NORTHERN IRELAND ROAD SAFETY STRATEGY TO 2020

Annual Statistical Report 2016

Issue No: 5
Date of Publication: 29 September 2016
Theme: Travel and Transport

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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 2015.

Next Update

Figures for 1 January to 31 December 2016 will be available in September 2017.

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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This publication is also available at https://www.infrastructure-ni.gov.uk/articles/northern-ireland-road-safety-strategy-2020-statistics.

Any enquiries regarding this document should be sent to us at asrb@infrastructure-ni.gov.uk

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As we want to engage with users of our statistics, we invite you to feedback your comments on this publication to asrb@infrastructure-ni.gov.uk

Key Points

Strategy Targets Summary

There were 74 fatalities and 711 serious injuries in road traffic collisions in 2015, representing a 41% and 36% reduction, respectively, on the 2004-2008 baseline figures.

There were 72 children and 197 young people killed or seriously injured, representing a 44% and 46% reduction, respectively, on the 2004-2008 baseline figures.

	% change since '14	% change since baseline
74 fatalities	▼6%	▼41%
711 seriously injured	0%	▼36%
72 child KSIs	▲3%	▼44%
197 young person KSIs	▼5%	▼46%

KSI Rates by Travel Mode

Pedestrians, Cyclists and Motorcyclists are classed as vulnerable road users, having much higher casualty rates per kilometre travelled in comparison to Car Users.

Pedestrians

38.3 KSIs per 100 million KMs (2011-2015)

Cyclists

63.5 KSIs per 100 million KMs (2011-2015)

Motorcyclists

318.9 KSIs per 100 million KMs (2011-2015)

Car users

2.6 KSIs per 100 million KMs (2011-2015)

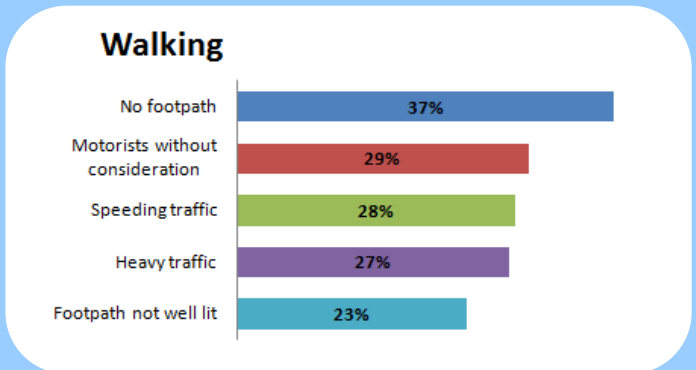
Novice Drivers

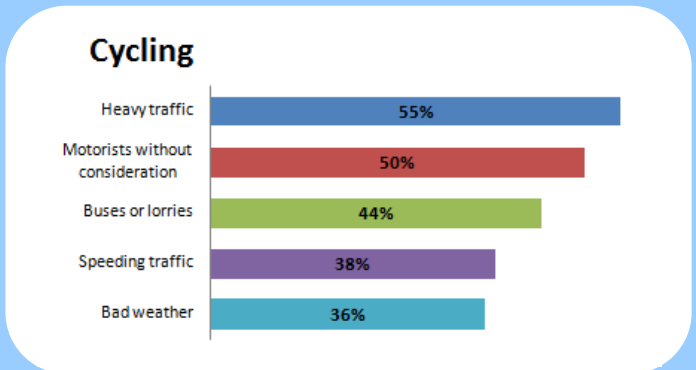
Over the three year period 2013-2015, novice drivers (new drivers within 2 years of passing their 'category B' driving test) were involved in collisions that resulted in the death or serious injury of on average 108 people each year. This is a 49% decrease on the 2008-2010 baseline figure of 214.

Speeding

In 2015, 68% of vehicles exceeded the speed limit on built-up roads (up to 40 mph). In the same time period, 45% of vehicles on dual carriageways, 17% of vehicles on motorways and 24% of vehicles on single carriageways (above 40 mph) exceeded the speed limit. (Free running speed, 11pm-7am).

Road Safety Perception: Top five reasons why people feel unsafe when...





Introduction

Northern Ireland's Road Safety Strategy (NIRSS) to 2020 outlines the key road safety challenges to be addressed by government between 2010 and 2020. It identified four casualty reduction targets and 199 action measures for improving road safety. As a living document, further action measures have been added; arising from the original measures or from completed research. Currently, the Strategy contains a total of 224 action measures and is available at: https://www.infrastructure-ni.gov.uk/publications/ni-road-safety-strategy-2020.

This statistical monitoring report tracks progress against the Strategy targets and its associated key performance indicators (KPIs). In terms of report structure, a short section setting the scene in terms of relevant road safety trends precedes a targets/KPIs progress summary followed by more in-depth commentary discussing the various indicator trends. Detailed results for each indicator, including rolling averages to further aid interpretation, are presented in Appendix 1 or can be found in excel format at the following link: https://www.infrastructure-ni.gov.uk/system/files/publications/infrastructure/ni-road-safety-strategy-to-2020-annual-statistical-report-2016-detailed-tables_0.XLSX.

Readers are strongly encouraged to read the general 'User Guidance' section in Appendix 2, and more detailed companion indicators booklet https://www.infrastructure-ni.gov.uk/publications/road-safety-strategy-2020-indicator-guidance-booklet, in order to gain a fuller understanding of the various indicator data sources and methodologies employed in their construction. Note that the targets and indicators are measured against a standard average baseline period of 2004-2008 (unless otherwise stated).

Background to NIRSS and Statistical Monitoring Report

The Strategy was launched by the former Environment Minister in March 2011 and sets out government's approach to improving road safety for all road users over the 10 year period to 2020. Several government departments and agencies were involved in the development of the strategy. The strategy was preceded by an extensive consultation exercise by DOE and its road safety partner organisations: the Driver & Vehicle Agency (DVA); the Police Service of Northern Ireland (PSNI); the former Department for Regional Development (DRD); the Department of Education (DE); the Northern Ireland Ambulance Service (NIAS); and the Northern Ireland Fire and Rescue Service (NIFRS).

The strategy targets were developed using the most recent, at the time, 5 years of PSNI reported road traffic collision and casualty data (2004-2008 baseline period). TRL (the former Transport Research Laboratory) was engaged to carry out a forecasting and target setting assignment. They had carried out similar work for GB and Scotland in the past. In addition to the headline targets, TRL also developed a set of performance Indicators by which the effectiveness of the Strategy could be reliably monitored and the drivers of performance better understood by its stakeholders. The final selection of indicators was informed by a literature review, extensive consultation with NI stakeholders, and data availability considerations. The indicators formed two groups – 16 Key Performance Indicators (KPIs) and 15 Management Information Performance Indicators (MIPIs). A number of the initial KPIs have been further split in order to provide additional detail. TRL's Report is available at: http://www.trl.co.uk/reports-publications/trl-reports/report/?reportid=6644.

Whilst the MIPIs are monitored internally, it was decided that the KPIs should be regularly updated and published. The Analytical Statistics and Research Branch (ASRB) of the Department for Infrastructure (DfI), the newly formed department now responsible for the Strategy, was commissioned to undertake this role. The first NIRSS Annual Statistical Report was published in September 2012 (reporting data for 2011), following the launch of the new 2020 Strategy earlier that year. ASRB finalised the definitions and sources for each of the indicators, collected and quality assured the data, and produced the final monitoring report. Data were not available initially to populate a number of the indicators but ASRB have, in the interim, developed sources and methodologies to complete the set. Over time, it has been necessary to revise some definitions, primarily due to data issues which have materialised, and an indicators guidance booklet has been developed setting out definitions, sources, methodologies, quality assurance arrangements, limitations, uncertainty, etc in respect of each of the KPIs (see link in Introduction above).

Strategy Governance, Statistical Independence and Reporting

A Strategy Delivery Board has the lead responsibility for monitoring and reporting on progress towards delivery of the Strategy and reports to the DfI Minister. Its membership is made up of representatives from the various road safety partners listed above. ASRB publish the KPIs as Official Statistics and additionally provides a general analytical/research support function to the Delivery Board in order to help it perform its role. ASRB staff are independent government statisticians, on secondment from the Northern Ireland Statistics and Research Agency (NISRA), and are governed by the Code of Practice for Official Statistics [https://www.statisticsauthority.gov.uk/wp-content/uploads/2015/12/images-codeofpracticeforofficialstatisticsjanuary2009_tcm97-25306.pdf].

ASRB brings proposals for the format of the monitoring report, and its constituent indicator definitions and methodologies, to the Delivery Board in order to avail of their operational and policy expertise. Such collaborative working between independent statisticians and policy makers is in keeping with the UK Statistics Authorities recommended approach to performance measurement as set out in their Monitoring Review 3/15 *Official Statistics, Performance Measurement and Targets* [https://www.statisticsauthority.gov.uk/archive/assessment/monitoring/monitoring-reviews/monitoring-review-3-2015---official-statistics--performance-measurement-and-targets.pdf]. Whilst the Board, as part of its delivery role, is responsible for formally signing off on proposed indicators, methodological changes, and the future statistical research work programme, the Senior Statistician has final say on all statistical issues and has sole responsibility for the orderly production, management and dissemination of the Annual Statistical Report.

The Annual Statistical Report provides the main source of information for the Delivery Board to assess progress being made against the Strategy. However, any comment on Strategy effectiveness is always issued separately from the Statistical Report itself. Up until 2014, this was done via the publication of an Annual Strategy Report [https://www.infrastructure-ni.gov.uk/publications/northern-irelands-road-safety-strategy-2020-annual-report-2013]. There are no plans, however, for any further updates to this annual policy report. Future assessment of Strategy effectiveness will therefore be confined to Ministerial press releases commenting, if appropriate, on the official figures.

Wider public use

While it is recognised that the main customers for this report are internal policy colleagues, who use the data to assess progress made against the Strategy, the Statistical Report also serves a wider public purpose. Evidence has been gathered regarding external user requirements, and a Statement of User Needs has been produced. This report is available at https://www.infrastructure-ni.gov.uk/publications/road-safety-strategy-2020-statement-user-needs.

Indicator Uncertainty

The indicators included in this report have largely been developed from existing Official or National Statistics series. That is not to imply, however, that they are free from limitations. Attention will be drawn to any important areas of indicator uncertainty in the surrounding text, and/or in footnotes to tables, and only those changes which are statistically significant[1] will be highlighted in the commentary or flagged in the associated tables.

