

Police Service of Northern Ireland

Police Recorded Injury Road Traffic Collisions and Casualties Northern Ireland

Annual Report covering the period
1st April 2015 to 31st March 2016

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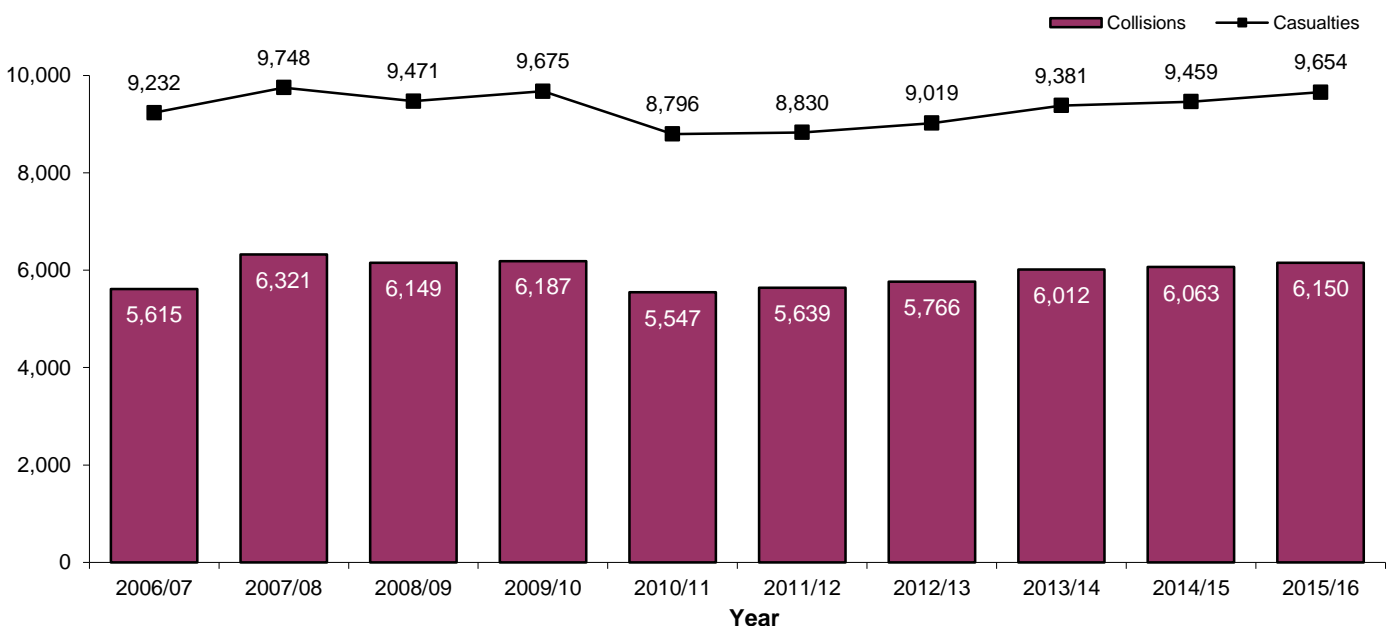


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Key Results 2015/16

- During 2015/16 there were 6,150 injury road traffic collisions. These collisions resulted in 9,654 casualties of whom 75 were killed, 707 were seriously injured and 8,872 were slightly injured.
- The 9,654 casualties and 6,150 injury road traffic collisions is the highest number observed for each since 2009/10, continuing the upward overall collision and casualty trend from previous years.
- There were 75 fatalities recorded in 2015/16 which is 23 more than the 52 recorded five years ago in 2011/12 but one fewer death than 2014/15.
- Deaths amongst drivers, pedestrians and passengers are at the highest level since the 2009/10 financial year while the District with the highest number of road deaths was Newry, Mourne & Down with 11.
- There were 782 people killed or seriously injured which is 25 fewer recorded than in 2014/15. This represents the fewest number of KSI casualties recorded in any financial year since records on the severity of injury commenced in 1971.
- Males accounted for over three fifths of those killed or seriously injured (62.4%) in 2015/16 while the 16 to 24 age group had the highest proportion of KSI casualties accounting for under a quarter (24.3%) of those recorded.
- There were 919 child casualties recorded in 2015/16 in comparison with 890 in 2014/15. There were six child fatalities recorded in 2015/16 which is three more child deaths recorded than last year.
- 'Excessive speed having regard to conditions' and 'inattention or attention diverted' were the main causation factors used in fatal and serious collisions with 94 KSI casualties each recorded.

Figure 1: Recorded Injury Road Traffic Collisions 2006/07 – 2015/16



Section 1 – Injury Road Traffic Collisions and Casualties

Injury Collisions

There were 6,150 collisions recorded by PSNI from 1st April 2015 to 31st March 2016 resulting in a total of 9,654 casualties of whom there were 75 fatalities, 707 people seriously injured and 8,872 people slightly injured. Both the number of collisions and casualties have increased year on year since 2010/11 and are at the highest level for each since the 2009/10 financial year. Compared with ten years ago the total number of injury road traffic collisions and casualties has shown an increase with 535 more collisions (up 9.5%) and 422 more casualties (up 4.6%) recorded than that of 2006/07.

Fatal and Serious Injuries

The 75 people killed on Northern Ireland's roads in 2015/16 is one fewer than the 76 recorded in 2014/15 and a decrease of 41.4% on the 128 fatalities recorded ten years ago in 2006/07.

