

Police Service of Northern Ireland

Police Recorded Injury Road Traffic Collisions and Casualties Northern Ireland

Annual Report covering the period
1st April 2018 to 31st March 2019

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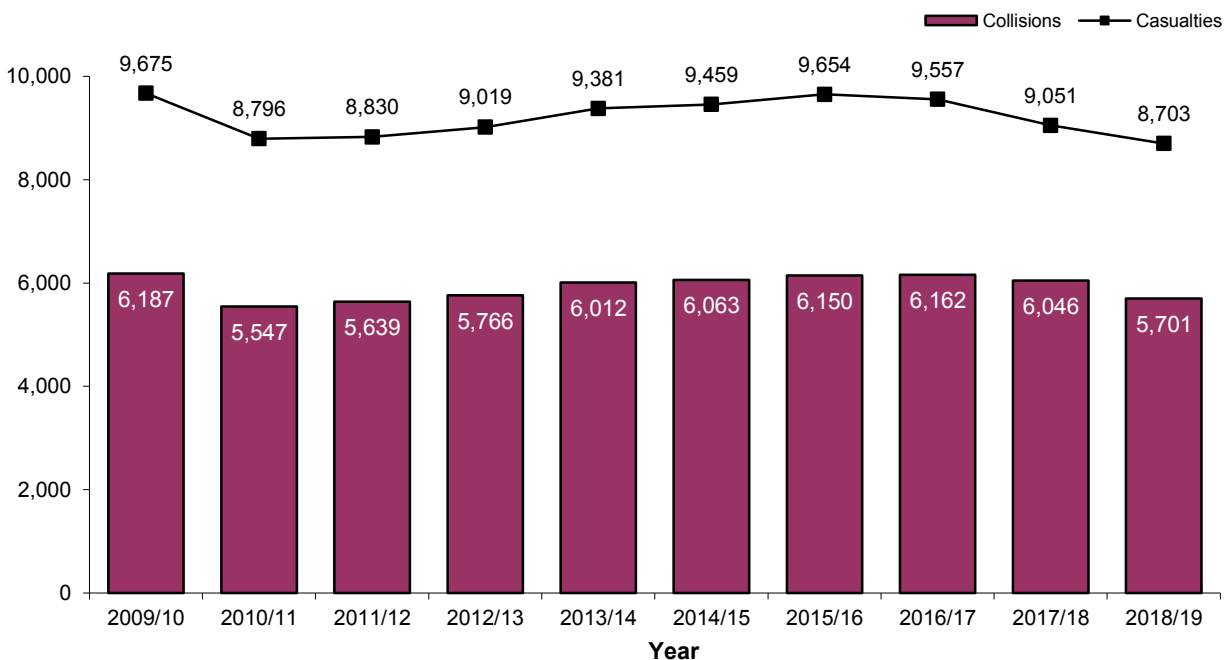
Keeping People Safe

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Key Results 2018/19

- During 2018/19 there were 5,701 injury road traffic collisions recorded by the Police Service of Northern Ireland (PSNI). These collisions resulted in 8,703 casualties of whom 61 were killed, 765 were seriously injured and 7,877 were slightly injured.
- The total number of collisions and casualties in 2018/19 were lower than that seen in 2017/18, overall casualties reduced by 348 from the 9,051 recorded in 2017/18.
- There were 61 fatalities recorded in 2018/19, equal to that recorded last year and the equal lowest number of deaths in five years.
- Deaths amongst drivers accounted for nearly two-fifths of fatalities in the 2018/19 financial year. The policing district with the highest number of road deaths was Armagh City, Banbridge & Craigavon with 10.
- In terms of those killed or seriously injured (KSI), the 826 recorded in 2018/19 was 15 more than last year but 270 less than the total for KSI casualties recorded in financial year 2009/10.
- Males accounted for two thirds of those killed or seriously injured (66%) in 2018/19 while young people had the highest number of KSI casualties by age group with 16 to 24 year olds accounting for 172 (21%) of the 826 recorded.
- The 110 motorcyclists killed or seriously injured this year was 25% greater than the 88 recorded for 2017/18.
- There were 853 child casualties recorded in 2018/19 in comparison with 816 in 2017/18. There were four child fatalities recorded in 2018/19, equal to the four recorded for 2017/18.
- The main principal causation factor for KSI casualties during 2018/19 was 'Wrong course/position' (110 KSI casualties). The next highest was 'inattention or attention diverted' with 86 KSI casualties. Excessive speed having regard to conditions was responsible for 82 KSI casualties.

Figure 1: Recorded Injury Road Traffic Collisions 2009/10 – 2018/19



Section 1 – Injury Road Traffic Collisions and Casualties

Overall collisions and casualties

There were 5,701 collisions recorded by PSNI from 1st April 2018 to 31st March 2019 resulting in a total of 8,703 casualties comprising 61 fatalities, 765 people seriously injured and 7,877 people slightly injured. The 345 fewer collisions recorded in 2018/19 than in 2017/18 resulted in a decrease of 348 casualties over the year. Over a longer term, injury road traffic collisions and casualties have both decreased from ten years ago with 486 fewer collisions (down 7.9%) and 972 fewer casualties (down 10.0%) recorded in 2018/19 than in 2009/10.