The issue of uncertainty is particularly relevant when considering those indicator rates which use survey estimates in their calculation such as, for example, the number of casualties (for a particular road user group) per kilometre travelled (for that same road user group). The distance estimates themselves will derive from either the Travel Survey for Northern Ireland (TSNI) or the NI Vehicle Kilometres Travelled (VKT) Survey. Both of these data sources will suffer from uncertainty associated with sampling error. In effect, their central estimates will have a lower and upper bound within which the "true" population value may lie. Where possible, these boundaries have been calculated and their potential impact on relevant indicators provided in the detailed appendix tables. Where it has not been possible to precisely quantify the uncertainty associated with a specific indicator, some indication of its potential scale and direction has been given instead. Either way, readers are encouraged to examine the overall trend of an indicator rather than overly focussing on individual values. Even when an annual change is found to be statistically significant, it may only turn out to be short-lived rather than indicating any real change in the underlying direction of travel.

More information on the strengths and weaknesses of individual indicators, including any inherent uncertainty, is available in the accompanying indicators booklet (see link in Introduction above).

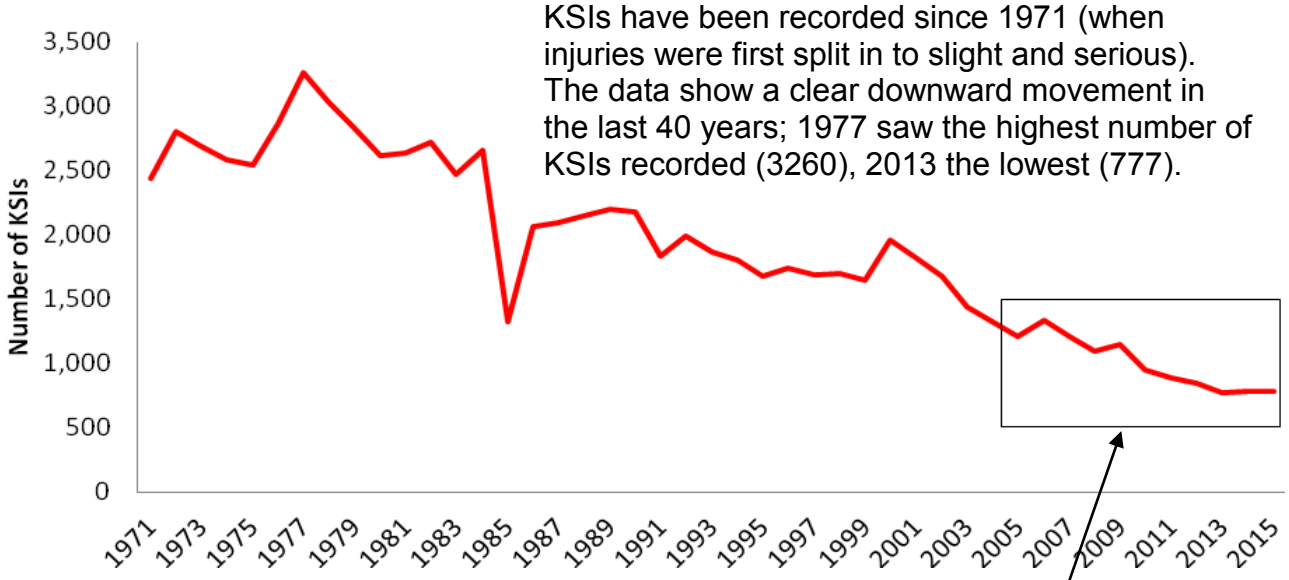
[1] Statistical significance measured at the standard 95% level – hence only those changes which have a less than one in twenty chance of resulting from random factors alone are highlighted.

Road Safety Context

In order to help readers better understand some of the movements in the various indicators contained in this report, this section provides a longer term context for KSI numbers, before the Road Safety Strategy was first implemented, and highlights some of the recent trends in key road safety factors since the 2004-08 Strategy baseline period (or more recently if earlier data not available). This will assist users in understanding those factors, Strategy related and otherwise, which could be driving the trends.

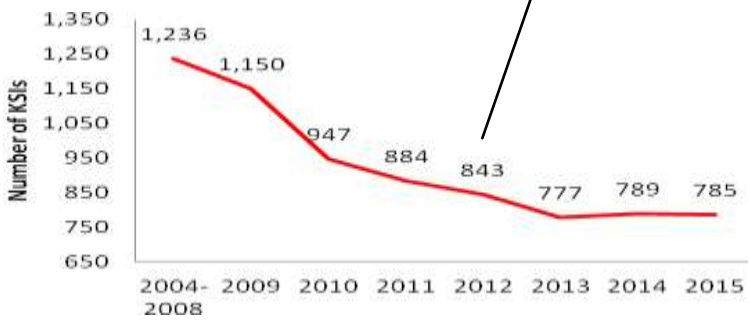
Historic Trend – Number of KSIs

KSIs have been recorded since 1971 (when injuries were first split in to slight and serious). The data show a clear downward movement in the last 40 years; 1977 saw the highest number of KSIs recorded (3260), 2013 the lowest (777).



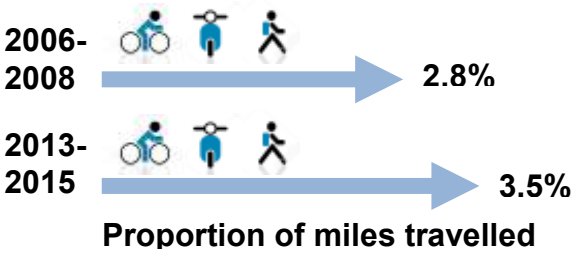
Baseline to present

After a period of decreasing KSI numbers, most notably between 2009 and 2010, the three most recent years of data have demonstrated a period of stability (varying only by 1% each year). This may indicate that numbers are levelling off.



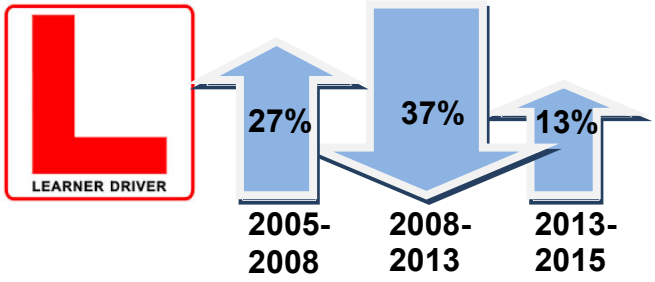
Miles travelled by Vulnerable Road Users

Pedestrians, cyclists and motorcyclists are more risky road users than car users. The proportion of all miles travelled by these vulnerable road users has increased from 2.8% in 2006-2008 to 3.5% in 2013-2015.



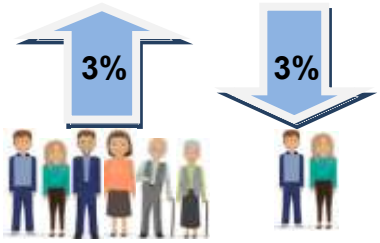
Driving test applications (car and motorcycle)

Coinciding with the beginning of the recession in 2007, driving test applications fell steeply by 37% between 2008 and 2013. In the most recent two years, applications have started to rise again.



Driving Licences Held (Category B, Full and Eligible)

Total number of licences held has increased by 3% in the last three years (2012-2015) while the number of licences held by higher risk younger drivers (aged 17-24) has decreased by the same amount.

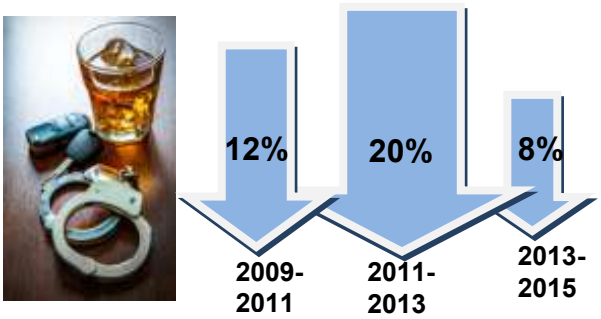


Advertising spend

Money spent on advertising campaigns increased by 48% between 2010/11 and 2011/2012, remaining at this level until 2013/14. Advertising spend then fell by 39% in the following two financial years.

Drink-drive convictions[2]

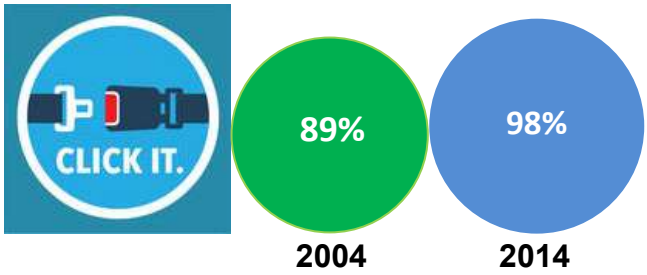
Over the last seven years, drink drive convictions have decreased; 12% between 2009 and 2011, followed by a larger 20% decrease between 2011 and 2013. In recent years (2013 to 2015) the proportional decrease was smaller (8%).



[2] For both speeding and drink-drive offences, it should be noted that above analysis does not take account of other aspects which may contribute to the numbers/trends (e.g. associated PSNI campaigns to target speeding and drink-driving; PSNI resources etc.).

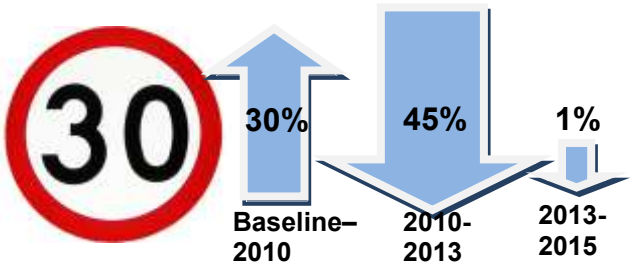
Seat belt wearing rate

In 2004, 89% of people wore their seatbelt; by 2011 this had increased to 98%, where it remained until 2014 (the most recent data available from the Northern Ireland Survey of Seat belt Wearing).



PSNI Recorded Speeding Offences[2]

Speeding offences increased by 30% between the 2004/2008 baseline and 2010. The following three years, up to 2013, saw a steep decline (45%). Speeding offences have levelled off more recently (decreasing by 1%).



It is clear that all of these road safety factors have experienced marked trend changes over recent years. Some, like driving test applications, appear to have been influenced by the recession, demonstrating a large decline post-2007 and leading to proportionally fewer younger drivers on the road. Police recorded speeding offences and drink-drive convictions[2] also demonstrated large proportional declines between 2010 and 2013. It is interesting to note that these trends follow the KSI trend for the same period. Also noteworthy, however, is the apparent tailing off (or change of direction) in some factors in the two most recent years; again, coinciding with the levelling off of KSIs in 2014 and 2015.

Other factors examined, linked to road safety, like the proportion of miles travelled by vulnerable road users and the seat belt wearing rate saw an increasing trend over recent years; while advertising spend increased at the same time as KSIs decreased, and then fell again as KSIs levelled off.

Target and Indicator Performance Summary

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. A trend assessment is also included comparing the baseline with the most recent 5 year rolling average. This indicates the direction of the underlying trend (green = favourable trend; red = unfavourable trend; yellow = no clear trend apparent). This provides for a much more robust assessment of progress against targets than would any single year's change due to natural variability in the data.