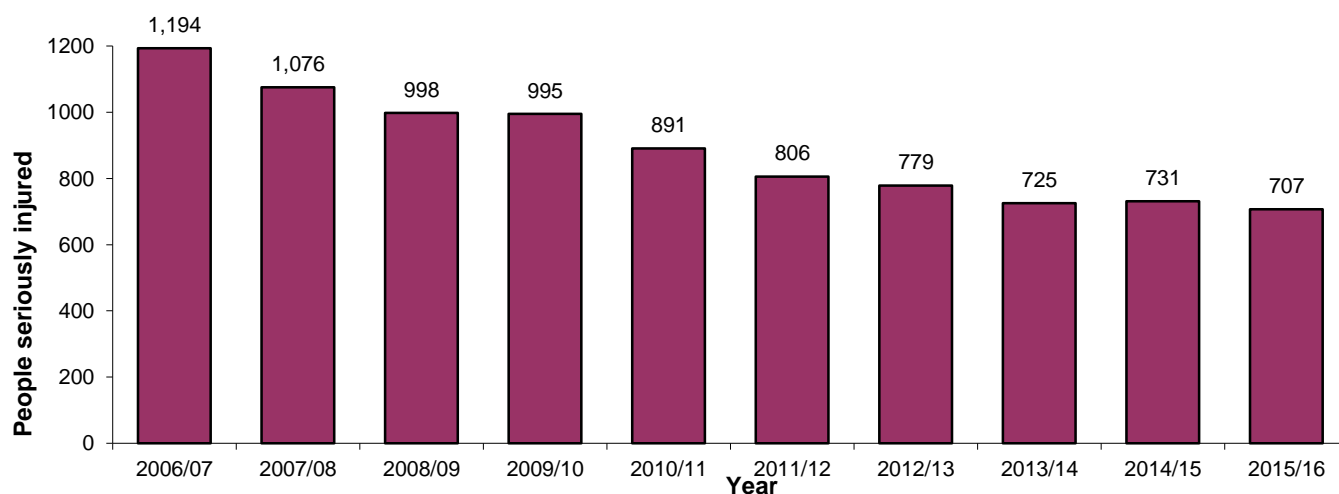
There were 569 serious collisions recorded in 2015/16 which is 21 fewer recorded than 2014/15 and the lowest level of serious collisions recorded in a financial year since severity of injury information was collated in 1971. This is reflected in the number of people seriously injured with the 707 recorded in 2015/16 being 24 fewer than the 731 seriously injured in 2014/15 and over two fifths lower than the 1,194 recorded ten years ago in 2006/07. As with serious collisions, this is the lowest level of people seriously injured in a financial year since records began being collated in 1971. See figure 2 below:

Table 1: Recorded Injury Road Traffic Collisions and Casualties 2006/07 – 2015/16

	Collisions				Casualties				
	Fatal Collisions	Serious Collisions	Slight Collisions	All Injury Collisions	Killed	Seriously Injured	Total KSI ¹	Slightly Injured	Total Casualties
2006/07	112	886	4,617	5,615	128	1,194	1,322	7,910	9,232
2007/08	101	844	5,376	6,321	110	1,076	1,186	8,562	9,748
2008/09	99	813	5,237	6,149	106	998	1,104	8,367	9,471
2009/10	90	793	5,304	6,187	101	995	1,096	8,579	9,675
2010/11	54	736	4,757	5,547	58	891	949	7,847	8,796
2011/12	51	689	4,899	5,639	52	806	858	7,972	8,830
2012/13	50	659	5,057	5,766	53	779	832	8,187	9,019
2013/14	57	611	5,344	6,012	60	725	785	8,596	9,381
2014/15	72	590	5,401	6,063	76	731	807	8,652	9,459
2015/16	69	569	5,512	6,150	75	707	782	8,872	9,654

¹ Killed or seriously injured

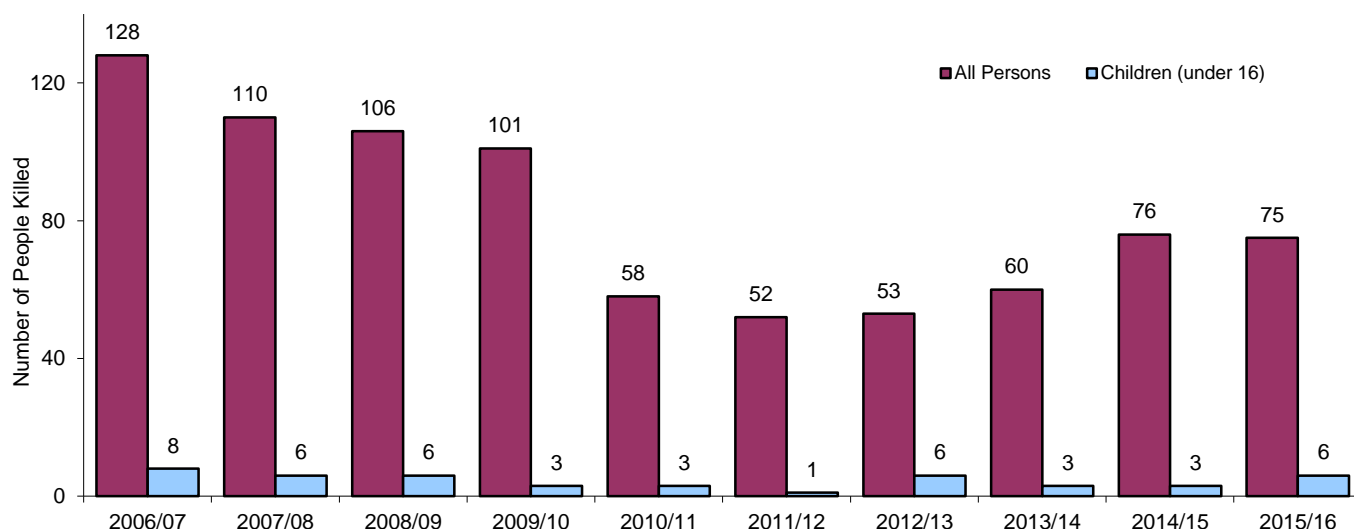
Figure 2: People seriously injured in road Traffic Collisions 2006/07 – 2015/16



Child Fatalities

Figure 3 shows the number of people killed each year in road traffic collisions over the ten year period 2006/07 to 2015/16 and within these the numbers of deaths that involved children under the age of 16. There were 6 children killed in 2015/16 which is the highest child death total for 3 years since 2012/13.