Fatal and Serious collisions and KSI casualties

The 61 people killed on Northern Ireland's roads in 2018/19 was the same number killed in 2017/18 and the equal lowest number of deaths in five years, since 60 were recorded in 2013/14. It also represents a reduction of two fifths on the 101 fatalities recorded ten years ago in 2009/10.

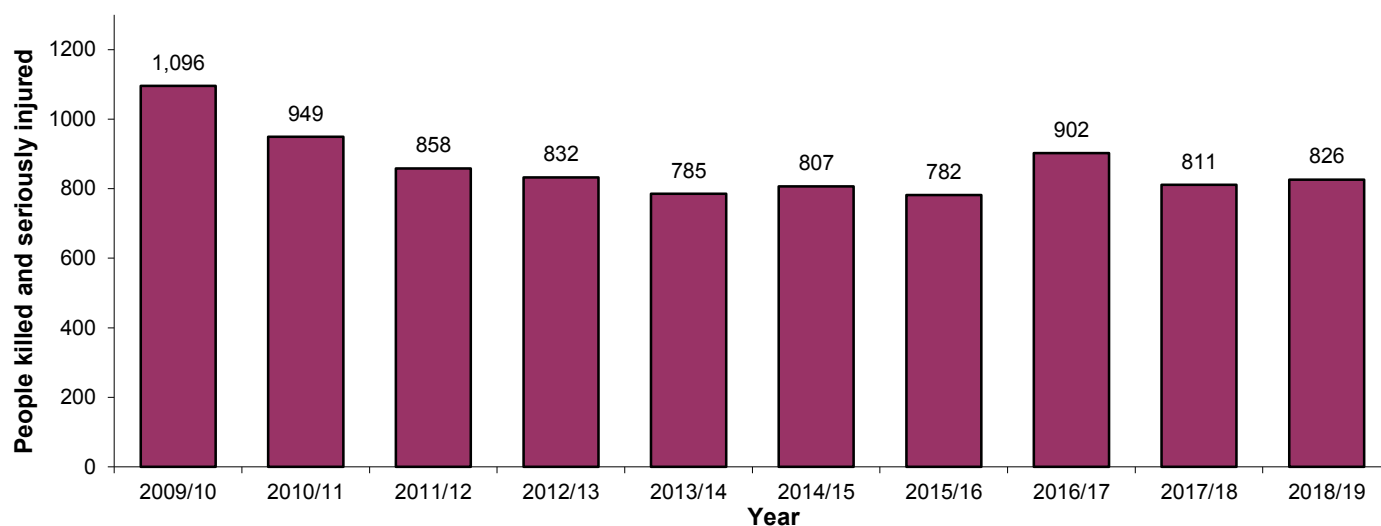
The number of fatal and serious casualties i.e. the number of KSI casualties overall stood at 826 in 2018/19, this is 15 or 1.8% more than last year. In comparison with ten years ago, the number of fatal and serious collisions for 2018/19 was 179 fewer than 2009/10 and 270 fewer KSI casualties than that of 2009/10 (reductions of 20% and 25% 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 2009/10 – 2018/19

	Collisions				Casualties				
	Fatal Collisions	Serious Collisions	Slight Collisions	All Injury Collisions	Killed	Seriously Injured	Total KSI ¹	Slightly Injured	Total Casualties
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
2018/19	57	647	4,997	5,701	61	765	826	7,877	8,703