Table A: Summary Table of Strategy Targets

Strategy Target	Target	2004-2008 Baseline	2013	2014	2015	Current Year Percentage (%) change from Baseline[1]	Trend assessment	
							Rolling average 2011-2015	Rolling Average Percentage (%) change from Baseline[1]
Number of road traffic fatalities in Northern Ireland	50	126	57	79	74	-41%	63	-50% ↓
Number of road traffic serious injuries in Northern Ireland	611	1111	720	710	711	-36%	752	-32% ↓
Number of children (0-15 years) killed or seriously injured (KSIs) in road traffic collisions	58	128	73	70	72	-44%	80	-37% ↓
Number of young people (16-24 years) killed or seriously injured (KSIs) in road traffic collisions	165	366	176	208	197	-46%	203	-45% ↓

Notes:
[1] Percentage changes have been calculated using unrounded data.

Key:

↓ Significant decrease in trend

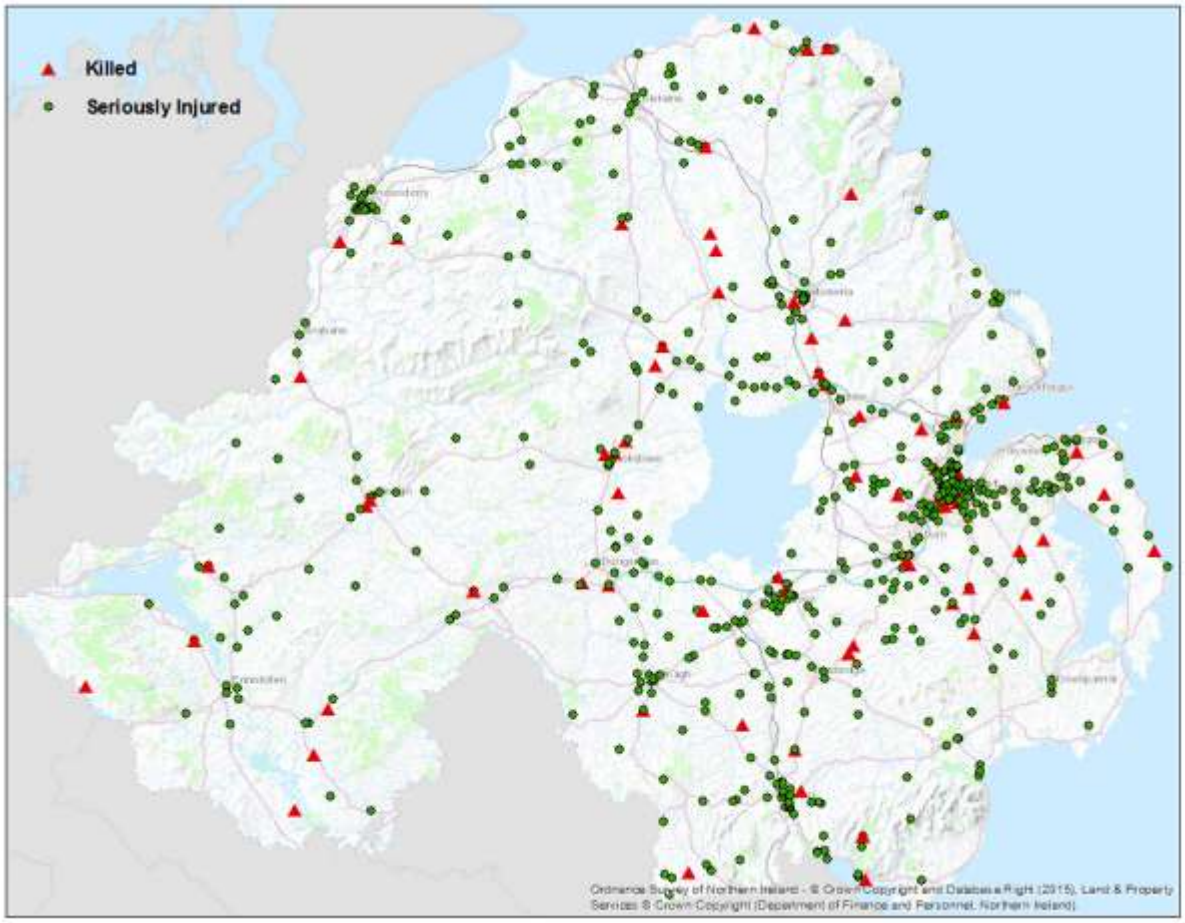
↑ Significant increase in trend

↔ No significant change in trend

Map 1 overleaf, maps the geographic distribution of the people who were killed or seriously injured in road traffic collisions in Northern Ireland during the year 2015.

Further interactive maps relating to road traffic collisions can be found on the NINIS website at the following the link: http://www.ninis2.nisra.gov.uk/public/InteractiveMapTheme.aspx?themeNumber=118&themeName=Travel and Transport - select the map icon at the right hand side of the dataset of interest to view the map.

Map 1: Road Traffic Fatalities and Serious Injuries in 2015



Source: PSNI Road Traffic Casualty Statistics

The report also contains information on KPIs which are used to assess progress towards achieving strategy targets. Headline KPI results can be seen in Table B overleaf, and again a trend assessment has been provided to help provide further insight into each indicator's direction of travel. Some of the indicators reported below are subject to statistical uncertainty (see Indicator Uncertainty section in the Introduction above). Only those changes which have been tested as being statistically significant, and hence are regarded as real changes, have been assigned a green or red arrow. A yellow horizontal arrow indicates that a change is not statistically significant or no clear trend was apparent (note that due to small sample sizes associated with some indicators, even seemingly large changes may not be statistically significant).

Table B: Summary Table of Key Performance Indicators

Key Performance Indicator	2004-2008 Baseline	2013	2014	2015	Current Year Percentage (%) change from Baseline[2]	Trend assessment: Rolling average 2011-2015	Trend assessment: Rolling Average Percentage (%) change from Baseline	
Population Level								
Rate of road deaths per 100 million vehicle kilometres [r]	0.6	0.3	0.4	0.4	-42%	0.3	-50%	↓
Rate of road deaths per million population	72.0	31.2	42.9	40.0	-44%	34.6	-52%	↓
Rate of fatal and serious collisions per 100 million vehicle kilometres [r]	5.0	3.4	3.3	3.2	-36%	3.5	-30%	↓
Number of people killed where at least one person involved was over the legal blood alcohol limit	27.8	14	22	15	-46%	18.0	-42%	↓
Number of car occupants killed who were not wearing a seatbelt	24.6	11	8	5	-80%	6.8	-72%	↓

Key Performance Indicator	2004-2008 Baseline	2013	2014	2015	Current Year Percentage (%) change from Baseline[2]	Trend assessment: Rolling average 2011-2015	Trend assessment: Rolling Average Percentage (%) change from Baseline	
Travel Mode								
Rate of pedestrian KSIs per 100 million kilometres walked	51.6	36.6	32.5	37.9	-27%	38.3	-26%	↓
Rate of pedal cyclist KSIs per 100 million kilometres cycled	60.7	60.1	74.8	49.7	-18%	63.5	5%	↔
Rate of motorcyclist KSIs per 100 million motorcycle kilometres	263.1	571.8	297.8	196.6	-25%	318.9	21%	↔
Rate of car users KSIs per 100 million kilometres (cars & vans) [r]	4.7	2.4	2.5	2.6	-45%	2.6	-45%	↓

Key Performance Indicator	2004-2008 Baseline	2013	2014	2015	Current Year Percentage (%) change from Baseline[2]	Trend assessment: Rolling average 2011-2015	Trend assessment: Rolling Average Percentage (%) change from Baseline	
Age related								
Rate of people aged over 70 killed or seriously injured in road collisions per 100,000 population aged over 70	50.2	45.5	42.4	37.0	-26%	43.1	-14%	↓
Number of KSIs resulting from collisions involving drivers under the age of 25	424.8	215	259	243	-43%	238.4	-44%	↓

Key Performance Indicator	2004-2008 Baseline	2013	2014	2015	Current Year Percentage (%) change from Baseline[2]	Trend assessment: Rolling average 2011-2015	Trend assessment: Rolling Average Percentage (%) change from Baseline	
Rural								
Number of people killed in collisions on rural roads	92.2	36	55	42	-54%	41.0	-56%	↓
Number of children (0-15) killed in collisions on rural roads	5.2	2	2	4	-	2.4	-	↓

Key Performance Indicator	2004-2008 Baseline	2013	2014	2015	Current Year Percentage (%) change from Baseline[2]	Trend assessment: Rolling average 2011-2015	Trend assessment: Rolling Average Percentage (%) change from Baseline	
Socio-Economic								
Rate of pedestrians killed or seriously injured per 100,000 population in 10 per cent most deprived areas (Collision SOA) [1]	28.4	21.5	12.5	21.3	-25%	22.2	-22%	↓
Rate of pedestrians killed or seriously injured per 100,000 population in 10 per cent least deprived areas (Collisions SOA) [1]	4.5	4.8	4.8	4.7	-	5.7	-	↑
Rate of child pedestrians killed or seriously injured per 100,000 population in 10 per cent most deprived areas (Collisions SOA) [1]	34.5	36.5	15.4	23.0	-33%	28.0	-19%	↓
Rate of child pedestrians killed or seriously injured per 100,000 population in 10 per cent least deprived areas (Collisions SOA) [1]	6.7	3.3	6.6	6.6	-	7.8	-	↑

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.

