 42 Montgomery Road, Belfast, Northern Ireland, BT6 9LD
Web: www.psni.police.uk
Tel: 02890 650222 Ext: 24135 Email: statistics@psni.police.uk

Northern Ireland Statistics & Research Agency

NATIONAL STATISTICS

Keeping People Safe

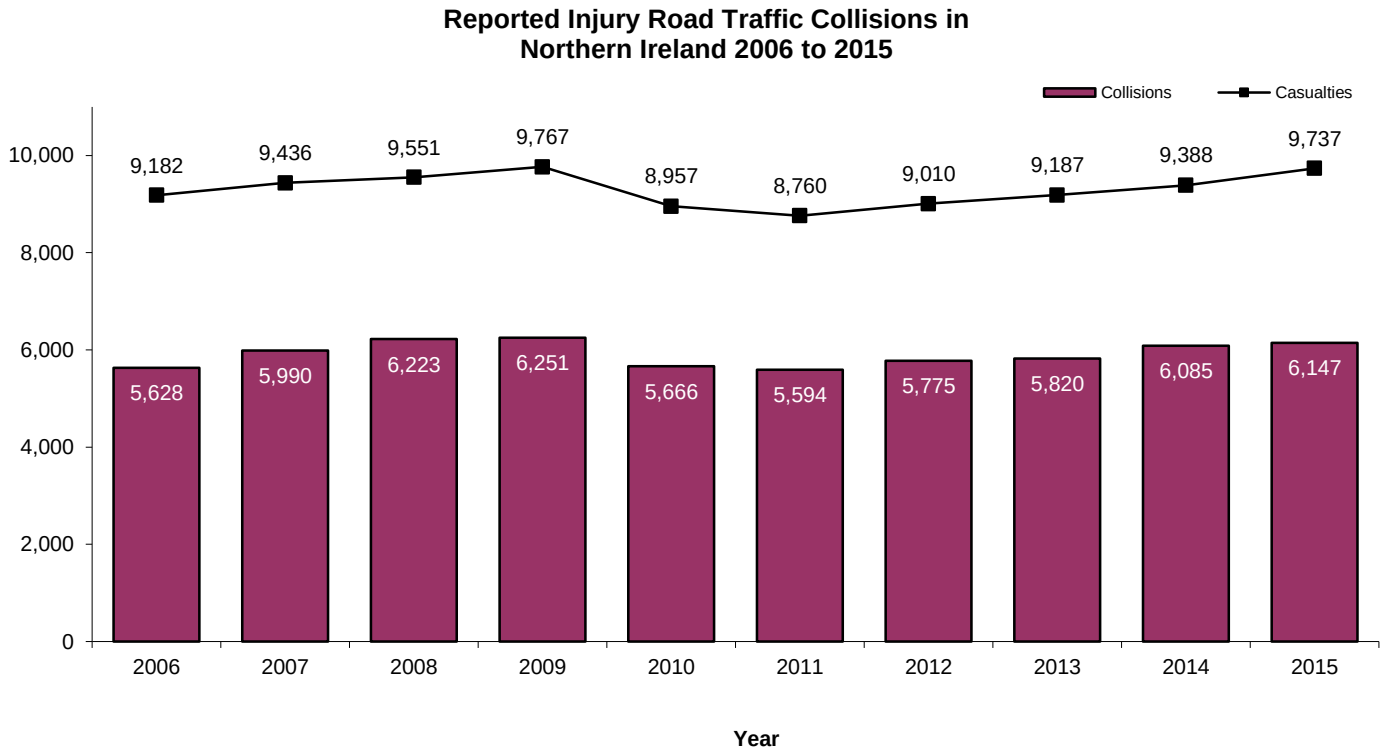
POLICE SERVICE NORTHERN IRELAND

Key Results 2015

Published 24th March 2016

- There were 6,147 injury collisions recorded by PSNI between January to December 2015 resulting in a total of 9,737 casualties.
- 74 people were killed, 711 people were seriously injured and a further 8,952 people were slightly injured.
- The 9,737 casualties and 6,147 injury road traffic collisions is the highest number observed for each since 2009, continuing the upward casualty trend from previous years.
- The 74 deaths recorded in 2015 is five fewer deaths than 2014, 52 fewer than 2006 and 298 fewer than 1972 which had the highest annual total of deaths with 372.
- The number of deaths among pedestrians, drivers and passengers recorded in 2015 is the highest for each of these categories in a calendar year since 2009.
- No pedal cyclists were killed in 2015 which is the first time there have been no deaths in this category since 2010.
- The 98 KSI casualties of older people (aged 65 and over) recorded in 2015 is along with 2012 the fewest recorded for this age category in a calendar year since this level of detail began being recorded in 1986.
- There were 82 motorcyclists killed or seriously injured in 2015. This is the fewest number of KSI casualties among motorcyclists since 1996. See Appendix 2.

Figure One



Fatalities

Figure Two

- The 74 people killed on Northern Ireland's roads during 2015 is 5 fewer deaths than the 79 recorded in 2014 but 17 higher than that of 2013. This represents 52 fewer deaths than that recorded ten years ago in 2006 and 298 fewer than the high of 372 deaths recorded in 1972. See Appendix 1 for fatalities by year dating back to 1931.

- Drivers of motor vehicles were the largest casualty class for fatalities in 2015, accounting for 31 people killed. Pedestrians were the next highest category with 19 fatalities while there were also 17 passengers, 4 motorcyclists and 3 other road users killed.

- There were no pedal cyclists killed in 2015 which is the first time this category has had no deaths in a calendar year since 2010. In contrast there were 19 pedestrians killed, which is the highest number of deaths recorded amongst this group in a calendar year since 24 were killed in 2009.

- There were 5 fatalities of children (under the age of 16) and 18 deaths of young people (aged 16 to 24) recorded in 2015 compared with 4 child and 21 young people deaths in 2014.

- Of the 74 people killed on Northern Ireland's roads in 2015, 53 were male and 21 female. Over half the fatalities came from the 16 to 24 and 65 and over age groups combined (with 18 and 20 deaths respectively).

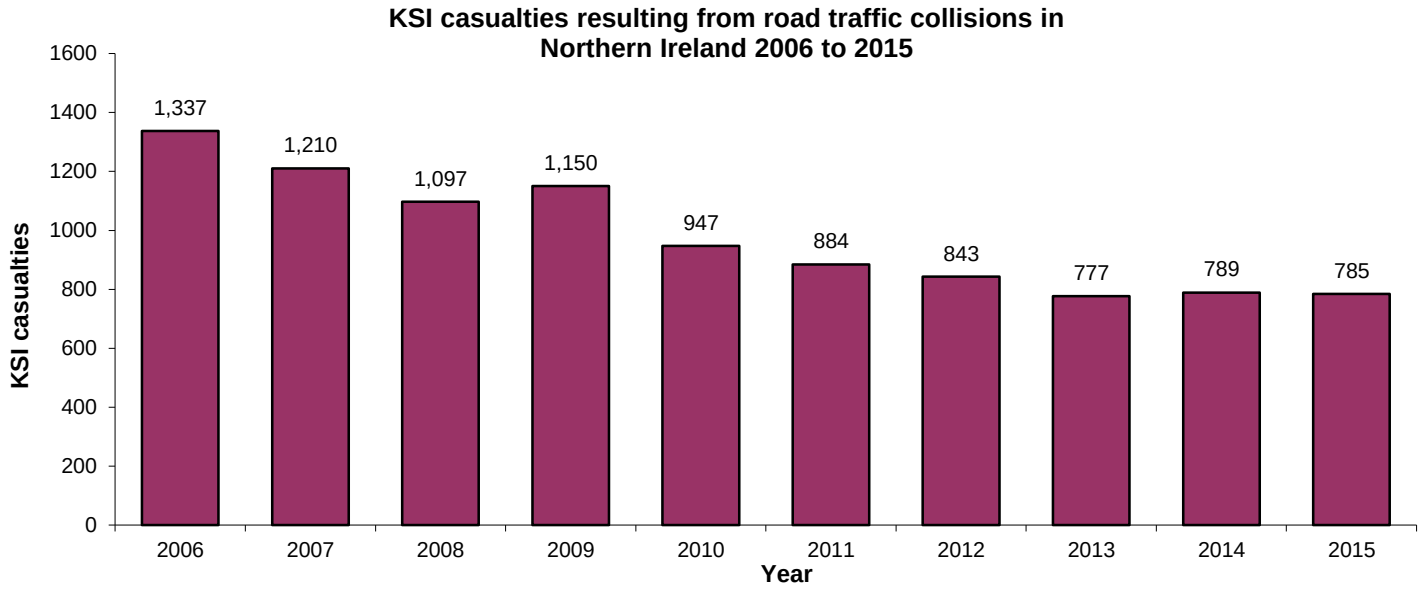
- The worst period for fatalities was in June 2015 when 6 people lost their lives in 8 days from the 3rd to the 10th June. In contrast there was a period of 26 days between January and February 2015 in which no deaths occurred.