¹ Killed or seriously injured

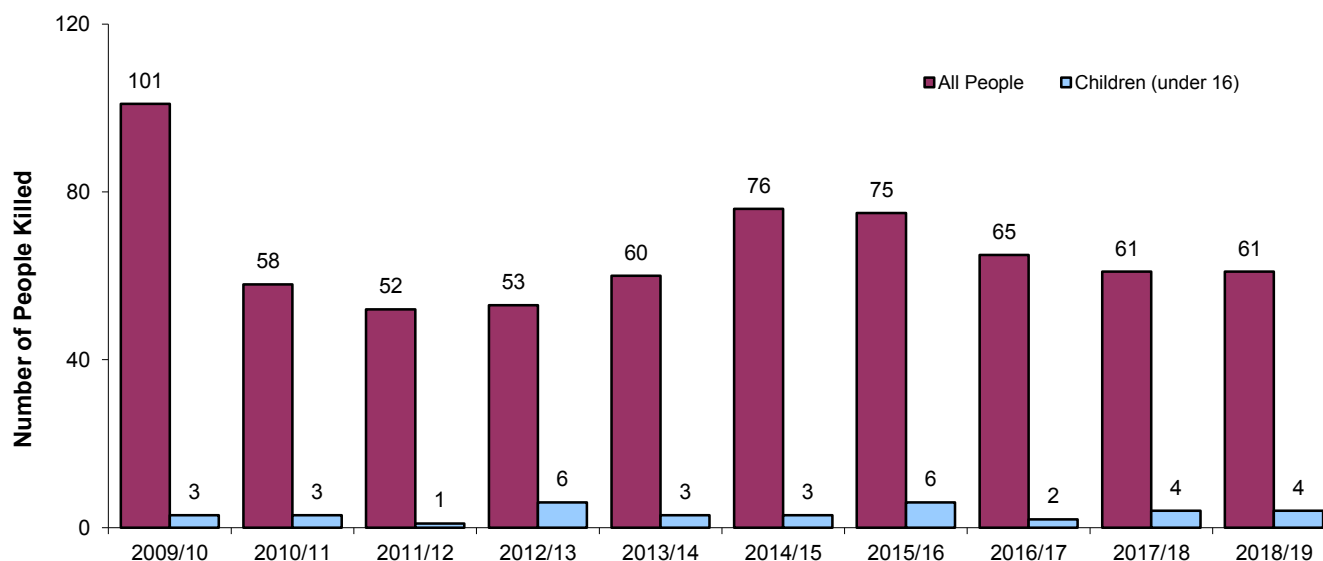
Figure 2: People killed and seriously injured in road Traffic Collisions 2009/10 – 2018/19



Child Fatalities

Figure 3 shows the number of people killed each year in road traffic collisions over the ten year period 2009/10 to 2018/19 and within these the numbers of deaths that involved children under the age of 16. There were 4 children killed in 2018/19, equal to the number of children killed in 2017/18.

Figure 3: People Killed in Recorded Injury Road Traffic Collisions 2009/10 – 2018/19



Collisions Involving Children

There were 648 collisions involving child casualties recorded in 2018/19 comprising 4 fatal collisions, 58 serious collisions and 586 slight collisions. The 62 fatal and serious collisions which involved children in 2018/19 was 2 more than 2017/18, but is the second lowest total seen in the ten years from 2009/10.

Child Casualties

The 853 child casualties recorded for the 2018/19 year comprised 4 fatalities, 64 children seriously injured and 785 children slightly injured. While this was the second lowest number of children killed or seriously injured in the ten years from 2009/10, it represented seven additional seriously injured children recorded when compared with 2017/18.

In comparison with 10 years ago, the 853 child casualties recorded in 2018/19 was 68 fewer than the 921 recorded in 2009/10, this included 1 additional child fatality, 43 fewer serious injuries and 26 fewer children slightly injured.

Table 2: Recorded Injury Road Traffic Collisions involving Child Casualties (under 16) 2009/10 – 2018/19

	Collisions involving children				Child Casualties				
	Fatal Collisions	Serious Collisions	Slight Collisions	All Injury Collisions	Killed	Seriously Injured	Total KSI [†]	Slightly Injured	Total Casualties
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
2018/19	4	58	586	648	4	64	68	785	853

[†] Killed or seriously injured

Section 2 – Principal Causation Factors

The main principal causation factors for KSI casualties during 2018/19 were 'Wrong course/position' (110 KSI casualties) followed by 'inattention or attention diverted' (86 KSI casualties) and 'excessive speed having regard to conditions' (82 KSI casualties).

The most common principal causation factors of all injury road traffic collisions in 2018/19 were 'inattention or attention diverted' (995 collisions), 'driving too close' (761 collisions) and 'emerging from a minor road without care' (385 collisions). These are the same top three causation factors seen in 2017/18.

Table 3: Most Common Principal Causation Factors in Road Traffic Collisions - 2018/19

Principal Factor	Number of Injury Collisions	Casualties		
		Total KSI ¹	Slightly Injured	Total Casualties
Inattention or attention diverted	995	86	1,382	1,468
Driving too close	761	16	1,208	1,224
Emerging from minor road without care	385	36	580	616
Wrong course/position	300	110	440	550
Crossing or entering road junction without care	294	43	466	509
Turning right without care	283	58	428	486
Impaired by Alcohol/Drugs - Driver/rider	273	76	337	413
Excessive speed having regard to conditions	203	82	243	325
Overtaking on offside without care	182	37	252	289
Changing lane without care	173	7	239	246

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 2018/19. The most common principal causation factors for child casualties who were either killed or seriously injured (KSIs) were 'Inattention or attention diverted' (8 child KSI casualties) and 'heedless of traffic crossing carriageway' also with 8.

The most common principal causation factors associated with all child injury road traffic collisions in 2018/19 were 'inattention or attention diverted' (105 collisions), 'driving too close' (95 collisions) and 'heedless of traffic crossing carriageway' (43 collisions). These are the same top three causation factors seen in 2017/18.

