



NORTHERN IRELAND ROAD SAFETY STRATEGY TO 2020

Annual Statistical Report 2015



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Key Points

All of the casualty figures presented below relate to 2014.

- There were 79 fatalities in road traffic collisions. Although this represents a reduction of 37 per cent on the baseline figure (126), it is a 39 per cent increase from last year (57) and is the second successive year to show an increase. The 2020 target is to have 50 or fewer, fatalities on our roads.
- There were 710 serious injuries in road traffic collisions. This represents a reduction of 36 per cent on the baseline figure (1,111). The 2020 target is to have 611 or fewer, serious injuries on our roads each year.
- There were 70 children killed or seriously injured (KSIs) in road traffic collisions. This represents a reduction of 45 per cent on the baseline figure (128). The 2020 target is to reduce the number of children KSIs on our roads to 58 or less.
- There were 208 young people killed or seriously injured (KSIs) in road traffic collisions. This represents a reduction of 43 per cent on the baseline figure (366), however, is an 18 per cent increase from last year (176). The 2020 target is to reduce the number of young people KSIs on our roads to 165 or less.

Reader Information

Purpose

This is an annual publication which reports progress of Road Safety Strategy to 2020 against agreed targets and key performance indicators (KPIs).

Reporting Period

1 January to 31 December 2014

Next Update

Figures for 1 January to 31 December 2015 will be available in September 2016.

The scheduled dates for all upcoming publications are available from the GOV.UK statistics release calendar: <https://www.gov.uk/government/statistics>

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Introduction

Northern Ireland's Road Safety Strategy (NIRSS) to 2020, which was published in March 2011, outlines the key road safety challenges to be addressed by government between 2010 and 2020. It identified 4 key casualty reduction targets and 199 action measures for improving road safety. As a living document, further action measures have since been added; arising from the original measures or from completed research. As at 31 April 2015, the Strategy contains a total of 224 Action Measures. Further information on the Strategy is available at: <http://applications.doeni.gov.uk/publications/document.asp?docid=19681>.

This report monitors the progress in 2014 of the targets and key performance indicators (KPIs) set out in the NIRSS. Readers are strongly encouraged to refer to the 'User Guidance' section in Appendix 2 of this report when considering its findings. This will provide a fuller understanding of the strengths and weaknesses of the various data sources and methodologies applied. The targets and indicators are measured against a baseline of the 2004-2008 average figures (unless otherwise stated).

The four targets, reported in Table A, are:

1. To reduce the number of people killed in road collisions by at least 60% by 2020.
2. To reduce the number of people seriously injured in road collisions by at least 45% by 2020.
3. To reduce the number of children (aged 0 to 15) killed or seriously injured in road collisions by at least 55% by 2020.
4. To reduce the number of young people (aged 16 to 24) killed or seriously injured in road collisions by at least 55% by 2020.

Table A below provides a brief summary of the four strategy targets for the baseline period and most recent 3 year's data available. Percentage changes over time have been reported using the most recent year's data compared against both the baseline position and the previous year.

Table A: Summary Table of Strategy Targets

Strategy Target	Target	2004-2008 Baseline	2012	2013	2014	Current Year Percentage (%) change from Baseline ¹	Current Year Percentage (%) change from last year (2013) ¹
Number of road traffic fatalities in Northern Ireland	50	126	48	57	79	↓ -37%	↑ 39%
Number of road traffic serious injuries in Northern Ireland	611	1111	795	720	710	↓ -36%	↓ -1%
Number of children (0-15 years) killed or seriously injured (KSIs) in road traffic collisions	58	128	92	73	70	↓ -45%	↓ -4%
Number of young people (16-24 years) killed or seriously injured (KSIs) in road traffic collisions	165	366	218	176	208	↓ -43%	↑ 18%

Notes:

¹Percentage changes have been calculated using unrounded data.

The report contains information on KPIs which are used to assess progress towards achieving strategy targets. Headline KPI results can be seen in Table B.

Table B: Summary Table of Key Performance Indicators

Key Performance Indicator	2004-2008 Baseline	2012	2013	2014	Current Year Percentage (%) change from Baseline ²	Current Year Percentage (%) change from last year (2013) ²
Rate of road deaths per 100 million vehicle kilometres ^[1]	0.6	0.2	0.3	0.4	↓ -39%	↑ 39%
Rate of road deaths per million population	72.0	26.3	31.2	42.9	↓ -40%	↑ 38%
Rate of pedestrian KSIs per 100 million kilometres walked ^[1]	51.6	43.7	36.6	32.5	↓ -37%	↓ -11%
Rate of pedal cyclist KSIs per 100 million kilometres cycled ^[1]	60.7	69.4	60.1	74.8	↑ 23%	↑ 24%
Rate of motorcyclist KSIs per 100 million motorcycle kilometres ^[1]	263.9	426.0	571.8	297.8	↑ 13%	↓ -48%
Rate of car users KSIs per 100 million kilometres (cars & vans) ^[1]	4.7	2.7	2.4	2.6	↓ -46%	↑ 5%
Rate of fatal and serious collisions per 100 million vehicle kilometres ^[1]	5.0	3.7	3.4	3.3	↓ -34%	↓ -3%
Number of people aged over 70 killed or seriously injured in road collisions per 100,000 population aged over 70	50.2	38.3	45.5	42.4	↓ -16%	↓ -7%
Number of people killed in collisions on rural roads	92.2	35	36	55	↓ -40%	↑ 53%
Number of children (0-15) killed in collisions on rural roads	5.2	3	2	2	↓ -	→ -
Number of people killed where at least one person involved was over the legal blood alcohol limit	27.8	10	14	22	↓ -21%	↑ 57%
Number of car occupants killed who were not wearing a seatbelt	24.6	7	11	8	↓ -67%	↓ -27%
Number of pedestrians killed or seriously injured per 100,000 population in 10 per cent most deprived areas (Collisions) ¹	28.4	28.8	21.5	12.5	↓ -56%	↓ -42%
Number of pedestrians killed or seriously injured per 100,000 population in 10 per cent least deprived areas (Collisions) ¹	4.5	6.0	4.8	4.8	↑ -	↓ -
Number of child pedestrians killed or seriously injured per 100,000 population in 10 per cent most deprived areas (Collisions) ^{1 [1]}	34.5	39.2	36.5	15.4	↓ -55%	↓ -58%
Number of child pedestrians killed or seriously injured per 100,000 population in 10 per cent least deprived areas (Collisions) ^{1 [1]}	6.7	9.6	3.3	6.6	↓ -	↑ -
Number of KSIs resulting from collisions involving drivers under the age of 25	424.8	242.0	215.0	259.0	↓ -39%	↑ 20%
Number of KSI casualties resulting from collisions involving a novice driver (0-6 months post test) (3 year rolling average)	80.9	57.2	44.5	41.0	↓ -49%	↓ -8%
Number of KSI casualties resulting from collisions involving a novice driver (7-12 months post test) (3 year rolling average)	44.7	35.2	34.8	24.3	↓ -46%	↓ -30%
Number of KSI casualties resulting from collisions involving a novice driver (13-18 months post test) (3 year rolling average)	40.7	36.4	29.1	28.9	↓ -29%	↓ -1%
Number of KSI casualties resulting from collisions involving a novice driver (19-24 months post test) (3 year rolling average)	34.1	34.0	27.5	31.4	↓ -8%	↑ 14%
Number of KSI casualties resulting from collisions involving a novice driver (0-24 months post test) (3 year rolling average)	200.4	162.8	135.9	125.7	↓ -37%	↓ -8%
Proportion of vehicles exceeding the speed limit on built-up 30/40 mph roads (11pm - 7am (free running))	64%	66%	65%	64%	↓ 0%	↓ -2%
Proportion of vehicles exceeding the speed limit on dual carriageways (11pm - 7am (free running))	39%	45%	39%	39%	↓ -2%	↓ -1%
Proportion of vehicles exceeding the speed limit on motorways (11pm - 7am (free running))	20%	18%	19%	19%	↓ -4%	↑ 1%
Proportion of vehicles exceeding the speed limit on single carriageways >40 mph (11pm - 7am (free running))	21%	23%	20%	21%	↓ -2%	↑ 4%

Notes:

¹ Users should note that the deprivation marker is based on where the collision occurred rather than where the casualty lived.

² Percentage changes have been calculated using unrounded data. Where a '-' appears in a column relating to percentages the calculated percentage has been removed. This is due to the percentage being calculated where the denominator is less than or equal to ten. The percentage in these instances may skew the interpretation of the results and as such the user may wish to acknowledge the small numbers rather than view the percentage.

Where a rate has been calculated from base data greater than ten, the percentages have been reported regardless of the value of the rate.

^[1] Users should note that figures have been revised. See User Guidance.

Progress on Strategy Targets

This publication is the fourth in the lifetime of the reporting on the targets and KPIs set out in the Road Safety Strategy to 2020. Progress to date, as measured against the Strategy's key targets, is outlined below.

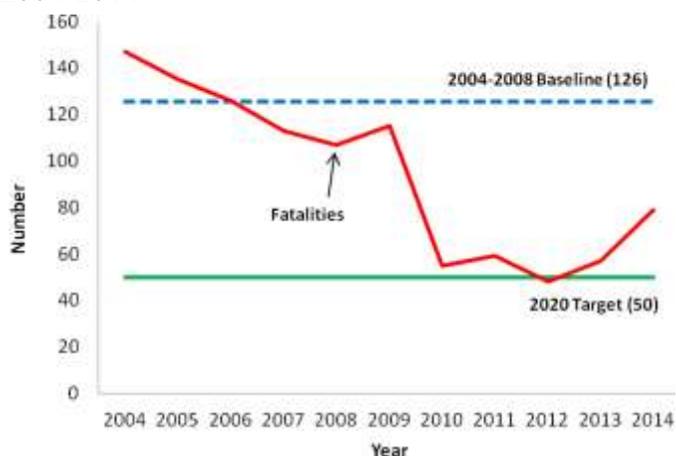
Strategy Targets

Target 1: To reduce the number of people killed in road collisions by at least 60% by 2020.

The 2020 Strategy target is to have 50 or fewer fatalities recorded from road traffic collisions in Northern Ireland.

In 2014, there were 79 such fatalities recorded by the PSNI. Although this represents a reduction of 37 per cent from the baseline figure (126), it was an increase of 39 per cent from 2013. The majority of the reduction from the baseline figure occurred between 2009 and 2010 when numbers more than halved.

Figure 1: Number of road traffic fatalities, 2004-2014



Source: PSNI Road Traffic Casualty Statistics
See: Appendix 1, Table 1

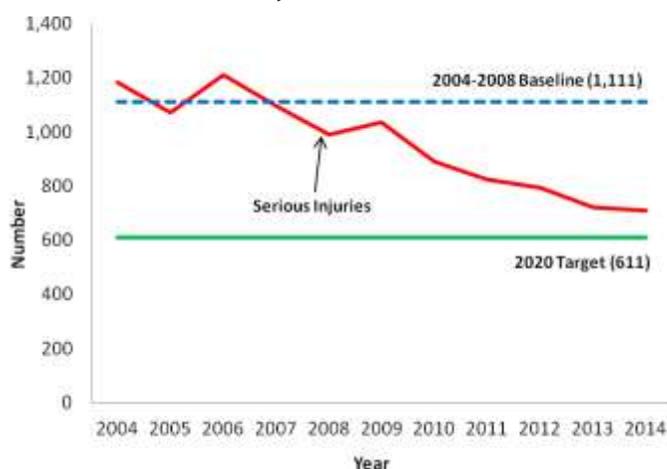
The 2020 Strategy target was reached in 2012 when 48 fatalities were recorded, the lowest point on record. However, over the last two years, the number of roads deaths have once again increased, and the 79 deaths recorded in 2014 was the highest number recorded in the last five years.

Target 2: To reduce the number of people seriously injured in road collisions by at least 45% by 2020.

The 2020 target is to have 611 or fewer, serious injuries on our roads each year.

In 2014, 710 people were seriously injured in road collisions on Northern Ireland's roads. This represents a reduction of 36 per cent on the baseline figure (1,111) and a further reduction of one per cent from 2013. Figure 2 below clearly shows a steady downward trend although the latest small reduction may be a sign that the trend is beginning to plateau.

Figure 2: Number of seriously injured casualties from road collisions, 2004-2014



Source: PSNI Road Traffic Casualty Statistics
See: Appendix 1, Table 2

Target 3: To reduce the number of children (aged 0 to 15) killed or seriously injured in road collisions by at least 55% by 2020.

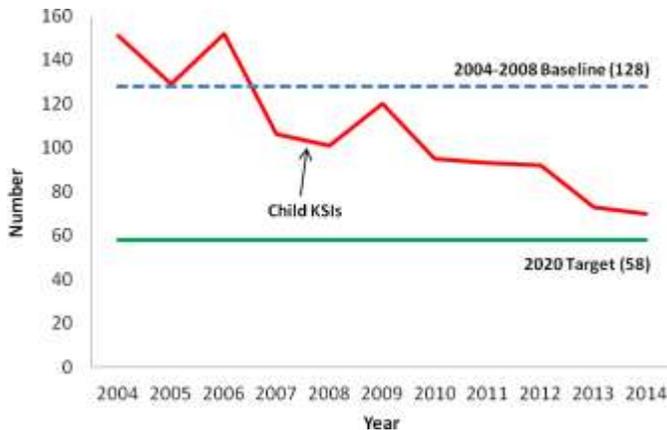
The 2020 target is to reduce the number of children killed or seriously injured on our roads to 58, or less.

In 2014, there were 70 children killed or seriously injured in road collisions in Northern Ireland. This represents a reduction of 45 per cent from the baseline figure (128) and a reduction of 4 per cent from the previous year.

Since 2009, the number of child KSIs has been reducing year on year, a reduction of 42 per cent

(120 in 2009 to 70 in 2014). This has been largely driven by the larger drops in 2010 and 2013.

Figure 3: Number of children (aged 0-15 years) killed or seriously injured (KSIs) in road collisions, 2004-2014



Source: PSNI Road Traffic Casualty Statistics
See: Appendix 1, Table 3

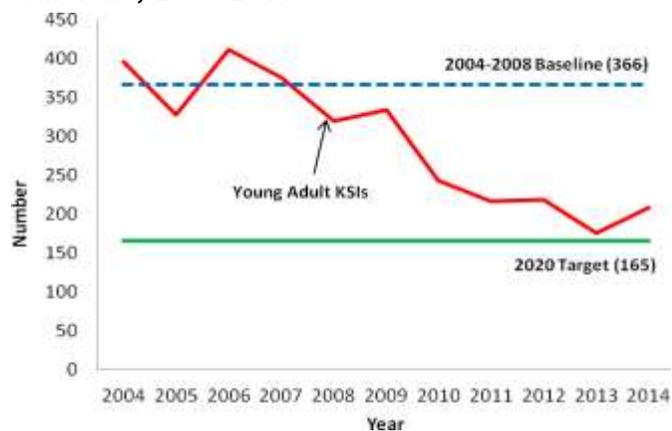
Target 4: To reduce the number of young people (aged 16 to 24) killed or seriously injured in road collisions by at least 55% by 2020.

