

Police Service of Northern Ireland

Police Recorded Injury Road Traffic Collisions and Casualties Northern Ireland

Annual Report covering the period
1st April 2017 to 31st March 2018

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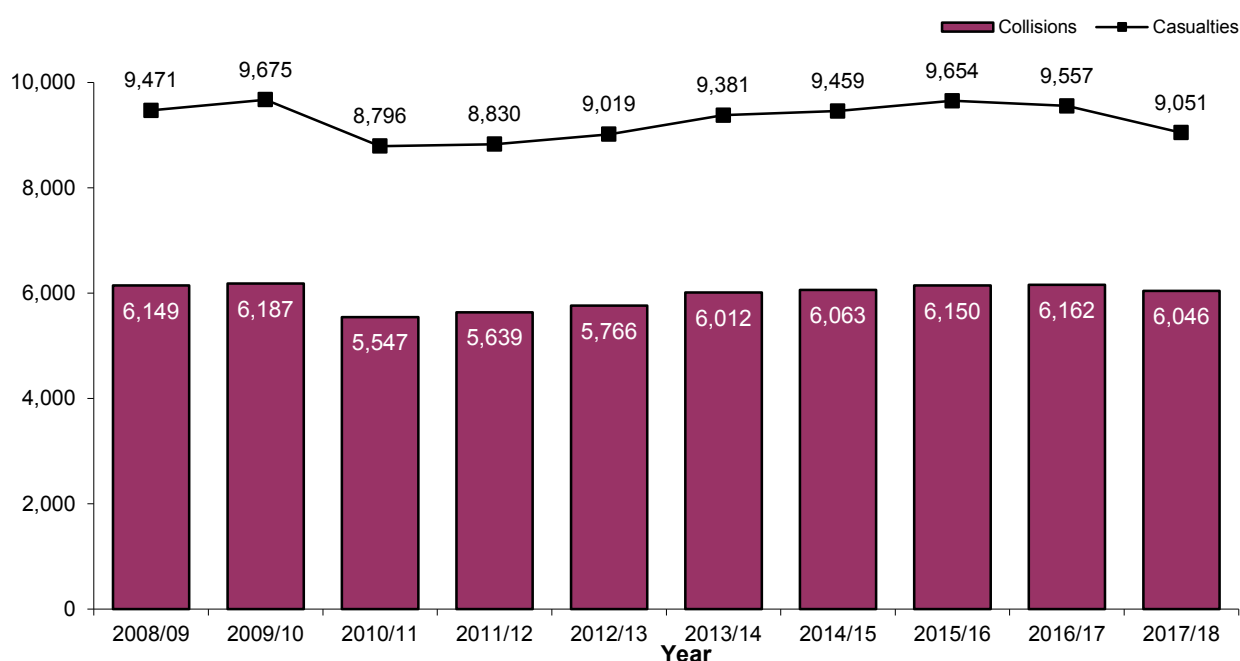


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Key Results 2017/18

- During 2017/18 there were 6,046 injury road traffic collisions recorded by the Police Service of Northern Ireland (PSNI). These collisions resulted in 9,051 casualties of whom 61 were killed, 750 were seriously injured and 8,240 were slightly injured.
- The total number of collisions and casualties in 2017/18 were lower than that seen in 2016/17, overall casualties reduced by 506 from the 9,557 recorded in 2016/17.
- There were 61 fatalities recorded in 2017/18, 4 fewer than recorded last year but 1 more than the 60 recorded five years ago in 2013/14.
- Deaths amongst drivers were at the lowest level since the 2013/14 financial year. The policing district with the highest number of road deaths was Newry, Mourne and Down with 12.
- In terms of those killed or seriously injured (KSI), the 811 recorded in 2017/18 was 91 less than last year and the fourth lowest total for KSI casualties recorded in a financial year since 2008/09.
- Males accounted for almost two thirds of those killed or seriously injured (65%) in 2017/18 while young people had the highest proportion of KSI casualties by age group with 16 to 24 year olds accounting for 176 (22%) of the 811 recorded.
- The 80 motorcyclists seriously injured this year was the fewest since 1996/97.
- There were 816 child casualties recorded in 2017/18 in comparison with 958 in 2016/17. There were four child fatalities recorded in 2017/18, two more than last year but two fewer than 2015/16.
- 'Impaired by Alcohol/Drugs Driver/rider' was the causation factor used most in fatal and serious collisions in 2017/18 with 87 KSI casualties recorded. The next highest was 'inattention or attention diverted' with 84 KSI casualties.

Figure 1: Recorded Injury Road Traffic Collisions 2008/09 – 2017/18



Section 1 – Injury Road Traffic Collisions and Casualties

Overall collisions and casualties

There were 6,046 collisions recorded by PSNI from 1st April 2017 to 31st March 2018 resulting in a total of 9,051 casualties comprising 61 fatalities, 750 people seriously injured and 8,240 people slightly injured. The 116 fewer collisions recorded in 2017/18 than in 2016/17 resulted in a decrease of 506 casualties over the year. Over a longer term, injury road traffic collisions and casualties have both decreased from ten years ago with 103 fewer collisions (down 1.7%) and 420 fewer casualties (down 4.4%) recorded in 2017/18 than in 2008/09.