Table 4: Most Common Principal Causation Factors in Road Traffic Collisions involving Child Casualties (under 16) 2018/19

Principal Factor	Number of Injury Collisions	Casualties		
		Total KSI ¹	Slightly Injured	Total Casualties
Inattention or attention diverted	105	8	136	144
Driving too close	95	4	124	128
<i>Heedless of traffic crossing carriageway²</i>	43	8	37	45
Emerging from minor road without care	40	3	54	57
Wrong course/position	39	5	46	51
Crossing or entering road junction without care	37	0	51	51
<i>Walking or running onto carriageway²</i>	31	6	25	31
Turning right without care	26	5	35	40
Overtaking on offside without care	17	1	25	26
Excessive speed having regard to conditions	14	4	15	19

¹ Killed or seriously injured

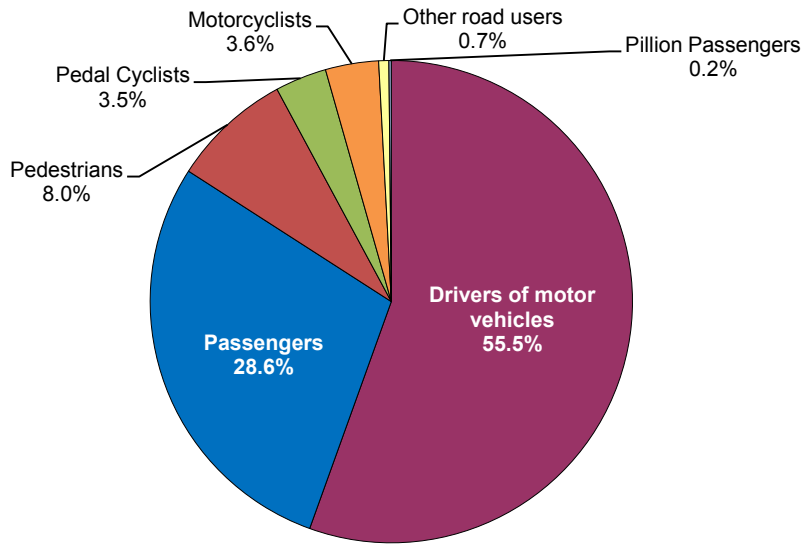
² Pedestrian factors

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 2018/19. Drivers of motor vehicles accounted for the largest proportion of casualties (55.5%) followed by passengers (28.6%), pedestrians (8.0%), pedal cyclists (3.5%) and motorcyclists (3.6%). This is very similar to 2017/18 except for a decrease in the proportion of driver casualties which fell by 1.5 percentage points. This has been tempered by a slight increase in motorcyclist and passenger casualties (up by 0.6 and 0.5 percentage points respectively) from that of last year's figure.

Figure 4: Casualties in Injury Recorded Road Traffic Collisions by Type of Road User 2018/19



Road Traffic Collision Child Casualties by Road User Type

Passengers (74.2%) made up the largest class of all child casualties in 2018/19, followed by pedestrians (20.0%) and pedal cyclists (4.9%). It is worth noting that while nearly three quarters (74.2%) of all children injured this year were passengers, approaching three fifths (58.8%) of children killed or seriously injured in 2018/19 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 2018/19.

Figure 5 All Child casualties by road user type - 2018/19

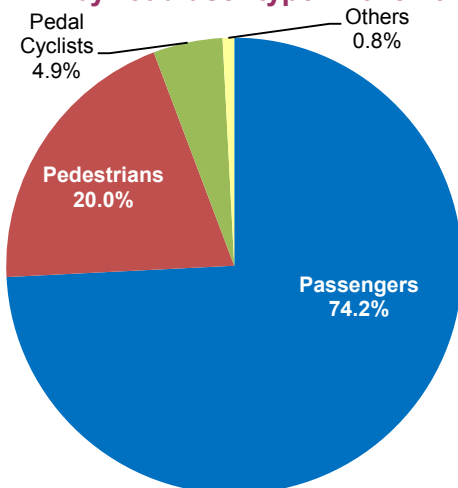
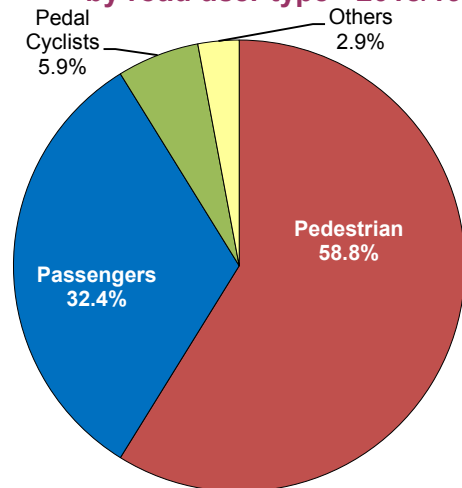