Figure 3: Persons Killed in Recorded Injury Road Traffic Collisions 2006/07 – 2015/16



Collisions Involving Children

There were 712 collisions involving child casualties recorded in 2015/16 comprising 6 fatal collisions, 59 serious collisions and 647 slight. The number of fatal and serious collisions at 65 is 50 lower than the 115 recorded ten years ago in 2006/07.

Child Casualties

The 919 child casualties recorded this year is comprised of 6 fatalities, 63 children seriously injured and 850 children slightly injured. The 69 children killed or seriously injured in 2015/16 is one fewer than last year and represents the fewest number of child KSI casualties in a financial year since severity of injury by age group details began being recorded in 1986.

In comparison with 10 years ago, the 919 child casualties recorded in 2015/16 is 64 fewer than the 983 recorded in 2006/07. However, there is a marked difference in terms of severity of injury with 67 fewer child KSI casualties recorded in 2015/16 than 10 years ago (comprising 2 fewer deaths and 65 fewer seriously injured) but there were 3 more children slightly injured this year than in 2006/07.

Table 2: Recorded Injury Road Traffic Collisions involving Child Casualties (under 16) 2006/07 – 2015/16

	Collisions involving children				Child Casualties				
	Fatal Collisions	Serious Collisions	Slight Collisions	All Injury Collisions	Killed	Seriously Injured	Total KSI ¹	Slightly Injured	Total Casualties
2006/07	8	107	647	762	8	128	136	847	983
2007/08	5	88	720	813	6	103	109	931	1,040
2008/09	5	85	694	784	6	96	102	846	948
2009/10	3	103	642	748	3	107	110	811	921
2010/11	3	97	591	691	3	102	105	774	879
2011/12	1	82	664	747	1	85	86	859	945
2012/13	6	79	669	754	6	81	87	954	1,041
2013/14	3	75	675	753	3	76	79	859	938
2014/15	3	62	630	695	3	67	70	820	890
2015/16	6	59	647	712	6	63	69	850	919

¹ Killed or seriously injured

Section 2 – Principal Causation Factors

The main principal causation factors for KSI casualties during 2015/16 were 'excessive speed having regard to conditions and 'inattention or attention diverted' which both had 94 KSI casualties recorded in 2015/16. The next highest was 'impaired by drugs/alcohol – driver rider' with 68 KSI casualties. The most common principal causation factors of all injury road traffic collisions in 2015/16 were 'inattention or attention diverted' (1,988 casualties), 'driving too close' (1,322 casualties) and 'emerging from a minor road without care' (795 casualties).

Table 3: Most Common Principal Causation Factors in Road Traffic Collisions - 2015/16

Principal Factor	Number of Injury Collisions	Casualties		
		Total KSI ¹	Slightly Injured	Total Casualties
Inattention or attention diverted	1,296	94	1,894	1,988
Driving too close	821	16	1,306	1,322
Emerging from minor road without care	496	46	749	795
Excessive speed having regard to conditions	295	94	441	535
Alcohol/drugs driver rider	281	68	398	466
Turning right without care	280	39	483	522
Wrong course/position	241	64	406	470
Crossing or entering road junction without care	215	35	339	374
Overtaking on offside without care	174	44	263	307
Emerging from private road/entrance without care	167	18	230	248

¹ Killed or seriously injured

Principal Causation Factors for Child Casualties

Table 4 below presents the numbers of collisions and casualties associated with the main principal causation factors for collisions resulting in child casualties in 2015/16. The most common principal causation factor for child casualties who were either killed or seriously injured (KSIs) was 'heedless of traffic crossing carriageway' (13 child KSI casualties) followed by 'walk/run movement masked' with 11 and 'inattention or attention diverted' with 9.

The most common principal causation factors associated with all child casualties involved in road traffic collisions in 2015/16 were 'inattention or attention diverted' (177 child casualties), 'driving too close' (108 child casualties) and 'heedless of traffic crossing carriageway' (66 child casualties).

Table 4: Most Common Principal Causation Factors in Road Traffic Collisions involving Child Casualties (under 16) 2015/16

Principal Factor	Number of Injury Collisions	Casualties		
		Total KSI ¹	Slightly Injured	Total Casualties
Inattention or attention diverted	132	9	168	177
Driving too close	83	0	108	108
Heedless of traffic crossing carriageway	64	13	53	66
Emerging from minor road without care	45	4	58	62
Wrong course/position	36	7	57	64
Turning right without care	33	0	50	50
Walking or running onto carriageway	33	2	31	33
Crossing or entering road junction without care	24	2	25	27
Walk/run movement masked	24	11	14	25
Excessive speed having regard to conditions	22	6	26	32