Fatal and Serious collisions and KSI casualties

The 61 people killed on Northern Ireland's roads was four fewer than the 65 killed in 2016/17 and the lowest number of deaths in four years, since 60 were recorded in 2013/14. It also represents a reduction of over two fifths on the 106 fatalities recorded ten years ago in 2008/09.

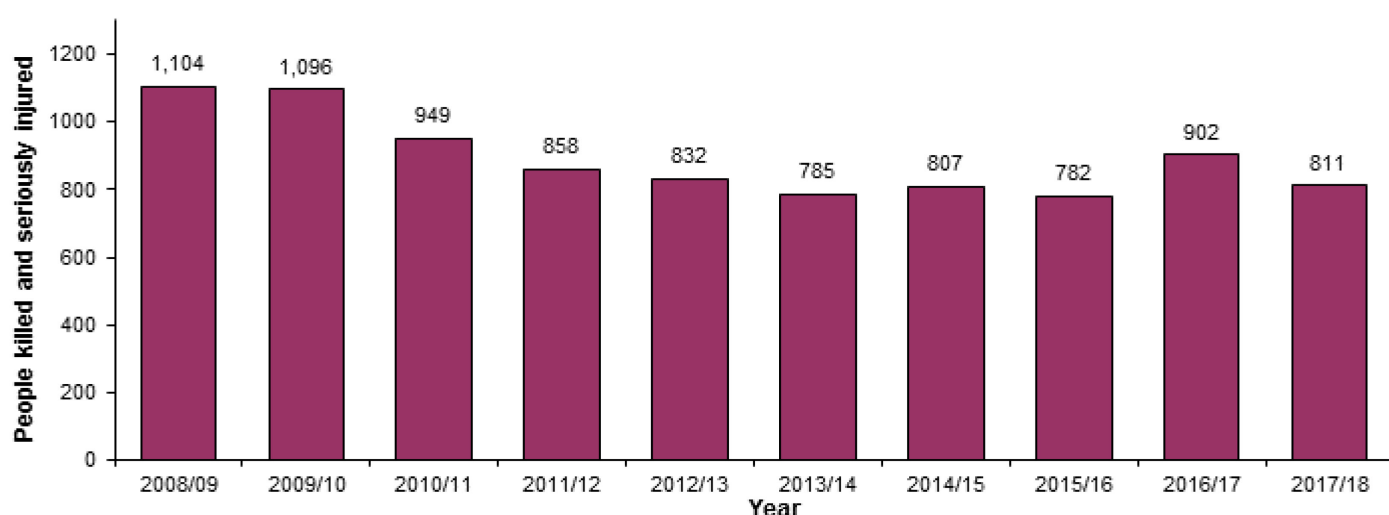
The number of fatal and serious casualties i.e. the number of KSI casualties overall stood at 811 in 2017/18, this is 91 or 10.1% less than last year which reported a six year high in relation to KSIs. In comparison with ten years ago, the number of fatal and serious collisions for 2017/18 was 227 fewer than 2008/09 and 293 fewer KSI casualties than that of 2008/09 (reductions of 25% and 27% respectively). See Table 1 and Figure 2 below for KSI casualty totals in the last ten years.

Table 1: Recorded Injury Road Traffic Collisions and Casualties 2008/09 – 2017/18

	Collisions				Casualties				
	Fatal Collisions	Serious Collisions	Slight Collisions	All Injury Collisions	Killed	Seriously Injured	Total KSI ¹	Slightly Injured	Total Casualties
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
2016/17	63	698	5,401	6,162	65	837	902	8,655	9,557
2017/18	60	625	5,361	6,046	61	750	811	8,240	9,051

¹ Killed or seriously injured

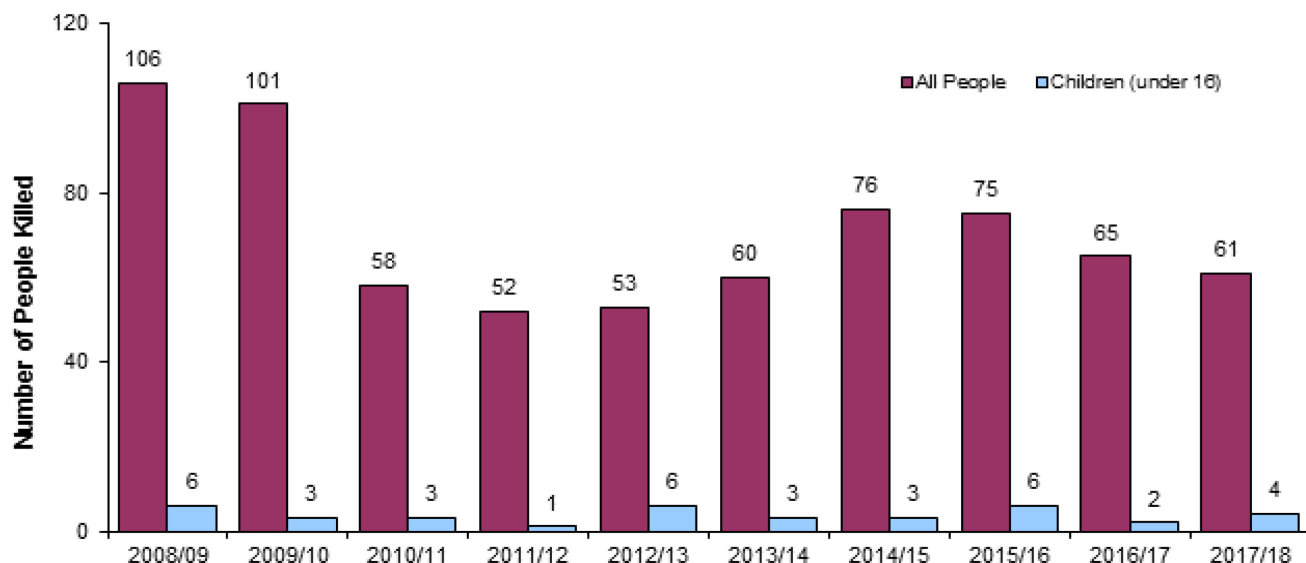
Figure 2: People killed and seriously injured in road Traffic Collisions 2008/09 – 2017/18