Figure 6 Child KSI Casualties only by road user type - 2018/19



Trends in Casualty Road User Type over the Last 5 Years

Table 5: Casualties by Type of Road User and Severity 2014/15 – 2018/19

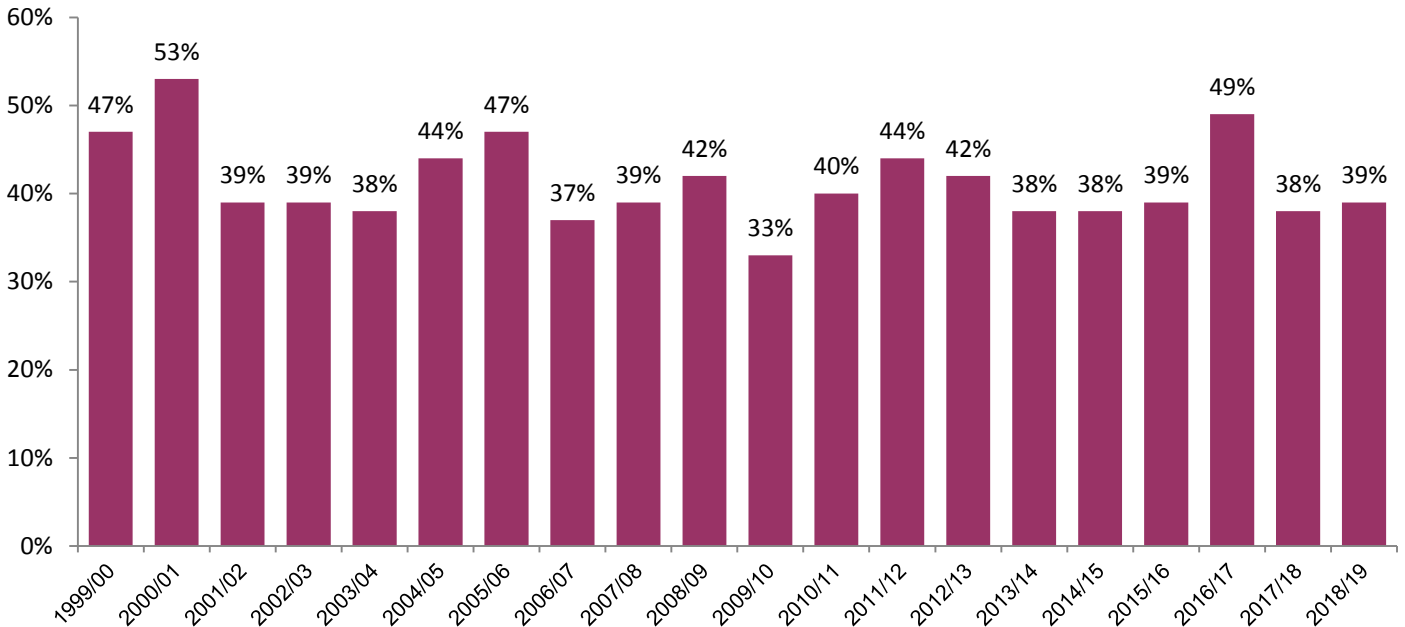
Type of Road User ¹	2014/15	2015/16	2016/17	2017/18	2018/19
Fatalities:					
Pedestrians	16	18	15	16	18
Drivers of motor vehicles	29	29	32	23	24
Motorcyclists	13	5	4	8	7
Pedal cyclists	3	1	2	2	1
Passengers	12	19	9	11	10
Pillion passengers	1	0	1	0	0
Other road users	2	3	2	1	1
Total	76	75	65	61	61
Seriously Injured:					
Pedestrians	144	158	177	160	141
Drivers of motor vehicles	278	248	354	295	325
Motorcyclists	84	83	81	80	103
Pedal cyclists	57	46	60	49	46
Passengers	159	159	160	151	132
Pillion passengers	4	6	2	9	6
Other road users	5	7	3	6	12
Total	731	707	837	750	765
KSI Casualties²:					
<i>Pedestrians</i>	160	176	192	176	159
<i>Drivers of motor vehicles</i>	307	277	386	318	349
<i>Motorcyclists</i>	97	88	85	88	110
<i>Pedal cyclists</i>	60	47	62	51	47
<i>Passengers</i>	171	178	169	162	142
<i>Pillion passengers</i>	5	6	3	9	6
<i>Other road users</i>	7	10	5	7	13
Total	807	782	902	811	826
Slightly Injured:					
Pedestrians	594	594	538	527	541
Drivers of motor vehicles	4,798	5,062	4,981	4,844	4,481
Motorcyclists	196	196	189	184	200
Pedal cyclists	246	244	270	251	254
Passengers	2,763	2,718	2,631	2,377	2,347
Pillion passengers	7	4	6	9	8
Other road users	48	54	40	48	46
Total	8,652	8,872	8,655	8,240	7,877
All Casualties:					
Pedestrians	754	770	730	703	700
Drivers of motor vehicles	5,105	5,339	5,367	5,162	4,830
Motorcyclists	293	284	274	272	310
Pedal cyclists	306	291	332	302	301
Passengers	2,934	2,896	2,800	2,539	2,489
Pillion passengers	12	10	9	18	14
Other road users	55	64	45	55	59
Total	9,459	9,654	9,557	9,051	8,703

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 2018/19, 24 were drivers (39%). This percentage figure has remained broadly similar in five of the last six years, and in 15 of the last 20 years it has been between 37% and 44% (see Figure 7). Pedestrians had the next highest number of fatalities in 2018/19 with 18 followed by 10 deaths of passengers. The 7 motorcyclist road fatalities in 2018/19 were one less than the 8 seen in 2017/18.