- Of the new 11 police Districts, Armagh City, Banbridge and Craigavon along with Mid Ulster had the highest number of road deaths in 2015 with 9 fatalities recorded in each of these Districts.

- There were 165 deaths recorded in the Republic of Ireland in 2015 which is a 15% reduction from the 193 deaths which took place in 2014. In contrast to this, the latest figures recorded for Great Britain has shown a 3% increase in the number of deaths recorded from 1,780 to the year ending September 2015 in comparison with 1,731 recorded in the previous year. The comparative 2015 figure for Northern Ireland is a 6% reduction in fatalities from 2014.

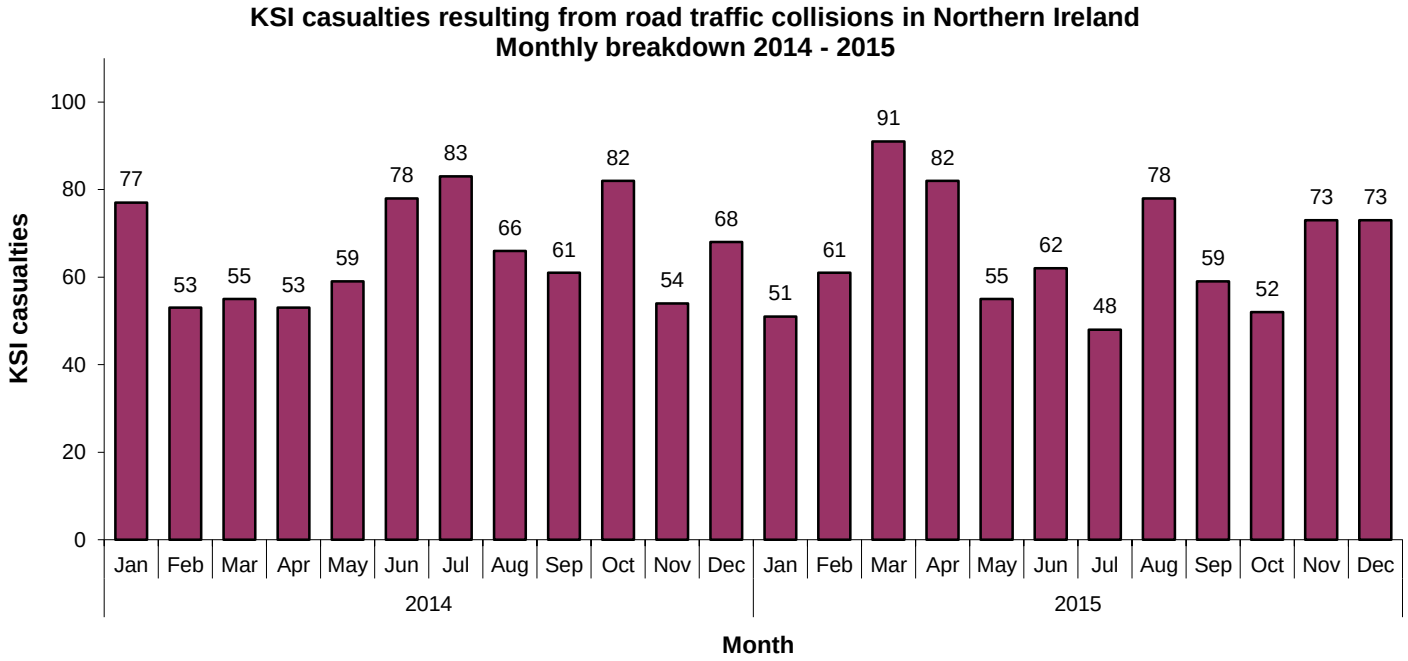
Number of people killed or seriously injured (KSI Casualties)

Figure Three



- The 785 people killed or seriously injured (KSI casualties) on Northern Ireland's roads in 2015 is 365 fewer than that of 2009 and 2,475 fewer than the highest level of 1977 (reductions of 31.8% and 75.9% respectively). See Appendix 3 for casualties by severity back to 1931.
- There were 82 motorcyclists killed or seriously injured in 2015 which is 15 fewer than recorded in 2014 and the lowest number of motorcyclist KSI casualties since the 79 recorded twenty years ago in 1996. See Appendix 2.
- The 72 child (under the age of 16) KSI causalities in 2015 is 2 more children killed or seriously injured than the 70 recorded in 2014.
- Over a quarter of all casualties killed or seriously injured in 2015 were from the 16 to 24 age category with 197 KSI casualties recorded during the year.
- There were 98 KSI casualties of older people (aged 65 and over) recorded in 2015 which along with 2012 is the lowest number recorded for this age category in a calendar year since severity of injury by age group was made available in 1986.
- In terms of gender, there were 45 fewer males killed or seriously injured in 2015 than last year (down 8.4%) but 41 more females (an increase of 16.1%). The majority of KSI casualties were males which made up approximately two thirds of those recorded in 2015 (490 of the 785 KSI casualties).
- The most common causation factors for KSI casualties during 2015 were 'Inattention or attention diverted (91 KSI casualties), followed by 'Excessive speed having regard to conditions' (81 KSI casualties) and 'Impaired by alcohol/drugs – driver/rider' (72 KSI casualties).
- Belfast City District had the highest number of KSI casualties in 2015 with 121. A full breakdown by Police District is available in Table 5 of this report.

Figure Four



- The trend in KSI casualties by month over the last 2 years (Figure Four) shows that July 2015 had the fewest number of KSI casualties with 48 while March 2015 had the most with 91.
- The average number of people killed or seriously injured per month in 2015 was 65, compared with an average of 111 in 2006.
- The current figure of 785 people killed or seriously injured in 2015 equates to a reduction of 46 fewer KSI casualties per month compared to ten years ago.

Table 1 Recorded Injury Road Traffic Collisions and Casualties 2006-2015

	Number of injury Collisions				Casualties			
	Fatal Collisions	Serious Collisions	Slight Collisions	All Injury Collisions	Killed	Seriously Injured	Slightly Injured	Total Casualties
2006	110	904	4,614	5,628	126	1,211	7,845	9,182
2007	105	838	5,047	5,990	113	1,097	8,226	9,436
2008	98	814	5,311	6,223	107	990	8,454	9,551
2009	104	826	5,321	6,251	115	1,035	8,617	9,767
2010	51	726	4,889	5,666	55	892	8,010	8,957
2011	57	706	4,831	5,594	59	825	7,876	8,760
2012	45	669	5,061	5,775	48	795	8,167	9,010
2013	55	615	5,150	5,820	57	720	8,410	9,187
2014	74	577	5,434	6,085	79	710	8,599	9,388
2015	69	570	5,508	6,147	74	711	8,952	9,737

Principal causation factors

The most common principal causation factors associated with injury road traffic collisions reported to the police during 2015 are presented in the table below. In this table those casualties who were killed or seriously injured are grouped together and labelled as KSI casualties.