Child Fatalities

Figure 3 shows the number of people killed each year in road traffic collisions over the ten year period 2008/09 to 2017/18 and within these the numbers of deaths that involved children under the age of 16. There were 4 children killed in 2017/18, two greater than in 2016/17.

Figure 3: People Killed in Recorded Injury Road Traffic Collisions 2008/09 – 2017/18



Collisions Involving Children

There were 657 collisions involving child casualties recorded in 2017/18 comprising 4 fatal collisions, 56 serious collisions and 597 slight. The 60 fatal and serious collisions which involved children in 2017/18 was 20 less than 2016/17, and is the lowest seen in the ten years from 2008/09.

Child Casualties

The 816 child casualties recorded this year comprised 4 fatalities, 57 children seriously injured and 755 children slightly injured. While this was the lowest number of children killed or seriously injured in the ten years from 2008/09, it represented two additional fatalities recorded among children when compared with 2016/17.

In comparison with 10 years ago, the 816 child casualties recorded in 2017/18 was 132 fewer than the 948 recorded in 2008/09 with all levels of injury showing a decrease including 2 fewer child fatalities, 39 fewer serious injuries and 91 fewer children slightly injured.

Table 2: Recorded Injury Road Traffic Collisions involving Child Casualties (under 16) 2008/09 – 2017/18

	Collisions involving children				Child Casualties				
	Fatal Collisions	Serious Collisions	Slight Collisions	All Injury Collisions	Killed	Seriously Injured	Total KSI ¹	Slightly Injured	Total Casualties
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
2016/17	2	78	661	741	2	83	85	873	958
2017/18	4	56	597	657	4	57	61	755	816

¹ Killed or seriously injured

Section 2 – Principal Causation Factors

The main principal causation factors for KSI casualties during 2017/18 were 'impaired by drugs/alcohol – driver/rider' (87 KSI casualties) followed by 'inattention or attention diverted' (84 KSI casualties) and 'excessive speed having regard to conditions' (81 KSI casualties).

The most common principal causation factors of all injury road traffic collisions in 2017/18 were 'inattention or attention diverted' (955 collisions), 'driving too close' (850 collisions) and 'emerging from a minor road without care' (420 collisions).

Table 3: Most Common Principal Causation Factors in Road Traffic Collisions - 2017/18

Principal Factor	Number of Injury Collisions	Casualties		
		Total KSI ¹	Slightly Injured	Total Casualties
Inattention or attention diverted	955	84	1,347	1,431
Driving too close	850	21	1,299	1,320
Emerging from minor road without care	420	50	628	678
Turning right without care	319	52	458	510
Impaired by Alcohol/Drugs Driver/rider	286	87	372	459
Wrong course/position	264	67	386	453
Crossing or entering road junction without care	263	20	406	426
Ice, frost or snow	248	16	316	332
Excessive speed having regard to conditions	231	81	304	385
Overtaking on offside without care	191	33	256	289

¹ Killed or seriously injured

Principal Causation Factors for Child Casualties

Table 4 below presents the main principal causation factors for collisions resulting in child casualties in 2017/18. The most common principal causation factor for child casualties who were either killed or seriously injured (KSIs) was 'heedless of traffic crossing carriageway' (16 child KSI casualties) followed by 'walk/run movement masked' with 10.

The most common principal causation factors associated with all child injury road traffic collisions in 2017/18 were 'inattention or attention diverted' (97 collisions), 'driving too close' (96 collisions) and 'heedless of traffic crossing carriageway' (60 collisions).

Table 4: Most Common Principal Causation Factors in Road Traffic Collisions involving Child Casualties (under 16) 2017/18

Principal Factor	Number of Injury Collisions	Casualties		
		Total KSI ¹	Slightly Injured	Total Casualties
Inattention or attention diverted	97	1	113	114
Driving too close	96	0	134	134
<i>Heedless of traffic crossing carriageway²</i>	60	16	45	61
Emerging from minor road without care	40	1	53	54
Wrong course/position	32	2	39	41
Turning right without care	29	0	36	36
Crossing or entering road junction without care	29	2	40	42
<i>Walk/run movement masked²</i>	26	10	18	28
Emerging from private road/entrance without care	20	2	20	22
<i>Walking or running onto carriageway²</i>	19	2	18	20