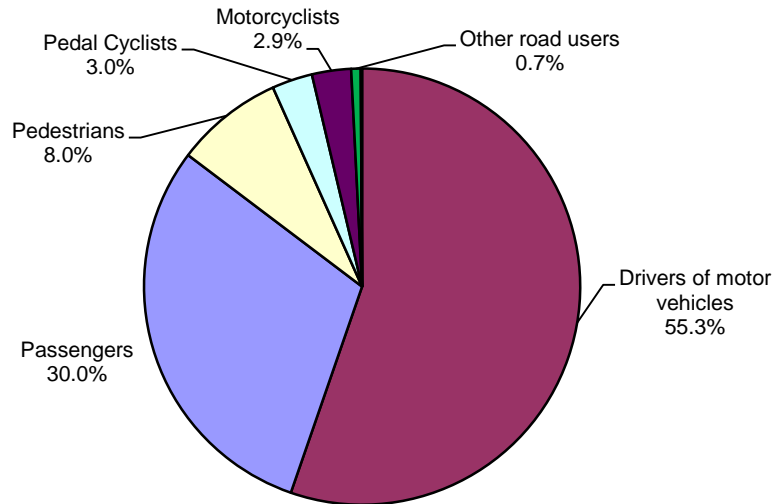
¹ Killed or seriously injured

Section 3 – Road Traffic Collisions Casualty Breakdown

Road Traffic Collision Casualties by Road User Type

Figure 4 below shows the proportion of casualties by road user type resulting from road traffic collisions in 2015/16. Drivers of motor vehicles accounted for the largest proportion of casualties (55.3%) followed by passengers (30.0%), pedestrians (8.0%), pedal cyclists (3.0%) and motorcyclists (2.9%). This is very similar to 2014/15 except for a slight increase in the proportion of driver casualties which has increased by 1.3%. This has been offset by a decrease in passengers, pedal cyclists and motorcyclists (down by 1.0%, 0.2% and 0.2% respectively) from that of last year's figure.

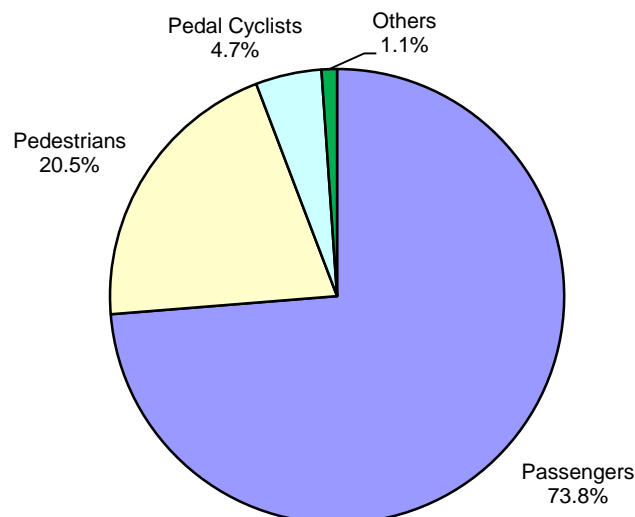
Figure 4: Casualties in Injury Recorded Road Traffic Collisions by Type of Road User 2015/16



Road Traffic Collision Child Casualties by Road User Type

Figure 5 below shows the proportion of child casualties injured by road user type of those in road traffic collisions in 2015/16. The biggest group of child casualties were passengers (73.8%), followed by pedestrians (20.5%) and pedal cyclists (4.7%). Compared to the previous year there has been an increase in the proportion of child casualties who were passengers (rising from 72.5% in 2014/15 to 73.8% in 2015/16) whereas the proportion of child pedestrian (down from 22.0% to 20.5%) and child pedal cyclist casualties have decreased accordingly (down 4.9% to 4.7%).

Figure 5: Child Casualties in Injury Recorded Road Traffic Collisions by Type of Road User 2015/16



Trends in Casualty Road User Type over the Last 5 Years

Table 5: Casualties by Type of Road User and Severity 2011/12 – 2015/16

Type of Road User ¹	2011/12	2012/13	2013/14	2014/15	2015/16
Fatalities:					
Pedestrians	10	11	11	16	18
Drivers of motor vehicles	23	22	23	29	29
Motorcyclists	4	4	10	13	5
Pedal cyclists	2	3	3	3	1
Passengers	9	12	12	12	19
Pillion passengers	1	0	0	1	0
Other road users	3	1	1	2	3
Total	52	53	60	76	75
Seriously Injured:					
Pedestrians	192	187	158	144	158
Drivers of motor vehicles	286	287	278	278	248
Motorcyclists	105	89	89	84	83
Pedal cyclists	43	57	42	57	46
Passengers	163	143	140	159	159
Pillion passengers	5	3	6	4	6
Other road users	12	13	12	5	7
Total	806	779	725	731	707
KSI Casualties²:					
<i>Pedestrians</i>	202	198	169	160	176
<i>Drivers of motor vehicles</i>	309	309	301	307	277
<i>Motorcyclists</i>	109	93	99	97	88
<i>Pedal cyclists</i>	45	60	45	60	47
<i>Passengers</i>	172	155	152	171	178
<i>Pillion passengers</i>	6	3	6	5	6
<i>Other road users</i>	15	14	13	7	10
Total	858	832	785	807	782
Slightly Injured:					
Pedestrians	628	596	639	594	594
Drivers of motor vehicles	4,212	4,458	4,722	4,798	5,062
Motorcyclists	235	173	215	196	196
Pedal cyclists	225	202	244	246	244
Passengers	2,623	2,704	2,722	2,763	2,718
Pillion passengers	9	9	10	7	4
Other road users	40	45	44	48	54
Total	7,972	8,187	8,596	8,652	8,872
All Casualties:					
Pedestrians	830	794	808	754	770
Drivers of motor vehicles	4,521	4,767	5,023	5,105	5,339
Motorcyclists	344	266	314	293	284
Pedal cyclists	270	262	289	306	291
Passengers	2,795	2,859	2,874	2,934	2,896
Pillion passengers	15	12	16	12	10
Other road users	55	59	57	55	64
Total	8,830	9,019	9,381	9,459	9,654

¹ 'Passengers' include pedal cycle passengers. 'Others' include drivers of motor vehicles, riders and pillion passengers on motor cycles and drivers/riders and passengers of 'other vehicles' (e.g. tractors, invalid carriages and horse-drawn vehicles etc.). ² Killed or seriously injured