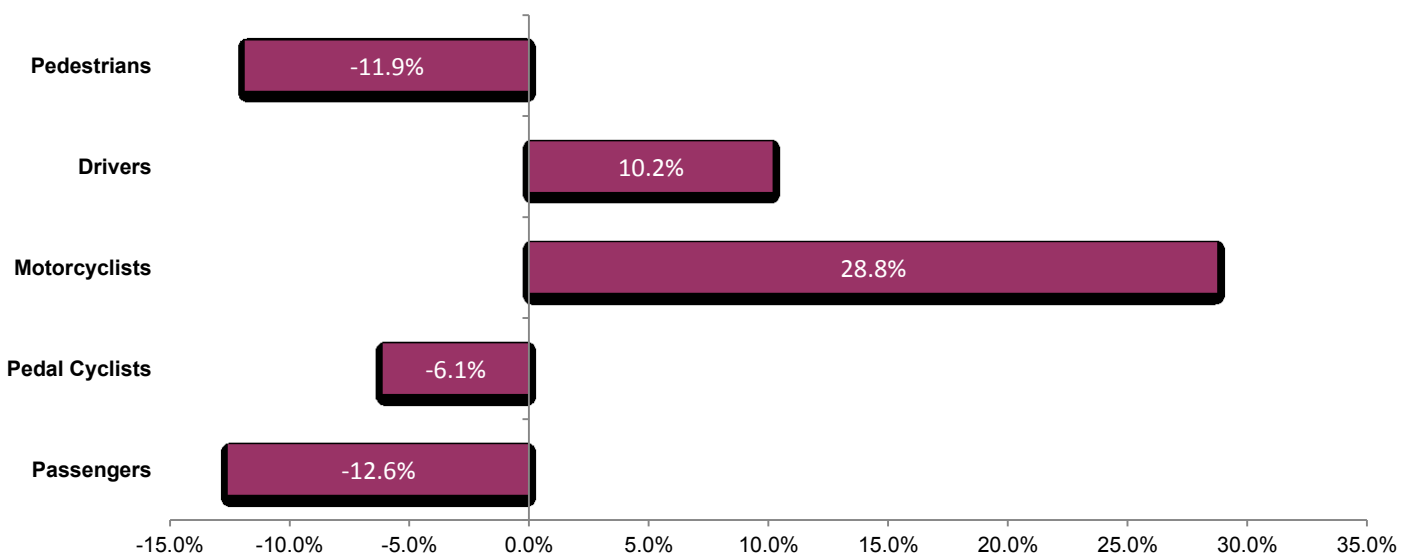
Figure 7: The number of drivers killed as a proportion of the total number of deaths 1999/00 – 2018/19



People Seriously Injured

When comparing people seriously injured in 2018/19 with 2017/18, there has been an overall increase in those seriously injured (15 more than 2017/18). The number of drivers seriously injured since last year increased by 30 (up 10.2%), the number of motorcyclists by 23 (up 28.8%). Contrasting this, the number of passengers and pedestrians seriously injured both decreased by 19 (down 12.6% and 11.9% respectively). (see Figure 8 below).