¹ Killed or seriously injured

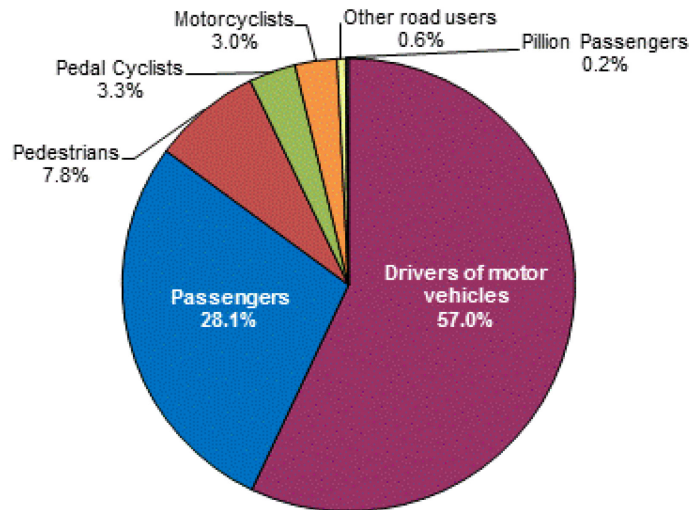
² Pedestrian factors

Section 3 – Road Traffic Collisions Casualty Breakdown

Road Traffic Collision Casualties by Road User Type

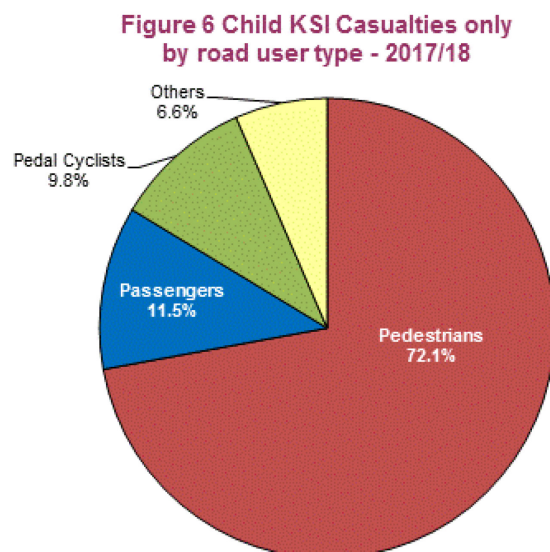
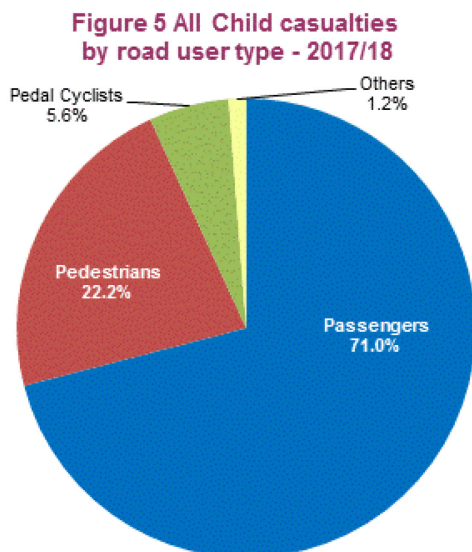
Figure 4 below shows the proportion of casualties by road user type resulting from road traffic collisions in 2017/18. Drivers of motor vehicles accounted for the largest proportion of casualties (57.0%) followed by passengers (28.1%), pedestrians (7.8%), pedal cyclists (3.3%) and motorcyclists (3.0%). This is very similar to 2016/17 except for a decrease in the proportion of passenger casualties which fell by 1.2 percentage points. This has been tempered by a slight increase in driver casualties (up by 0.8 percentage points) from that of last year's figure.

Figure 4: Casualties in Injury Recorded Road Traffic Collisions by Type of Road User 2017/18



Road Traffic Collision Child Casualties by Road User Type

Passengers (71.0%) made up the largest class of all child casualties in 2017/18, followed by pedestrians (22.2%) and pedal cyclists (5.6%). It is worth noting that while over three quarters (75.8%) of children slightly injured this year were passengers (accounting for the large proportion of child casualties), approaching three quarters (72.1%) of children killed or seriously injured in 2017/18 were pedestrians. The accompanying spreadsheet to this report provides a breakdown of child casualties by road user type while Figures 5 and 6 present all child casualties and KSI casualties of children by road user type respectively for 2017/18.