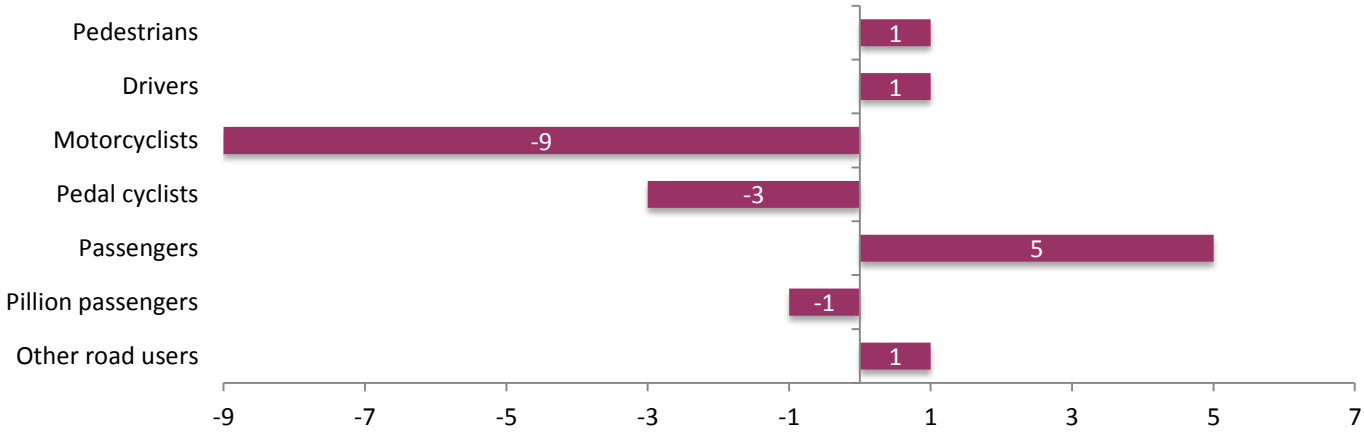
Table 2 Most Common Principal Causation Factors in Road Traffic Collisions - 2015

		Casualties		
Principal Factor	Number of Injury Collisions	KSI	Slightly Injured	Total Casualties
Inattention or attention diverted	1236	91	1825	1916
Driving too close	826	17	1339	1356
Emerging from minor road without care	468	39	717	756
Turning right without care	293	45	499	544
Alcohol/drugs driver rider	271	72	369	441
Excessive speed having regard to conditions	263	81	401	482
Wrong course/position	248	68	417	485
Crossing or entering road junction without care	215	28	348	376
Heedless of traffic crossing carriageway	177	53	140	193
Overtaking on offside without care	176	40	280	320

- The most common principal causation factors for KSI casualties during 2015 were ‘Inattention or attention diverted (91 KSI casualties), followed by ‘Excessive speed having regard to conditions’ (81 KSI casualties) and ‘Impaired by alcohol/drugs – driver/rider’ (72 KSI casualties).
- The most common principal causation factors for all casualties were ‘Inattention or attention diverted’ (1,916 casualties) followed by ‘Driving too close’ (1,356 casualties) and ‘Emerging from minor road without care’ (756 casualties).
- Causation factors are applied to a collision by a police officer in line with the STATS 19 guidance. Subsequent to an investigation these factors may be expanded or altered. For further information on the STATS 19 please refer to the Road Traffic Statistics User Guide

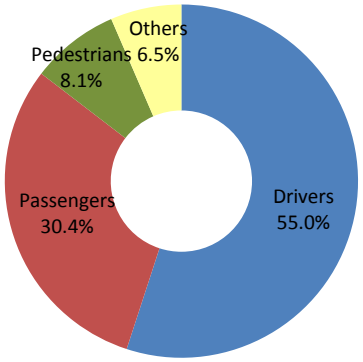
Road traffic collisions casualty breakdown

Figure Five: Difference in the number of deaths by road user type in 2015 compared with 2014



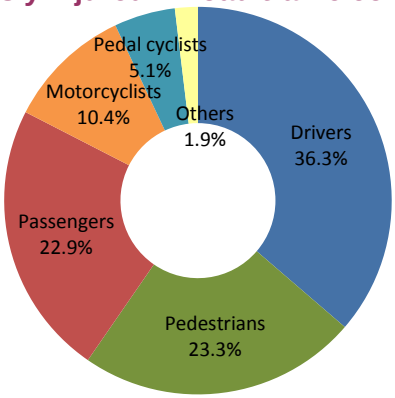
- Figure 5 above shows that there was a large reduction in motorcycle deaths recorded in 2015 falling by nine from 13 recorded in 2014 to 4 this year. The largest increase was that of passengers which increased by five from 12 to 17.

Figure Six: Road traffic collision casualties by road user type



- Drivers of motor vehicles accounted for the largest proportion of overall casualties (55.0%) followed by passengers (30.4%) and pedestrians (8.1%) while pedal cyclists, motorcyclists, pillion passengers and other road users made up the remaining 6.5%.

Figure Seven: Persons killed or seriously injured in road traffic collisions by road user type



- Drivers accounted for over a third of all KSI casualties (36.3%), followed by pedestrians (23.3%), passengers (22.9%), motorcyclists (10.4%) and pedal cyclists (5.1%).

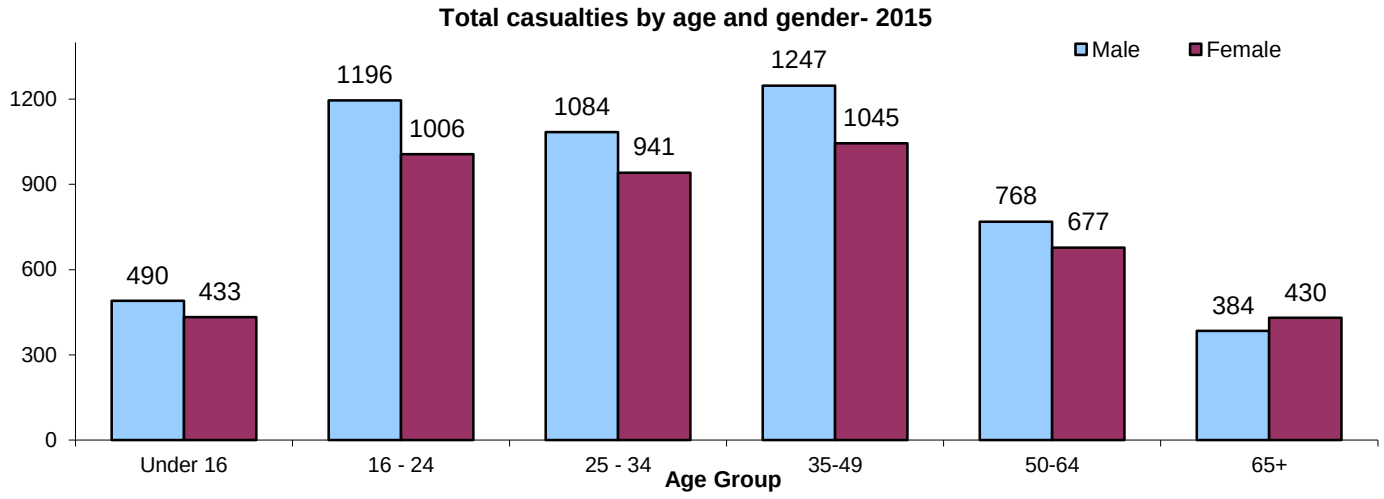
Table 3 Type of Road User 2011 – 2015

Type of Road User[1]	2011	2012	2013	2014	2015
Fatalities:					
Pedestrians	13	9	7	18	19
Drivers of motor vehicles	23	21	22	30	31
Motorcyclists	6	4	10	13	4
Pedal cyclists	2	2	4	3	0
Passengers	11	10	13	12	17
Pillion passengers	1	0	0	1	0
Other road users	3	2	1	2	3
Totals	**59**	**48**	**57**	**79**	**74**
Seriously Injured:					
Pedestrians	200	182	162	140	164
Drivers of motor vehicles	295	294	271	263	254
Motorcyclists	102	96	91	84	78
Pedal cyclists	47	55	42	59	40
Passengers	161	155	136	155	163
Pillion passengers	7	3	5	4	6
Other road users	13	10	13	5	6
Totals	**825**	**795**	**720**	**710**	**711**
KSI:					
Pedestrians	213	191	169	158	183
Drivers of motor vehicles	318	315	293	293	285
Motorcyclists	108	100	101	97	82
Pedal cyclists	49	57	46	62	40
Passengers	172	165	149	167	180
Pillion passengers	8	3	5	5	6
Other road users	16	12	14	7	9
Totals	**884**	**843**	**777**	**789**	**785**
Slightly Injured:					
Pedestrians	621	613	610	611	604
Drivers of motor vehicles	4,144	4,425	4,577	4,786	5,071
Motorcyclists	238	189	210	192	202
Pedal cyclists	206	220	210	271	239
Passengers	2,615	2,670	2,750	2,685	2,781
Pillion passengers	7	11	11	7	4
Other road users	45	39	42	47	51
Totals	**7,876**	**8,167**	**8,410**	**8,599**	**8,952**
All Casualties:					
Pedestrians	834	804	779	769	787
Drivers of motor vehicles	4,462	4,740	4,870	5,079	5,356
Motorcyclists	346	289	311	289	284
Pedal cyclists	255	277	256	333	279
Passengers	2,787	2,835	2,899	2,852	2,961
Pillion passengers	15	14	16	12	10
Other road users	61	51	56	54	60
Totals	**8,760**	**9,010**	**9,187**	**9,388**	**9,737**

[1] 'Passengers' include pedal cycle passengers. 'Other road users' include drivers/riders and passengers of 'other vehicles' (e.g. tractors, invalid vehicles, horse-drawn carriages).