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

Key:

↓ Significant decrease in trend

↑ Significant increase in trend

↔ No significant change in trend

Table B: Summary Table of Key Performance Indicators continued

Key Performance Indicator	2008-2010 Baseline	2011-2013	2012-2014	2013-2015	Current Year Percentage (%) change from Baseline[2]	Trend assessment: Rolling average 2013-2015	Trend assessment: Rolling Average Percentage (%) change from Baseline	
Novice drivers								
Number of KSI casualties resulting from collisions involving a novice driver (0-6 months post test) (3 year rolling average) [r]	86.2	46	41	35	-60%	34.8	-60%	↓
Number of KSI casualties resulting from collisions involving a novice driver (7-12 months post test) (3 year rolling average) [r]	48.4	31	23	24	-51%	23.5	-51%	↓
Number of KSI casualties resulting from collisions involving a novice driver (13-18 months post test) (3 year rolling average)	43.8	24	26	24	-46%	23.5	-46%	↓
Number of KSI casualties resulting from collisions involving a novice driver (19-24 months post test) (3 year rolling average) [r]	35.3	24	31	27	-25%	26.6	-25%	↓
Number of KSI casualties resulting from collisions involving a novice driver (0-24 months post test) (3 year rolling average) [r]	213.6	124	122	108	-49%	108.4	-49%	↓

Key Performance Indicator	2010 Baseline	2013	2014	2015	Current Year Percentage (%) change from Baseline[2]	Trend assessment: 2015	Trend assessment: 2015 Percentage (%) change from Baseline	
Exceeding the speed limit								
Proportion of vehicles exceeding the speed limit on built-up 30/40 mph roads (11pm - 7am (free running)) [r]	64%	65%	66%	68%	5%	68%	5%	↑
Proportion of vehicles exceeding the speed limit on dual carriageways (11pm - 7am (free running)) [r]	42%	41%	42%	45%	7%	45%	7%	↑
Proportion of vehicles exceeding the speed limit on motorways (11pm - 7am (free running)) [r]	20%	19%	20%	17%	-16%	17%	-16%	↓
Proportion of vehicles exceeding the speed limit on single carriageways >40 mph (11pm - 7am (free running)) [r]	21%	19%	21%	24%	12%	24%	12%	↑

Key Performance Indicator	2004-2008 Baseline	2010-2012	2011-2013	2012-2014	Current Year Percentage (%) change from Baseline[2]	Trend assessment: 2012-2014	Trend assessment: 2012-2014 Percentage (%) change from Baseline	
Perception of road safety								
Proportion of respondents who gave reasons for feeling unsafe when walking on the road	N/A	N/A	N/A	82%	N/A	82%	N/A	
Proportion of respondents who gave reasons for feeling unsafe when cycling on the road	N/A	N/A	N/A	91%	N/A	91%	N/A	

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.

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

Key:

↓ Significant decrease in trend

↑ Significant increase in trend

↔ No significant change in trend

Progress on Strategy Targets

This publication is the fifth 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.

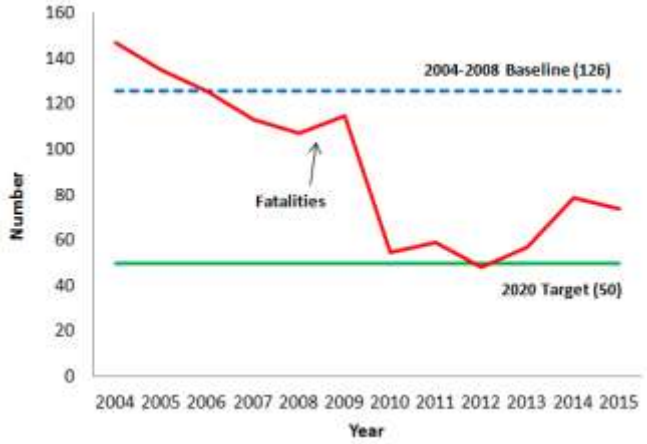
Target 1: To reduce the number of people killed in road collisions by at least 60% by 2020.

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

In 2015, there were 74 such fatalities recorded by the PSNI. This represents a reduction of 41 per cent from the 2004-2008 baseline figure (126), and a reduction of 6 per cent from 2014. In comparison, 2015 fatality figures in GB saw a similar 43 per cent decrease from 2004-2008 but a lesser, non-significant, 3 per cent decrease from 2014. In general, the UK as a whole has experienced a similar fatalities trend to NI over the last 10 years.[1] Internationally, the story is the same – between 2000 and 2013, the number of road fatalities in the 32 countries in the International Road Traffic and Accident Database (IRTAD) declined by 42% overall[2].

The majority of the NI reduction from the baseline figure occurred between 2009 and 2010 when numbers more than halved (see Figure 1).

Figure 1: Number of road traffic fatalities, 2004-2015



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

Prior to 2010, there was a clear downward trend in the number of fatalities. Since 2012 these began to increase again, although recent rises may have stalled in 2015. The 2020 Strategy target was reached in 2012 when 48 fatalities were recorded, the lowest point on record. Although the number of road deaths in 2015 was 5 less than the number recorded in 2014, these two years still accounted for the largest numbers of fatalities recorded since 2010.

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.

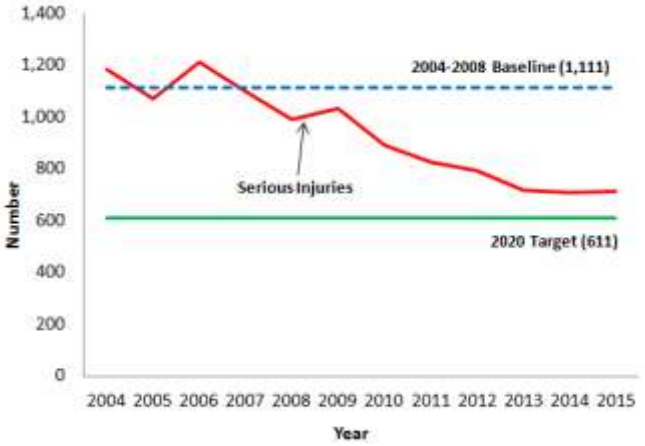
In 2015, 711 people were seriously injured in collisions on Northern Ireland's roads. This is one more than the number recorded in 2014 but still represents an overall reduction of 36 per cent on the baseline figure (1,111).

Figure 2 below clearly shows a steady downward trend although the small percentage changes in the last two years may indicate that the trend is beginning to plateau. Again, the trend demonstrated in NI reflects that in GB, where a 24 per cent decrease was experienced from 2004-2008 to 2013, while a 2 per cent increase was reported from 2013 to 2015.

[1] https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/533293/rrcgb-main-results-2015.pdf

[2] http://www.itf-oecd.org/sites/default/files/docs/15irtadannualreport_0.pdf

Figure 2: Number of people seriously injured in road collisions, 2004-2015



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

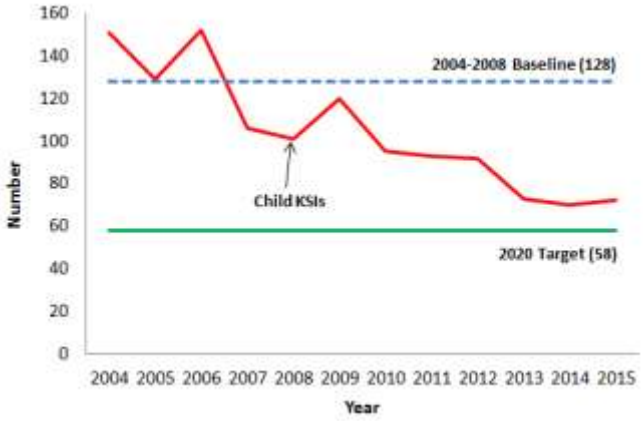
Target 3: To reduce the number of children (aged 0 to 15) killed or seriously injured in road collisions by at least 55% by 2020.

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

In 2015, there were 72 children killed or seriously injured in road collisions in Northern Ireland; 2 more than in 2014. However, this still represents a reduction of 44 per cent from the baseline figure (128). The equivalent time period in GB saw a reduction in child KSIs by a similar 41 per cent.

This is the first year to see an increase in the number of children killed or seriously injured since 2009 and follows only a small reduction in the previous year. Whilst any single year's change may simply represent natural variability in the data, the two changes together may suggest that the historically reducing trend is beginning to level off. The largest fall in numbers were recorded in 2010 and 2013, both decreasing by 21 per cent from the previous year. GB also saw the largest fall in numbers in 2013, albeit it less pronounced than in NI (with GB experiencing a 13 per cent reduction).

Figure 3: Number of children (aged 0-15 years) killed or seriously injured (KSIs) in road collisions, 2004-2015



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

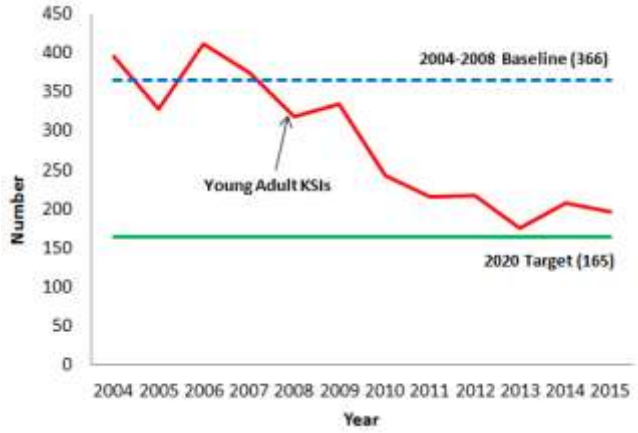
Target 4: To reduce the number of young people (aged 16 to 24) killed or seriously injured in road collisions by at least 55% by 2020.

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

In 2015, there were 197 young people killed or seriously injured in road traffic collisions in Northern Ireland. This is a 5 per cent decrease from last year and represents a reduction of 46 per cent from the baseline figure (366).

In 2013, 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, 2014 saw an increase in the numbers once again. The reduction in 2015 has brought the level of young people's KSI's to 19 per cent above the target but, as with the other key strategy targets, may suggest some tailing off to the historically decreasing trend. This will require further monitoring before any firm conclusions can be reached as to whether the trend is indeed changing.

Figure 4: Number of young people (aged 16-24 years) killed or seriously injured in road collisions, 2004-2015



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

Influencing factors

There are a number of factors which will affect road casualty numbers. It is very difficult to pinpoint a single cause of movement; rather the influencing factors all combine to drive overall trends. Some of these factors are discussed in the 'Road Safety Context' section at the beginning of this report. Road casualties may be linked to economic prosperity, with OECD research concluding that, "when economic growth declines, and particularly when unemployment increases, road safety improves."[3] Results of NI research looking at potential explanatory factors behind fatality trends, particularly the large reduction post 2009 are available on the ASRB website at the following link: https://www.infrastructure-ni.gov.uk/publications/investigating-reduction-fatal-collisions-northern-ireland-2009-2012

[3] http://www.itf-oecd.org/sites/default/files/docs/15irtadeconomictimes.pdf

Progress on Key Performance Indicators

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

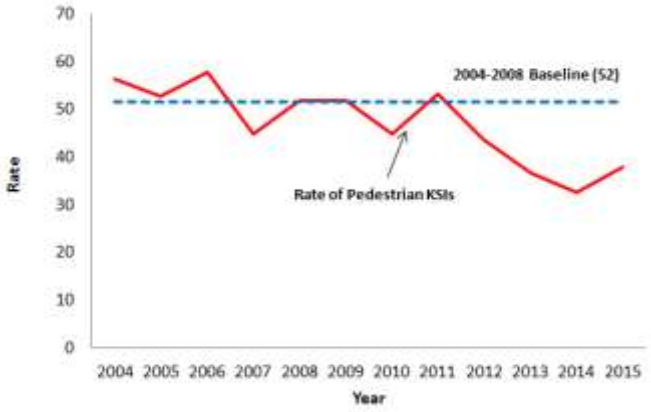
Many of the indicators are calculated as a rate in order to properly take account of the changing level of exposure, and hence risk, attached to the subject group.