Trends in Casualty Road User Type over the Last 5 Years

Table 5: Casualties by Type of Road User and Severity 2013/14 – 2017/18

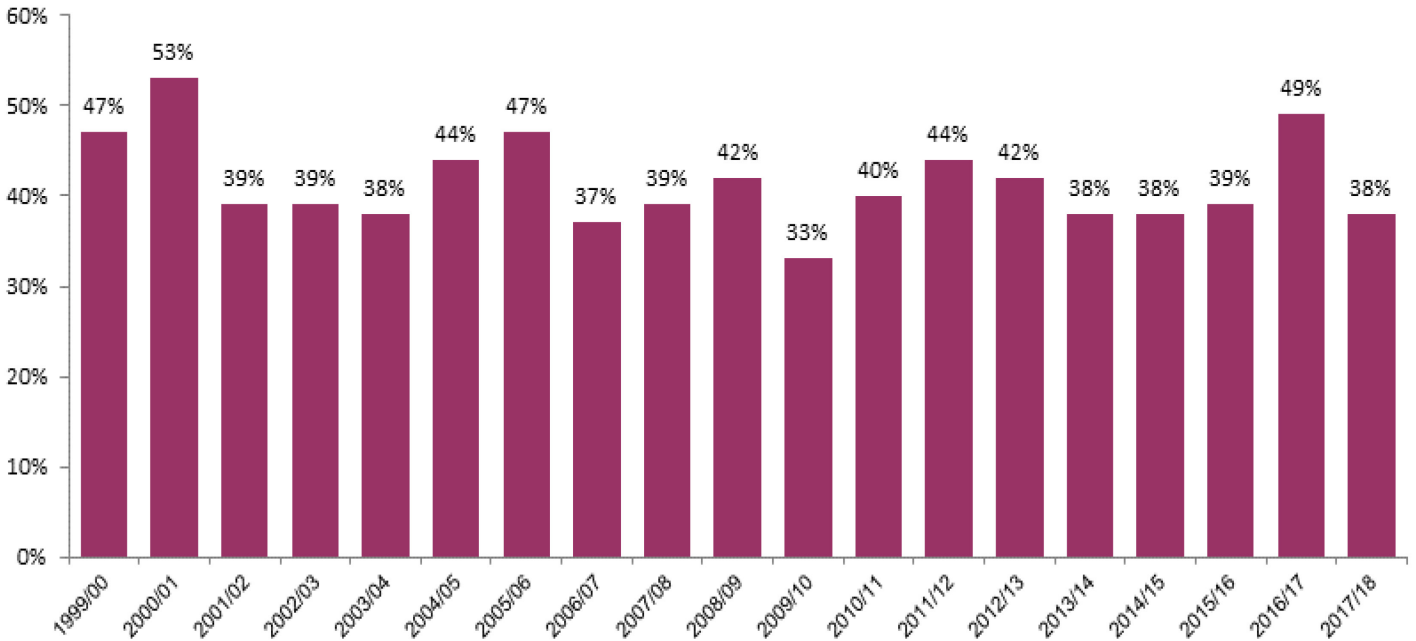
Type of Road User ¹	2013/14	2014/15	2015/16	2016/17	2017/18
Fatalities:					
Pedestrians	11	16	18	15	16
Drivers of motor vehicles	23	29	29	32	23
Motorcyclists	10	13	5	4	8
Pedal cyclists	3	3	1	2	2
Passengers	12	12	19	9	11
Pillion passengers	0	1	0	1	0
Other road users	1	2	3	2	1
Total	60	76	75	65	61
Seriously Injured:					
Pedestrians	158	144	158	177	160
Drivers of motor vehicles	278	278	248	354	295
Motorcyclists	89	84	83	81	80
Pedal cyclists	42	57	46	60	49
Passengers	140	159	159	160	151
Pillion passengers	6	4	6	2	9
Other road users	12	5	7	3	6
Total	725	731	707	837	750
KSI Casualties²:					
<i>Pedestrians</i>	<i>169</i>	<i>160</i>	<i>176</i>	<i>192</i>	<i>176</i>
<i>Drivers of motor vehicles</i>	<i>301</i>	<i>307</i>	<i>277</i>	<i>386</i>	<i>318</i>
<i>Motorcyclists</i>	<i>99</i>	<i>97</i>	<i>88</i>	<i>85</i>	<i>88</i>
<i>Pedal cyclists</i>	<i>45</i>	<i>60</i>	<i>47</i>	<i>62</i>	<i>51</i>
<i>Passengers</i>	<i>152</i>	<i>171</i>	<i>178</i>	<i>169</i>	<i>162</i>
<i>Pillion passengers</i>	<i>6</i>	<i>5</i>	<i>6</i>	<i>3</i>	<i>9</i>
<i>Other road users</i>	<i>13</i>	<i>7</i>	<i>10</i>	<i>5</i>	<i>7</i>
Total	785	807	782	902	811
Slightly Injured:					
Pedestrians	639	594	594	538	527
Drivers of motor vehicles	4,722	4,798	5,062	4,981	4,844
Motorcyclists	215	196	196	189	184
Pedal cyclists	244	246	244	270	251
Passengers	2,722	2,763	2,718	2,631	2,377
Pillion passengers	10	7	4	6	9
Other road users	44	48	54	40	48
Total	8,596	8,652	8,872	8,655	8,240
All Casualties:					
Pedestrians	808	754	770	730	703
Drivers of motor vehicles	5,023	5,105	5,339	5,367	5,162
Motorcyclists	314	293	284	274	272
Pedal cyclists	289	306	291	332	302
Passengers	2,874	2,934	2,896	2,800	2,539
Pillion passengers	16	12	10	9	18
Other road users	57	55	64	45	55
Total	9,381	9,459	9,654	9,557	9,051

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) ² Killed or seriously injured

Fatalities

Out of the 61 road fatalities in 2017/18, 23 were drivers (38%). While this is 11 percentage points below the 49% seen in 2016/17 it has returned to the levels seen from 2013/14 to 2015/16 (see Figure 7 below). Pedestrians had the next highest number of fatalities in 2017/18 with 16 followed by 11 deaths of passengers. The 8 motorcyclist road fatalities in 2017/18 was four more than the 4 seen in 2016/17.