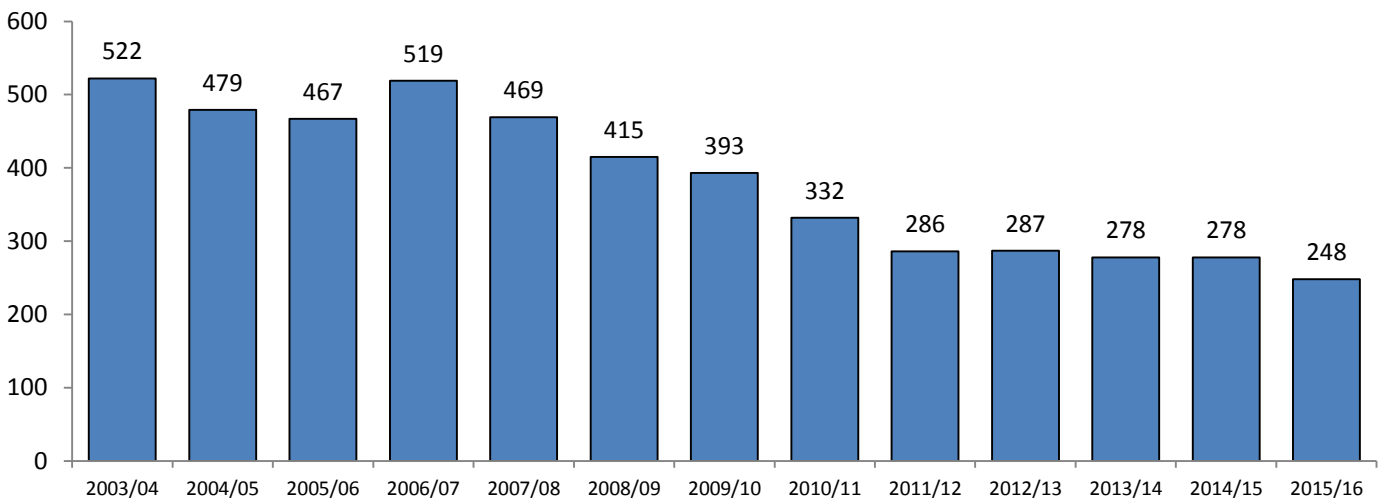
Fatalities

As with previous years, the majority of deaths in 2015/16 were made up of drivers of motor vehicles which accounted for over a third of the total with 29. Passengers were the next highest category with 19 deaths followed by pedestrians with 18. Indeed, deaths amongst drivers, passengers and pedestrians are at the highest level recorded since the 2009/10 financial year. In contrast to this, the one pedal cyclist and 5 motorcyclist deaths are the lowest in a financial year since 2010/11 and 2012/13 respectively.

People Seriously Injured

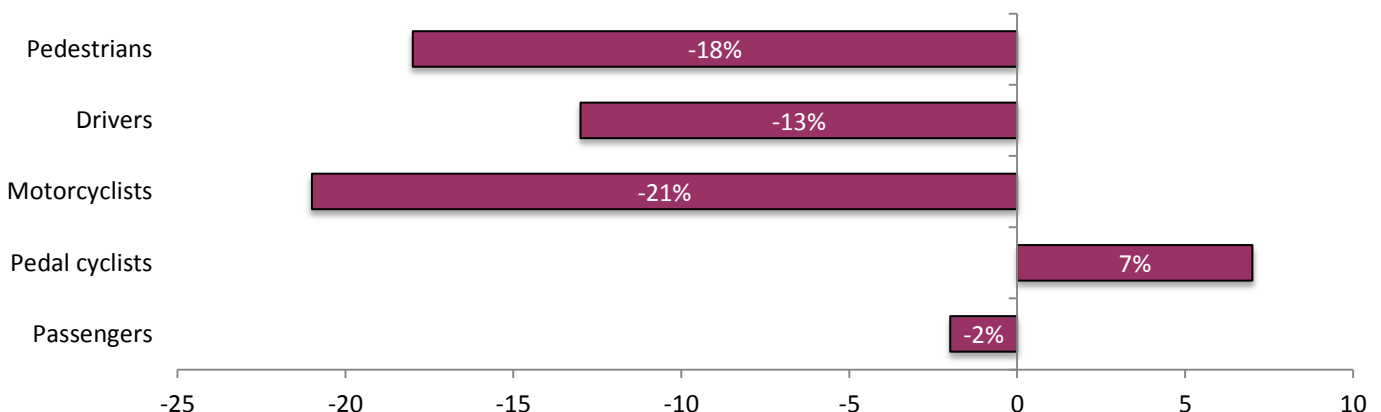
There were 248 drivers of motor vehicles seriously injured in 2015/16. This category makes up the highest number of people seriously injured and accounts for just over a third of all KSI casualties. However, this figure represents the lowest number of drivers seriously injured in a financial year with the 2015/16 figure being 30 less than 2014/15 and less than half the number recorded ten years ago in 2006/07 when there were 519 drivers seriously injured. See figure 6 below:

Figure 6: The number of drivers of motor vehicles seriously injured 2003/04 – 2015/16



Compared with five years ago, serious injuries amongst the main types of road user have decreased since the 2011/12 financial year with the exception of pedal cyclist casualties which increased by three. The number of motorcyclists seriously injured in particular has decreased, falling by 21.0% from 105 in 2011/12 to 83 in 2015/16.