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.

KPI 3: Rate of killed or seriously injured pedestrians per 100 million kilometres walked.

In 2015, there were 183 pedestrian KSIs, which is a rate of 37.9 per 100 million kilometres walked. Although this is 27 per cent below the baseline rate of 51.6, it is an increase of 17 per cent on the previous year's rate (32.5) (see figure 5).

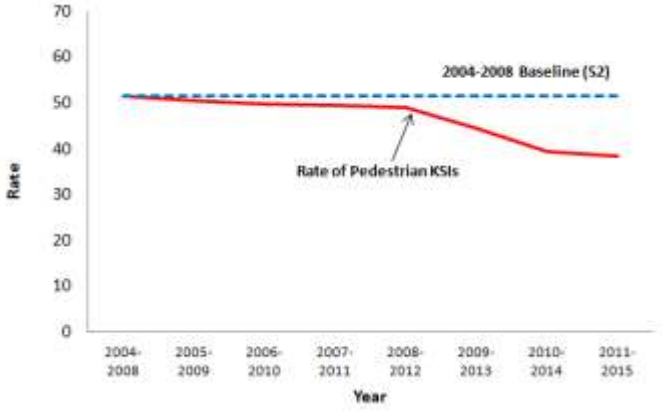
Figure 5: Rate of pedestrian KSIs per 100 million kilometres walked, 2004-2015



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 shows that the downward trend was initially very gradual, then markedly accelerated from 2008-2012 to 2010-2014, but slowing once again in the 2011-2015 period.

Figure 6: Rate of pedestrian KSIs per 100 million kilometres walked (5 year rolling average), 2004-2015



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

Examining the characteristics of pedestrian casualties we can see that children aged 0-15 are the most vulnerable age group, accounting for 27 per cent of the KSI casualties in the last five years. In over two-thirds (67%) of cases during the same time period, the pedestrian who was killed or seriously injured was responsible for the collision. Further information regarding pedestrian casualties can be found here https://www.infrastructure-ni.gov.uk/articles/pedestrian-casualties-research-paper-2010-2014

KPI 4: Rate of killed or seriously injured pedal cyclists per 100 million kilometres cycled.

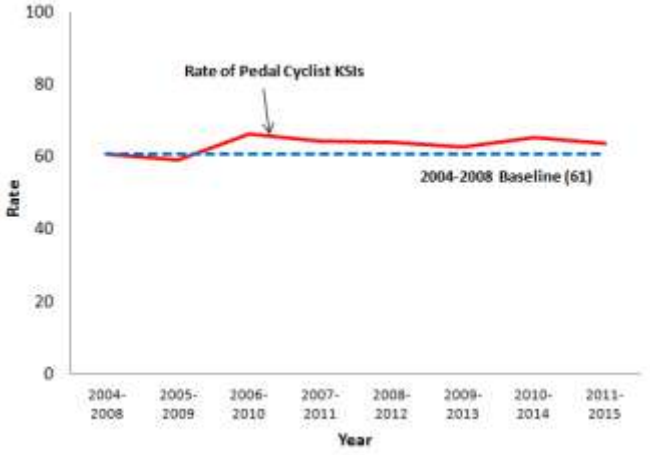
In 2015, there were 40 pedal cyclist KSIs, 22 less than the number recorded in 2014 which was a peak year in the recent series. Looking at the characteristics of pedal cyclist casualties in the last five years, the most vulnerable age group is 35-49 year olds, accounting for just under one-third (32%) of KSI casualties. In contrast to pedestrian casualties (see above), the pedal cyclists who were killed or seriously injured were responsible for only one-third of their collisions, half the proportion of pedestrians. Careless driving was the principle cause of collision for 75 per cent of the pedal cyclist KSIs.

The wide confidence interval around the distance travelled estimates for cyclists currently makes it very difficult to reach any firm conclusions on the annual changes in the rate indicator. Even pooling 2 additional years of Travel Survey data, does not show any statistically significant change in the cyclist KSI rate between the baseline period and the latest 2011-2015 figure. Work is in hand to try and improve the precision of this indicator for future reports.

We do know that cyclist KSIs have been increasing markedly since the Strategy baseline, with a 67% increase between 2004-2008 and 2011-2015, but, at this point, it is not possible to say to what extent this is in line with increased distance cycled during the same period.

Figure 7 below shows the smoothed rate trend which would suggest there has been little change to cyclist casualty risk from the baseline period. However, further improvements are required to the precision of the distance travelled estimates before any firm conclusion can be reached on this.

Figure 7: Rate of pedal cyclist KSIs per 100 million kilometres cycled (5 year rolling average), 2004-2015



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

KPI 5: Rate of killed or seriously injured motorcyclists per 100 million motorcycle kilometres.

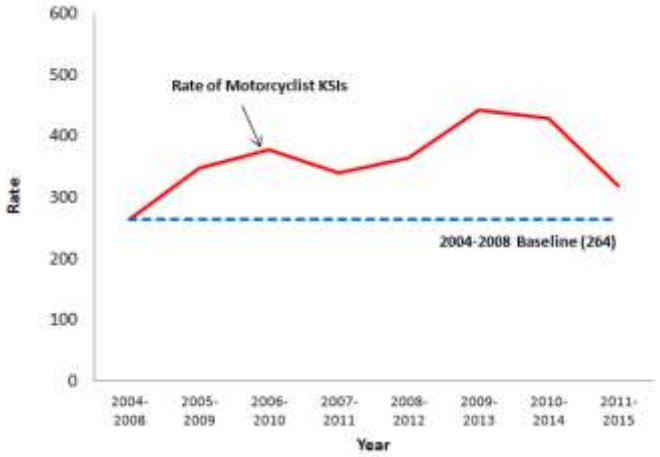
In 2015 there were 82 motorcyclists killed or seriously injured on Northern Ireland's roads, which, for the second consecutive year, is the lowest level recorded during the reporting period (2004-2015). Similar to pedal cyclist KSIs, the most vulnerable age group for motorcyclists was 35-49 years old; 35 per cent of the KSI casualties in the last five years were in this age band. Over the same five-year period, approximately half (49%) of the motorcyclists killed or seriously injured were deemed responsible for the collision.

As was the case with cyclists, the wide confidence interval around the distance travelled estimates for motorcyclists makes it impossible to robustly assess annual changes to the rate indicator. Again pooling 2 additional years of Travel Survey data did not sufficiently improve the precision of the indicator to allow any meaningful conclusions to be made. Methods to improve the robustness of the indicator are being investigated, in parallel with the cyclist uncertainty work, with a view to effecting improvements in future reports.

Motorcyclist KSIs have significantly reduced by over one-third (36%) between the Strategy baseline period and 2011-2015. However, the very high levels of uncertainty associated with the distance travelled estimates means that no robust trend for this can yet be established.

Whilst the smoothed rate depicted in Figure 8 suggests that the KSI risk to motorcyclists has increased since the baseline period before reducing in more recent years, it is entirely possible that the true trend may have been much more stable. One cannot safely conclude at this stage whether there has been any real change in motorcyclist risk over the monitoring period.

Figure 8: Rate of motorcyclist KSIs per 100 million motorcycle kilometres (5 year rolling average), 2004-2015



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

KPI 6: Rate of killed or seriously injured car users per 100 million kilometres (cars and vans).

In 2015, the number of car user KSIs was 458 – 58 per cent of the total number of KSIs. Car occupants, therefore, comprise the largest proportion of KSI casualties. However, this is still a much smaller proportion than the 80 per cent of overall miles travelled per person per year by car.[4]

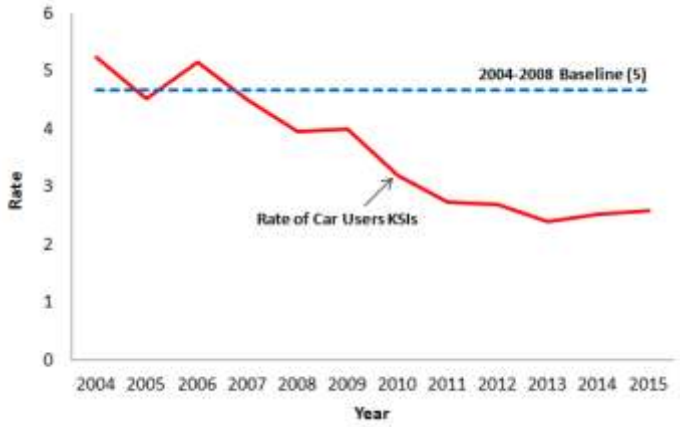
Although the figure of 458 represents 10 more KSIs than last year and 31 more than 2013, it is still lower than the numbers recorded prior to 2013. The most vulnerable car users are young people aged under 25 years old, who accounted for 36 per cent of all car user KSI casualties in the last five years.

The rate of car users killed or seriously injured in 2015 was 2.6 per 100 million kilometres (cars and vans), 45 per cent below the 2004-2008 baseline of 4.7 per 100 million kilometres (see Figure 9). However, the reasonably consistent downward trend from the baseline period had

[4] As per 2013-2015Travel Survey NI, https://www.infrastructure-ni.gov.uk/system/files/publications/infrastructure/Travel-survey-for-Northern-Ireland-headline-report-2013-2015.pdf

greatly slowed by 2013 and has since shown signs of levelling off.

Figure 9: Rate of car users KSIs per 100 million kilometres (cars and vans), 2004-2015



Source: PSNI Road Traffic Casualty Statistics, Vehicle Kilometres Travelled in Northern Ireland, DfI
See: Appendix 1, Table 10

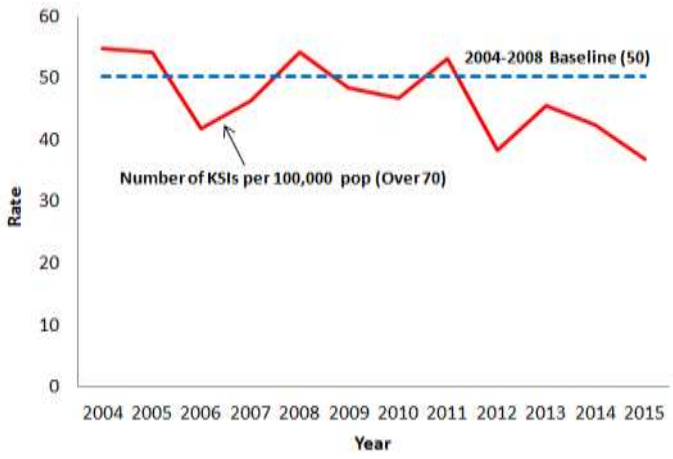
KPI 8: Rate of people aged over 70 killed or seriously injured in road collisions per 100,000 population aged over 70.