The 2020 target is to reduce the number of young people killed or seriously injured on our roads to 165, or less.

In 2014, there were 208 young people killed or seriously injured in road traffic collisions in Northern Ireland. Although this represents a reduction of 43 per cent from the baseline figure (366), it is an increase of 18 per cent from the previous year (176).

Last year, the number of young people killed or seriously injured was 7 per cent above the target of 165 and it appeared that the target was within imminent reach; however this year's increase has brought the level of young people's KSI's to 26 per cent above the target.

Figure 4: Number of young people (aged 16-24 years) killed or seriously injured in road collisions, 2004-2014



Source: PSNI Road Traffic Casualty Statistics
See: Appendix 1, Table 4

The results of NI research looking at potential explanatory factors behind these trends are available on the ASB website at the following link:

<http://www.doeni.gov.uk/index/information/asb/research-briefs-and-bespoke-analyses.htm>.

Progress on Key Performance Indicators

In addition to the four principal targets there are a suite of nineteen key performance indicators (KPIs) which underpin the road safety strategy.

Many of the indicators are calculated as a rate in order to properly take account of the changing level of exposure, and hence risk, attached to the subject group.

Key Performance Indicators (KPIs)

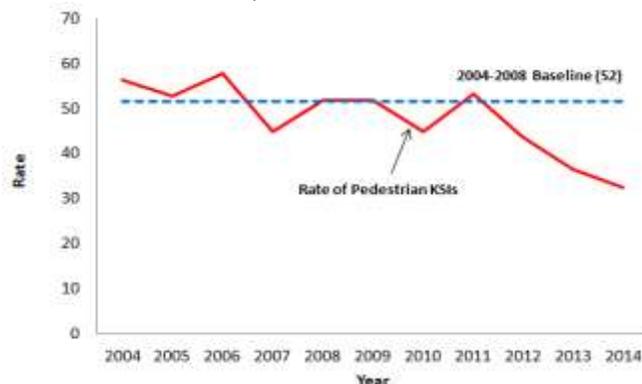
Progress to date on a range of the strategy's KPIs is outlined below. A number of the indicators, when reported by single year, show a lot of volatility. In these cases an additional figure reporting on a five year rolling average has been included to give a clearer indication of which direction the trend is moving.

Two new indicators have been included in the report this year for the first time. One of the indicators focuses on novice drivers and provides an estimate of the number of KSI casualties where a novice driver was involved in the collision. The second indicator reports on the proportion of vehicles exceeding speed limits on roads in Northern Ireland.

KPI: Rate of killed or seriously injured pedestrians per 100 million kilometres walked.

In 2014, there were 32.5 pedestrian KSIs per 100 million kilometres walked. This is 11 per cent below the previous year's rate of 36.6 and 37 per cent below the baseline rate of 51.6 (see figure 5).

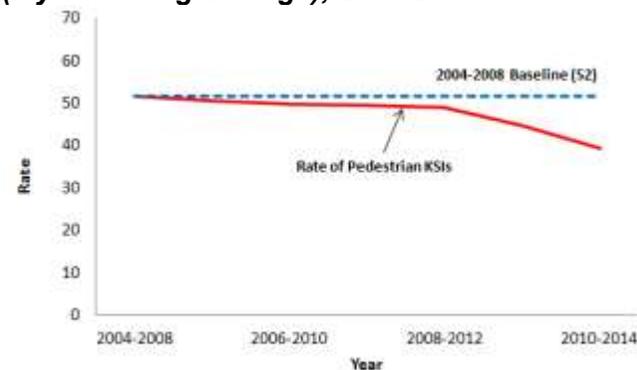
Figure 5: Rate of pedestrian KSIs per 100 million kilometres walked, 2004-2014



Source: PSNI Road Traffic Casualty Statistics & Travel Survey for Northern Ireland
See: Appendix 1, Table 7

Figure 6 below is based on the same data as above but has been smoothed to provide a clearer picture of the overall trend. It suggests that the trend was initially only very gradually downwards but has markedly accelerated in recent years.

Figure 6: Rate of pedestrian KSIs per 100 million kilometres walked (5 year rolling average), 2004-2014



Source: PSNI Road Traffic Casualty Statistics & Travel Survey for Northern Ireland
See: Appendix 1, Table 7a

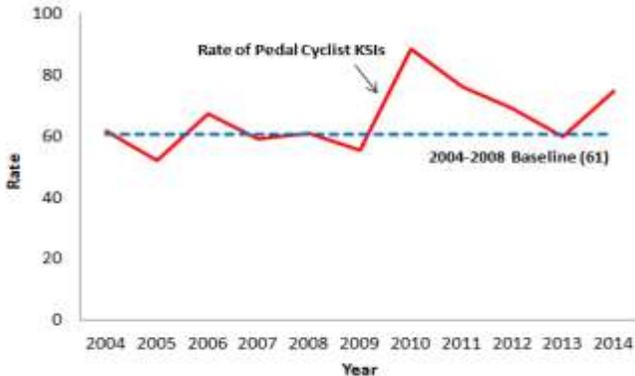
KPI: Rate of killed or seriously injured pedal cyclists per 100 million kilometres cycled.

In 2014, there were 62 pedal cyclist KSIs, which was more than double the baseline level of 30 KSIs. The magnitude of this increase is significantly dampened when reporting the rate of pedal cyclist KSIs per 100 million kilometres cycled due to similarly large increases in the

distance of kilometres cycled over the period (See Appendix 1, Table 8).

Since 2010, when the rate of pedal cyclist KSIs per 100 million kilometres cycled peaked at 88.8, the rate decreased annually, returning to just below baseline level by 2013. However, in 2014, the rate jumped by almost a quarter (24 per cent on previous year and 23 per cent on baseline).

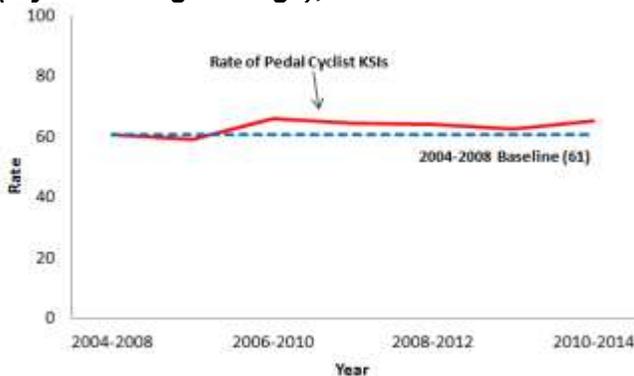
Figure 7: Rate of pedal cyclist KSIs per 100 million kilometres cycled, 2004-2014



Source: PSNI Road Traffic Casualty Statistics & Travel Survey for Northern Ireland
See: Appendix 1, Table 8

Irrespective of the drops in single year pedal cyclist KSI rates recorded from 2011 to 2013 (See Figure 7); over time the rolling average indicates that the trend remained reasonably static but a little above the baseline, averaging 8 per cent above the baseline figure of 60.7 in the period 2010-2014 (See Figure 8).

Figure 8: Rate of pedal cyclist KSIs per 100 million kilometres cycled (5 year rolling average), 2004-2014



Source: PSNI Road Traffic Casualty Statistics & Travel Survey for Northern Ireland
See: Appendix 1, Table 8a

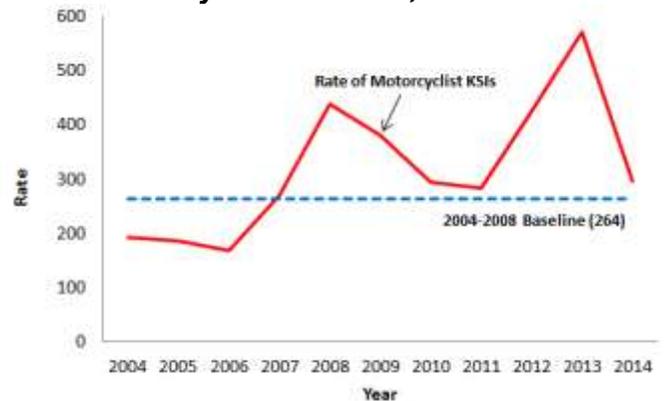
KSI: Rate of killed or seriously injured motorcyclists per 100 million motorcycle kilometres.

In 2014 there were 97 motorcyclists killed or seriously injured on Northern Ireland’s roads. This is the lowest level recorded during the reporting period (2004-2014).

Rates for this KPI are calculated using kilometres travelled data from the NI Travel Survey. In 2014 the distance travelled by motorcyclists returned to a level similar to that reported in 2011, following a significant drop in 2012 and 2013. This has led to the 2014 rate dropping by almost half (48 per cent) of that in 2013.

The 2014 rate is 13 per cent above the baseline rate of 263.9.

Figure 9: Rate of motorcyclist KSIs per 100 million motorcycle kilometres, 2004-2014



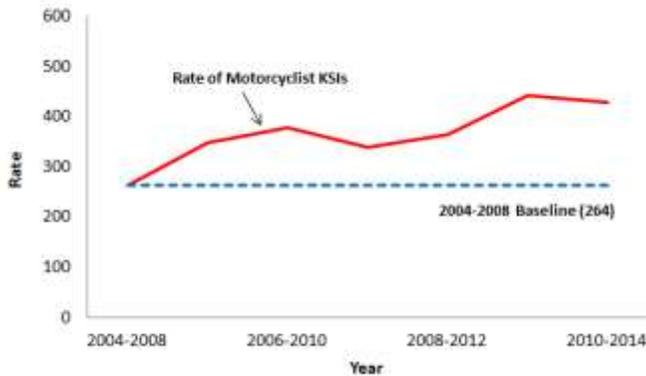
Source: PSNI Road Traffic Casualty Statistics, Travel Survey for Northern Ireland
See: Appendix 1, Table 9

Based on a five year rolling average, as graphed in Figure 10, it can be seen that the rate of motorcyclist KSIs per 100 million motorcycle kilometres has generally been upwards apart from a temporary dip in 2007-11 and now this latest small reversal in the trend.

When considering the above findings, it is important to be aware that the critical distance travelled estimates, derived from a sample survey, will have a higher level of uncertainty for small sub-groups of the population such as motorcyclists (see Appendix 1, Table 9b). This

will be much more of an issue for the single year rates (Figure 9) than the smoothed trend (Figure 10) where the data have been further pooled to help minimise any random variation. Moreover, whilst the impact can be large on individual point estimates, the overall trends, particularly based on the pooled data, will be much more robust.

Figure 10: Rate of motorcyclist KSIs per 100 million motorcycle kilometres (5 year rolling average), 2004-2014



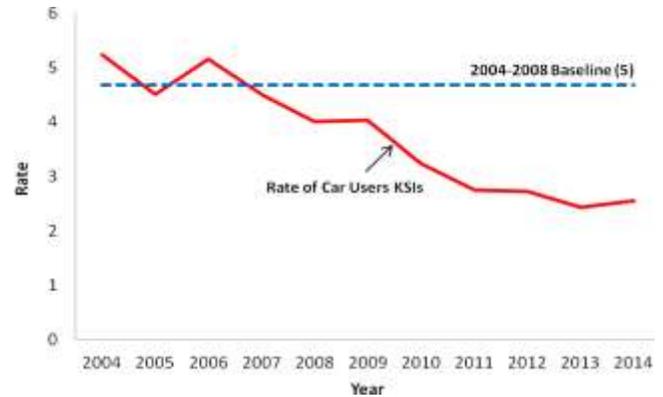
Source: PSNI Road Traffic Casualty Statistics & Travel Survey for Northern Ireland
See: Appendix 1, Table 9a

KPI: Rate of killed or seriously injured car users per 100 million kilometres (cars and vans).

In 2014, the number of car user KSIs was 448, and, although this is five per cent higher than the position last year, it is still below the levels recorded prior to 2013.

The KSI rate for car users in 2014 was 2.6 per 100 million kilometres (cars and vans), 46 per cent below the baseline (4.7 per 100 million kilometres) (see figure 11). However, there are signs that the reasonably consistent downward trend from the baseline period may now be levelling off.

Figure 11: Rate of car users KSIs per 100 million kilometres (cars and vans), 2004-2014



Source: PSNI Road Traffic Casualty Statistics, Roads Service (NI) Traffic and Travel Information 2011 incorporating Annual Traffic Census and Vehicle Kilometres of Travel
See: Appendix 1, Table 10

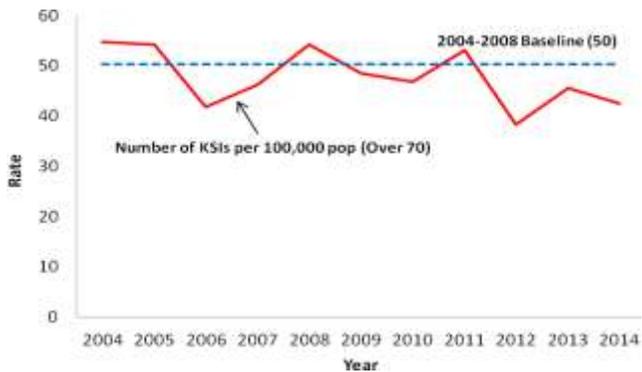
KPI: Number of people aged over 70 killed or seriously injured in road collisions per 100,000 population aged over 70.

In 2014 there were 77 people aged over 70 who were killed or seriously injured in road traffic collisions in Northern Ireland. This was a drop of 4 per cent from last year (80).

Population data is used to calculate the KSI rate for this indicator, and it shows that, in 2014, there were 42.4 people, per 100,000 population aged over 70 years, who were killed or seriously injured in road collisions. This represents a 7 per cent reduction from 2013 (45.5).

Although the number of people over 70 killed or seriously injured in 2014 (77) was only 1 less than the baseline figure (78), due to the rise in this population group over the last decade, the rate is now 16 per cent below the baseline (50).

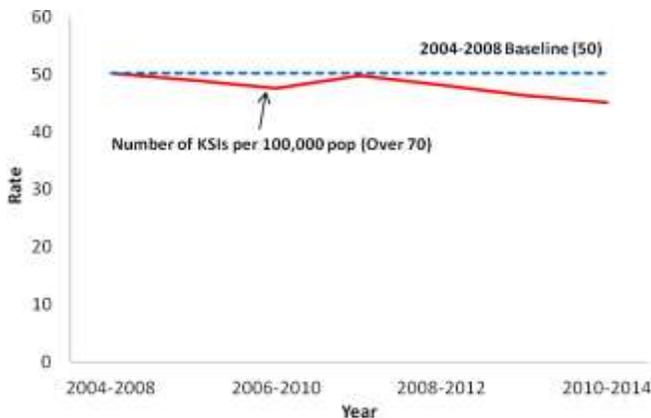
Figure 12: Number of people aged over 70 killed or seriously injured in road collisions per 100,000 population aged over 70, 2004-2014



Source: PSNI Road Traffic Casualty Statistics, Mid-year Population Estimates
See: Appendix 1, Table 12

Since 2004, this series has regularly moved above and below the baseline, therefore it is useful to look at Figure 13 which plots the rates based on a five year rolling average. The chart shows that the trend has remained just below the baseline and is currently moving in a downwards direction, averaging 10 per cent below baseline in the latest 5 year period.