Figure 7: Percentage change of people seriously injured amongst the main road user types when comparing 2011/12 with 2015/16

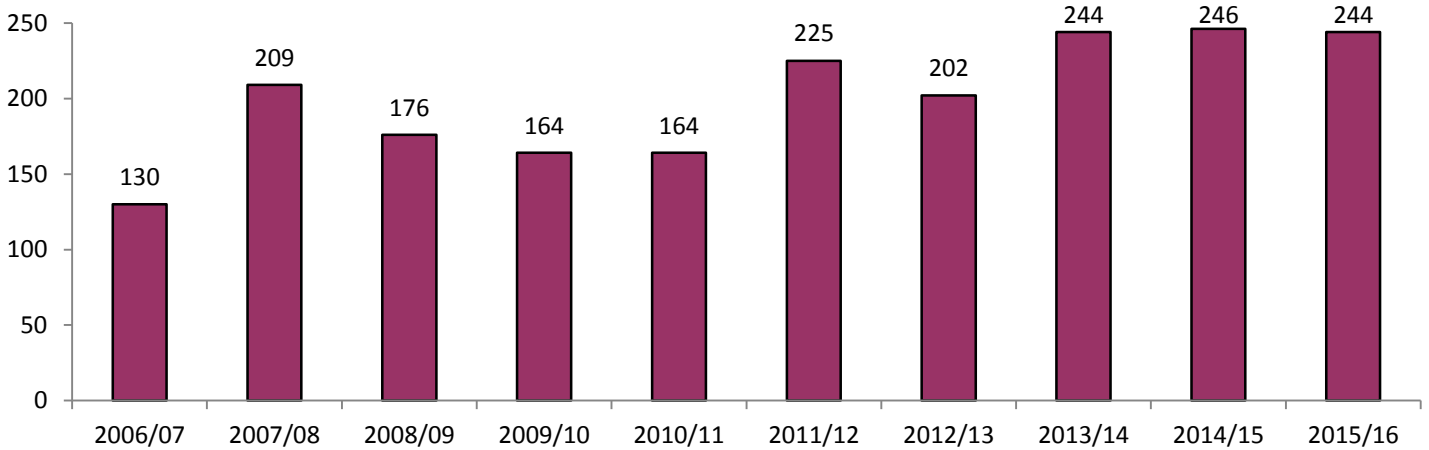


People Slightly Injured

There were 5,062 drivers of motor vehicles slightly injured in 2015/16 which accounts for almost three fifths the number of people slightly injured this financial year and represents the largest number of slight injuries recorded for drivers since the 5,073 recorded in 2002/03. While there has been an increase by over a fifth in the number of drivers slightly injured in 2015/16 in comparison to that of five years ago in 2011/12 (rising by 850 from 4,212 to 5,062), the number of pedestrians and motorcyclists slightly injured have decreased over the same time period (down by 5.4% and 16.6% respectively).

The number of pedal cyclists slightly injured, on the other hand, has increased by 19 from that of 2011/12 (8.4%) and by 114 from the 130 recorded ten years ago (87.7%) in 2006/07 perhaps indicating the increased popularity in cycling as a method of transport. See figure 8 below:

Figure 8: Pedal cycle casualties slightly injured 2006/07 – 2015/16



Comparison of Child Casualty Road User Group and Age

Fatalities

During 2015/16 there were 6 child fatalities, three more than the number recorded last year. Of the six children killed, three were pedestrians and three were passengers. All the children killed in 2015/16 were aged between 5 and 10.

Children Seriously Injured

There were 63 children seriously injured in 2015/16 which is four fewer than the 67 recorded in 2014/15. Of the 63 children seriously injured this year, 23 were aged between 5 and 10, 30 were aged 11 to 15 while 10 were under the age of five. Approximately a half of all children seriously injured in 2015/16 were pedestrians.

Children Slightly Injured

As with the previous two financial years the largest number of children slightly injured were from the 5 to 10 age group. Passengers accounted for over three quarters (76.5%) of all children slightly injured in 2015/16 followed by pedestrians (18.1%). The 154 child pedestrians slightly injured in 15/16 is the fewest recorded for this group in a financial year since severity of injury by age was collated in 1986.

Table 6: Child Casualties (under 16) by Road User Type, Age Group and Severity 2014/15 and 2015/16

Type of Road User ¹	2014/15				2015/16			
	Under 5	5 – 10	11 – 15	Totals	Under 5	5 – 10	11 – 15	Totals
Fatalities:								
Pedestrians	0	1	0	1	0	3	0	3
Pedal cyclists	0	1	0	1	0	0	0	0
Passengers	0	0	1	1	0	3	0	3
Others	0	0	0	0	0	0	0	0
Total	0	2	1	3	0	6	0	6
Seriously Injured:								
Pedestrians	4	16	14	34	4	15	12	31
Pedal cyclists	0	4	6	10	0	1	2	3
Passengers	2	8	10	20	6	7	12	25
Others	0	0	3	3	0	0	4	4
Total	6	28	33	67	10	23	30	63
KSI Casualties:²								
<i>Pedestrians</i>	4	17	14	35	4	18	12	34
<i>Pedal cyclists</i>	0	5	6	11	0	1	2	3
<i>Passengers</i>	2	8	11	21	6	10	12	28
<i>Others</i>	0	0	3	3	0	0	4	4
Total	6	30	34	70	10	29	30	69
Slightly Injured								
Pedestrians	23	76	62	161	23	62	69	154
Pedal cyclists	3	21	9	33	2	20	18	40
Passengers	153	271	200	624	160	270	220	650
Others	0	0	2	2	0	1	5	6
Total	179	368	273	820	185	353	312	850
All Child Casualties								
Pedestrians	27	93	76	196	27	80	81	188
Pedal cyclists	3	26	15	44	2	21	20	43
Passengers	155	279	211	645	166	280	232	678
Others	0	0	5	5	0	1	9	10
Total	185	398	307	890	195	382	342	919

¹ 'Passengers' include pedal cycle passengers. 'Others' include drivers of motor vehicles, riders and pillion passengers on motor cycles and drivers/riders and passengers of 'other vehicles' (e.g. tractors, invalid carriages and horse-drawn vehicles etc.). ² Killed or seriously injured

Gender and age of road traffic collision casualties

Fatalities

Of the 75 people killed on Northern Ireland's roads in 2015/16, 56 were male and 19 were female. Most of the fatalities were from either the 16 to 24 age group (21 deaths) or from those aged 65 and over (18 deaths) with over half of those killed coming from these age categories.