In 2015 there were 69 people aged over 70 who were killed or seriously injured in road traffic collisions in Northern Ireland. This was a drop of 10 per cent from 2014 (77). "Car users" account for well over half (56 per cent) of the KSI casualties of people aged over 70 in the last five years. Pedestrian KSIs are over-represented among the over 70s; 35 per cent of the KSI casualties of people aged over 70 are pedestrians compared to only 22 per cent for KSI casualties of all ages. A report examining the issues relating to the number of older drivers killed or seriously injured on roads in Northern Ireland will be published in the near future, and will be available at the following link: https://www.infrastructure-ni.gov.uk/topics/statistics-and-research/road-safety-research, while information on pedestrian casualties, including older pedestrians, can be found here https://www.infrastructure-ni.gov.uk/articles/pedestrian-casualties-research-paper-2010-2014.

Population data is used to calculate the KSI rate for this indicator, and it shows that, in 2015, there were 37.0 people aged over 70 who were killed or seriously injured in road collisions, per 100,000 population aged over 70 years. This represents a 13 per cent reduction from 2014 (42.4).

Although the number of people over 70 killed or seriously injured in 2015 (69) was only 12 per cent less than the baseline figure (78), due to the rise in this population group over the last decade, the 2015 rate (37.0) was actually 26 per cent below the baseline (50.2).

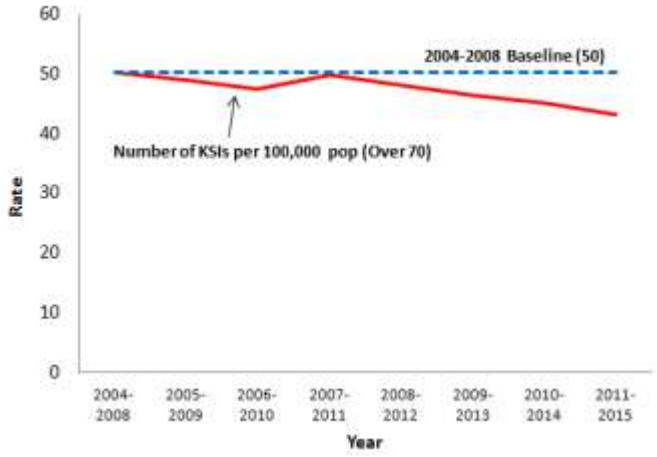
Figure 10: Rate of people aged over 70 killed or seriously injured in road collisions per 100,000 population aged over 70, 2004-2015



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

In the early years, this series regularly moved above and below the baseline, therefore it is useful to look at Figure 11 which plots the rates based on a five year rolling average. The chart shows that the underlying trend remained just on or below the baseline until 2007-2011. Since then it has been on a gradual downwards path, averaging 14 per cent below baseline in the latest 5 year period.

Figure 11: Rate of people aged over 70 killed or seriously injured in road collisions per 100,000 population aged over 70 (5 year rolling average), 2004-2015



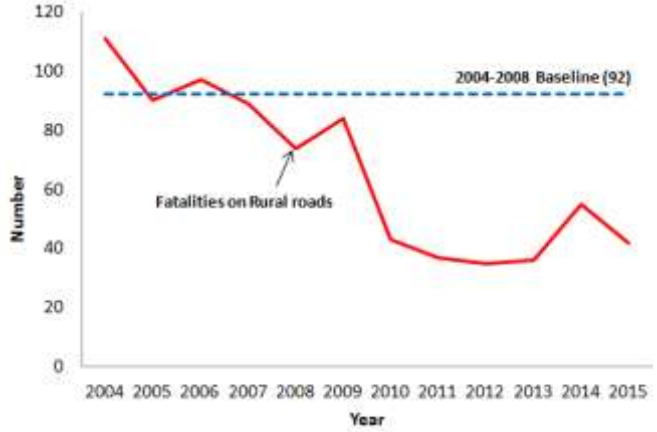
Source: PSNI Road Traffic Casualty Statistics & Mid-year Population Estimates
See: Appendix 1, Table 12a

KPI 9: Number of people killed in collisions on rural roads.

Figure 12 shows that in 2015 there were 42 people killed in collisions on rural roads. Following a sharp 53 per cent increase from 2013 to 2014 (36 to 55), the number fell again, by 24 per cent compared to 2014, bringing it back to the level recorded in 2010. It is currently 54 per cent below the 2004-2008 baseline level of 92.

Fatalities recorded on rural roads are mainly caused by driver/rider alcohol or drugs and excessive speeding (19% and 17%, respectively in 2011-2015, are attributed to these reasons). Further examination of the recent causality figures shows that the fluctuating trend witnessed since 2013 has been more associated with proportionate changes in drink/drug driving KSIs than with speeding KSIs.

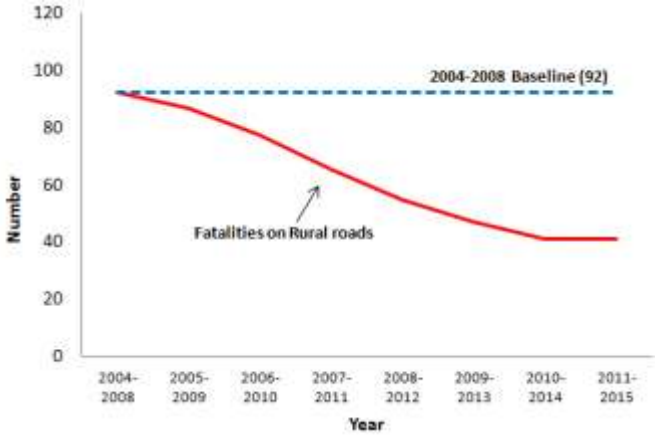
Figure 12: Number of people killed in collisions on rural roads, 2004-2015



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

Given the volatility in this indicator over the last 2 years, it makes sense to consider the 5 year rolling average to get a better idea of the direction of travel. This follows a clear downward path, albeit at a reducing rate, until the most recent 5 year period where the average number of fatalities remained the same as the previous 5 year average (41) (see Figure 13). This suggests that the longer term decreasing trend may now be levelling off.

Figure 13: Number of people killed in collisions on rural roads (5 year rolling average), 2004-2015

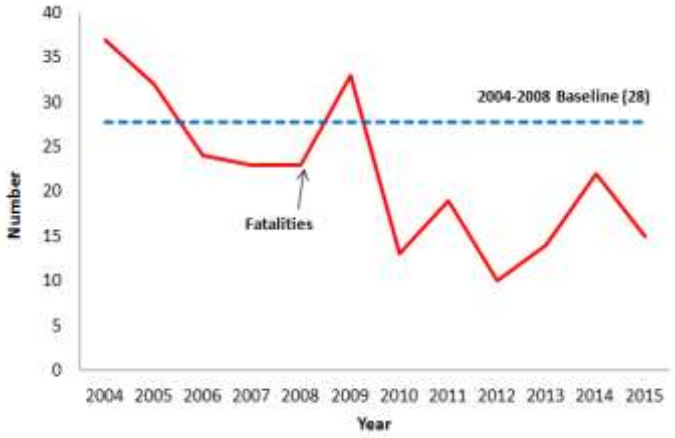


Source: PSNI Road Traffic Casualty Statistics
See: Appendix 1, Table 13a

KPI 11: Number of people killed where alcohol/drugs causation factor was attributed.

In 2015 there were 15 people killed in road traffic collisions where alcohol or drugs was attributed (see figure 14). This is a reduction of 32 per cent from the number recorded in the previous year, reversing the large increase recorded between 2013 and 2014 and is 46 per cent below the baseline level of 28.

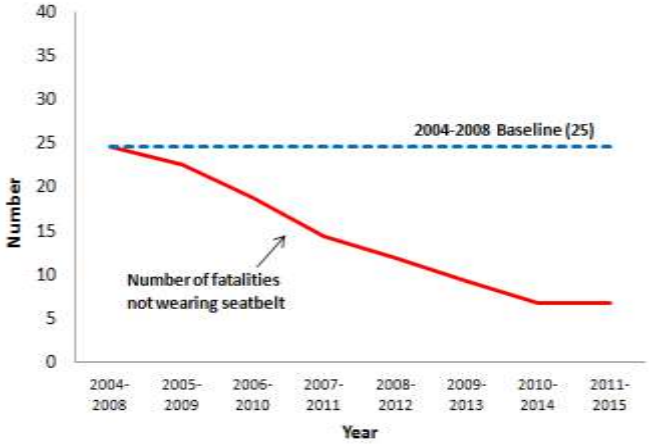
Figure 14**: **Number of people killed where alcohol/drugs causation factor was attributed, 2004-2015



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

Figure 15 plots the five year rolling averages. It shows that the historical downward trend, evident since the 2004-2008 baseline, ended in the most recent period when a slight increase (3%) was recorded for the first time in the series. A similar trend is seen in the number of convictions for drink-driving over the last few years; the proportional decrease in year-on-year convictions was quite large up to 2013, but the two most recent years have seen this trend tailing off slightly. See Road Safety Context section at the beginning of this report.

Figure 15**: **Number of people killed where alcohol/drugs causation factor was attributed (5 year rolling average), 2004-2015



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

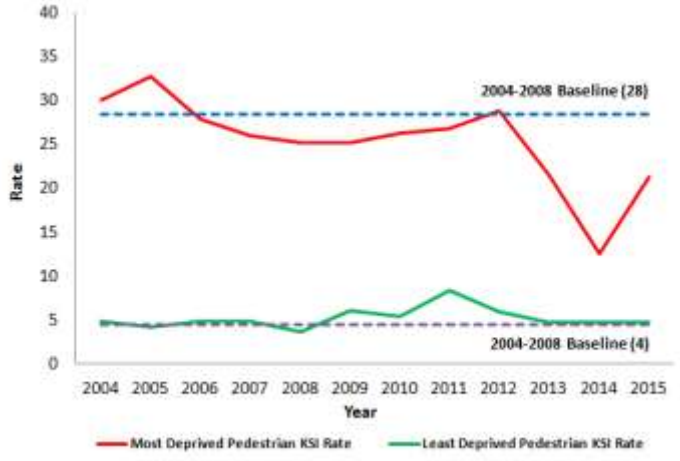
KPI 13/15: Number of pedestrians killed or seriously injured per 100,000 population in 10 per cent most deprived areas compared with 10 per cent least deprived.

Data for this indicator is reported for both the area where the collision occurred and the home address of the casualty. The data for the home address of the casualty is only available from 2008 onwards. The results from both methods are reported below.

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 in 2014, having fallen markedly to 12.5. However, this appears to have been an atypically low rate and by 2015 it had risen by 71 per cent to 21.3, and the number of KSIs had gone back up to the number recorded in 2013 (36). However, taking account of the increase in population, this was still the second lowest rate recorded in the series and a 25 per cent reduction from the baseline (28.4).

For the third year running, the rate for pedestrian KSIs in the 10 per cent least deprived areas has remained at just slightly above the baseline. Following the noticeable narrowing of the gap between the two series' in 2014, the gap has once again widened (see figure 16).