Figure 13: Number of people aged over 70 killed or seriously injured in road collisions per 100,000 population aged over 70 (5 year rolling average), 2004-2014



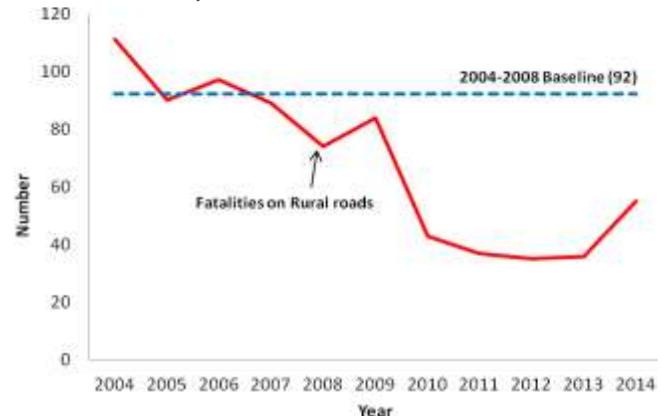
Source: PSNI Road Traffic Casualty Statistics & Mid-year Population Estimates
See: Appendix 1, Table 12a

KPI: Number of people killed in collisions on rural roads.

Figure 14 shows that in 2014 there were 55 people killed in collisions on rural roads, which is

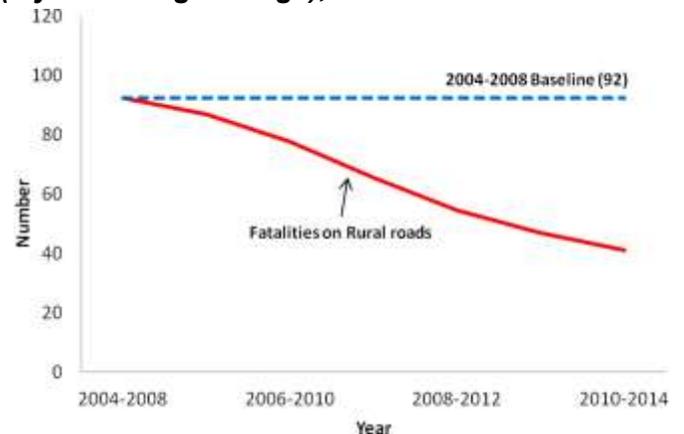
a 53 per cent increase from 2013 (36), and is the highest number recorded since 2009. It is still, however, 40 per cent below the baseline level of 92, and when looking at the trend using a 5 year rolling average in figure 15, it is still following a definite downward path.

Figure 14: Number of people killed in collisions on rural roads, 2004-2014



Source: PSNI Road Traffic Casualty Statistics
See: Appendix 1, Table 13

Figure 15: Number of people killed in collisions on rural roads (5 year rolling average), 2004-2014



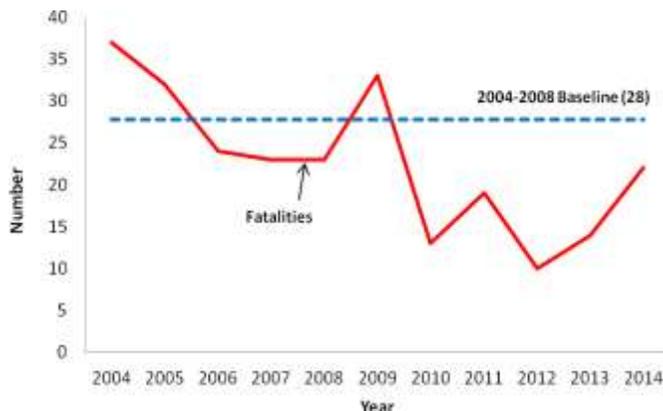
Source: PSNI Road Traffic Casualty Statistics
See: Appendix 1, Table 13a

KPI: Number of people killed where alcohol/drugs causation factor was attributed.

In 2014 there were 22 people killed in road traffic collisions where alcohol or drugs was attributed (see figure 16). This is a 57 per cent increase on the number recorded last year, is the second successive year to show an increase, and is the

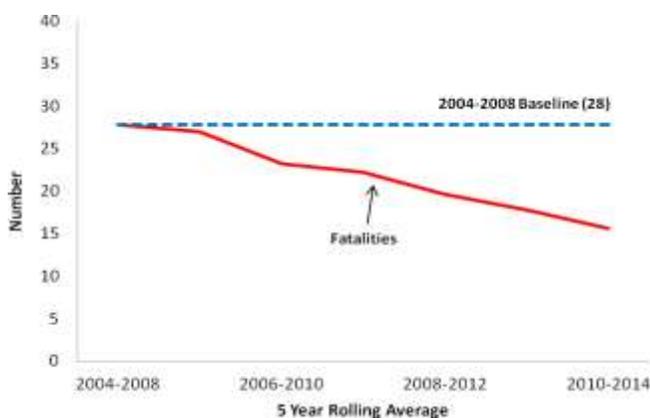
highest number recorded in the last five years. However it is still 21 per cent below the baseline level of 28, and looking at the five year rolling averages (see figure 17), the trend continues in a downward direction.

Figure 16: Number of people killed where alcohol/drugs causation factor was attributed, 2004-2013



Source: PSNI Road Traffic Casualty Statistics
See: Appendix 1, Table 15

Figure 17: Number of people killed where alcohol/drugs causation factor was attributed (5 year rolling average), 2004-2013



Source: PSNI Road Traffic Casualty Statistics
See: Appendix 1, Table 15a

KPI: Number of pedestrians killed or seriously injured per 100,000 population in 10 per cent most deprived areas compared with 10 per cent least deprived.

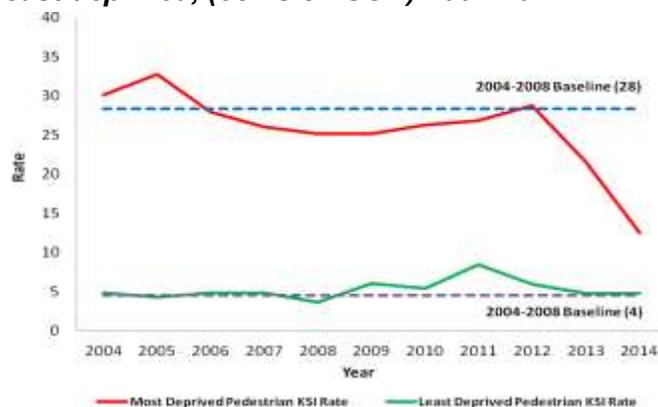
Previously, the reported data have been based on where the collision occurred. However, from last year, additional data was published based on the home address of the casualty. This data is only available from 2008 onwards. See Main

Uses of Data in Appendix 2 for further information. The results from both methods are reported below.

In 2014, the rate of pedestrian KSIs per 100,000 population in the 10 per cent most deprived areas (based on collision location) was recorded at its lowest point in the series, having fallen to 12.5. This was a 42 per cent reduction from 2013 and a 56 per cent reduction from the baseline (28.4).

Since the rates for pedestrian KSIs in the 10 per cent least deprived areas have remained around the baseline, there is a noticeable narrowing of the gap between the two series' (see figure 20).

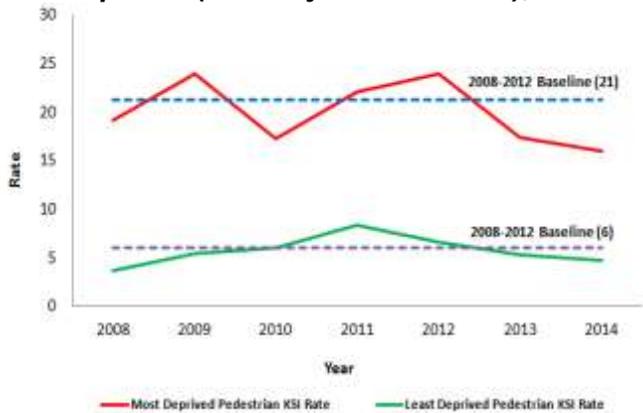
Figure 20: Rate of pedestrians killed or seriously injured per 100,000 populations in 10 per cent most deprived areas compared with 10 per cent least deprived, (collision SOA) 2004-2014



Source: PSNI Road Traffic Casualty Statistics, NISRA NIMDM & Small Area Population Estimates.
See: Appendix 1, Tables 17 (i) – (ii)

Interestingly, when you base the rates on the casualty's home address there is a much smaller annual reduction (see figure 21). The rate of 16.0 was an 8 per cent drop from 2013 (17.3) compared to the 42 per cent reduction in same time period noted above. This is 25 per cent less than the baseline (21.3) although this cannot be compared to the previous analysis as the baseline in this instance relates to a different time period (2008-2012).

Figure 21: Rate of pedestrians killed or seriously injured per 100,000 populations in 10 per cent most deprived areas compared with 10 per cent least deprived (casualty address SOA), 2008-2014



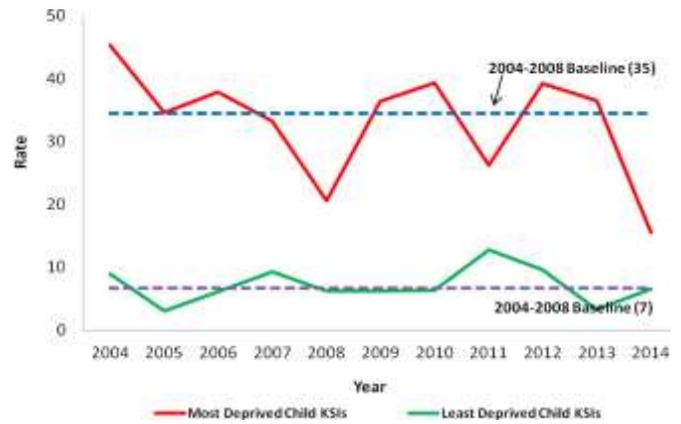
Source: PSNI Road Traffic Casualty Statistics, NISRA NIMDM & Small Area Population Estimates.
See: Appendix 1, Tables 19 (i) – (ii)

KPI: Number of child pedestrians killed or seriously injured per 100,000 population in 10 per cent most deprived areas compared with 10 per cent least deprived.

The child pedestrian KSI rate in the most deprived areas based on the SOA where the collision occurred also fell significantly in 2014. The rate fell by 58 per cent between 2013 and 2014 (from 36.5 to 15.4), dropping 55 per cent below the baseline (34.5).

Figure 22 below illustrates the closing of the gap between the rate of child pedestrians who have been killed or seriously injured (KSIs) as a result of road traffic collisions which occurred in the 10 per cent most deprived and those which occurred in the 10 per cent least deprived areas of Northern Ireland.

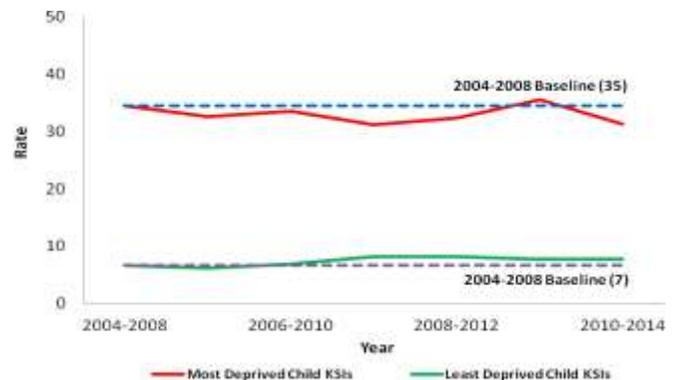
Figure 22: Rate of child pedestrians killed or seriously injured per 100,000 populations in 10 per cent most deprived areas compared with 10 per cent least deprived, (collision SOA) 2004-2014



Source: PSNI Road Traffic Casualty Statistics, NISRA NIMDM & Small Area Population Estimates.
See: Appendix 1, Tables 18 (i) – (ii)

Figure 22 shows how volatile this series is, therefore Figure 23, uses a five year rolling average to smooth the trend. This chart shows that the trend of child KSI rates in the 10 per cent most deprived areas, which had risen slightly above the baseline in the 2009-2013 period, has now dropped a little below. However, there has been no significant narrowing of the gap with affluent areas where the rate has remained very stable.

Figure 23: Rate of child pedestrians killed or seriously injured per 100,000 population in 10 per cent most deprived areas compared with 10 per cent least deprived (5 year rolling average), 2004-2014

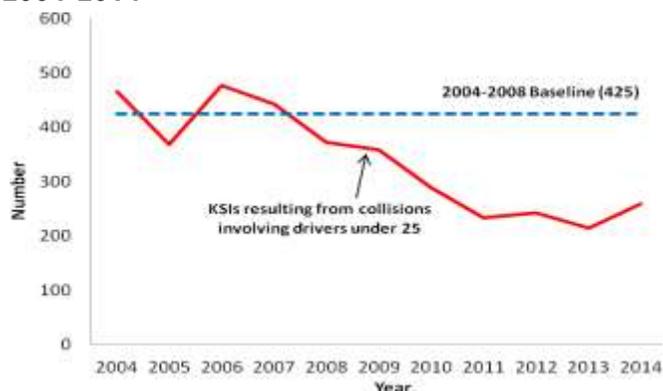


Source: PSNI Road Traffic Casualty Statistics, NISRA NIMDM and Small Area Population Estimates.
See: Appendix 1, Tables 18a (i) – (ii)

KPI: Number of KSIs resulting from collisions involving drivers under the age of 25.

In 2014 there were 259 KSIs resulting from collisions involving drivers under the age of 25. This is an increase of 20 per cent from the number recorded in 2013 (215) and although it remains 39 per cent below the baseline number (425), there are signs the trend could be levelling off.

Figure 25: Number of KSIs resulting from collisions involving drivers under the age of 25, 2004-2014



Source: PSNI Road Traffic Casualty Statistics.
See: Appendix 1, Table 21

KPI: Number of KSI casualties resulting from collisions involving a novice driver.

This is the first year reporting on this indicator. Driver and Vehicle Agency (DVA) driving test data and PSNI collision reports form the basis of this KPI and annual average estimates (based on 3 years data) for NI have been derived from a sample. Confidence intervals around estimates are provided in table 22(f). Further details on methodology used to construct this indicator can be found at:

www.doeni.gov.uk/nirss-developing-a-novice-driver-indicator.pdf

Please note all figures reported for a three year period are annual averages.

Over the three year period 2012-2014, novice drivers (new drivers within 2 years of passing their 'category B' driving test) were involved in road traffic collisions on Northern Ireland roads

that resulted in the death or serious injury of on average 126 people each year.

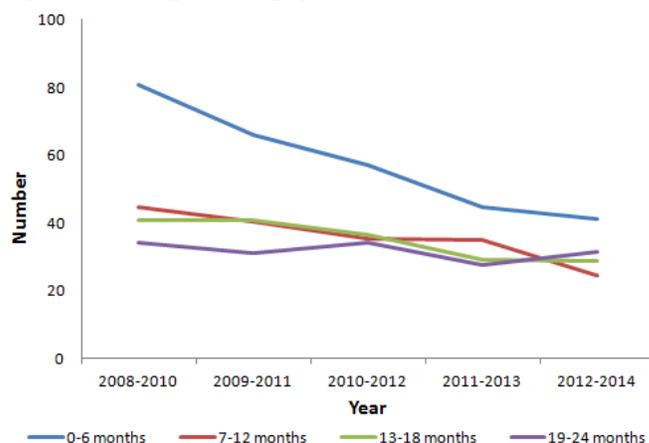
In the period 2008-2010 (baseline) there were 200 KSIs per year involving a novice driver and annual averages for each three year period from this point have been steadily declining. Between the baseline and 2012-2014 this equates to a reduction of well over one-third (37 per cent).