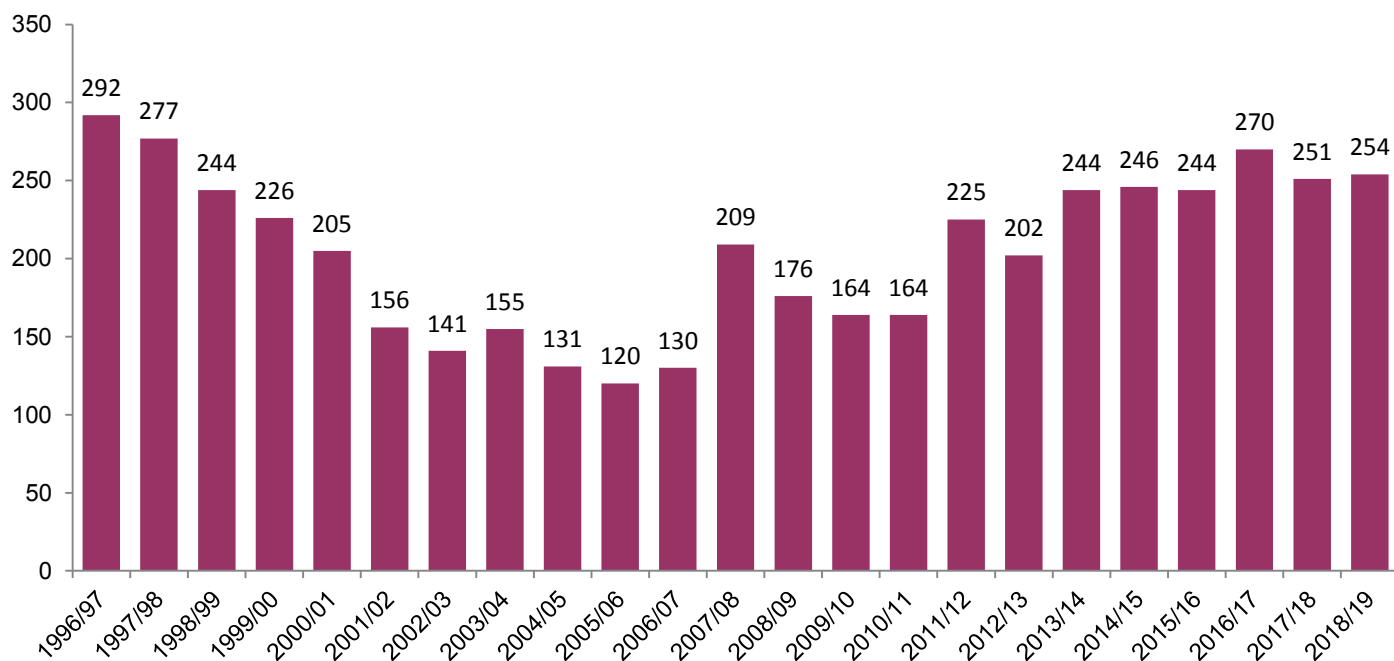
Figure 8: Percentage change of people seriously injured amongst the main road user types when comparing 2017/18 with 2018/19



People Slightly Injured

The decrease in people slightly injured since 2017/18 across all categories was primarily as a result of the decrease in the numbers of slightly injured drivers (down 363). The number of pedal cyclists slightly injured in 2018/19 (254) was 3 more than the 251 seen during 2017/18; 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 2018/19 were either a driver (57%) or a passenger (30%).

Figure 9: Pedal cyclists slightly injured 1996/97 – 2018/19



Gender and age of road traffic collision casualties

Fatalities

Of the 61 people killed on Northern Ireland's roads in 2018/19, 45 were male and 16 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 2018/19 were male. The age band with the largest proportion of those seriously injured were aged 16-24 (21.0%), closely followed by those aged 35-49 (20.5%).

People Slightly Injured

There were more males slightly injured in 2018/19 than females (51.7% and 48.3% respectively), this represented 271 more males slightly injured than females. Almost one quarter of those sustaining slight injuries were from the 35 to 49 age group, the proportion was similar for both males and females.

Table 6: Casualties in Recorded Injury Road Traffic Collisions by Severity of Injury and Age Group 2017/18 and 2018/19

	2017/18					2018/19				
	Killed	Seriously Injured	Total KSI ¹	Slightly Injured	Total	Killed	Seriously Injured	Total KSI ¹	Slightly Injured	Total
Male										
Under 16	3	38	41	394	435	3	42	45	406	451
16 - 24	10	101	111	824	935	8	103	111	793	904
25 - 34	8	87	95	910	1,005	11	102	113	833	946
35 - 49	8	101	109	1,034	1,143	9	111	120	978	1,098
50 - 64	7	87	94	684	778	8	85	93	714	807
65 +	8	72	80	345	425	6	61	67	336	403
Unknown	0	0	0	16	16	0	0	0	14	14
Total	44	486	530	4,207	4,737	45	504	549	4,074	4,623
Female										
Under 16	1	19	20	359	379	1	22	23	379	402
16 - 24	3	62	65	814	879	3	58	61	742	803
25 - 34	3	35	38	905	943	2	37	39	824	863
35 - 49	3	40	43	946	989	1	46	47	879	926
50 - 64	3	56	59	649	708	2	52	54	605	659
65 +	4	52	56	351	407	7	46	53	368	421
Unknown	0	0	0	7	7	0	0	0	6	6
Total	17	264	281	4,031	4,312	16	261	277	3,803	4,080
All²										
Under 16	4	57	61	755	816	4	64	68	785	853
16 - 24	13	163	176	1,638	1,814	11	161	172	1,535	1,707
25 - 34	11	122	133	1,815	1,948	13	139	152	1,657	1,809
35 - 49	11	141	152	1,980	2,132	10	157	167	1,857	2,024
50 - 64	10	143	153	1,333	1,486	10	137	147	1,319	1,466
65 +	12	124	136	696	832	13	107	120	704	824
Unknown	0	0	0	23	23	0	0	0	20	20
Total	61	750	811	8,240	9,051	61	765	826	7,877	8,703

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

Table 7 shows a breakdown of 2017/18 and 2018/19 collision statistics by location.