People Seriously Injured

Although males typically account for approximately three fifths of people seriously injured over a year, proportionally there were more females seriously injured in 2015/16 (38.9%) than in 2014/15 (33.0%). Across the various age bands, those aged 16-24 accounted for the most seriously injured by age group in both years (23.9% of all people seriously injured in 2015/16 and 26.7% in 2014/15).

People Slightly Injured

While a greater proportion of males than females tend to be fatally or seriously injured, the number of people slightly injured is much more evenly balanced with males accounting for 52.0% and females 47.9% of those slightly injured in 2015/16. There was an increase from last year in the number of people slightly injured amongst all age categories with the exception of the 25 to 34 age group which fell by 46. Those aged between 35 and 49 accounted for the greatest numbers of casualties slightly injured in 2015/16 followed by the 16 to 24 age group. This is the same pattern that has been observed in the last five financial years.

Table 7: Casualties in Recorded Injury Road Traffic Collisions by Severity of Injury and Age Group 2014/15 and 2015/16

	2014/15					2015/16				
	Killed	Seriously Injured	Total KSI ¹	Slightly Injured	Total	Killed	Seriously Injured	Total KSI ¹	Slightly Injured	Total
Male										
Under 16	2	41	43	429	472	4	42	46	427	473
16 - 24	16	136	152	1,028	1,180	17	111	128	1,047	1,175
25 - 34	9	106	115	986	1,101	5	77	82	957	1,039
35 - 49	11	109	120	1,074	1,194	12	89	101	1,129	1,230
50 - 64	7	69	76	646	722	7	77	84	697	781
65 +	9	28	37	296	333	11	36	47	343	390
Unknown	0	1	1	26	27	0	0	0	17	17
Total	54	490	544	4,485	5,029	56	432	488	4,617	5,105
Female										
Under 16	1	26	27	391	418	2	21	23	421	444
16 - 24	3	59	62	942	1,004	4	58	62	946	1,008
25 - 34	0	30	30	915	945	3	43	46	898	944
35 - 49	1	40	41	950	991	0	46	46	997	1,043
50 - 64	5	38	43	614	657	3	54	57	616	673
65 +	12	47	59	331	390	7	53	60	369	429
Unknown	0	1	1	24	25	0	0	0	6	6
Total	22	241	263	4,167	4,430	19	275	294	4,253	4,547
All²										
Under 16	3	67	70	820	890	6	63	69	850	919
16 - 24	19	195	214	1,970	2,184	21	169	190	1,993	2,183
25 - 34	9	136	145	1,901	2,046	8	120	128	1,855	1,983
35 - 49	12	149	161	2,024	2,185	12	135	147	2,126	2,273
50 - 64	12	107	119	1,260	1,379	10	131	141	1,313	1,454
65 +	21	75	96	627	723	18	89	107	712	819
Unknown	0	2	2	50	52	0	0	0	23	23
Total	76	731	807	8,652	9,459	75	707	782	8,872	9,654

¹ Killed or seriously injured ² Total includes those where gender is unknown, transgender or unassigned

Section 4 – Road Traffic Casualties by District and Area

The Police Areas have changed to reflect the new 11 District Council Areas from the 1st April 2015. The following table shows a breakdown of 2014/15 and 2015/16 collision statistics for this geography.

Table 8: Casualties in Recorded Injury Road Traffic Collisions by Severity of Injury, District and Area 2014/15 and 2015/16

Area	2014/15					2015/16				
	Killed	Seriously Injured	Total KSI ¹	Slightly Injured	Total	Killed	Seriously Injured	Total KSI ¹	Slightly Injured	Total
Belfast City	8	114	122	2,259	2,381	5	102	107	2,290	2,397
Antrim & Newtownabbey	3	45	48	678	726	5	51	56	711	767
Causeway Coast & Glens	7	73	80	512	592	9	66	75	549	624
Derry City & Strabane	3	48	51	634	685	4	33	37	631	668
Mid & East Antrim	6	50	56	578	634	5	57	62	545	607
North Area Policing	19	216	235	2,402	2,637	23	207	230	2,436	2,666
Ards & North Down	6	52	58	583	641	5	48	53	655	708
Armagh City, Banbridge & Craigavon	9	84	93	825	918	9	97	106	763	869
Fermanagh & Omagh	12	45	57	527	584	7	42	49	518	567
Lisburn & Castlereagh City	7	48	55	719	774	5	75	80	849	929
Mid Ulster	4	71	75	587	662	10	57	67	610	677
Newry, Mourne & Down	11	101	112	750	862	11	79	90	751	841
South Area Policing	49	401	450	3,991	4,441	47	398	445	4,146	4,591
Northern Ireland Total	76	731	807	8,652	9,459	75	707	782	8,872	9,654

¹ Killed or seriously injured

Location of Casualties

Outside of Belfast City District which accounted for approximately a quarter of all road traffic casualties with 2,397 (24.8%), the next highest District was Lisburn & Castlereagh City with 929 (9.6%) followed by Armagh City, Banbridge & Craigavon with 869 (9.0%). Fermanagh & Omagh had the fewest recorded with 567 (5.9%).

Location of Fatalities

In 2015/16 the greatest number of fatalities took place in Newry, Mourne & Down District where there were 11 road deaths while in the previous year, Fermanagh & Omagh was highest with 12. Mid Ulster has had the largest increase in fatalities from last year rising by six deaths from 4 recorded in 2014/15 to 10 in 2015/16 while conversely Fermanagh & Omagh has had the largest decrease, falling by five from 12 recorded in 2014/15 to 7 this year.