This indicator additionally reports on the length of time (up to 24 months) novice drivers have held their licence at the date of collision.

Forty-one (33 per cent) of the 126 KSI casualties in 2012-2014 were from collisions that involved a driver within six months of passing their test; 24 (19 per cent) within 7-12 months; 29 (23 per cent) within 13-18 months and 31 (25 per cent) within 19-24 months. This highlights the increased risk to new drivers in the first 6 months following passing their driving test.

Figure 26 shows that over time the 19-24 month band has remained relatively constant, in terms of KSI casualty numbers, whilst all others have declined with the sharpest decline in the 0-6 month band which almost halved over the period (49 per cent from 81 to 41).

Figure 26: Number of KSI casualties resulting from collisions involving a novice driver (3 year rolling average), 2008-2014



Source: PSNI Road Traffic Casualty Statistics, Driver Vehicle Agency.
See: Appendix 1, Table 22

Of the 126 KSI casualties each year in the 2012-2014 period where a novice driver was involved,

they were deemed to be responsible for the majority of these (68 per cent) which represents a small increase on the baseline proportion (65 per cent).

Where a novice driver was deemed responsible, 33 (38 per cent) of the 85 KSI casualties in 2012-2014 were from collisions where a driver was within six months of passing their test; 16 (18 per cent) within 7-12 months; 17 (20 per cent) within 13-18 months and 20 (23 per cent) within 19-24 months.

KPI: Proportion of vehicles exceeding the speed limit by road type

This is also the first year reporting on this indicator. Road traffic speed data from Northern Ireland Roads Services C2-Cloud Traffic Data forms the basis of this KPI and NI estimates have been derived from a sample of permanent counters. Further details on methodology used to construct this indicator can be found at: www.doeni.gov.uk/nirss-developing-a-speed-indicator.pdf

The indicator reports the proportion of traffic exceeding the speed limit on:

Built-up roads

- all road types up to 40mph

Non Built-up roads

- Single carriageways above 40mph,
- Dual carriageways above 40mph
- Motorways

Proportions of vehicles exceeding the speed limits is reported for three time periods

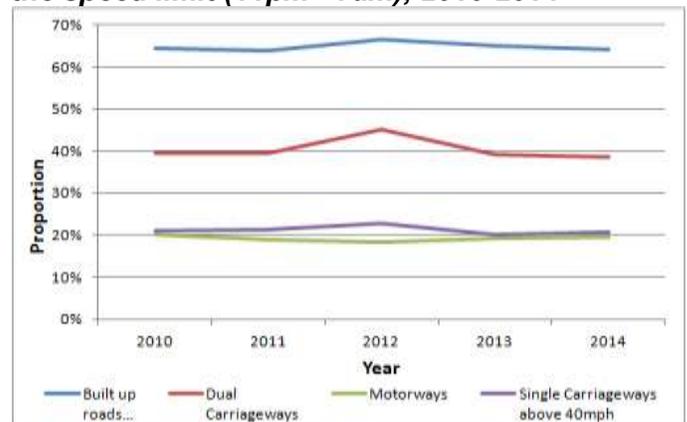
- 24 hours
- 7am to 11pm
- 11pm to 7am (free running).

Free running speed is considered to be the speed at which vehicles will travel when they are unimpeded by other vehicles and for this reason would generally be higher than a 24 hour rate. The proportions reported in this report are based on free running estimates unless otherwise stated.

In 2014, approaching two-thirds (64 per cent) of vehicles exceeded the speed limits on built-up roads and this level has remained fairly constant over the last five years.

In non built-up areas in the same year, the proportion of vehicles exceeding the speed limits was greatest on dual carriageways (39 per cent), followed by single carriageways above 40mph (21 per cent) and motorways (19 per cent). These proportions have remained fairly static since 2010 (see figure 27).

Figure 27: Proportion of vehicles travelling above the speed limit (11pm - 7am), 2010-2014



Source: NI Roads Services, C2-Cloud Traffic Data
See: Appendix 1, Table 23

Comparing the free running data (11pm to 7am) with the data for 7am to 11pm, which does not take congestion into account, reduces the proportion of vehicles exceeding the speed limit on built-up roads from 64 per cent to 41 per cent in 2014. Dual carriageways reduced from 39 per cent to 22 per cent and single carriageways above 40mph from 21 per cent to 9 per cent. There was very little change on motorways.

Current Position of KPIs not yet reported on

Where additional questions were added to the Travel Survey in Northern Ireland to ascertain road users' perception of road safety, it is expected that results will be published in the next Travel Survey report due out later this year.

It is intended that these results will be incorporated into future publications.

Appendix 1: Detailed Tables

Table 1

Number of road traffic fatalities in Northern Ireland

Northern Ireland (2004-2014)

Year	Fatalities ¹	Percentage change from baseline	Percentage change from last year
2004	147		
2005	135		-8%
2006	126		-7%
2007	113		-10%
2008	107		-5%
2009	115	-8%	7%
2010	55	-56%	-52%
2011	59	-53%	7%
2012	48	-62%	-19%
2013	57	-55%	19%
2014	79	-37%	39%
2004-2008 Baseline	126		

¹ Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics

Table 2

Number of road traffic serious injuries in Northern Ireland

Northern Ireland (2004-2014)

Year	Serious Injuries ¹	Percentage change from baseline	Percentage change from last year
2004	1,183		
2005	1,073		-9%
2006	1,211		13%
2007	1,097		-9%
2008	990		-10%
2009	1,035	-7%	5%
2010	892	-20%	-14%
2011	825	-26%	-8%
2012	795	-28%	-4%
2013	720	-35%	-9%
2014	710	-36%	-1%
2004-2008 Baseline	1,111		

¹ Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics

Table 3

Number of children (0-15 years) killed or seriously injured (KSIs) in road traffic collisions

Northern Ireland (2004-2014)

Year	Child KSIs ¹	Percentage change from baseline	Percentage change from last year
2004	151		
2005	129		-15%
2006	152		18%
2007	106		-30%
2008	101		-5%
2009	120	-6%	19%
2010	95	-26%	-21%
2011	93	-27%	-2%
2012	92	-28%	-1%
2013	73	-43%	-21%
2014	70	-45%	-4%
2004-2008 Baseline	128		

¹ Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics

Table 4

Number of young people (16-24 years) killed or seriously injured (KSIs) in road traffic collisions

Northern Ireland (2004-2014)

Year	Young People KSIs ¹	Percentage change from baseline	Percentage change from last year
2004	396		
2005	328		-17%
2006	411		25%
2007	375		-9%
2008	319		-15%
2009	334	-9%	5%
2010	243	-34%	-27%
2011	216	-41%	-11%
2012	218	-40%	1%
2013	176	-52%	-19%
2014	208	-43%	18%
2004-2008 Baseline	366		

¹ Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics

Table 5

Rate of road deaths per 100 million vehicle kilometres

Northern Ireland (2004-2014)

Year	Fatalities ¹	Vehicle Kilometres (100 million) ²	Rate ^[1]	Percentage change from baseline	Percentage change from last year
2004	147	188.51	0.78		
2005	135	190.23	0.71		-9%
2006	126	193.92	0.65		-8%
2007	113	200.02	0.56		-13%
2008	107	195.49	0.55		-3%
2009	115	202.01	0.57	-12%	4%
2010	55	198.08	0.28	-57%	-51%
2011	59	194.97	0.30	-53%	9%
2012	48	193.73	0.25	-62%	-18%
2013	57	198.13	0.29	-56%	16%
2014	79	198.13	0.40	-39%	39%
2004-2008 Baseline	126	193.63	0.65		

¹ Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics² Source: Vehicle kilometres travelled (VKT) in Northern Ireland (see Explanatory User Guidance for further details), Department of Regional Development.*The most recent year of VKT data available is 2013. Users should note that the 2013 estimate has been applied to 2014.*^[1] Users should note that figures have been revised. See User Guidance.

Table 5a

**Rate of road deaths per 100 million vehicle kilometres
(5 year rolling average)**

Northern Ireland (2004-2014)

Year	Fatalities ¹	Vehicle Kilometres (100 million) ²	Rate ^[1]	Percentage change from baseline	Percentage change from last period
2004-2008	126	193.63	0.65		
2005-2009	119	196.33	0.61	-6%	-6%
2006-2010	103	197.90	0.52	-20%	-14%
2007-2011	90	198.12	0.45	-30%	-13%
2008-2012	77	196.86	0.39	-40%	-14%
2009-2013	67	197.38	0.34	-48%	-13%
2010-2014	60	196.61	0.30	-53%	-10%
2004-2008 Baseline	126	193.63	0.65		

¹ Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics² Source: Vehicle kilometres travelled (VKT) in Northern Ireland (see Explanatory User Guidance for further details), Department of Regional Development.*The most recent year of VKT data available is 2013. Users should note that the 2013 estimate has been applied to 2014.*^[1] Users should note that figures have been revised. See User Guidance.

Table 6

Rate of road deaths per million population

Northern Ireland (2004-2014)

Year	Fatalities ¹	Population (count) ²	Population (millions)	Rate ^[1]	Percentage change from baseline	Percentage change from last year
2004	147	1,714,042	1.71	85.76		
2005	135	1,727,733	1.73	78.14		-9%
2006	126	1,743,113	1.74	72.28		-7%
2007	113	1,761,683	1.76	64.14		-11%
2008	107	1,779,152	1.78	60.14		-6%
2009	115	1,793,333	1.79	64.13	-11%	7%
2010	55	1,804,833	1.80	30.47	-58%	-52%
2011	59	1,814,318	1.81	32.52	-55%	7%
2012	48	1,823,634	1.82	26.32	-63%	-19%
2013	57	1,829,725	1.83	31.15	-57%	18%
2014	79	1,840,498	1.84	42.92	-40%	38%
2004-2008 Baseline	126	1,745,145	1.75	71.97		

¹ Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics² Source: NISRA Mid-Year Population Estimates

Table 6a

Rate of road deaths per million population**(5 year rolling average)**

Northern Ireland (2004-2014)

Year	Fatalities ¹	Population (count) ²	Population (millions)	Rate	Percentage change from baseline	Percentage change from last period
2004-2008	126	1,745,145	1.73	71.97		
2005-2009	119	1,761,003	1.74	67.69	-6%	-6%
2006-2010	103	1,776,423	1.76	58.09	-19%	-14%
2007-2011	90	1,790,664	1.78	50.15	-30%	-14%
2008-2012	77	1,803,054	1.79	42.59	-41%	-15%
2009-2013	67	1,813,169	1.80	36.84	-49%	-14%
2010-2014	60	1,822,602	1.81	32.70	-55%	-11%
2004-2008 Baseline	126	1,745,145	1.73	71.97		

¹ Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics² Source: NISRA Mid-Year Population Estimates

Table 7

Rate of pedestrian KSIs per 100 million kilometres walked

Northern Ireland (2004-2014)

Year	Pedestrian KSIs ¹	Kilometres walked (100 million) ²	Rate	Percentage change from baseline	Percentage change from last year
2004	213	3.78	56.37		
2005	204	3.86	52.79		-6%
2006	224	3.87	57.87		10%
2007	183	4.08	44.83		-23%
2008	212	4.09	51.79		16%
2009	215	4.16	51.74	0%	0%
2010	177	3.95	44.82	-13%	-13%
2011	213	4.00	53.26	3%	19%
2012	191	4.37	43.69	-15%	-18%
2013	169	4.62	36.56	-29%	-16%
2014	158	4.86	32.53	-37%	-11%
2004-2008 Baseline ^[1]	207	4.02	51.60		

¹ Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics² Source: Travel Survey for Northern Ireland, Department of Regional Development, NISRA Mid-Year Population Estimates^[1] Users should note that 5 year rolling averages have been revised in this table using an improved methodology. This has led to some changes however the impact is considered low.

Table 7a

**Rate of pedestrian KSIs per 100 million kilometres walked
(5 year rolling average)**

Northern Ireland (2004-2014)

Year	Pedestrian KSIs ¹	Kilometres walked (100 million) ^{2 [1]}	Rate ^[1]	Percentage change from baseline	Percentage change from last period
2004-2008	207	4.02	51.60		
2005-2009	208	4.11	50.51	-2%	-2%
2006-2010	202	4.07	49.73	-4%	-2%
2007-2011	200	4.03	49.57	-4%	0%
2008-2012	202	4.11	49.09	-5%	-1%
2009-2013	193	4.33	44.56	-14%	-9%
2010-2014	182	4.62	39.33	-24%	-12%
2004-2008 Baseline	207	4.02	51.60		

¹ Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics² Source: Travel Survey for Northern Ireland, Department of Regional Development, NISRA Mid-Year Population Estimates^[1] Users should note that 5 year rolling averages have been revised in this table using an improved methodology. This has led to some changes however the impact is considered low.

Table 7b

Rates of pedestrian KSIs based on 95% confidence intervals of 100 million kilometres walked

Northern Ireland (2004-2014)

Year	- sampling error	Published Rate	+ sampling error
2004	59.41	56.37	53.63
2005	55.59	52.79	50.26
2006	60.97	57.87	55.08
2007	47.12	44.83	42.76
2008	54.45	51.79	49.37
2009	54.39	51.74	49.35
2010	47.25	44.82	42.62
2011	56.56	53.26	50.32
2012	46.50	43.69	41.20
2013	38.79	36.56	34.58
2014	34.42	32.53	30.84
2004-2008 Baseline ^[1]	54.29	51.60	49.17

¹ Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics

² Source: Travel Survey for Northern Ireland, Department of Regional Development, NISRA Mid-Year Population Estimates

Table 8

Rate of pedal cyclist KSIs per 100 million kilometres cycled

Northern Ireland (2004-2014)

Year	Pedal Cyclists KSIs ¹	Kilometres cycled (100 million) ²	Rate	Percentage change from baseline	Percentage change from last year
2004	29	0.47	61.85		
2005	29	0.56	52.16		-16%
2006	34	0.50	67.35		29%
2007	32	0.54	59.42		-12%
2008	28	0.46	61.13		3%
2009	32	0.58	55.45	-9%	-9%
2010	49	0.55	88.81	46%	60%
2011	49	0.64	76.30	26%	-14%
2012	57	0.82	69.38	14%	-9%
2013	46	0.77	60.10	-1%	-13%
2014	62	0.83	74.77	23%	24%
2004-2008 Baseline ^[1]	30	0.50	60.74		

¹ Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics² Source: Travel Survey for Northern Ireland, Department of Regional Development, NISRA Mid-Year Population Estimates^[1] Users should note that 5 year rolling averages have been revised in this table using an improved methodology. This has led to some changes however the impact is considered low.