Road traffic collisions disaggregated by age and gender

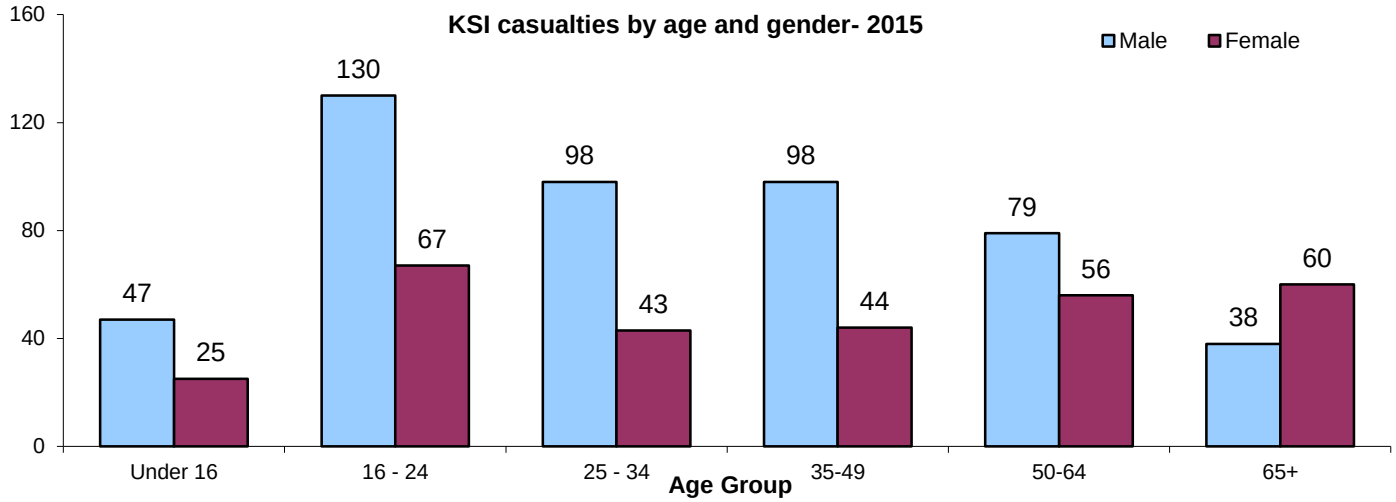
Figure Eight



[1] Chart does not include those where gender is unknown

- The gender split for all traffic casualties in 2015 is 53.3% male compared to 46.7% female almost identical to the level observed in 2014.
- The highest proportion of casualties was from the 35 to 49 age category which accounted for almost a quarter of all casualties recorded in 2015.
- The 65+ age group was the only category in which there were more female casualties than males.

Figure Nine



[1] Chart does not include those where gender is unknown

- Males accounted for approximately two thirds of all KSI casualties recorded in 2015 (representing 62.4%).
- The highest proportion of those killed or seriously injured in 2015 were from those aged 16 to 24 with over a quarter of KSI casualties coming from this age group during the year.
- There were more males killed or seriously injured than females for all age groups in 2014 with the exception of the 65 and over age group. The proportion of males to female KSI casualties ranged from 69.5% for the 25 to 34 age group to 38.8% for the 65+ age group.
- Further breakdown of casualty information as well as casualties by severity and location (by Police District) are available in Tables 4 and 5 overleaf.

Table 4 Road traffic casualties by age and gender 2015 compared with 2014

	2014					2015				
	Killed	Seriously injured	KSI [1]	Slightly injured	Total	Killed	Seriously injured	KSI [1]	Slightly injured	Total
Male										
Under 16	4	40	44	438	482	3	44	47	443	490
16 - 24	18	127	145	1,009	1,154	15	115	130	1,066	1,196
25 - 34	9	89	98	970	1,068	5	93	98	986	1,084
35 - 49	13	105	118	1,066	1,184	8	90	98	1,149	1,247
50 - 64	6	73	79	658	737	11	68	79	689	768
65 +	13	35	48	284	332	11	27	38	346	384
Unknown	0	3	3	28	31	0	0	0	19	19
Total	**63**	**472**	**535**	**4,453**	**4,988**	**53**	**437**	**490**	**4,698**	**5,188**
Female										
Under 16	0	26	26	388	414	2	23	25	408	433
16 - 24	3	60	63	947	1,010	3	64	67	939	1,006
25 - 34	0	33	33	904	937	2	41	43	898	941
35 - 49	1	34	35	954	989	0	44	44	1,001	1,045
50 - 64	3	37	40	604	644	5	51	56	621	677
65 +	9	46	55	327	382	9	51	60	370	430
Unknown	0	2	2	21	23	0	0	0	15	15
Total	**16**	**238**	**254**	**4,145**	**4,399**	**21**	**274**	**295**	**4,252**	**4,547**
Other[2]										
Under 16	0	0	0	1	1	0	0	0	2	2
Total	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**2**	**2**
All										
Under 16	4	66	70	827	897	5	67	72	853	925
16 - 24	21	187	208	1,956	2,164	18	179	197	2,005	2,202
25 - 34	9	122	131	1,874	2,005	7	134	141	1,884	2,025
35 - 49	14	139	153	2,020	2,173	8	134	142	2,150	2,292
50 - 64	9	110	119	1,262	1,381	16	119	135	1,310	1,445
65 +	22	81	103	611	714	20	78	98	716	814
Unknown	0	5	5	49	54	0	0	0	34	34
Total[2]	**79**	**710**	**789**	**8,599**	**9,388**	**74**	**711**	**785**	**8,952**	**9,737**

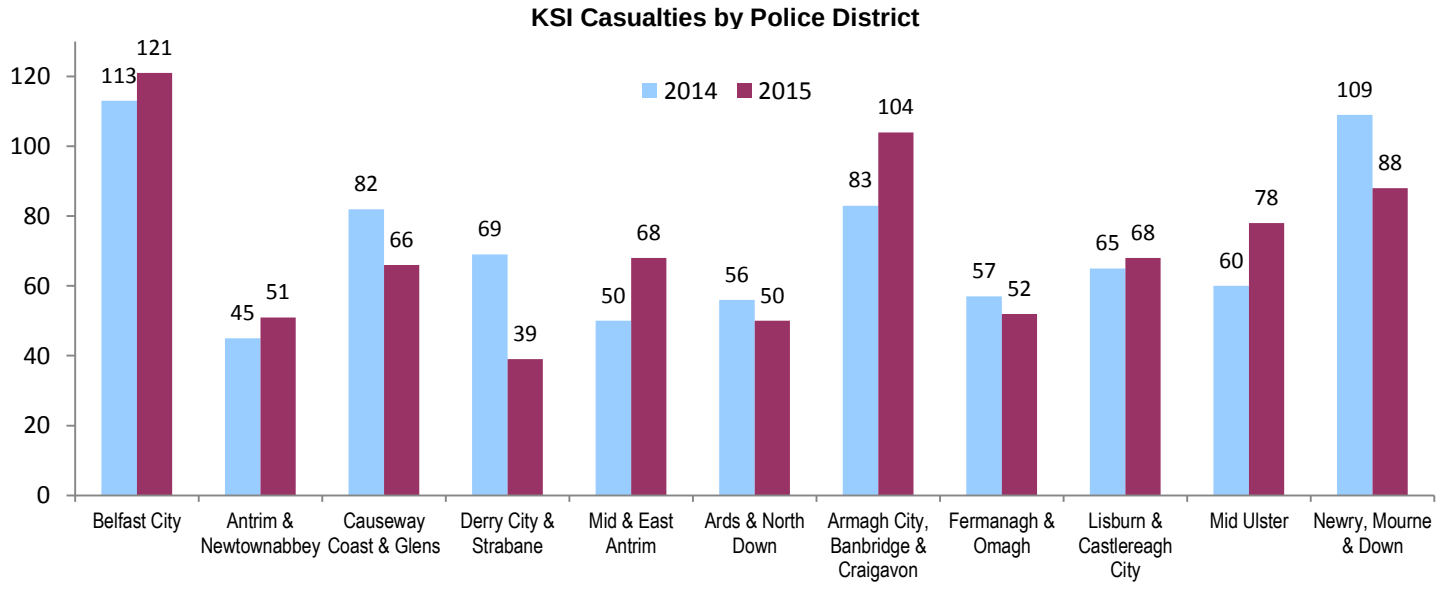
[1] Killed or seriously injured [2] Where gender is unknown or recorded as other