Figure 16: Rate of pedestrians killed or seriously injured per 100,000 population in 10 per cent most deprived areas compared with 10 per cent least deprived (collision SOA), 2004-2015



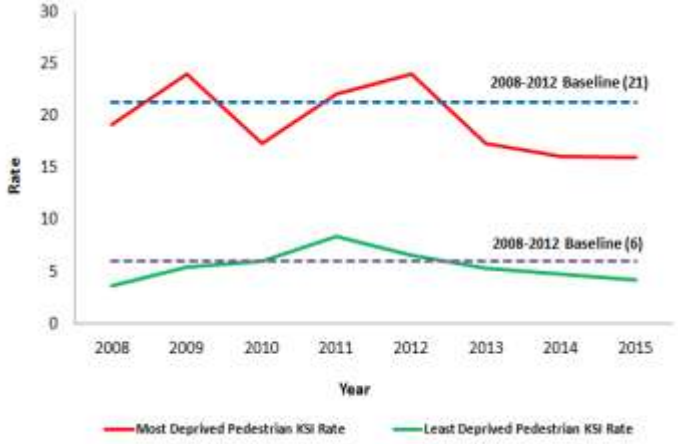
Source: PSNI Road Traffic Casualty Statistics, NISRA NIMDM & Small Area Population Estimates.
See: Appendix 1, Tables 17 (i) – (ii)

When the rates were calculated using the casualty's home address, the trend over the last three years in the 10 per cent most deprived areas was much more stable than the equivalent rates based on collision SOA (see figure 17). The 2015 rate of 16.0 is the same as 2014, remaining 25 per cent below the 2008-2012 baseline (21.3).

Trends were similar for the rates recorded in the 10 per cent least deprived areas using the collision SOA compared with the casualty's home address. Both series peaked in 2011 and have been declining very slowly ever since although the casualty address indicator has improved to below its baseline.

Even when considering the 5 year smoothed trends to minimise the inherent volatility in this indicator, the average difference between recorded pedestrian KSIs in the most and least deprived areas is less pronounced for casualty address than it is for collision location. This suggests that, although both are large, there is a greater difference between disadvantaged and affluent areas in terms of their physical site characteristics than there is in the road safety behaviours of the people who live there. Accordingly, there is an action measure identified in the Road Safety Strategy to review the casualty statistics and site conditions in the most deprived areas in Northern Ireland.

Figure 17: Rate of pedestrians killed or seriously injured per 100,000 population in 10 per cent most deprived areas compared with 10 per cent least deprived (casualty address SOA), 2008-2015



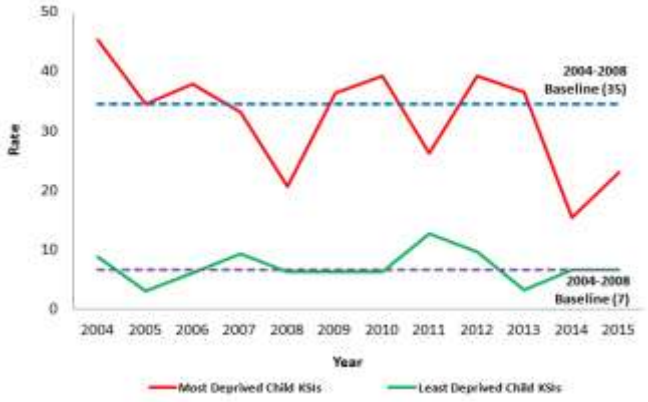
Source: PSNI Road Traffic Casualty Statistics, NISRA NIMDM & Small Area Population Estimates.
See: Appendix 1, Tables 19 (i) – (ii)

KPI 14/16: 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 rose again in 2015, following a substantial drop in 2014. The rate had fallen by 58 per cent between 2013 and 2014 (from 36.5 to 15.4), however an increase of 49 per cent brought the 2015 rate back up to 23.0.

Figure 18 illustrates how the annual inequality gap in child pedestrian KSIs, which had closed markedly in 2014, has widened once again.

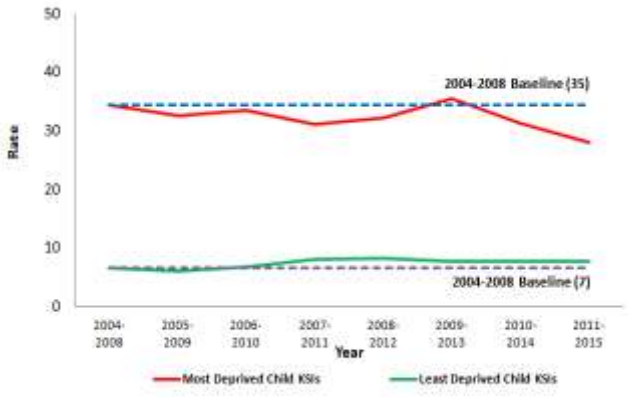
Figure 18: Rate of child pedestrians killed or seriously injured per 100,000 population in 10 per cent most deprived areas compared with 10 per cent least deprived, (collision SOA) 2004-2015



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

Given the volatility of the series presented in Figure 18, Figure 19 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 fallen during the last two 5 year periods, whilst there have been no notable changes to the trend in the 10 per cent least deprived areas aside from a small increase above baseline. The net effect of both changes has been to narrow the inequality gap by a notable 27% since the baseline period.

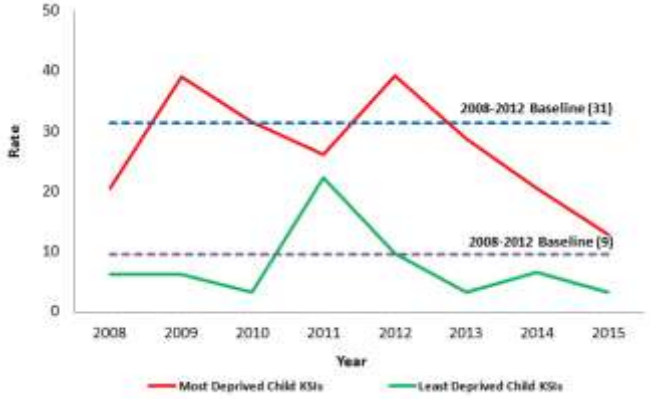
Figure 19: Rate of child pedestrians killed or seriously injured per 100,000 population in 10 per cent most deprived areas compared with 10 per cent least deprived (5 year rolling average), 2004-2015



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

In comparison, the rate of child pedestrian KSIs in the 10 per cent most deprived areas based on casualty's home address fell by a further 38 per cent from last year to a rate of 12.8. This rate is now 59 per cent below the baseline (31.3) and is closing the gap between the child pedestrian KSI rates in the 10 per cent most and 10 per cent least deprived rates. Again, the smoothed trend provides a better picture of how the underlying inequality gap is changing. This reveals a reduction in the gap of 25% since the 2008-2012 baseline (based on casualty home address). Note that for this indicator, there has been no deterioration in the smoothed rate in affluent areas making the narrowing of the gap even more impressive.

Figure 20: 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, (Casualty Address SOA) 2004-2015



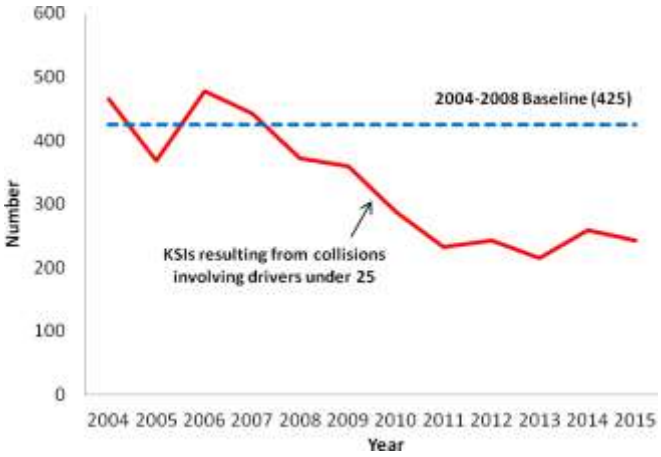
Source: PSNI Road Traffic Casualty Statistics, NISRA NIMDM and Small Area Population Estimates.
See: Appendix 1, Tables 20 (i) – (ii)

KPI 17: Number of KSIs resulting from collisions involving drivers under the age of 25.

In 2015 there were 243 KSIs resulting from collisions involving drivers under the age of 25. This is a 6 per cent reduction from the number recorded in 2014 (259) and although it remains 43 per cent below the baseline number (425), the downward trend has been levelling off since 2011. The marked fall in the number of driving test applications occurring in the years after the 2007 recession is likely to have led to

proportionally fewer younger drivers on NI roads during this period. This also coincided with the downward trend witnessed in the KSI numbers. Whilst the age profile of licence holders has only been available since 2012, this would also seem to suggest a recent shift from younger to older drivers. Increases, however, in driving test applications over the last two years may mean that younger drivers will once again become an increasing presence on our roads with potential road safety consequences. See Road Safety Context section at the beginning of this report.

Figure 21**: **Number of KSIs resulting from collisions involving drivers under the age of 25, 2004-2015



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

The most frequently reported principle cause of KSI collisions which involve a driver under the age of 25, is excessive speed (20% in the last five years), followed by driver/rider alcohol or drugs (14%).

KPI 18: Number of KSI casualties resulting from collisions involving a novice driver.

This is the second 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. Development work on this indicator has been ongoing since the data were first published last year. As a result, some methodological improvements have been made to reduce the risk of undercounting novice driver collisions and to more accurately assign them to reporting categories. These improvements have been applied to the historical back series and whilst absolute casualty numbers have been upwardly revised (e.g. from 200 to 214 novice driver casualties in the 2008-10 baseline), the overall trends previously reported have been largely unaffected.

Confidence intervals around the estimates are provided in table 22(f). Further details on methodology used to construct this indicator can be found at: https://www.infrastructure-ni.gov.uk/sites/default/files/publications/infrastructure/NI-road-safety-strategy-to-2020-developing-a-novice-indicator.pdf.

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

Over the three year period 2013-2015, 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 108 people each year. This represents an 11 per cent decrease from the equivalent average number of KSI's during the 2012-2014 period (122) and is 49 per cent below the 2008-2010 baseline average of 214 KSIs per annum.

Since the period 2008-2010 (baseline) the annual average number of people killed or seriously injured in collisions involving a novice driver for each three year period has been steadily declining. Likewise, the annual average number of people killed or seriously injured where a novice driver was deemed responsible has been falling at a similar rate during this timeframe. The average number recorded in 2013-2015 (76) was 47 per cent below the baseline figure (142).