Location of Serious Casualties

Across the 11 Police Districts, the District with the greatest number of people seriously injured in 2015/16 was Belfast City with 102 while Armagh City, Banbridge & Craigavon was next highest with 97. In terms of increase and decrease from last year, Lisburn & Castlereagh City had the largest increase (rising by 27 from 48 to 75) while in contrast, Newry, Mourne & Down Police District had the largest decrease in people seriously injured (falling from 101 in 2014/15 to 79 in 2015/16).

Child Casualties by District and Area

Table 9 below presents the number and severity of children injured by road traffic collisions in 2014/15 and 2015/16 for the new Police Districts and Areas.

Table 9: Child Casualties in Recorded Injury Road Traffic Collisions by Severity of Injury, District and Area 2014/14 and 2015/16

Area	2014/15					2015/16				
	Killed	Seriously Injured	Total KSI ¹	Slightly Injured	Total	Killed	Seriously Injured	Total KSI ¹	Slightly Injured	Total
Belfast City	1	10	11	213	224	0	12	12	223	235
Antrim & Newtownabbey	0	9	9	59	68	1	3	4	68	72
Causeway Coast & Glens	1	4	5	43	48	0	5	5	42	47
Derry City & Strabane	1	7	8	68	76	0	3	3	55	58
Mid & East Antrim	0	7	7	53	60	0	8	8	55	63
North Area Policing	2	27	29	223	252	1	19	20	220	240
Ards & North Down	0	4	4	57	61	2	3	5	58	63
Armagh City, Banbridge & Craigavon	0	5	5	96	101	0	8	8	76	84
Fermanagh & Omagh	0	5	5	50	55	2	3	5	70	75
Lisburn & Castlereagh City	0	3	3	63	66	0	9	9	85	94
Mid Ulster	0	2	2	49	51	0	7	7	55	62
Newry, Mourne & Down	0	11	11	69	80	1	2	3	63	66
South Area Policing	0	30	30	384	414	5	32	37	407	444
Northern Ireland Total	3	67	70	820	890	6	63	69	850	919

¹ Killed or seriously injured

Location of Child Casualties

There were 919 child casualties resulting from road traffic collisions in 2015/16 compared with 890 the previous year, an increase of 29 (3.3%). In line with the pattern observed for overall casualties, Belfast City had the largest number of child casualties with 235 (25.6%) followed by Lisburn & Castlereagh City with 94 (10.2%) and Armagh City, Banbridge & Craigavon with 84 (9.1%).

The largest overall increase in comparison to last year was in Lisburn & Castlereagh City District (rising by 28 from 66 in 2014/15 to 94 in 2015/16) while in contrast, Derry City & Strabane had the largest decrease of children injured in road traffic collisions (falling by 18 from 76 in 2014/15 to 58 in 2015/16).

Child Fatalities

Of the six child deaths in 2015/16, one fatality took place in North Area Policing. This occurred in Antrim & Newtownabbey District. Of the five that occurred in South Area, two each took place in Ards & North Down and Fermanagh & Omagh Districts while the other was recorded in Newry, Mourne & Down.

Serious Injury Child Casualties

The Police District that had the most children seriously injured in road traffic collisions in 2015/16 was Belfast City with 12, followed by Lisburn & Castlereagh City with 9. The largest overall change from last year was in Newry, Mourne & Down District which decreased by nine children seriously injured from 11 recorded in 2014/15 to 2 in 2015/16.

Notes

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

National Statistics status means that official statistics meet the highest standards of trustworthiness, quality and public value.

All official statistics should comply with all aspects of the Code of Practice for Official Statistics. They are awarded National Statistics status following an assessment by the Authority's regulatory arm. The Authority considers whether the statistics meet the highest standards of Code compliance, including the value they add to public decisions and debate.

It is a producer's responsibility to maintain compliance with the standards expected of National Statistics. If we become concerned about whether these statistics are still meeting the appropriate standards, we will discuss any concerns with the Authority promptly. National Statistics status can be removed at any point when the highest standards are not maintained, and reinstated when standards are restored.

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

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](#). 2015 collisions will be available on this webpage from July 2016.

Data quality

The PSNI's statistics on injury road traffic collisions are sourced from PSNI systems that are used to record incidents reported to the police and to manage any subsequent investigations. As such, the statistics are derived from an administrative dataset and we therefore have to apply a variety of checks and balances to ensure that the statistics we report are accurate and reliable. Over the years the PSNI's Statistics Branch has worked closely with PSNI colleagues in designing systems and processes for recording injury RTC statistics to maximise data quality. These include:

- Having a direct link from the PSNI's Command & Control system to the Niche records management system, allowing us to ensure that details of all injury collisions are received.
- Having a series of status codes established to enable us to identify at which stage in the process each injury RTC incident is, at any given time. This ensures that RTC incidents aren't lost or overlooked during the process.
- We have a variety of internal data validation checks that we undertake throughout the year to improve data quality.
- We check the geo-coordinates of all collisions to ensure that there aren't any recorded in the incorrect location.
- We cross reference PSNI RTC fatalities with those recorded by the Coroner's office to check that they match and that we haven't missed any subsequent deaths.

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 data¹ and (ii) survey data from The National Travel Survey².

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.drndni.gov.uk/publications/travel-survey-northern-ireland-tсни-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 for Infrastructure 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

More details of the processes and checks that we have in place can be accessed from the [Police Recorded Injury Road Traffic Collision Statistics User Guide](#) and the [Quality Report](#), all of which are available on our [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.infrastructure-ni.gov.uk

Recorded road traffic collision and casualty definitions

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

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

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

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

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

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

Children: Persons 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

PSNI Areas and Districts – April 2015