Table 5 Road traffic casualties by Police District and Area 2015 compared with 2014

District/Area	2014					2015				
	Killed	Seriously Injured	Total KSI[1]	Slightly Injured	Total	Killed	Seriously Injured	Total KSI[1]	Slightly Injured	Total
Belfast City	**7**	**106**	**113**	**2,256**	**2,369**	**6**	**115**	**121**	**2,331**	**2,452**
Antrim & Newtownabbey	2	43	45	682	727	6	45	51	698	749
Causeway Coast & Glens	9	73	82	558	640	8	58	66	523	589
Derry City & Strabane	5	64	69	634	703	4	35	39	635	674
Mid & East Antrim	4	46	50	570	620	6	62	68	519	587
North Area Policing	**20**	**226**	**246**	**2,444**	**2,690**	**24**	**200**	**224**	**2,375**	**2,599**
Ards & North Down	4	52	56	592	648	5	45	50	656	706
Armagh City, Banbridge & Craigavon	7	76	83	803	886	9	95	104	795	899
Fermanagh & Omagh	11	46	57	499	556	8	44	52	558	610
Lisburn & Castlereagh City	8	57	65	703	768	5	63	68	863	931
Mid Ulster	7	53	60	546	606	9	69	78	596	674
Newry, Mourne & Down	15	94	109	756	865	8	80	88	778	866
South Area Policing	**52**	**378**	**430**	**3,899**	**4,329**	**44**	**396**	**440**	**4,246**	**4,686**
Northern Ireland Total	**79**	**710**	**789**	**8,599**	**9,388**	**74**	**711**	**785**	**8,952**	**9,737**

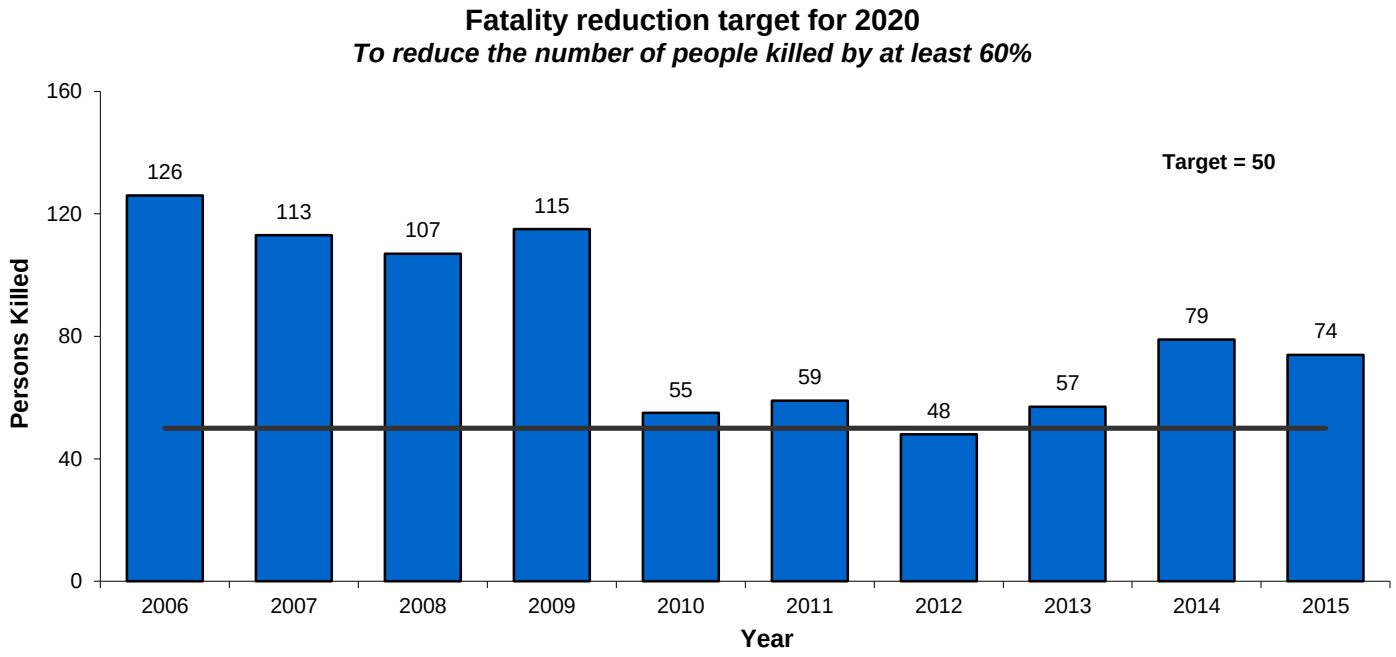
- Armagh City, Banbridge & Craigavon along with Mid Ulster had the highest number of fatalities recorded by District in 2015 with 9 each.
- Derry City & Strabane had the largest decrease in KSI casualties reducing by 30 from 69 recorded last year in 2014 to 39 this period (down 43.4%). In contrast, Armagh City, Banbridge & Craigavon had the largest increase in KSI casualties with 21 more recorded in 2015 than that of 2014.
- Lisburn & Castlereagh City had the largest increase in casualties in comparison with last year. This District increased by over a fifth, rising by 163 from 768 casualties recorded in 2014 to 931 this year.

Figure Ten



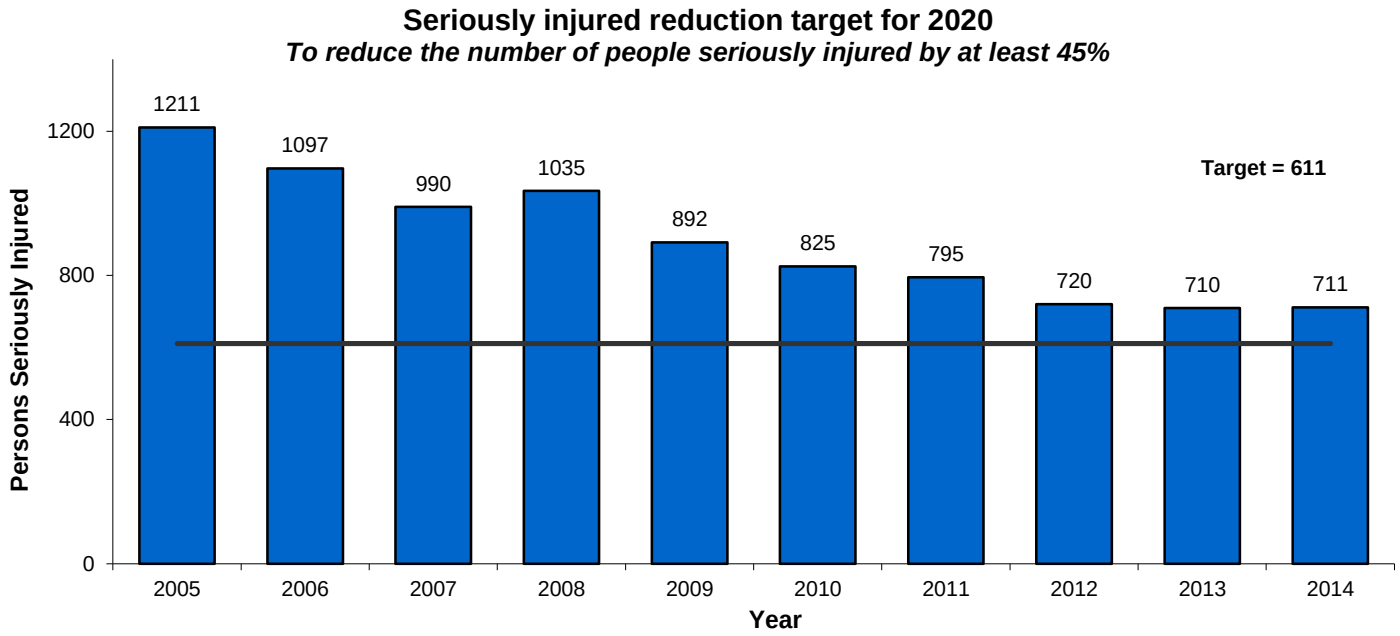
Update on Northern Ireland's Road Safety Strategy