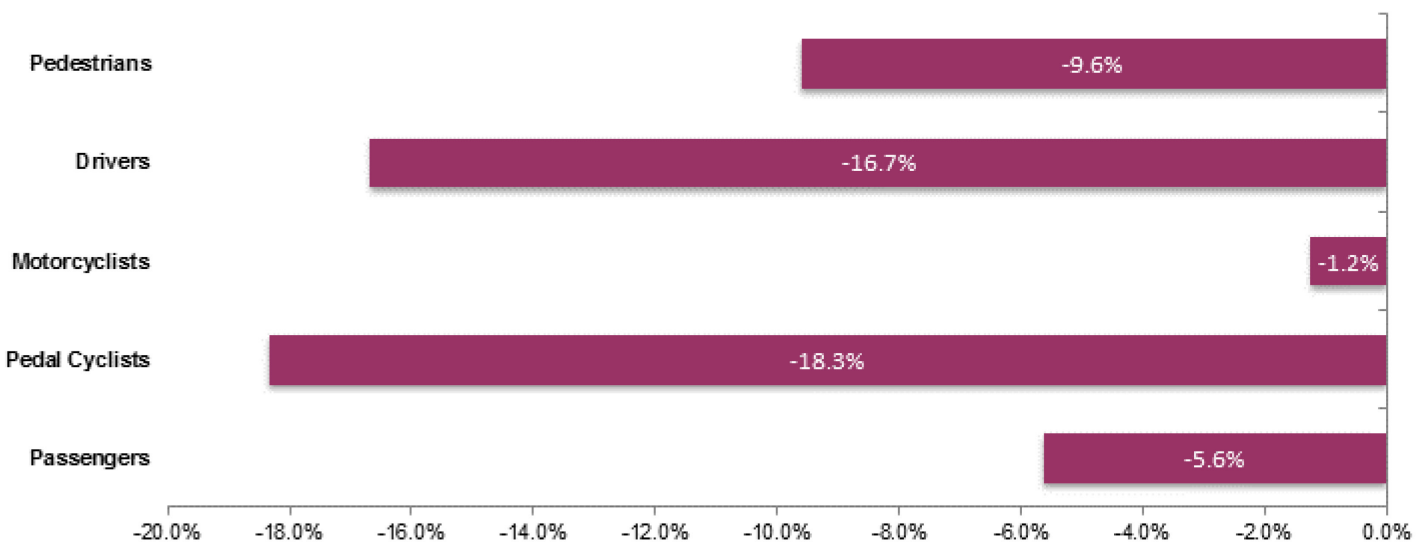
Figure 7: The number of drivers killed as a proportion of the total number of deaths 1999/00 – 2017/18



People Seriously Injured

When comparing people seriously injured in 2017/18 with 2016/17, there has been a decrease in those seriously injured amongst all the main road user categories. The number of drivers seriously injured since last year decreased by 59 (down 16.7%), the number of pedestrians by 17 (down 9.6%), the number of pedal cyclists by 11 (down 18.3%) and passengers by 9 (down 5.6%) (see Figure 8 below).

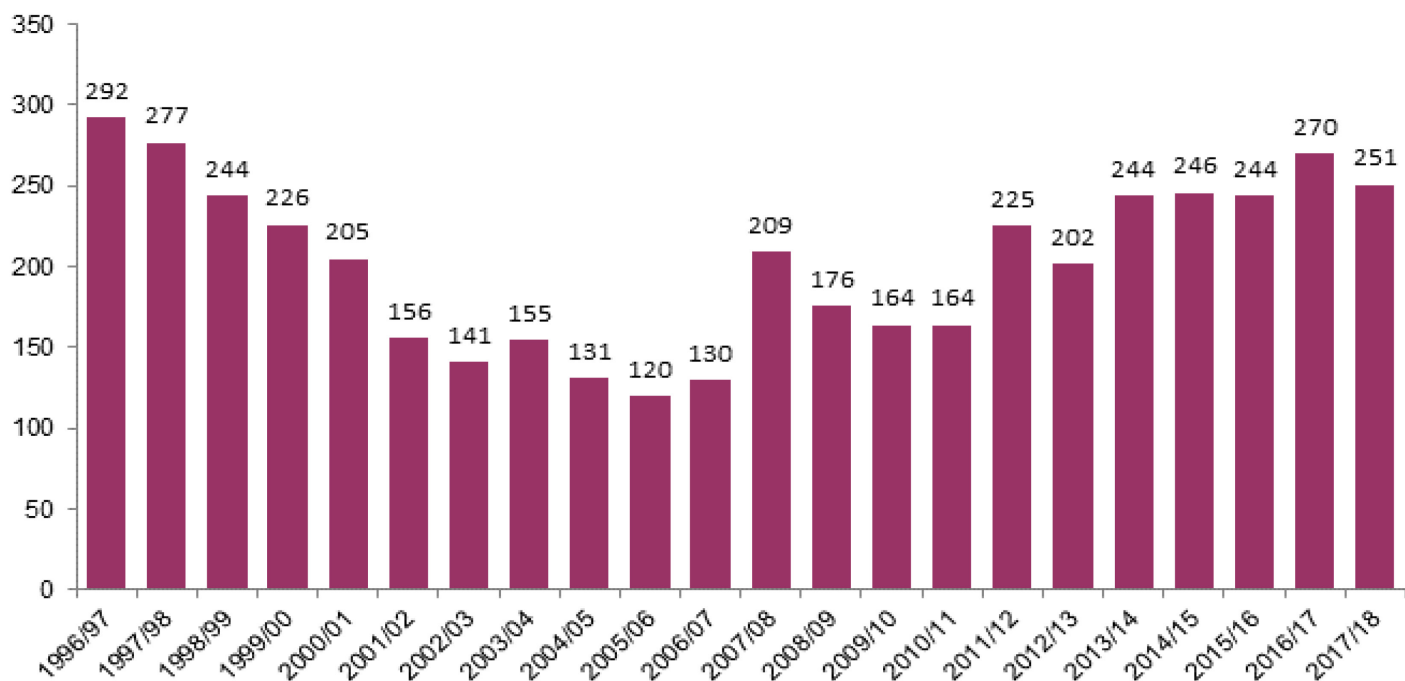
Figure 8: Percentage change of people seriously injured amongst the main road user types when comparing 2016/17 with 2017/18