Table 8a

Rate of pedal cyclist KSIs per 100 million kilometres cycled (5 year rolling average)

Northern Ireland (2004-2014)

Year	Pedal Cyclists KSIs ¹	Kilometres cycled (100 million) ^{2 [1]}	Rate ^[1]	Percentage change from baseline ^[1]	Percentage change from last period
2004-2008	30	0.50	60.74		
2005-2009	31	0.52	59.10	-3%	-3%
2006-2010	35	0.53	66.17	9%	12%
2007-2011	38	0.59	64.37	6%	-3%
2008-2012	43	0.67	64.00	5%	-1%
2009-2013	47	0.74	62.71	3%	-2%
2010-2014	53	0.81	65.31	8%	4%
2004-2008 Baseline	30	0.50	60.74		

¹ Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics² Source: Travel Survey for Northern Ireland, Department of Regional Development, NISRA Mid-Year Population Estimates^[1] Users should note that 5 year rolling averages have been revised in this table using an improved methodology. This has led to some changes however the impact is considered low.

Table 8b

Rates of pedal cyclist KSIs based on 95% confidence intervals of 100 million kilometres cycled

Northern Ireland (2004-2014)

Year	- sampling error	Published Rate	+ sampling error
2004	95.59	61.85	45.72
2005	80.25	52.16	38.64
2006	110.21	67.35	48.49
2007	86.84	59.42	45.16
2008	88.92	61.13	46.58
2009	79.21	55.45	42.65
2010	120.52	88.81	70.31
2011	104.91	76.30	59.95
2012	88.30	69.38	57.13
2013	82.24	60.10	47.35
2014	99.70	74.77	59.82
2004-2008 Baseline ^[1]	91.95	60.74	45.35

¹ Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics

² Source: Travel Survey for Northern Ireland, Department of Regional Development, NISRA Mid-Year Population Estimates

Table 9

Rate of motorcyclist KSIs per 100 million motorcycle kilometres

Northern Ireland (2004-2014)

Year	Motorcyclists KSIs ¹	Motorcycle Kilometres (100 million) ²	Rate	Percentage change from baseline	Percentage change from last year
2004	165	0.85	192.99		
2005	160	0.86	185.66		-4%
2006	142	0.84	168.77		-9%
2007	153	0.57	269.88		60%
2008	138	0.31	438.25		62%
2009	154	0.40	381.22	44%	-13%
2010	120	0.41	295.16	12%	-23%
2011	108	0.38	284.58	8%	-4%
2012	100	0.23	426.01	61%	50%
2013	101	0.18	571.78	117%	34%
2014	97	0.33	297.77	13%	-48%
2004-2008 Baseline ^[1]	152	0.57	263.93		

¹ Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics² Source: Travel Survey for Northern Ireland, Department of Regional Development, NISRA Mid-Year Population Estimates^[1] Users should note that 5 year rolling averages have been revised in this table using an improved methodology. This has led to some changes however the impact is considered low.

Table 9a

**Rate of motorcyclist KSIs per 100 million motorcycle kilometres
(5 year rolling average)**

Northern Ireland (2004-2014)

Year	Motorcyclists KSIs ¹	Motorcycle Kilometres (100 million) ^{2 [1]}	Rate ^[1]	Percentage change from baseline	Percentage change from last period
2004-2008	152	0.57	263.93		
2005-2009	149	0.43	348.59	32%	32%
2006-2010	141	0.38	376.93	43%	8%
2007-2011	135	0.40	339.32	29%	-10%
2008-2012	124	0.34	364.42	38%	7%
2009-2013	117	0.26	442.29	68%	21%
2010-2014	105	0.25	428.15	62%	-3%
2004-2008 Baseline ^[1]	152	0.57	263.93		

¹ Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics² Source: Travel Survey for Northern Ireland, Department of Regional Development, NISRA Mid-Year Population Estimates^[1] Users should note that 5 year rolling averages have been revised in this table using an improved methodology. This has led to some changes however the impact is considered low.

Table 9b

Rates of motorcyclist KSIs based on 95% confidence intervals of 100 million motorcycle kilometres

Northern Ireland (2004-2014)

Year	- sampling error	Published Rate	+ sampling error
2004	332.38	192.99	135.97
2005	302.92	185.66	133.85
2006	297.82	168.77	117.74
2007	539.77	269.88	179.92
2008	964.14	438.25	283.57
2009	762.44	381.22	254.15
2010	590.32	295.16	196.77
2011	616.60	284.58	184.98
2012	1136.02	426.01	262.16
2013	1715.34	571.78	343.07
2014	1091.84	297.77	172.40
2004-2008 Baseline ^[1]	503.44	263.93	178.84

¹ Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics

² Source: Travel Survey for Northern Ireland, Department of Regional Development, NISRA Mid-Year Population Estimates

Table 10

Rate of car users KSIs per 100 million kilometres (cars and vans)

Northern Ireland (2004-2014)

Year	Car User KSIs ^{1**}	Car Kilometres (100 million) ²	Rate ^[1]	Percentage change from baseline	Percentage change from last year
2004	877	167.51	5.24		
2005	764	169.16	4.52		-14%
2006	882	171.11	5.15		14%
2007	799	177.21	4.51		-13%
2008	681	169.86	4.01		-11%
2009	709	175.80	4.03	-14%	1%
2010	565	174.26	3.24	-31%	-20%
2011	475	172.41	2.76	-41%	-15%
2012	467	170.99	2.73	-42%	-1%
2013	427	175.66	2.43	-48%	-11%
2014	448	175.66	2.55	-46%	5%
2004-2008 Baseline	801	170.97	4.68		

¹ Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics² Source: Vehicle kilometres travelled (VKT) in Northern Ireland (see User Guidance for further details), Department of Regional Development.*The most recent year of VKT data available is 2013. Users should note that the 2013 estimate has been applied to 2014.*^[1] Users should note that figures have been revised. See User Guidance.****This table refers to occupants of either a car, car used as taxi, hackney cab, or Light Goods Vehicle (LGV) who were killed or seriously injured.**

Table 10a

Rate of car users KSIs per 100 million kilometres (cars and vans)**(5 year rolling average)**

Northern Ireland (2004-2014)

Year	Car User KSIs ^{1**}	Car Kilometres (100 million) ²	Rate ^[1]	Percentage change from baseline	Percentage change from last period
2004-2008	801	170.97	4.68		
2005-2009	767	172.63	4.44	-5%	-5%
2006-2010	727	173.65	4.19	-11%	-6%
2007-2011	646	173.91	3.71	-21%	-11%
2008-2012	579	172.66	3.36	-28%	-10%
2009-2013	529	173.82	3.04	-35%	-9%
2010-2014	476	173.80	2.74	-41%	-10%
2004-2008 Baseline	801	170.97	4.68		

¹ Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics² Source: Vehicle kilometres travelled (VKT) in Northern Ireland (see User Guidance for further details), Department of Regional Development.*The most recent year of VKT data available is 2013. Users should note that the 2013 estimate has been applied to 2014.*^[1] Users should note that figures have been revised. See User Guidance.****This table refers to occupants of either a car, car used as taxi, hackney cab, or Light Goods Vehicle (LGV) who were killed or seriously injured.**

Table 11

Rate of fatal and serious collisions per 100 million vehicle kilometres

Northern Ireland (2004-2014)

Year	Fatal and Serious Collisions ¹	Vehicle Kilometres (100 million) ²	Rate ^[1]	Percentage change from baseline	Percentage change from last year
2004	1,023	188.51	5.43		
2005	962	190.23	5.06		-7%
2006	1,014	193.92	5.23		3%
2007	943	200.02	4.71		-10%
2008	912	195.49	4.67		-1%
2009	930	202.01	4.60	-8%	-1%
2010	777	198.08	3.92	-22%	-15%
2011	763	194.97	3.91	-22%	0%
2012	714	193.73	3.69	-26%	-6%
2013	670	198.13	3.38	-33%	-8%
2014	651	198.13	3.29	-34%	-3%
2004-2008 Baseline	971	193.63	5.01		

¹ Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics² Source: Vehicle kilometres travelled (VKT) in Northern Ireland (see User Guidance for further details), Department of Regional Development.*The most recent year of VKT data available is 2013. Users should note that the 2013 estimate has been applied to 2014.*^[1] Users should note that figures have been revised. See User Guidance.

Table 11a

Rate of fatal and serious collisions per 100 million vehicle kilometres**(5 year rolling average)**

Northern Ireland (2004-2014)

Year	Fatal and Serious Collisions ¹	Vehicle Kilometres (100 million) ²	Rate ^[1]	Percentage change from baseline	Percentage change from last period
2004-2008	971	193.63	5.01		
2005-2009	952	196.33	4.85	-3%	-3%
2006-2010	915	197.90	4.62	-8%	-5%
2007-2011	865	198.12	4.37	-13%	-6%
2008-2012	819	196.86	4.16	-17%	-5%
2009-2013	771	197.38	3.91	-22%	-6%
2010-2014	715	196.61	3.64	-27%	-7%
2004-2008 Baseline	971	193.63	5.01		

¹ Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics² Source: Vehicle kilometres travelled (VKT) in Northern Ireland (see User Guidance for further details), Department of Regional Development.*The most recent year of VKT data available is 2013. Users should note that the 2013 estimate has been applied to 2014.*^[1] Users should note that figures have been revised. See User Guidance.

Table 12

Number of people aged over 70 killed or seriously injured in road collisions per 100,000 population aged over 70

Northern Ireland (2004-2014)

Year	Persons aged over 70 KSIs ¹	N.I. Population aged over 70 ²	N.I. Population aged over 70 (100,000)	Number of KSIs Per 100,000 Population	Percentage change from baseline	Percentage change from last year
2004	83	151,559	1.52	54.76		
2005	83	153,284	1.53	54.15		-1%
2006	65	155,458	1.55	41.81		-23%
2007	73	157,722	1.58	46.28		11%
2008	87	160,424	1.60	54.23		17%
2009	79	163,021	1.63	48.46	-4%	-11%
2010	78	166,500	1.67	46.85	-7%	-3%
2011	90	169,420	1.69	53.12	6%	13%
2012	66	172,225	1.72	38.32	-24%	-28%
2013	80	175,809	1.76	45.50	-9%	19%
2014	77	181,528	1.82	42.42	-16%	-7%
2004-2008 Baseline	78	155,689	1.56	50.23		

¹ Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics

² Source: NISRA Mid-year population estimates.

Table 12a

Number of people aged over 70 killed or seriously injured in road collisions per 100,000 population aged over 70

(5 year rolling average)

Northern Ireland (2004-2014)

Year	Persons aged over 70 KSIs ¹	N.I. Population aged over 70 ²	N.I. Population aged over 70 (100,000)	Number of KSIs Per 100,000 Population	Percentage change from baseline	Percentage change from last period
2004-2008	78	155,689	1.56	50.23		
2005-2009	77	157,982	1.58	48.99	-2%	-2%
2006-2010	76	160,625	1.61	47.56	-5%	-3%
2007-2011	81	163,417	1.63	49.81	-1%	5%
2008-2012	80	166,318	1.66	48.10	-4%	-3%
2009-2013	79	169,395	1.69	46.40	-8%	-4%
2010-2014	78	173,096	1.73	45.18	-10%	-3%
2004-2008 Baseline	78	155,689	1.56	50.23		

¹ Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics

² Source: NISRA Mid-year population estimates.

Table 13

Number of people killed in collisions on rural roads

Northern Ireland (2004-2014)

Year	Fatalities (Rural Roads) ¹	Percentage change from baseline	Percentage change from last year
2004	111		
2005	90		-19%
2006	97		8%
2007	89		-8%
2008	74		-17%
2009	84	-9%	14%
2010	43	-53%	-49%
2011	37	-60%	-14%
2012	35	-62%	-5%
2013	36	-61%	3%
2014	55	-40%	53%
2004-2008 Baseline	92		

¹ Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics

Table 13a

Number of people killed in collisions on rural roads**(5 year rolling average)**

Northern Ireland (2004-2014)

Year	Fatalities (Rural Roads) ¹	Percentage change from baseline	Percentage change from last period
2004-2008	92		
2005-2009	87	-6%	-6%
2006-2010	77	-16%	-11%
2007-2011	65	-29%	-16%
2008-2012	55	-41%	-17%
2009-2013	47	-49%	-14%
2010-2014	41	-55%	-12%
2004-2008 Baseline	92		

¹ Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics

Table 14

Number of children (0-15) killed in collisions on rural roads

Northern Ireland (2004-2014)

Year	Fatalities (Children) ¹	Percentage change from baseline	Percentage change from last year
2004	4		
2005	8		-
2006	6		-
2007	2		-
2008	6		-
2009	2	-	-
2010	2	-	-
2011	1	-	-
2012	3	-	-
2013	2	-	-
2014	2	-	-
2004-2008 Baseline	5		

¹ Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics

Table 14a

**Number of children (0-15) killed in collisions on rural roads
(5 year rolling average)**

Northern Ireland (2004-2014)

Year	Fatalities (Children) ¹	Percentage change from baseline	Percentage change from last period
2004-2008	5		
2005-2009	5	-	-
2006-2010	4	-	-
2007-2011	3	-	-
2008-2012	3	-	-
2009-2013	2	-	-
2010-2014	2	-	-
2004-2008 Baseline	5		

¹ Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics

Table 15

Number of people killed where alcohol/drugs causation factor was attributed

Northern Ireland (2004-2014)

Year	Fatalities ¹	Percentage change from baseline	Percentage change from last year
2004	37		
2005	32		-14%
2006	24		-25%
2007	23		-4%
2008	23		0%
2009	33	19%	43%
2010	13	-53%	-61%
2011	19	-32%	46%
2012	10	-64%	-47%
2013	14	-50%	40%
2014	22	-21%	57%
2004-2008 Baseline	28		

¹ Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics

Table 15a

**Number of people killed where alcohol/drugs causation factor was attributed
(5 year rolling average)**

Northern Ireland (2004-2014)

Year	Fatalities ¹	Percentage change from baseline	Percentage change from last period
2004-2008	28		
2005-2009	27	-3%	-3%
2006-2010	23	-17%	-14%
2007-2011	22	-20%	-4%
2008-2012	20	-29%	-12%
2009-2013	18	-36%	-9%
2010-2014	16	-44%	-12%
2004-2008 Baseline	28		

¹ Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics

Please note: The KPI initially set for the strategy sought to report on the number of KSIs where a person involved in a collision was over the legal blood alcohol limit. Due to the way data is gathered it is not possible to report on the KPI at this level. It was therefore agreed to report on all KSI's where an alcohol or drug related causation factor was recorded by police as a primary causation factor or an attributing factor.