Figure Eleven



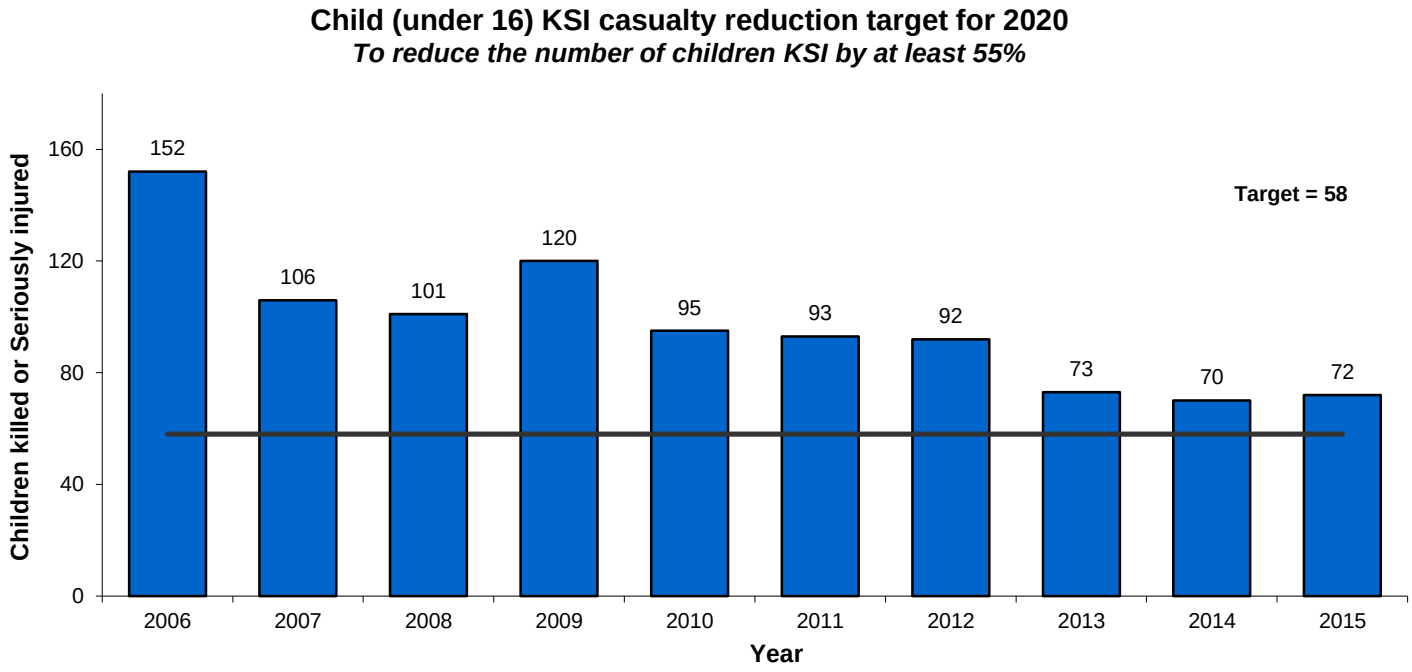
- The Department of Environment's Northern Ireland Road Safety Strategy aims at a 60% reduction on the number of fatalities on Northern Ireland's roads each year, from the 2004 – 2008 average of 126 to fewer than 50 by 2020. This figure has already dipped below this target in 2012 with 48 fatalities. However, the figure of 74 fatalities recorded in 2015 has reduced from the number recorded last year but is currently 24 above the target level.

Figure Twelve



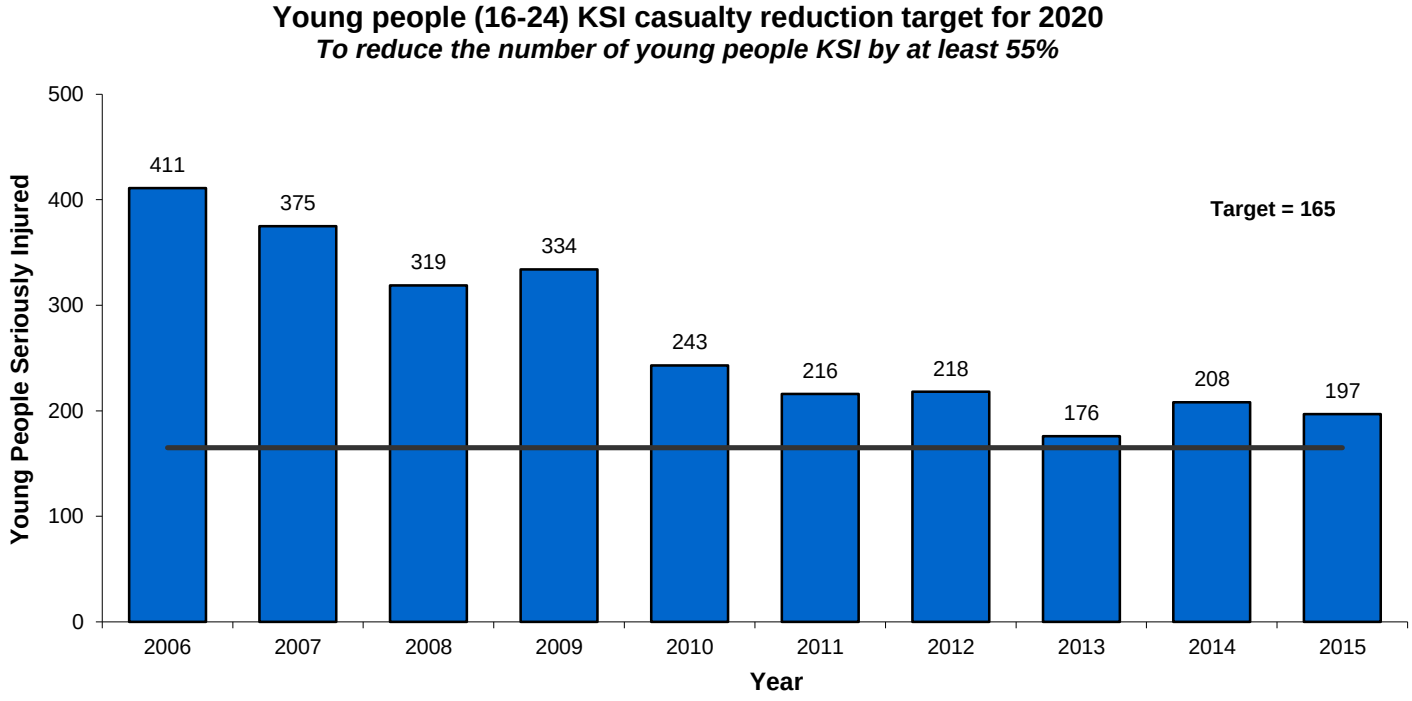
- The Department of Environment's Northern Ireland Road Safety Strategy also aims at a 45% reduction in the number of persons seriously injured on Northern Ireland's roads each year, from the 2004 – 2008 average of 1,111 to fewer than 611 by 2020. There were 711 people seriously injured in 2015 which is exactly 100 more than the target and one higher than the 710 recorded last year.

Figure Thirteen



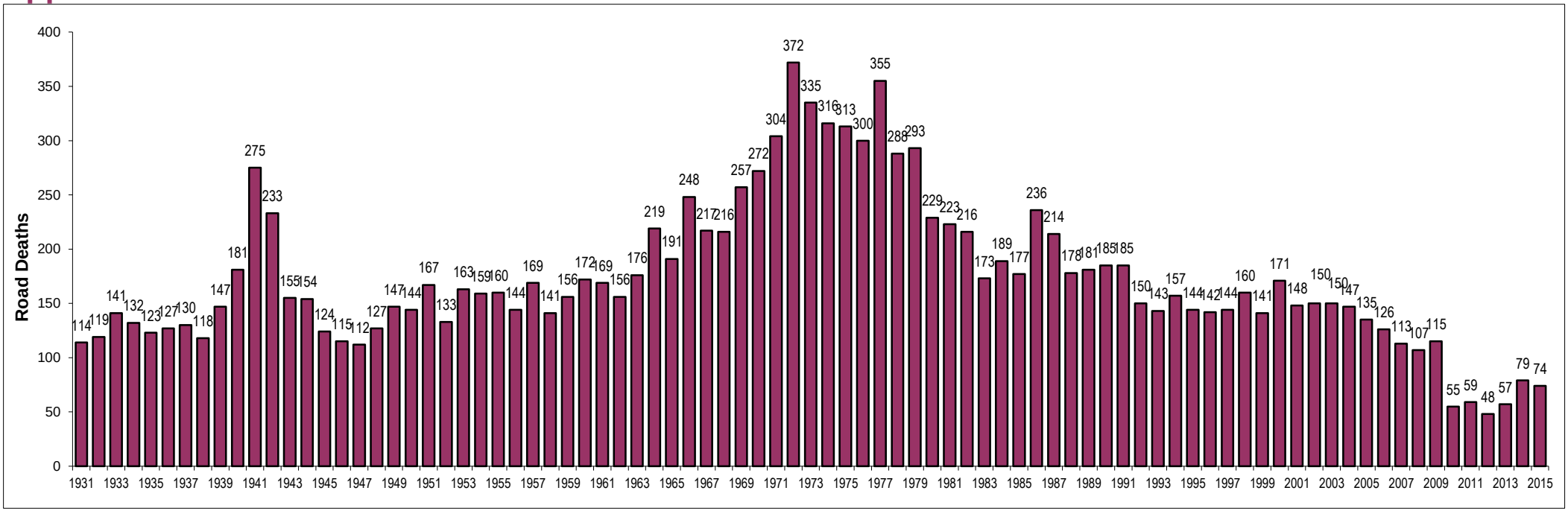
- The Road Safety Strategy has set a target of 55% reduction in the number of children killed or seriously injured on Northern Ireland's roads each year, from the 2004 – 2008 average of 128 to fewer than 58 by 2020. This had actually dipped under the target in the rolling 12 month period ending July 2015 but the final 2015 figure of 72 child KSI casualties is 14 more than the target of 58.