People Slightly Injured

The decrease in people slightly injured since 2016/17 was reflected across all the main road user categories. While the number of pedal cyclists slightly injured in 2017/18 (251) was 19 fewer than the 270 seen during 2016/17 it was still over twice as many pedal cyclists slightly injured as was recorded in 2005/06 (120) (See Figure 9). Nearly nine out of ten people slightly injured in 2017/18 were either a driver (59%) or a passenger (29%).

Figure 9: Pedal cyclists slightly injured 1996/97 – 2017/18



Gender and age of road traffic collision casualties

Fatalities

Of the 61 people killed on Northern Ireland's roads in 2017/18, 44 were male and 17 were female. The fatalities were, on the whole, evenly spread across all the over 16 age bands presented.

People Seriously Injured

Approximately two thirds of those seriously injured during 2017/18 were male. The age band with the largest proportion of those seriously injured were aged 16-24 (21.7%).

People Slightly Injured

Similar proportions of males and females were slightly injured in 2017/18 (51.1% and 48.9% respectively). Almost one quarter of those sustaining slight injuries were from the 35 to 49 age group.

Table 6: Casualties in Recorded Injury Road Traffic Collisions by Severity of Injury and Age Group 2016/17 and 2017/18

	2016/17					2017/18				
	Killed	Seriously Injured	Total KSI ¹	Slightly Injured	Total	Killed	Seriously Injured	Total KSI ¹	Slightly Injured	Total
Male										
Under 16	2	47	49	441	490	3	38	41	394	435
16 - 24	11	145	156	890	1,046	10	101	111	824	935
25 - 34	9	77	86	932	1,018	8	87	95	910	1,005
35 - 49	10	111	121	1,082	1,203	8	101	109	1,034	1,143
50 - 64	13	92	105	699	804	7	87	94	684	778
65 +	7	63	70	387	457	8	72	80	345	425
Unknown	0	0	0	7	7	0	0	0	16	16
Total	52	535	587	4,438	5,025	44	486	530	4,207	4,737
Female										
Under 16	0	36	36	432	468	1	19	20	359	379
16 - 24	2	70	72	848	920	3	62	65	814	879
25 - 34	1	38	39	911	950	3	35	38	905	943
35 - 49	1	53	54	1,002	1,056	3	40	43	946	989
50 - 64	3	47	50	658	708	3	56	59	649	708
65 +	6	58	64	356	420	4	52	56	351	407
Unknown	0	0	0	10	10	0	0	0	7	7
Total	13	302	315	4,217	4,532	17	264	281	4,031	4,312
All²										
Under 16	2	83	85	873	958	4	57	61	755	816
16 - 24	13	215	228	1,738	1,966	13	163	176	1,638	1,814
25 - 34	10	115	125	1,843	1,968	11	122	133	1,815	1,948
35 - 49	11	164	175	2,084	2,259	11	141	152	1,980	2,132
50 - 64	16	139	155	1,357	1,512	10	143	153	1,333	1,486
65 +	13	121	134	743	877	12	124	136	696	832
Unknown	0	0	0	17	17	0	0	0	23	23
Total	65	837	902	8,655	9,557	61	750	811	8,240	9,051

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 changed to reflect the new 11 Local Government Districts from 1st April 2015. Table 7 shows a breakdown of 2016/17 and 2017/18 collision statistics for this geography.

Table 7: Casualties in Recorded Injury Road Traffic Collisions by Severity of Injury, District and Area 2016/17 and 2017/18

Policing District/ Area	2016/17					2017/18				
	Killed	Seriously Injured	Total KSI ¹	Slightly Injured	Total	Killed	Seriously Injured	Total KSI ¹	Slightly Injured	Total
Belfast City	3	141	144	2,238	2,382	3	113	116	2,009	2,125
Antrim & Newtownabbey	8	49	57	675	732	5	71	76	641	717
Causeway Coast & Glens	10	75	85	628	713	3	60	63	593	656
Derry City & Strabane	6	45	51	620	671	5	43	48	557	605
Mid & East Antrim	3	66	69	440	509	6	67	73	521	594
North Area Policing	27	235	262	2,363	2,625	19	241	260	2,312	2,572
Ards & North Down	7	61	68	621	689	3	51	54	627	681
Armagh City, Banbridge & Craigavon	8	89	97	750	847	6	78	84	762	846
Fermanagh & Omagh	9	80	89	488	577	7	62	69	438	507
Lisburn & Castlereagh City	3	66	69	765	834	7	57	64	761	825
Mid Ulster	4	63	67	605	672	4	58	62	554	616
Newry, Mourne & Down	4	102	106	825	931	12	90	102	777	879
South Area Policing	35	461	496	4,054	4,550	39	396	435	3,919	4,354
Northern Ireland Total	65	837	902	8,655	9,557	61	750	811	8,240	9,051