Table 16

Number of car occupants killed who were not wearing a seatbelt

Northern Ireland (2004-2014)

Year	Fatalities (No Seatbelt) ^{1**}	Percentage change from baseline	Percentage change from last year
2004	30		
2005	24		-20%
2006	25		4%
2007	20		-20%
2008	24		20%
2009	20	-19%	-17%
2010	5	-80%	-75%
2011	3	-88%	-40%
2012	7	-72%	133%
2013	11	-55%	57%
2014	8	-67%	-27%
2004-2008 Baseline	25		

¹ Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics****This table refers to occupants of either a car, car used as taxi, hackney cab, or Light Goods Vehicle (LGV) who were killed whilst not using a restraint.**

Please note: This includes those who were exempt from wearing a restraint

Table 16a

**Number of car occupants killed who were not wearing a seatbelt
(5 year rolling average)**

Northern Ireland (2004-2014)

Year	Fatalities (No Seatbelt) ^{1**}	Percentage change from baseline	Percentage change from last period
2004-2008	25		
2005-2009	23	-8%	-8%
2006-2010	19	-24%	-17%
2007-2011	14	-41%	-23%
2008-2012	12	-52%	-18%
2009-2013	9	-63%	-22%
2010-2014	7	-72%	-26%
2004-2008 Baseline	25		

¹ Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics****This table refers to occupants of either a car, car used as taxi, hackney cab, or Light Goods Vehicle (LGV) who were killed whilst not using a restraint.**

Please note: This includes those who were exempt from wearing a restraint

Table 17 (i)

Rate of pedestrians killed or seriously injured (KSIs) per 100,000 population in 10 per cent most deprived areas (Collision SOA)

Northern Ireland (2004-2014)

Year	Number of KSIs ²	10 % Most Deprived (SOAs) ¹			
		Population ³	KSIs per 100,000 population	Percentage change from baseline	Percentage change from last year
2004	50	166,205	30.08		
2005	54	164,954	32.74		9%
2006	46	164,782	27.92		-15%
2007	43	165,442	25.99		-7%
2008	42	166,947	25.16		-3%
2009	42	167,161	25.13	-11%	0%
2010	44	167,765	26.23	-8%	4%
2011	45	167,757	26.82	-5%	2%
2012	48	166,814	28.77	1%	7%
2013	36	167,272	21.52	-24%	-25%
2014	21	168,441	12.47	-56%	-42%
2004-2008 Baseline	47	165,666	28.37		

¹Source: NISRA Northern Ireland Multiple Deprivation Measure 2010²Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics³Source: NISRA Small Area Population Estimates

Table 17 (ii)

Rate of pedestrians killed or seriously injured (KSIs) per 100,000 population in 10 per cent least deprived areas (Collision SOA)

Northern Ireland (2004-2014)

Year	Number of KSIs ²	10 % Least Deprived (SOAs) ¹			
		Population ³	KSIs per 100,000 population	Percentage change from baseline	Percentage change from last year
2004	8	164,657	4.86		
2005	7	165,327	4.23		-
2006	8	165,505	4.83		-
2007	8	165,355	4.84		-
2008	6	165,511	3.63		-
2009	10	166,440	6.01	-	-
2010	9	166,761	5.40	-	-
2011	14	166,965	8.38	-	-
2012	10	167,663	5.96	-	-
2013	8	167,773	4.77	-	-
2014	8	168,235	4.76	-	-
2004-2008 Baseline	7	165,271	4.48		

¹Source: NISRA Northern Ireland Multiple Deprivation Measure 2010²Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics³Source: NISRA Small Area Population Estimates

Table 17a (i)

Rate of pedestrians killed or seriously injured (KSIs) per 100,000 population in 10 per cent most deprived areas (Collision SOA) (5 year rolling average)

Northern Ireland (2004-2014)

Year	Number of KSIs ²	10 % Most Deprived (SOAs) ¹			
		Population ³	KSIs per 100,000 population	Percentage change from baseline	Percentage change from last year
2004-2008	47	165,666	28.37		
2005-2009	45	165,857	27.37	-4%	-4%
2006-2010	43	166,419	26.08	-8%	-5%
2007-2011	43	167,014	25.87	-9%	-1%
2008-2012	44	167,289	26.42	-7%	2%
2009-2013	43	167,354	25.69	-9%	-3%
2010-2014	39	167,610	23.15	-18%	-10%
2004-2008 Baseline	47	165,666	28.37		

¹Source: NISRA Northern Ireland Multiple Deprivation Measure 2010

²Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics

³Source: NISRA Small Area Population Estimates

Table 17a (ii)

Rate of pedestrians killed or seriously injured (KSIs) per 100,000 population in 10 per cent least deprived (Collision SOA) (5 year rolling average)

Northern Ireland (2004-2014)

Year	Number of KSIs ²	10 % Least Deprived (SOAs) ¹			
		Population ³	KSIs per 100,000 population	Percentage change from baseline	Percentage change from last year
2004-2008	7	165,271	4.48		
2005-2009	8	165,628	4.71	-	-
2006-2010	8	165,914	4.94	-	-
2007-2011	9	166,206	5.66	-	-
2008-2012	10	166,668	5.88	-	-
2009-2013	10	167,120	6.10	-	-
2010-2014	10	167,479	5.85	-	-
2004-2008 Baseline	7	165,271	4.48		

¹Source: NISRA Northern Ireland Multiple Deprivation Measure 2010

²Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics

³Source: NISRA Small Area Population Estimates

Table 18 (i)

Rate of child pedestrians killed or seriously injured per 100,000 population in 10 per cent most deprived areas (Collision SOA)

Northern Ireland (2004-2014)

Year	Number of KSIs ²	10 % Most Deprived (SOAs) ¹			
		Population ³	KSIs per 100,000 population	Percentage change from baseline	Percentage change from last year
2004	19	41,895	45.35		
2005	14	40,525	34.55		-24%
2006	15	39,577	37.90		10%
2007	13	39,098	33.25		-12%
2008	8	38,881	20.58		-38%
2009	14	38,416	36.44	6%	77%
2010	15	38,157	39.31	14%	8%
2011	10	38,210	26.17	-24%	-33%
2012	15	38,241	39.22	14%	50%
2013 ^(r)	14	38,383	36.47	6%	-7%
2014	6	38,880	15.43	-55%	-58%
2004-2008 Baseline	14	39,995	34.50		

¹Source: NISRA Northern Ireland Multiple Deprivation Measure 2010²Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics³Source: NISRA Small Area Population Estimates^(r) Users should note that figures have been revised.

Table 18 (ii)

Rate of child pedestrians killed or seriously injured per 100,000 population in 10 per cent least deprived areas (Collision SOA)

Northern Ireland (2004-2014)

Year	Number of KSIs ²	10 % Least Deprived (SOAs) ¹			
		Population ³	KSIs per 100,000 population	Percentage change from baseline	Percentage change from last year
2004	3	33,801	8.88		
2005	1	33,413	2.99		-
2006	2	33,043	6.05		-
2007	3	32,485	9.24		-
2008	2	32,207	6.21		-
2009	2	32,022	6.25	-	-
2010	2	31,671	6.31	-	-
2011	4	31,369	12.75	-	-
2012	3	31,090	9.65	-	-
2013 ^(r)	1	30,687	3.26	-	-
2014	2	30,410	6.58	-	-
2004-2008 Baseline	2	32,990	6.67		

¹Source: NISRA Northern Ireland Multiple Deprivation Measure 2010²Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics³Source: NISRA Small Area Population Estimates^(r) Users should note that figures have been revised.

Table 18a (i)

Rate of child pedestrians killed or seriously injured per 100,000 population in 10 per cent most deprived areas (Collision SOA) (5 year rolling average)

Northern Ireland (2004-2014)

Year	Number of KSIs ²	10 % Most Deprived (SOAs) ¹			
		Population ³	KSIs per 100,000 population	Percentage change from baseline	Percentage change from last year
2004-2008	14	39,995	34.50		
2005-2009	13	39,299	32.57	-6%	-6%
2006-2010	13	38,826	33.48	-3%	3%
2007-2011	12	38,552	31.13	-10%	-7%
2008-2012	12	38,381	32.31	-6%	4%
2009-2013 ^[r]	14	38,281	35.53	3%	10%
2010-2014	12	38,374	31.27	-9%	-12%
2004-2008 Baseline	14	39,995	34.50		

¹Source: NISRA Northern Ireland Multiple Deprivation Measure 2010²Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics³Source: NISRA Small Area Population Estimates^[r] Users should note that figures have been revised.

Table 18a (ii)

Rate of child pedestrians killed or seriously injured per 100,000 population in 10 per cent least deprived areas (Collision SOA) (5 year rolling average)

Northern Ireland (2004-2014)

Year	Number of KSIs ²	10 % Least Deprived (SOAs) ¹			
		Population ³	KSIs per 100,000 population	Percentage change from baseline	Percentage change from last year
2004-2008	2	32,990	6.67		
2005-2009	2	32,634	6.13	-	-
2006-2010	2	32,286	6.81	-	-
2007-2011	3	31,951	8.14	-	-
2008-2012	3	31,672	8.21	-	-
2009-2013 ^[r]	2	31,368	7.65	-	-
2010-2014	2	31,045	7.73	-	-
2004-2008 Baseline	2	32,990	6.67		

¹Source: NISRA Northern Ireland Multiple Deprivation Measure 2010²Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics³Source: NISRA Small Area Population Estimates^[r] Users should note that figures have been revised.

Table 19 (i)

Rate of pedestrians killed or seriously injured (KSIs) per 100,000 population in 10 per cent most deprived areas (Casualty Address SOA)

Northern Ireland (2004-2014)

Year ⁴	Number of KSIs ²	10 % Most Deprived (SOAs) ¹			
		Population ³	KSIs per 100,000 population	Percentage change from baseline	Percentage change from last year
2008	32	166,947	19.17		
2009	40	167,161	23.93	12%	25%
2010	29	167,765	17.29	-19%	-28%
2011	37	167,757	22.06	4%	28%
2012	40	166,814	23.98	13%	9%
2013	29	167,272	17.34	-19%	-28%
2014	27	168,441	16.03	-25%	-8%
2008-2012 Baseline	36	167,289	21.28		

¹Source: NISRA Northern Ireland Multiple Deprivation Measure 2010²Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics³Source: NISRA Small Area Population Estimates⁴Casualty data on a residency basis is only available from 2008.

Table 19 (ii)

Rate of pedestrians killed or seriously injured (KSIs) per 100,000 population in 10 per cent least deprived areas (Casualty Address SOA)

Northern Ireland (2004-2014)

Year ⁴	Number of KSIs ²	10 % Least Deprived (SOAs) ¹			
		Population ³	KSIs per 100,000 population	Percentage change from baseline	Percentage change from last year
2008	6	165,511	3.63		
2009	9	166,440	5.41	-	-
2010	10	166,761	6.00	-	-
2011	14	166,965	8.38	-	-
2012	11	167,663	6.56	-	-
2013	9	167,773	5.36	-	-
2014	8	168,235	4.76	-	-
2008-2012 Baseline	10	166,668	6.00		

¹Source: NISRA Northern Ireland Multiple Deprivation Measure 2010²Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics³Source: NISRA Small Area Population Estimates⁴Casualty data on a residency basis is only available from 2008.

Table 19a (i)

Rate of pedestrians killed or seriously injured (KSIs) per 100,000 population in 10 per cent most deprived areas (Casualty Address SOA) (5 year rolling average)

Northern Ireland (2004-2014)

Year ⁴	Number of KSIs ²	10 % Most Deprived (SOAs) ¹			
		Population ³	KSIs per 100,000 population	Percentage change from baseline	Percentage change from last year
2008-2012	36	167,289	21.28	0%	
2009-2013	35	167,354	20.91	-2%	-2%
2010-2014	32	167,610	19.33	-9%	-8%
2008-2012 Baseline	36	167,289	21.28		

¹Source: NISRA Northern Ireland Multiple Deprivation Measure 2010²Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics³Source: NISRA Small Area Population Estimates⁴Casualty data on a residency basis is only available from 2008.

Table 19a (ii)

Rate of pedestrians killed or seriously injured (KSIs) per 100,000 population in 10 per cent least deprived areas (Casualty Address SOA) (5 year rolling average)

Northern Ireland (2004-2014)

Year ⁴	Number of KSIs ²	10 % Least Deprived (SOAs) ¹			
		Population ³	KSIs per 100,000 population	Percentage change from baseline	Percentage change from last year
2008-2012	10	166,668	6.00		
2009-2013	11	167,120	6.34	-	-
2010-2014	10	167,479	6.21	-	-
2008-2012 Baseline	10	166,668	6.00		

¹Source: NISRA Northern Ireland Multiple Deprivation Measure 2010²Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics³Source: NISRA Small Area Population Estimates⁴Casualty data on a residency basis is only available from 2008.

Table 20 (i)

Rate of child pedestrians killed or seriously injured per 100,000 population in 10 per cent most deprived areas (Casualty Address SOA)

Northern Ireland (2004-2014)

Year ⁴	Number of KSIs ²	10 % Most Deprived (SOAs) ¹			
		Population ³	KSIs per 100,000 population	Percentage change from baseline	Percentage change from last year
2008	8	38,881	20.58		
2009	15	38,416	39.05	25%	90%
2010	12	38,157	31.45	1%	-19%
2011	10	38,210	26.17	-16%	-17%
2012	15	38,241	39.22	25%	50%
2013	11	38,383	28.66	-8%	-27%
2014	8	38,880	20.58	-34%	-28%
2008-2012 Baseline	12	38,381	31.27		

¹Source: NISRA Northern Ireland Multiple Deprivation Measure 2010²Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics³Source: NISRA Small Area Population Estimates⁴Casualty data on a residency basis is only available from 2008.

Table 20 (ii)

Rate of child pedestrians killed or seriously injured per 100,000 population in 10 per cent least deprived areas (Casualty Address SOA)

Northern Ireland (2004-2014)

Year ⁴	Number of KSIs ²	10 % Least Deprived (SOAs) ¹			
		Population ³	KSIs per 100,000 population	Percentage change from baseline	Percentage change from last year
2008	2	32,207	6.21		
2009	2	32,022	6.25	-	-
2010	1	31,671	3.16	-	-
2011	7	31,369	22.32	-	-
2012	3	31,090	9.65	-	-
2013	1	30,687	3.26	-	-
2014	2	30,410	6.58	-	-
2008-2012 Baseline	3	31,672	9.47		

¹Source: NISRA Northern Ireland Multiple Deprivation Measure 2010²Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics³Source: NISRA Small Area Population Estimates⁴Casualty data on a residency basis is only available from 2008.

Table 20a (i)

Rate of child pedestrians killed or seriously injured per 100,000 population in 10 per cent most deprived areas (Casualty Address SOA) (5 year rolling average)

Northern Ireland (2004-2014)

Year ⁴	Number of KSIs ²	10 % Most Deprived (SOAs) ¹			
		Population ³	KSIs per 100,000 population	Percentage change from baseline	Percentage change from last year
2008-2012	12	38,381	31.27		
2009-2013	13	38,281	32.91	5%	5%
2010-2014	11	38,374	29.19	-7%	-11%
2008-2012 Baseline	12	38,381	31.27		

¹Source: NISRA Northern Ireland Multiple Deprivation Measure 2010²Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics³Source: NISRA Small Area Population Estimates⁴Casualty data on a residency basis is only available from 2008.