Figure Fourteen

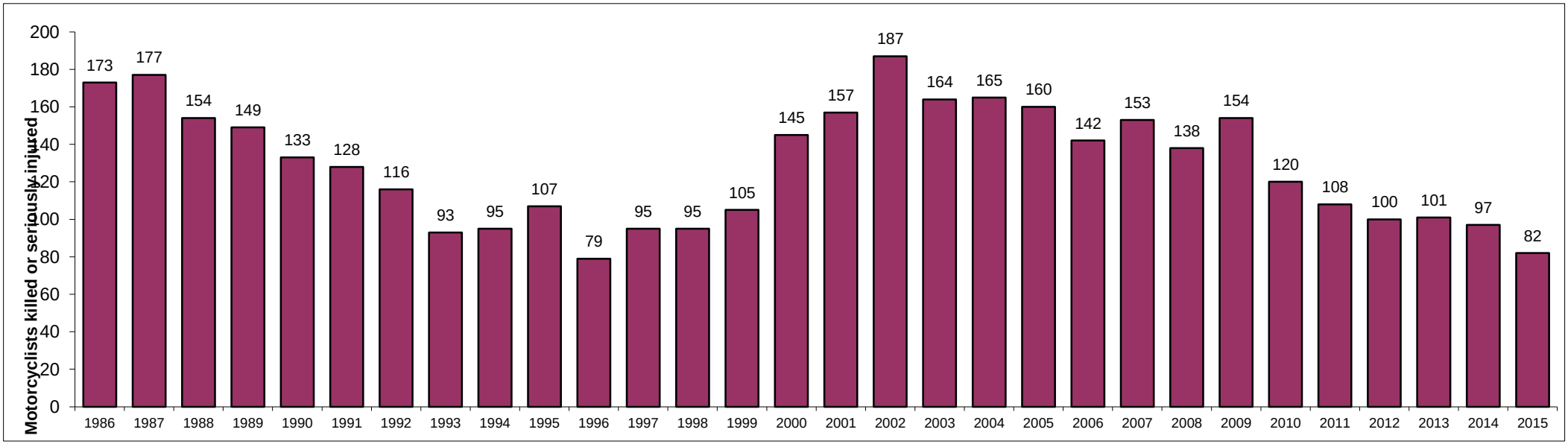


- The Strategy also has a target of a 55% reduction in the number of young people (16-24) killed or seriously injured on Northern Ireland's roads each year, from the 2004 – 2008 average of 366 to fewer than 165 by 2020. There were 197 KSI casualties recorded of young people in 2015 which is 11 lower than the 2014 figure of 208 and 32 above the 2020 target.

Appendix 1 Road Deaths on Northern Ireland's Roads 1931 - 2015



Appendix 2 Motorcyclists killed or seriously injured on Northern Ireland's Roads 1986 – 2015



Appendix 3 - Summary of casualty figures from 1931 – 2015

Year	No of injury collisions	Killed	Seriously Injured	Injured	Slightly Injured	Total casualties
1931	1,582	114		1,724		1,838
1932	1,765	119		1,890		2,009
1933	1,633	141		1,757		1,898
1934	1,835	132		1,954		2,086
1935	1,975	123		2,159		2,282
1936	2,021	127		2,216		2,343
1937	1,793	130		1,891		2,021
1938	1,945	118		2,128		2,246
1939	1,993	147		2,211		2,358
1940	1,451	181		1,576		1,757
1941	1,778	275		1,928		2,203
1942	1,636	233		1,844		2,077
1943	1,205	155		1,308		1,463
1944	1,205	154		1,259		1,413
1945	1,222	124		1,429		1,553
1946	1,602	115		1,919		2,034
1947	1,700	112		1,976		2,088
1948	1,695	127		1,892		2,019
1949	2,135	147		2,396		2,543
1950	2,430	144		2,748		2,892
1951	2,583	167		2,975		3,142
1952	2,625	133		3,028		3,161
1953	3,139	163		3,715		3,878
1954	3,315	159		3,954		4,113
1955	3,854	160		4,561		4,721
1956	3,860	144		4,631		4,775
1957	3,324	169		4,001		4,170
1958	3,533	141		4,379		4,520
1959	3,992	156		5,068		5,224
1960	4,237	172		5,443		5,615
1961	4,196	169		5,520		5,689
1962	4,297	156		5,677		5,833
1963	4,536	176		6,001		6,177
1964	4,736	219		6,363		6,582
1965	4,987	191		6,755		6,946
1966	5,034	248		6,876		7,124
1967	5,094	217		7,076		7,293
1968	5,213	216		7,305		7,521
1969	4,981	257		7,124		7,381
1970	5,308	272		7,902		8,174
1971	5,158	304	2,135		5,523	7,962
1972	5,261	372	2,430		5,595	8,397
1973	5,000	335	2,358		5,304	7,997
1974	4,795	316	2,268		4,920	7,504
1975	4,882	313	2,231		5,109	7,653
1976	4,943	300	2,570		4,749	7,619
1977	5,352	355	2,905		4,944	8,204
1978	5,473	288	2,749		5,331	8,368
1979	5,388	293	2,546		5,082	7,921
1980	4,982	229	2,387		4,648	7,264
1981	5,245	223	2,418		5,139	7,780
1982	5,551	216	2,503		5,420	8,139
1983	5,425	173	2,300		5,240	7,713
1984	5,978	189	2,465		6,096	8,750

Appendix 3 - Summary of casualty figures from 1931 – 2015 continued

Year	No of injury collisions	Killed	Seriously Injured	Slightly Injured	Total casualties
1985	5,779	177	1,148	7,312	8,637
1986	6,171	236	1,825	7,381	9,442
1987	6,344	214	1,885	7,837	9,936
1988	6,943	178	1,969	8,820	10,967
1989	7,199	181	2,014	9,416	11,611
1990	7,159	185	1,993	9,583	11,761
1991	6,171	185	1,648	8,481	10,314
1992	6,650	150	1,841	9,273	11,264
1993	6,517	143	1,725	9,232	11,100
1994	6,783	157	1,648	10,289	12,094
1995	6,792	144	1,532	10,049	11,725
1996	7,093	142	1,599	10,834	12,575
1997	7,192	144	1,548	11,006	12,698
1998	7,487	160	1,538	11,704	13,402
1999	7,562	141	1,509	11,799	13,449
2000	8,388	171	1,786	12,763	14,720
2001	7,447	148	1,682	11,312	13,142
2002	6,784	150	1,526	10,238	11,914
2003	6,049	150	1,288	8,887	10,325
2004	5,633	147	1,183	8,177	9,507
2005	4,947	135	1,073	6,951	8,159
2006	5,628	126	1,211	7,845	9,182
2007	5,990	113	1,097	8,226	9,436
2008	6,223	107	990	8,454	9,551
2009	6,251	115	1,035	8,617	9,767
2010	5,666	55	892	8,010	8,957
2011	5,594	59	825	7,876	8,760
2012	5,775	48	795	8,167	9,010
2013	5,820	57	720	8,410	9,187
2014	6,085	79	710	8,599	9,388
2015	6,147	74	711	8,952	9,737

Note: The definition of injuries were split into serious injuries and slight injuries in 1971

NOTES

The United Kingdom Statistics Authority has designated these statistics as National Statistics, in accordance with the Statistics and Registration Service Act 2007 and signifying compliance with the Code of Practice for Official Statistics.