¹ Killed or seriously injured

Location of Casualties

Outside of Belfast City District which accounted for approaching a quarter of all road traffic casualties with 2,125 (23.5%), the next highest District was Newry, Mourne & Down with 879 (9.7%) followed by Armagh City, Banbridge & Craigavon with 846 (9.3%). Fermanagh & Omagh district had the fewest casualties recorded with 507 (5.6%) in 2017/18.

Location of Fatalities

In 2017/18 the greatest number of fatalities took place in Newry, Mourne and Down district where there were 12 road deaths recorded during the year followed by Fermanagh & Omagh and Lisburn & Castlereagh City districts with 7 fatalities each. Newry, Mourne and Down district had the largest increase in fatalities rising by eight deaths from 4 recorded in 2016/17 to 12 in 2017/18 while conversely Causeway Coast & Glens district had the largest decrease, falling by seven from 10 recorded in 2016/17 to 3 this year.

Location of Serious Casualties

Belfast City had the most people seriously injured by District in 2017/18 with 113 casualties recorded. This District also had the largest decrease in the number of serious injuries over the last year falling by 31 from 144 recorded in 2016/17.

Two districts showed an increase in seriously injured casualties between 2016/17 and 2017/18; Antrim & Newtownabbey district showed the largest increase (22) while Mid & East Antrim showed a smaller increase (1).

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.

User Guide

The recently updated [User Guide](#) is now available and provides information on the design and methodology of the data. The User Guide also outlines how PSNI statisticians address the quality guidelines for administrative data as well as setting out details of procedures and definitions.

Daily Fatal Spreadsheet

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

Maps of Collision Locations

We have been working with our partner agencies to improve the information on the locations of collisions that we provide and together with NINIS (Northern Ireland Neighbourhood Information Service) we have produced interactive maps plotted with fatal, serious and slight collisions over the past eight years, available on the [NINIS website](#). The 2017 collisions data will be made available on this webpage in July 2018.

Quality

Our internal quality assurance and validation procedures are regularly tested, reviewed and updated. We have also used the UK Statistics Authority [Administrative Data Quality Assurance Toolkit](#) to ensure that we have provided users with as much information as possible and to make users aware of the quality and background of the statistics.

The STATS19 form and the accompanying [STATS20](#) guidance provide a set of established guidelines which are followed by police forces across the UK. For example, all road collisions involving human death or personal injury occurring on the public road and notified to the police within 30 days of the occurrence, and in which one or more vehicles are involved, are to be reported. This is a wider definition of road collisions than that used in legislation e.g. Road Traffic Acts.

PSNI's Collision Report Form (CRF) is based on the Department for Transport STATS19 form. This ensures data are checked and validated to an agreed set of standards and allows the statistics to be compared at a UK level. Note that a copy of the CRF is provided in the appendix of the [User Guide](#).

Strengths and Limitations of the data

Strengths

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

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

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

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

Limitations

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

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

One of the main limitations of police recorded injury road traffic collision statistics, as mentioned above, is the extent to which they represent the true level of injury road traffic collisions and casualties that occur within the UK. Extensive research has been conducted within GB in order to get an estimate of the level of this under-reporting. The research has generally focused on 2 sources of comparable information, (i) hospital admissions 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-2016>

² The Travel Survey for Northern Ireland 2014-2016
<https://www.infrastructure-ni.gov.uk/publications/travel-survey-northern-ireland-depth-report-2014-2016>

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

The Travel Survey for Northern Ireland (TSNI) collects information on how and why people travel within Northern Ireland. For the following, six years of TSNI data have been combined to ensure the analysis is robust. The TSNI indicates that 70% of people involved in at least one road accident in the last three years in which they were injured stated that police were aware of the accident, either attending at the scene or having it reported to them afterwards. (The confidence interval around this was +/- 6%).

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 8th February 2018) refer to the year ending September 2017. Key points from the publication are as below:

Reported road casualties, compared with year ending September 2016 show:

- a decrease of 4% in road deaths to 1,720.
- a decrease of 5% in casualties of all severities to 174,510.
- vehicle traffic levels increased by 1.0%.

<https://www.gov.uk/government/statistics/reported-road-casualties-great-britain-provisional-estimates-july-to-september-2017>

Additional Data

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

Further Information

The PSNI Statistics Branch will publish a more detailed 2017 annual report in June 2018. 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: People under 16 years of age.

Vehicles Involved: Vehicles whose occupants are injured, vehicles suffering damage, vehicles that contribute to the collision, and horses being ridden at the time of the collision. Vehicles that collide after the initial impact

causing injury are not included unless they aggravate the degree of injury or lead to further casualties.

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

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

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

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

Pillion passengers: Passenger on a moped or motorcycle.

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

Pedestrians: Include

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

Map of Northern Ireland Policing Districts