Table 20a (ii)

Rate of child pedestrians killed or seriously injured per 100,000 population in 10 per cent least deprived areas (Casualty Address SOA) (5 year rolling average)

Northern Ireland (2004-2014)

Year ⁴	Number of KSIs ²	10 % Least Deprived (SOAs) ¹			
		Population ³	KSIs per 100,000 population	Percentage change from baseline	Percentage change from last year
2008-2012	3	31,672	9.47		
2009-2013	3	31,368	8.93	-	-
2010-2014	3	31,045	9.02	-	-
2008-2012 Baseline	3	31,672	9.47		

¹Source: NISRA Northern Ireland Multiple Deprivation Measure 2010²Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics³Source: NISRA Small Area Population Estimates⁴Casualty data on a residency basis is only available from 2008.

Table 21

Number of KSIs resulting from collisions involving drivers under the age of 25

Northern Ireland (2004-2014)

Year	Number of KSIs ^{1**}	Percentage change from baseline	Percentage change from last year
2004	465		
2005	368		-21%
2006	477		30%
2007	442		-7%
2008	372		-16%
2009	359	-15%	-3%
2010	288	-32%	-20%
2011	233	-45%	-19%
2012	242	-43%	4%
2013	215	-49%	-11%
2014	259	-39%	20%
2004-2008 Baseline	425		

¹ Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics^{**}This table refers to KSI casualties involving a driver aged under 25 of either a car, car used as taxi, hackney cab, or Light Goods Vehicle (LGV).

Table 21a

Number of KSIs resulting from collisions involving drivers under the age of 25 (5 year rolling average)

Northern Ireland (2004-2014)

Year	Number of KSIs ^{1**}	Percentage change from baseline	Percentage change from last period
2004-2008	425		
2005-2009	404	-5%	-5%
2006-2010	388	-9%	-4%
2007-2011	339	-20%	-13%
2008-2012	299	-30%	-12%
2009-2013	267	-37%	-11%
2010-2014	247	-42%	-7%
2004-2008 Baseline	425		

¹ Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics^{**}This table refers to KSI casualties involving a driver aged under 25 of either a car, car used as taxi, hackney cab, or Light Goods Vehicle (LGV).

Table 22

**Number of KSI casualties resulting from collisions involving a novice driver
(3 year rolling average)**

Northern Ireland (2008-2014)

		Novice Drivers - time held licence ^{1,2}				
Year		0-6 months	7-12 months	13-18 months	19-24 months	0-24 months
Novice driver responsible	2008-2010	55	25	28	22	130
	2009-2011	47	27	28	21	122
	2010-2012	41	25	24	23	113
	2011-2013	35	25	17	18	94
	2012-2014	33	16	17	20	85
2008-2010 Baseline		55	25	28	22	130
Novice driver not responsible	2008-2010	26	20	13	12	70
	2009-2011	20	14	13	10	56
	2010-2012	17	10	12	11	50
	2011-2013	10	10	12	10	42
	2012-2014	8	9	12	12	40
2008-2010 Baseline		26	20	13	12	70
Novice driver involved	2008-2010	81	45	41	34	200
	2009-2011	66	40	41	31	178
	2010-2012	57	35	36	34	163
	2011-2013	44	35	29	27	136
	2012-2014	41	24	29	31	126
2008-2010 Baseline		81	45	41	34	200

¹ Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics

² Source: Driver Vehicle Agency

****This table refers to KSI casualties resulting from a collision which involved a driver of a car, car used as taxi, hackney cab, or Light Goods Vehicle (LGV) who had held their licence for 24 months or less at the time of the collision.**

Table 22a

**Number of KSI casualties resulting from collisions involving a novice driver
(0-6 months post test)
(3 year rolling average)**

Northern Ireland (2008-2014)

	Year	KSIs	Percentage change from baseline	Percentage change from last year
Novice driver responsible	2008-2010	55		
	2009-2011	47	-15%	-15%
	2010-2012	41	-26%	-13%
	2011-2013	35	-37%	-15%
	2012-2014	33	-40%	-6%
	2008-2010 Baseline	55		
Novice driver not responsible	2008-2010	26		
	2009-2011	20	-25%	-25%
	2010-2012	17	-36%	-15%
	2011-2013	10	-62%	-41%
	2012-2014	8	-68%	-15%
	2008-2010 Baseline	26		
Novice driver involved	2008-2010	81		
	2009-2011	66	-18%	-18%
	2010-2012	57	-29%	-14%
	2011-2013	44	-45%	-22%
	2012-2014	41	-49%	-8%
	2008-2010 Baseline	81		

¹ Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics

² Source: Driver Vehicle Agency

****This table refers to KSI casualties resulting from a collision which involved a driver of a car, car used as taxi, hackney cab, or Light Goods Vehicle (LGV) who had held their licence for 24 months or less at the time of the collision.**

Table 22b

**Number of KSI casualties resulting from collisions involving a novice driver
(7-12 months post test)
(3 year rolling average)**

Northern Ireland (2008-2014)

	Year	KSIs	Percentage change from baseline	Percentage change from last year
Novice driver responsible	2008-2010	25		
	2009-2011	27	8%	8%
	2010-2012	25	2%	-5%
	2011-2013	25	-1%	-3%
	2012-2014	16	-37%	-37%
	2008-2010 Baseline	25		
Novice driver not responsible	2008-2010	20		
	2009-2011	14	-31%	-31%
	2010-2012	10	-51%	-29%
	2011-2013	10	-49%	5%
	2012-2014	9	-56%	-14%
	2008-2010 Baseline	20		
Novice driver involved	2008-2010	45		
	2009-2011	40	-10%	-10%
	2010-2012	35	-21%	-13%
	2011-2013	35	-22%	-1%
	2012-2014	24	-46%	-30%
	2008-2010 Baseline	45		

¹ Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics

² Source: Driver Vehicle Agency

****This table refers to KSI casualties resulting from a collision which involved a driver of a car, car used as taxi, hackney cab, or Light Goods Vehicle (LGV) who had held their licence for 24 months or less at the time of the collision.**

Table 22c

**Number of KSI casualties resulting from collisions involving a novice driver
(13-18 months post test)
(3 year rolling average)**

Northern Ireland (2008-2014)

	Year	KSIs	Percentage change from baseline	Percentage change from last year
Novice driver responsible	2008-2010	28		
	2009-2011	28	0%	0%
	2010-2012	24	-12%	-12%
	2011-2013	17	-37%	-29%
	2012-2014	17	-38%	-1%
	2008-2010 Baseline	28		
Novice driver not responsible	2008-2010	13		
	2009-2011	13	2%	2%
	2010-2012	12	-6%	-8%
	2011-2013	12	-9%	-3%
	2012-2014	12	-10%	-1%
	2008-2010 Baseline	13		
Novice driver involved	2008-2010	41		
	2009-2011	41	0%	0%
	2010-2012	36	-10%	-11%
	2011-2013	29	-28%	-20%
	2012-2014	29	-29%	-1%
	2008-2010 Baseline	41		

¹ Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics

² Source: Driver Vehicle Agency

****This table refers to KSI casualties resulting from a collision which involved a driver of a car, car used as taxi, hackney cab, or Light Goods Vehicle (LGV) who had held their licence for 24 months or less at the time of the collision.**

Table 22d

**Number of KSI casualties resulting from collisions involving a novice driver
(19-24 months post test)
(3 year rolling average)**

Northern Ireland (2008-2014)

	Year	KSIs	Percentage change from baseline	Percentage change from last year
Novice driver responsible	2008-2010	22		
	2009-2011	21	-4%	-4%
	2010-2012	23	1%	5%
	2011-2013	18	-21%	-22%
	2012-2014	20	-12%	11%
	2008-2010 Baseline	22		
Novice driver not responsible	2008-2010	12		
	2009-2011	10	-19%	-19%
	2010-2012	11	-3%	19%
	2011-2013	10	-17%	-14%
	2012-2014	12	-1%	19%
	2008-2010 Baseline	12		
Novice driver involved	2008-2010	34		
	2009-2011	31	-9%	-9%
	2010-2012	34	0%	10%
	2011-2013	27	-19%	-19%
	2012-2014	31	-8%	14%
	2008-2010 Baseline	34		

¹ Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics

² Source: Driver Vehicle Agency

****This table refers to KSI casualties resulting from a collision which involved a driver of a car, car used as taxi, hackney cab, or Light Goods Vehicle (LGV) who had held their licence for 24 months or less at the time of the collision.**

Table 22e

**Number of KSI casualties resulting from collisions involving a novice driver
(0-24 months post test)
(3 year rolling average)**

Northern Ireland (2008-2014)

	Year	KSIs	Percentage change from baseline	Percentage change from last year
Novice driver responsible	2008-2010	130		
	2009-2011	122	-6%	-6%
	2010-2012	113	-13%	-8%
	2011-2013	94	-27%	-16%
	2012-2014	85	-34%	-10%
	2008-2010 Baseline	130		
Novice driver not responsible	2008-2010	70		
	2009-2011	56	-21%	-21%
	2010-2012	50	-29%	-11%
	2011-2013	42	-41%	-17%
	2012-2014	40	-43%	-3%
	2008-2010 Baseline	70		
Novice driver involved	2008-2010	200		
	2009-2011	178	-11%	-11%
	2010-2012	163	-19%	-9%
	2011-2013	136	-32%	-17%
	2012-2014	126	-37%	-8%
	2008-2010 Baseline	200		

¹ Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics

² Source: Driver Vehicle Agency

****This table refers to KSI casualties resulting from a collision which involved a driver of a car, car used as taxi, hackney cab, or Light Goods Vehicle (LGV) who had held their licence for 24 months or less at the time of the collision.**

Table 22f

Sampling errors around novice driver KSI casualty rates based on 95% confidence interval

Northern Ireland (2004-2014)

		Novice Drivers - time held licence ^{1,2}				
		Sampling errors +/- around published estimates				
	Year	0-6 months	7-12 months	13-18 months	19-24 months	0-24 months
Novice driver responsible	2008-2010	3	2	2	2	5
	2009-2011	3	2	2	2	5
	2010-2012	3	2	2	2	4
	2011-2013	3	2	2	2	4
	2012-2014	3	2	2	2	4
	2008-2010 Baseline	3	2	2	2	5
Novice driver not responsible	2008-2010	2	2	2	2	3
	2009-2011	2	2	2	2	3
	2010-2012	2	1	2	2	3
	2011-2013	1	1	2	1	3
	2012-2014	1	1	2	2	3
	2008-2010 Baseline	2	2	2	2	3
Novice driver involved	2008-2010	4	3	3	3	6
	2009-2011	4	3	3	3	6
	2010-2012	3	3	3	3	5
	2011-2013	3	3	2	2	5
	2012-2014	3	2	3	3	5
	2008-2010 Baseline	4	3	3	3	6

¹ Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics

² Source: Driver Vehicle Agency

****This table refers to KSI casualties resulting from a collision which involved a driver of a car, car used as taxi, hackney cab, or Light Goods Vehicle (LGV) who had held their licence for 24 months or less at the time of the collision.**

Table 23

Proportion of vehicles exceeding the speed limit by road type

Northern Ireland (2010-2014)

	Year	Built-up roads up to 40mph	Dual Carriageways	Motorways	Single Carriageways above 40mph
24 hour	2010	46%	26%	18%	9%
	2011	45%	26%	17%	9%
	2012	45%	29%	16%	10%
	2013	43%	25%	19%	9%
	2014	43%	24%	18%	10%
	2010 Baseline	46%	26%	18%	9%
11pm - 7am (free running)	2010	64%	39%	20%	21%
	2011	64%	39%	19%	21%
	2012	66%	45%	18%	23%
	2013	65%	39%	19%	20%
	2014	64%	39%	19%	21%
	2010 Baseline	64%	39%	20%	21%
7am - 11pm	2010	45%	25%	18%	8%
	2011	43%	25%	17%	8%
	2012	44%	27%	16%	9%
	2013	42%	23%	19%	8%
	2014	41%	22%	17%	9%
	2010 Baseline	45%	25%	18%	8%

¹ Source: Transport NI, C2-Cloud Traffic Data

Table 23a

Proportion of vehicles exceeding the speed limit on built-up roads (up to 40mph)

Northern Ireland (2010-2014)

	Year	Built-up roads up to 40mph	Percentage change from baseline	Percentage change from last year
24 hour	2010	46%		
	2011	45%	-3%	-3%
	2012	45%	-2%	1%
	2013	43%	-6%	-4%
	2014	43%	-7%	-1%
	2010 Baseline	46%		
11pm - 7am (free running)	2010	64%		
	2011	64%	-1%	-1%
	2012	66%	3%	4%
	2013	65%	1%	-2%
	2014	64%	0%	-2%
	2010 Baseline	64%		
7am - 11pm	2010	45%		
	2011	43%	-3%	-3%
	2012	44%	-2%	1%
	2013	42%	-6%	-4%
	2014	41%	-8%	-2%
	2010 Baseline	45%		

¹ Source: Transport NI, C2-Cloud Traffic Data

Table 23b

Proportion of vehicles exceeding the speed limit on dual carriageways

Northern Ireland (2010-2014)

	Year	Dual Carriageways	Percentage change from baseline	Percentage change from last year
24 hour	2010	26%		
	2011	26%	0%	0%
	2012	29%	11%	11%
	2013	25%	-6%	-15%
	2014	24%	-9%	-4%
	2010 Baseline	26%		
11pm - 7am (free running)	2010	39%		
	2011	39%	0%	0%
	2012	45%	14%	14%
	2013	39%	-1%	-13%
	2014	39%	-2%	-1%
	2010 Baseline	39%		
7am - 11pm	2010	25%		
	2011	25%	0%	0%
	2012	27%	9%	9%
	2013	23%	-7%	-15%
	2014	22%	-11%	-4%
	2010 Baseline	25%		

¹ Source: Transport NI, C2-Cloud Traffic Data

Table 23c

Proportion of vehicles exceeding the speed limit on motorways

Northern Ireland (2010-2014)

	Year	Motorways	Percentage change from baseline	Percentage change from last year
24 hour	2010	18%		
	2011	17%	-7%	-7%
	2012	16%	-10%	-3%
	2013	19%	4%	16%
	2014	18%	-3%	-7%
	2010 Baseline	18%		
11pm - 7am (free running)	2010	20%		
	2011	19%	-6%	-6%
	2012	18%	-10%	-4%
	2013	19%	-5%	6%
	2014	19%	-4%	1%
	2010 Baseline	20%		
7am - 11pm	2010	18%		
	2011	17%	-7%	-7%
	2012	16%	-10%	-3%
	2013	19%	5%	17%
	2014	17%	-3%	-8%
	2010 Baseline	18%		

¹ Source: Transport NI, C2-Cloud Traffic Data

Table 23d

Proportion of vehicles exceeding the speed limit on single carriageways (above 40mph)

Northern Ireland (2010-2014)

	Year	Single Carriageways above 40mph	Percentage change from baseline	Percentage change from last year
24 hour	2010	9%		
	2011	9%	2%	2%
	2012	10%	6%	4%
	2013	9%	2%	-4%
	2014	10%	13%	11%
	2010 Baseline	9%		
11pm - 7am (free running)	2010	21%		
	2011	21%	1%	1%
	2012	23%	8%	7%
	2013	20%	-5%	-12%
	2014	21%	-2%	4%
	2010 Baseline	21%		
7am - 11pm	2010	8%		
	2011	8%	2%	2%
	2012	9%	11%	9%
	2013	8%	3%	-7%
	2014	9%	15%	11%
	2010 Baseline	8%		

¹ Source: Transport NI, C2-Cloud Traffic Data

Appendix 2: User Guidance

This statistics release is the fourth of an annual series which will continue to be produced each September over the lifetime of the Northern Ireland Road Safety Strategy to 2020.