Designation can be broadly interpreted to mean that the statistics:

- **meet identified user needs;**
- **are well explained and readily accessible;**
- **are produced according to sound methods; and**
- **are managed impartially and objectively in the public interest.**

Once statistics have been designated as National Statistics it is a statutory requirement that the Code of Practice shall continue to be observed.

User Consultation is an important part of the service we provide and it is a requirement under Principal 1 (Meeting User Needs) of the Code of Practice for Official Statistics, to publish information about user experiences. Updates from our most recent user engagement and surveys are published on the PSNI website under the Official Statistics section.

Daily Fatal Spreadsheet

As part of our commitment to provide users with more timely information, we publish a provisional Daily Fatal Spreadsheet, giving details of the location, age and gender of road traffic fatalities. This is updated each working day on the PSNI website.

Maps of Collision Locations

We have been working with our partner agencies to improve the information on the locations of collisions that we provide and together with NINIS (Northern Ireland Neighbourhood Information Service) we have produced interactive maps plotted with fatal, serious and slight collisions over the past seven years, available on the NINIS website. The 2015 collisions will be available on this webpage from July 2016.

Strengths and Limitations of the data

Strengths

The purpose of collating and reporting on injury road traffic collisions is to provide accurate and timely management information to the PSNI to assist them with tracking trends, identifying problem areas and in developing policies related to road policing issues. Police recorded injury road traffic collision and casualty statistics are used by a variety of organisations and individuals in the public and private sector as well as by the wider general public.

PSNI Statisticians attend the Standing Committee on Accident Statistics (SCRAS) and this gives a UK-wide focus to our work. We work closely with the Department for Transport to ensure that our work is comparable with other regions of the UK.

The Department of the Environment for Northern Ireland uses the PSNI's injury road traffic statistics to inform policy and monitor performance in relation to various road safety strategies. Similarly, the statistics are key to informing colleagues in the Department for Regional Development's Road Service in relation to identifying the location and causes of collisions so that they can assess whether a road engineering solution is required.

The statistics are also used to inform the Northern Ireland Road Safety Partnership on the need for cameras to enforce identified roads which are prone to injury road traffic collisions due to speeding or road junctions where collisions result from drivers ignoring the mechanical traffic signals (red light running). The statistics are widely referred to in the media and are used by those individuals or organisations with an interest in road safety.

Limitations

Comparison of road accident reports with death registrations shows that very few, if any road accident fatalities are not reported to the police. However, it has long been known in GB (and by extension in NI) that a considerable proportion of non-fatal casualties are not known to the police, as hospital, survey and compensation claims data all indicate a higher number of casualties than suggested by police accident data.

The data used as the basis for these statistics are therefore not a complete record of all personal injury road accidents, and this should be kept in mind when using and analysing the figures. However, police data on road accidents (STATS 19), whilst not perfect, remain the most detailed, complete and reliable single source of information on road casualties, in particular for monitoring trends over time.

One of the main limitations of police recorded injury road traffic collision statistics, as mentioned above, is the extent to which they represent the true level of injury road traffic collisions and casualties that occur within the UK. Extensive research has been conducted within GB in order to get an estimate of the level of this under-reporting. The research has generally focused on 2 sources of comparable information, (i) hospital admissions data[1] and (ii) survey data from The National Travel Survey[2].

[1] Reported Road Casualties in Great Britain Annual Report 2011: Department for Transport
https://www.gov.uk/government/statistics/reported-road-casualties-great-britain-annual-report-2011

[2] The Travel Survey for Northern Ireland 2012-2014
https://www.drdni.gov.uk/publications/travel-survey-northern-ireland-tsni-headline-report-2012-2014

While both comparisons would indicate that police recorded injury collision statistics are less complete than other sources, there are many reasons why this may be the case. For example, the police recorded statistics only relate to collisions that take place on the public roads and exclude collisions that occur on private land or public parks etc. Similarly, persons injured in certain types of collisions may be less likely to report these to the police e.g. casualties resulting from collisions where no motor vehicle is involved (cyclists falling off their bikes or colliding with pedestrians).

In Northern Ireland, police recorded fatal and serious injury collision casualties (KSI's) for 2014/15 equate to approximately 61% of the comparable figures on road casualties obtained from hospital admission statistics over the same period, up from 57% in the previous year.

The Travel Survey for Northern Ireland indicates that 68% of persons involved in at least one road accident in which there was an injury made police aware of the collision, either by attending at the scene or reporting afterwards. (The confidence interval around this was +/– 8%).

The Department of Regional Development produce the Travel Survey for Northern Ireland which collects information on how and why people travel within Northern Ireland. The survey uses three years of data to ensure the analysis is robust.

Revisions

Revisions are carried out in accordance with our Revisions Policy, a copy of which is available in the Official Statistics section of the PSNI Statistics website. Figures published within a current financial year to date are provisional and will be subject to slight revision until figures for the full financial year are published. These amendments can happen for a number of reasons, such as a collision being included or excluded following further investigation by an officer.

Comparisons with Great Britain

Results from the most recent period covered by the Department for Transport statistical releases (published 5th February 2016) refer to the year ending September 2015. Key points from the publication are as below:

- Road deaths increased by 3% compared to the year ending September 2014 to 1,780.
- There were 23,700 killed or seriously injured (KSI) casualties, a 3% decrease compared with the previous year.
- There were 188,830 reported road casualties of all severities, 3% lower than the year ending September 2014.

https://www.gov.uk/government/statistics/reported-road-casualties-great-britain-provisional-estimates-july-to-september-2015

Additional Data

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

Further Information

Further information is available in the User Guide on the PSNI website.

Also note that PSNI Statistics Branch will publish a more detailed 2015 annual report in June 2016. This report will provide detailed information on casualties, causation, location, conditions and comparisons with other areas. If you have anything that you would like to see included in this report, please feel free to contact us, details are provided on the cover page.

Further Research

Research into road traffic collisions and casualties can be directed by visiting any of the following:
www.roadsafetyobservatory.com www.dft.gov.uk www.pacts.org.uk www.trl.co.uk www.doeni.gov.uk

Recorded road traffic collision and casualty definitions

Collisions: Collisions involving personal injury occurring on the public highway (including footpaths) in which a vehicle is involved. Collisions are categorised as either 'Fatal', 'Serious' or 'Slight' according to the most severely injured casualty.

Killed: Died within 30 days from injuries received in a collision.

Serious Injury: An injury for which a person is detained in hospital as an 'in-patient', or any of the following injuries whether or not the person is detained in hospital: fractures, concussion, internal injuries, crushings, burns, severe cuts and lacerations or severe general shock requiring medical treatment.

KSI: Refers to collisions or casualties where someone was killed or seriously injured.

Slight Injury: An injury of a minor character such as a sprain, bruise or cut not judged to be severe, or slight shock requiring roadside attention.

Casualty: A person who sustains a slight, serious or fatal injury.

Children: People under 16 years of age.

Vehicles Involved: Vehicles whose occupants are injured, vehicles suffering damage, vehicles that contribute to the collision, and horses being ridden at the time of the collision. Vehicles that collide after the initial impact causing injury are not included unless they aggravate the degree of injury or lead to further casualties.

Drivers of motor vehicles: Drivers of hackneys, cars, motor caravans, LGVs, HGVs, cars used as taxis, minibuses and buses

Motorcyclists: Drivers/riders of mopeds and motorcycles. Includes riders of two-wheeled motor vehicles, motorcycle combinations, scooters and mopeds.

Pedal cyclists: Drivers/riders of pedal cycles. Includes children riding toy cycles on the carriageway and the first rider of a tandem.

Passengers: Occupants of vehicles other than the driver or rider. Passengers of hackneys, cars, motor caravans, LGVs, HGVs, cars used as taxis, minibuses, buses and pedal cycles.

Pillion passengers: Passenger on a moped or motorcycle.

Other road users: Drivers and passengers of invalid / 3 wheelers, tractors, ridden horses, other motor vehicles and other non-motor vehicles.

Pedestrians: Include

- Children on scooters, roller skates or skateboards;
- Children riding toy cycles on the footpath;
- Persons pushing bicycles or other vehicles or operating pedestrian-controlled vehicles;
- Persons leading or herding animals;
- Occupants of prams or wheelchairs;
- People who alight safely from vehicles and are subsequently injured;
- Persons pushing or pulling a vehicle;
- Persons other than cyclists holding on to the back of a moving vehicle