Table 7: Casualties in Recorded Injury Road Traffic Collisions by Severity of Injury, District and Area 2017/18 and 2018/19

Policing District/ Area	2017/18					2018/19				
	Killed	Seriously Injured	Total KSI ¹	Slightly Injured	Total	Killed	Seriously Injured	Total KSI ¹	Slightly Injured	Total
Belfast City	3	113	116	2,009	2,125	4	109	113	1,942	2,055
Antrim & Newtownabbey	5	71	76	641	717	3	53	56	637	693
Causeway Coast & Glens	3	60	63	593	656	8	58	66	536	602
Derry City & Strabane	5	43	48	557	605	3	57	60	591	651
Mid & East Antrim	6	67	73	521	594	2	39	41	427	468
North Area Policing	19	241	260	2,312	2,572	16	207	223	2,191	2,414
Ards & North Down	3	51	54	627	681	7	55	62	568	630
Armagh City, Banbridge & Craigavon	6	78	84	762	846	10	99	109	794	903
Fermanagh & Omagh	7	62	69	438	507	7	58	65	422	487
Lisburn & Castlereagh City	7	57	64	761	825	5	67	72	721	793
Mid Ulster	4	58	62	554	616	6	78	84	602	686
Newry, Mourne & Down	12	90	102	777	879	6	92	98	637	735
South Area Policing	39	396	435	3,919	4,354	41	449	490	3,744	4,234
Northern Ireland Total	61	750	811	8,240	9,051	61	765	826	7,877	8,703

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 2,055 (23.6%), the next highest District was Armagh City, Banbridge & Craigavon with 903 (10.4%) followed by Lisburn & Castlereagh City with 793 (9.1%). Mid & East Antrim district had the fewest casualties recorded with 468 (5.4%) in 2018/19.

Location of Fatalities

In 2018/19 the greatest number of fatalities took place in Armagh City, Banbridge & Craigavon district where there were 10 road deaths recorded during the year followed by Causeway Coast & Glens district with 8 fatalities. Causeway Coast & Glens district had the largest increase in fatalities rising by five deaths from 3 recorded in 2017/18 to 8 in 2018/19 while conversely Newry, Mourne and Down district had the largest decrease, falling by six fatalities from 12 recorded in 2017/18 to 6 this year.

Location of Serious Casualties

Belfast City had the most people seriously injured by District in 2018/19 with 109 casualties recorded. The two districts showing the largest increase in seriously injured casualties between 2017/18 and 2018/19 were Armagh City, Banbridge & Craigavon district with an increase of 21, while Mid Ulster showed an increase of 20.

This district showing the largest decrease in serious casualties was Mid & East Antrim district with a reduction of 28. The Antrim & Newtownabbey district recorded a reduction of 18 serious casualties between 2017/18 and 2018/19.

Notes

NATIONAL STATISTICS STATUS

National Statistics status means that our statistics meet the highest standards of trustworthiness, quality and public value, and as producers, it is our responsibility to maintain compliance with these standards.

These statistics were designated as National Statistics in June 2012 following a full [assessment](#) against the [Code of Practice](#). Road accident and safety statistics for England, produced by the Department for Transport, are scheduled to undergo a compliance check in 2019, followed by the statistics for Scotland, Wales and Northern Ireland.

Since the assessment by the UK Statistics Authority, we have continued to comply with the Code of Practice for Statistics, and have made the following improvements:

- Enhanced the amount of information available to users, for example longer trend information, regular updates on causation factors.
- Improved accessibility by introducing user friendly methods of data presentation, for example tables, maps and charts, in addition to using additional distribution channels including the Northern Ireland Neighbourhood Information Service ([NINIS](#)) and [Open Data NI](#).
- Improved timeliness of the statistics, bringing forward publication of the calendar year reports in 2013.
- Pre-release access was discontinued in 2014, which may enhance trustworthiness.
- Continued to conduct regular consultation with internal and external users, for example via a customer satisfaction survey to obtain feedback and suggestions for improvements, with [results](#) published on the PSNI statistics website.

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 which are available on the [NINIS website](#). The 2018 collisions data will be made available on this webpage in the summer of 2019.

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 2017: Department for Transport
<https://www.gov.uk/government/statistics/reported-road-casualties-great-britain-annual-report-2017>

² The National Travel Survey: 2017
<https://www.gov.uk/government/statistics/national-travel-survey-2017>

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%). The latest survey can be found:

<https://www.infrastructure-ni.gov.uk/publications/travel-survey-northern-ireland-tсни-headline-report-2015-2017>

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 November 2018) refer to the year ending June 2018. Key points from the publication are as below:

Reported road casualties, compared with year ending June 2017 show:

- a comparable number of road deaths for 2018, 1,770.
- a decrease of 6% in casualties of all severities to 165,100.
- motor traffic levels increased by 0.6% over the same twelve months.

<https://www.gov.uk/government/statistics/reported-road-casualties-in-great-britain-provisional-estimates-year-ending-june-2018>

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 2018 annual report in June 2019. 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 information on road traffic collisions and casualties can be found 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 www.rsa.ie

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