As the strategy progresses KPIs will continue to be reviewed as it may be the case that some are not as reliable as previously envisaged or do not report the data in a meaningful way for assisting and improving road safety. Users will be informed of any changes to monitoring through this publication.

Main Uses of Data

Data contained in this release are published primarily to provide an indication of the progress of the Road Safety Strategy to 2020 against agreed targets and KPIs.

The Northern Ireland Road Safety Strategy to 2020 is available by following the link below.
<http://applications.doeni.gov.uk/publications/document.asp?docid=19681>

These data also provide policy makers with the necessary information to formulate and evaluate road safety services and are helpful in assessing the effectiveness of resource allocation in providing services that are fully responsive to public need.

Additionally, Road Safety Strategy 2020 information is used to inform the media, special interest groups and academics, and by the DoE to respond to parliamentary/assembly questions and ad hoc queries from the public.

General interest research briefs are available on the DOE website. Please see the link below:
<http://www.doeni.gov.uk/index/information/asb/research-briefs-and-bespoke-analyses.htm>

Information captured through collision reporting by the PSNI enables analysis to be produced on the collision location and also the home address of the casualty. For the purposes of monitoring,

the strategy had detailed two KPIs which use SOA collision information. Data on collision SOA is available for the complete time period of interest to this report. Users should note that data on the casualties home SOA is only available from 2008.

Data Sources

A variety of statistical sources have been utilised to enable robust monitoring of targets and indicators over the lifetime of the strategy. All sources have been fully referenced in the accompanying tables and Excel spreadsheet which can be downloaded at:

<http://www.doeni.gov.uk/ni-road-safety-strategy-to-2020-annual-statistical-report-2015-detailed-tables.xls>

Generally all sources of data used in this publication are National Statistics (NS) or Official Statistics (OS), produced by statisticians from the Northern Ireland Statistics and Research Agency (NISRA).

All of the base information presented in this report has been validated and quality assured by NISRA Statisticians based in Department of Environment (DOE), Department of Finance and Personnel (DFP), Department for Regional Development (DRD), and PSNI. The relevant datasets have been referenced throughout this publication.

For these reasons, the data is considered to be generally of a high quality although specific weaknesses are noted below.

PSNI Road Traffic Data (NS)

Where PSNI data are contained in this report, these have been validated and quality assured by NISRA Statisticians working in PSNI, before being passed to DOE Statisticians.

The definitions used in this report compare directly with those used by PSNI – see the following link:

http://www.psni.police.uk/traffic_statistics_user_guide.pdf

Details of the main definitions used can be found in the Glossary at Appendix 3.

One of the main limitations of Police Recorded Injury Road Traffic Collision Statistics is the extent to which they represent the true level of collisions and casualties, resulting in injury, that occur in Northern Ireland. More background on this can be found at:

http://www.psni.police.uk/traffic_statistics_user_guide.pdf

It should be noted that this is less of a limitation when examining trends, assuming any potential under-recording remains reasonably constant over time. Users, however, should still exercise caution when interpreting changes in trends based on small numbers of casualties.

PSNI data required to report on the novice driver indicator is reliant on the accurate recording and inputting the driving licence number on the collisions vehicle file. To the extent that this is not done, we effectively end up with a sample of vehicle records (around 76 per cent in the current analysis period of 2008-2014) although this is tested to ensure that there is no systematic bias with respect to excluded cases.

Travel Survey for Northern Ireland (TSNI) (NS)

The TSNI is conducted, and the data validated, by NISRA Central Survey Unit (CSU), the leading social research organisation in Northern Ireland. The data is then passed to NISRA Statisticians working in DRD, who analyse it and produce the TSNI publications.

The sample size in the Travel Survey for Northern Ireland is relatively small; therefore three years of data need to be combined to ensure data are sufficiently robust.

Please see link below to the most recent data from the TSNI and related user guidance.

http://www.drdni.gov.uk/tsni_headline_report_2012-2014.pdf

The Travel Survey estimates are derived from a random sample survey and are dependent upon the particular sample chosen. Each estimate

from the survey will have an associated sampling error.

Where Travel Survey data have been used in this report, the sampling errors are presented in table C below. The impact of sampling error on published rates can be found in Appendix 1: Detailed Tables (tables 7b, 8b and 9b).

Table C: Average miles travelled per person per year by mode, 2002-2014

Year	Walking		Cycling		Motorcycling	
	Estimate	95% confidence range +/-	Estimate	95% confidence range +/-	Estimate	95% confidence range +/-
2002-2004	137	7	17	6	31	13
2003-2005	139	7	20	7	31	12
2004-2006	138	7	18	7	30	13
2005-2007	144	7	19	6	20	10
2006-2008	143	7	16	5	11	6
2007-2009	144	7	20	6	14	7
2008-2010	136	7	19	5	14	7
2009-2011	137	8	22	6	13	7
2010-2012	149	9	28	6	8	5
2011-2013	157	9	26	7	6	-
2012-2014	164	9	28	7	11	8

Source: Travel Survey for Northern Ireland

The following conversion factors have been applied in this report:

1 Mile = 1.609 Kilometres
1 Kilometre = 0.6214 Miles

Further information can be found in the TSNI Technical Report:

http://www.drdni.gov.uk/tsni_technical_report_2012-2014.pdf

NISRA Population Data (NS)

This report draws on population data produced by NISRA's Demography and Methodology Branch. These data are contained in the following publications:

NISRA Mid-Year Population Estimates 2014

<http://www.nisra.gov.uk/demography/default.asp17.htm>

NISRA Small Area Population Estimates 2014

<http://www.nisra.gov.uk/demography/default.asp125.htm>

Northern Ireland Multiple Deprivation Measure 2010

http://www.nisra.gov.uk/deprivation/nimdm_2010.htm

Northern Ireland Multiple Deprivation Measures (NIMDM) were used in relation to KPIs to identify the 10 per cent most deprived areas and the 10 per cent least deprived areas in Northern Ireland. The relevant road traffic collision statistics were then attached using both the SOA where the collision occurred and the SOA where the casualty lived. In the final step, SAPE were used to produce rates of all pedestrians and child pedestrians killed or seriously injured per 100,000 population in these areas.

Transport NI – Vehicle Kilometres Travelled

Data relating to the number of motor Vehicle Kilometres Travelled (VKT) between 2004 and 2007 is taken from the Roads Service (NI) Annual Traffic and Travel Census.

A new methodology for producing VKTs in NI, similar to that used by the Department for Transport in Great Britain was introduced. This new data was published in the Annual Road Traffic Estimates: Vehicles Kilometres Travelled in Northern Ireland, 2008 to 2013.

Readers should note that these results are not directly comparable with GB. Follow link below to view report:

http://www.drndni.gov.uk/annual_road_traffic_estimates_report.pdf

This work yields robust Official Statistics; however, these are only available for the years 2008-2013. Whilst this has led to a discontinuity in the series, it appears to have had little impact on the overall indicator trend.

The VKT Survey for 2008 to 2012 was carried out using both the old and the new methodologies. The results at an overall Northern Ireland level are presented below in Table D.

Table D: Comparison of old and new VKTs (millions), 2008-2012

Year	Old Methodology	New Methodology
2008	19,760	19,550
2009	20,180	20,200
2010	19,880	19,810
2011	19,830	19,500
2012	19,770	19,370

Source: Annual Road Traffic Estimates: Vehicle Kilometres Travelled in Northern Ireland, 2008 to 2013

Further information on data quality and limitations can be found at:

http://www.drndni.gov.uk/annual_road_traffic_estimates_report.pdf

Since new VKT data is available from 2008 onwards, new baselines have had to be constructed for the indicators which use any of this information. These amendments are clearly marked in the detailed tables which accompany this report.

The most recent year of data available is 2013. Users should note that this estimate has been applied to 2014.

Transport NI – Speed Data

Data used to report compliance with road speed is captured from road traffic counters placed throughout the Northern Ireland road network. Speed bin reports were extracted from around 130 permanent 24 hour counters where data were available.

Transport NI advise that speed reports are not something that they have a direct business need for and, as such, no quality checks have been carried out on the data to validate the speed measurements. ASB, however, have removed any counters from their dataset where the readings appear to be rogue or inconsistent.

Speed data for this indicator is captured from permanent 24 hour counters. Users should note that not all counters are available every year.

More information is available in the methodology paper below:

www.doeni.gov.uk/nirss-developing-a-speed-indicator.pdf

DVA Driving Test Data

A dataset containing all drivers who passed their Category B driving test data from 2006 was provided by the Driver and Vehicle Agency from the NI Driver Licensing System (NIDLS) to enable novice drivers to be identified in the PSNI road traffic collision records.

This dataset is limited to tests carried out in Northern Ireland only. This could result in novice driver casualties being slightly underestimated. The issue would arise if any drivers who had taken their test outside NI were subsequently involved in a collision in their first two years of driving within the jurisdiction. Any such cases would inevitably be missed in the data matching process although this is only regarded as a minor issue.

There were a number of other minor methodological issues which could have impacted on the robustness of this indicator. These were tested and were not deemed to be significant sources of error. More information is available in the methodology paper below: www.doeni.gov.uk/nirss-developing-a-novice-driver-indicator.pdf

Statistical Geography

This report makes reference to Super Output Areas (SOAs). This is a measure of statistical geography which divides Northern Ireland into 890 areas, of similar population size and which are socially similar. These have been used by NISRA to produce population statistics and deprivation statistics at a low level of geography. For more information please see website link below: <http://www.nisra.gov.uk/geography/SOA.htm>

Revisions Policy

None of the data used to construct the various indicators in this report are subject to a scheduled programme of revisions; therefore any

revisions to the figures in this report will typically be as a result of one-off definitional/methodological changes or corrections to errors and the impact will be quantified where possible. In circumstances where figures in this report have been revised, an [r] is presented in the relevant tables.

Further details on DOE's revision policy and supporting statements relating to Official Statistics can be found at: http://www.doeni.gov.uk/supporting_statements.pdf

Five Year Rolling Average

A number of the indicators are based on small numbers of events so, when reported by single year, can show a lot of volatility. Despite this issue, it is necessary to report the single year figure to ensure consistency with how the key road safety targets have been defined. However, in these cases an additional figure reporting on a five year rolling average has been included to give a clearer indication of which direction the trend is moving.

Rounding and Summing

It should be noted that, in some instances, individual table cells may not perfectly sum to the total due to rounding.

When calculating baseline figures and rates for use in monitoring the strategy's KPIs, these figures have been rounded to 2 decimal places in the detailed tables; however they are rounded to 1 decimal place in this report and the associated summary tables. Percentage changes have been calculated on unrounded figures and rates.

Notation and Terminology

Where a cell is left blank, no calculation has been carried out.

Percentage changes have been calculated using unrounded data. Where a '-' appears in a column relating to percentages the calculated percentage has been removed. This is due to the percentage being calculated where the

denominator is less than or equal to ten. The percentage in these instances may skew the interpretation of the results and as such the user may wish to acknowledge the small numbers rather than view the percentage.

Where a rate has been calculated from base data greater than ten, the percentages have been reported regardless of the value of the rate.

Road Safety Information in the United Kingdom (UK), Republic of Ireland (ROI) and the European Union (EU)

While it is our intention to direct users to road safety information elsewhere in the UK, ROI and the EU users should be aware that statistics in other administrations are not always measured in a comparable manner to those in Northern Ireland. Details of road safety data published elsewhere are listed below.

Road Safety Information in the United Kingdom

The UK government launched a Strategic Framework for Road Safety in 2011, which can be viewed at:

<http://www.dft.gov.uk/publications/strategic-framework-for-road-safety/>

Statistics on road casualties in Great Britain can be accessed by following the link below:

<http://www.dft.gov.uk/statistics/series/road-accidents-and-safety/>

Free flow speeds statistics for GB are available at:

<https://www.gov.uk/government/collections/speeds-statistics>

Information on road safety in Scotland can be found by clicking on the link below:

<http://www.transportscotland.gov.uk/road/road-safety-framework-targets-and-reducing-road-casualties>

Scotland's Road Safety Framework to 2020 Annual Report 2014 can be viewed at:

<http://www.transportscotland.gov.uk/report/j367570-00.htm>

Scottish Road Casualty Statistics are available at:

<http://www.transportscotland.gov.uk/analysis/statistics/publications/key-reported-road-casualty-statistics-previous-editions>

Extra Scottish Road Casualty Statistics tables are also available at:

<http://www.transportscotland.gov.uk/analysis/statistics/datasets/RoadAccidentTables>

Scottish Transport Statistics, which include injury road accidents tables, can be found at:

<http://www.transportscotland.gov.uk/strategy-and-research/publications-and-consultations/j251205-002.htm>

The latest National Statistics produced by the Welsh Government were released on 25 June 2015 and can be accessed via the following link:

<http://www.roadsafetywales.org.uk/statistics/index.htm>

Road Safety Information in Ireland and EU

The Garda National Traffic Bureau (GNTB) produces Traffic Statistics for the Republic of Ireland. These can be found at:

<http://www.garda.ie/Controller.aspx?Page=1368&Lang=1>

Free speed study statistics for Ireland are available at:

<http://rsa.ie/en/RSA/Road-Safety/RSA-Statistics/Surveys--Consultations/Speed/>

Eurostat published road safety statistics at regional level, which looks at long-term trends in the number of lives lost in road traffic accidents in the European Union (EU). See below for the link to this article:

http://ec.europa.eu/eurostat/statistics-explained/index.php/Road_safety_statistics_at_regional_level

Road safety statistics produced using data collected and processed in the Community Road Accident Database (CARE) and supplied by the European Commission is available at:

http://ec.europa.eu/transport/road_safety/specialist/statistics/index_en.htm

Appendix 3: Glossary

Term	Explanation
Car Occupants	Persons in a car, light goods vehicle, car driven as taxi or hackney cab.
Car Users	Persons in a car, light goods vehicle, car driven as taxi or hackney cab.
Casualty	A person who sustains a slight, serious or fatal injury.
Children	Persons under 16 years of age.
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.
Drivers under the age of 25	Drivers aged under 25 of either a car, car used as taxi, hackney cab, or Light Goods Vehicle (LGV).
Killed	Died within 30 days from injuries received in a collision.
Motorcyclists	Drivers/riders of mopeds and motorcycles. Includes riders of two-wheeled motor vehicles, motorcycle combinations, scooters and mopeds.
Not wearing a seatbelt	Occupants of either a car, car used as taxi, hackney cab, or Light Goods Vehicle (LGV) who were not using a restraint. <i>Please note: This includes those who are exempt from wearing a restraint.</i>
Novice Driver	Driver who has passed their Category B driving test within 24 months
Pedal cyclists	Drivers/riders of pedal cycles. Includes children riding toy cycles on the carriageway and the first rider of a tandem.
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.
Rural roads	Roads with a speed limit of greater than 40mph. <i>Please note: This data excludes motorways.</i>
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.
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.
Young People	Persons aged 16 – 24 years.