It is worthwhile noting that, coinciding with the beginning of the recession in 2007, the number of driving test applications fell steeply by 37% between 2008 and 2013. This would have led to proportionally fewer novice drivers on the road during this period. As has been previously

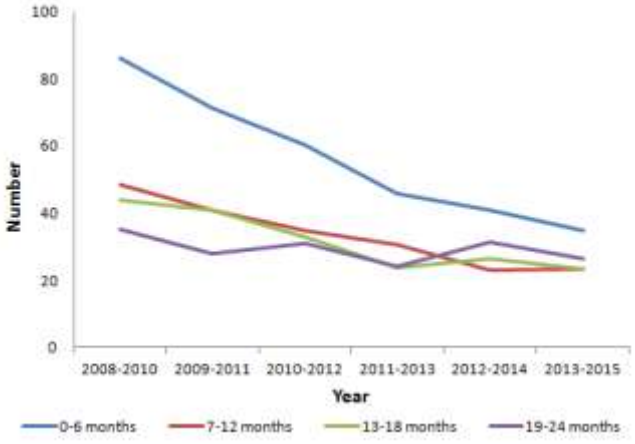
observed, the number of test applications has started to rise again in the two most recent years. The extent to which this will impact in future on the falling novice driver KSI trend remains to be seen. See Road Safety Context section.

This indicator additionally reports on the length of time (up to 24 months) novice drivers have held their licence at the date of collision. During 2013-2015, the highest proportion of the 108 KSI casualties (32 per cent) were from collisions that involved a driver within six months of passing their test. This is compared with 22 per cent from collisions involving drivers within both 7-12 months and 13-18 months of passing their test, and 25 per cent from collisions involving drivers within 19-24 months of passing their test.

This highlights the increased risk associated with new drivers in the first 6 months after passing their driving test and is further evident in figure 22.

However, the chart also shows that, over the series, the largest decline in the average number of KSI casualties resulting from a collision involving a novice driver was recorded for the 0-6 month drivers, falling 60 per cent from the 2008-2010 baseline of 86 to 35 in 2013-2015.

Figure 22**: **Number of KSI casualties resulting from collisions involving a novice driver (3 year rolling average), 2008-2015



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

Of the 108 KSI casualties each year in the 2013-2015 period where a novice driver was involved, they were deemed to be responsible for the majority of these (70 per cent). This is similar to proportions seen in previous years.

Where a novice driver was deemed responsible, 28 (37 per cent) of the 76 KSI casualties in 2013-2015 were from collisions where a driver was within six months of passing their test; 15 (20 per cent) within 7-12 months; 14 (19 per cent) within 13-18 months and 18 (24 per cent) within 19-24 months.

KPI 19: Proportion of vehicles exceeding the speed limit by road type

This is the second year reporting on this indicator and, since the last publication, further development work has been carried out on the methodology used to produce the results. Some adjustments have been made to improve the quality of the output data and these have been applied retrospectively to the historic back series and the figures revised accordingly. Note that the methodological improvements have only had a very minor impact on the previously reported estimates.

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

Furthermore proportions of vehicles exceeding the speed limits are reported for three time periods

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

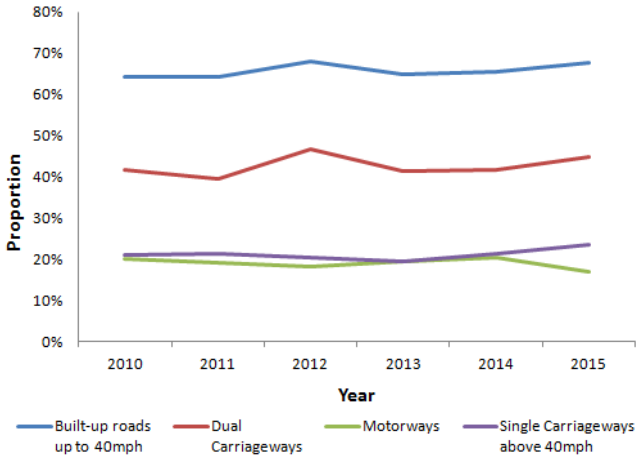
Free running speed is considered to be the speed at which vehicles will travel when they are unimpeded by other vehicles and for this reason

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 2015, over two thirds (68 per cent) of vehicles exceeded the speed limits on built-up roads, which equals the previous series high recorded in 2012. This rate is up by 2 percentage points from 2014 and 3 percentage points from the baseline level.

In non built-up areas in the same year, the proportion of vehicles exceeding the speed limits was greatest on dual carriageways (45 per cent), followed by single carriageways above 40mph (24 per cent) and motorways (17 per cent). These proportions represent an increase of 3 percentage points on the baseline speeding levels for built up roads, dual carriageways and single carriageways. Motorways, conversely, have experienced a decrease of 3 percentage points across the same time period.

Figure 23**: **Proportion of vehicles exceeding the speed limit (11pm - 7am), 2010-2015



Source: NI Roads Services, C2-Cloud Traffic Data, Traffic and Travel Information Report, Department for Infrastructure
See: Appendix 1, Table 23

Comparing the free running data (11pm to 7am) with the data for 7am to 11pm, which takes congestion into account, reduces the proportion of vehicles exceeding the speed limit on built-up roads from 68 per cent to 45 per cent in 2015. Dual carriageways reduced from 45 per cent to 27 per cent and single carriageways above 40mph from 24 per cent to 10 per cent. There was no change on motorways.

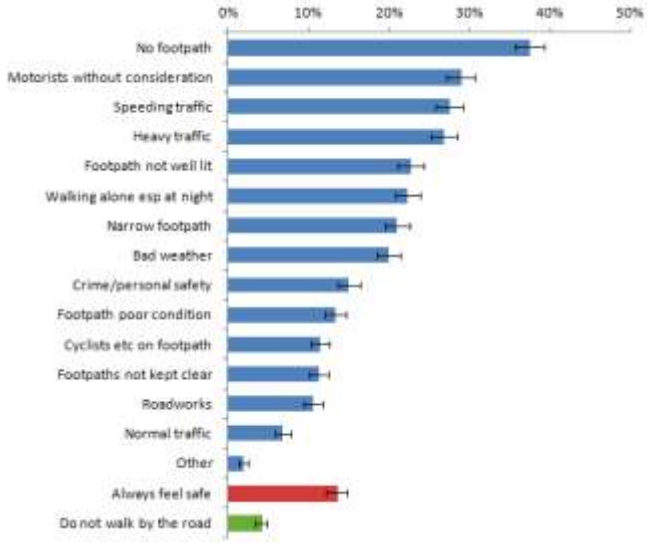
In contrast to the vehicle speeding indicator, which has not demonstrated any consistent upwards or downwards trend since the 2010 baseline, speeding offences recorded by the PSNI saw a steep decline (45%) between 2010 and 2013. In the most recent two years, numbers have levelled off (decreasing only by 1%). It should be noted, however, that other factors may influence the PSNI statistics (e.g. associated PSNI campaigns to target speeding; PSNI resources etc). See Road Safety Context section.

KPI 20: Road user's perception of road safety

Additional questions were added to the Travel Survey in Northern Ireland (TSNI) to ascertain road users' perception of road safety. The survey asked respondents what made them feel unsafe whilst walking by and/or cycling on the road. Some respondents spontaneously said they always felt safe or they did not walk/cycle on the road. To date, results have only been published for the 2012-2014 TSNI reporting cycle.

There were 2698 respondents who said they walked at least once a year, and 13 per cent of them said they always felt safe when walking by the road, while 4 per cent said they do not walk by the road. The most common reason cited for feeling unsafe was that there was no footpath, with 37 per cent of all respondents giving this answer. Over a quarter of respondents said that motorists driving without care for pedestrians, traffic travelling above the speed limit and heavy traffic made them feel unsafe (all with similar percentages of 29, 28 and 27 per cent respectively). A full list of reasons can be found in Figure 24.

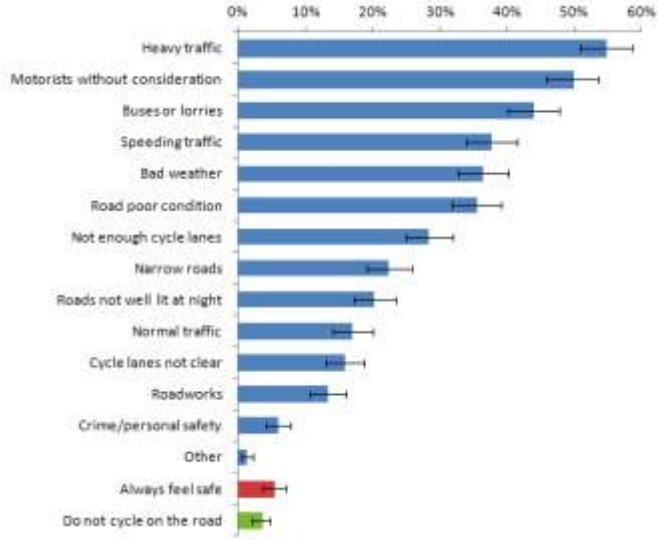
Figure 24**: **Reasons why respondents feel unsafe when walking by the road, 2012-2014



Source: Travel Survey for Northern Ireland
See: Appendix 1, Table 24
Note: Error bar shows the 95% confidence range around the central estimate. See table 24a.

When asked about safety when cycling, 5 per cent of the 623 respondents who had cycled in the last 12 months said they always felt safe when cycling on the road, with a further 3 per cent stating that they do not cycle on the road. More than half of respondents (55 per cent) felt unsafe due to heavy traffic, whilst half of respondents (50 per cent) felt unsafe because of motorists driving without consideration of cyclists. Other common reasons included buses or lorries on the road (44 per cent), traffic travelling above the speed limit (38 per cent), bad weather (36 per cent) and poor road condition (35 per cent). A full list of reasons can be found in Figure 25.

Figure 25**: **Reasons why respondents feel unsafe when cycling on the road, 2012-2014



Source: Travel Survey for Northern Ireland
See: Appendix 1, Table 25
Note: Error bar shows the 95% confidence range around the central estimate. See table 25a.

Appendix 1: Detailed Tables

Table 1
Number of road traffic fatalities in Northern Ireland
Northern Ireland (2004-2015)

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%
2015	74	-41%	-6%
2004-2008 Baseline	126		

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

Table 1a
Number of road traffic fatalities in Northern Ireland (5 year rolling average)
Northern Ireland (2004-2015)

Year	Fatalities[1]	Percentage change from baseline	Percentage change from last period
2004-2008	126		
2005-2009	119	-5%	-5%
2006-2010	103	-18%	-13%
2007-2011	90	-29%	-13%
2008-2012	77	-39%	-14%
2009-2013	67	-47%	-13%
2010-2014	60	-53%	-11%
2011-2015	63	-50%	6%
2004-2008 Baseline	126		

[1] Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statist

Table 2

Number of road traffic serious injuries in Northern Ireland

Northern Ireland (2004-2015)

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%
2015	711	-36%	0%
2004-2008 Baseline	1,111		

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

Table 2a

Number of road traffic serious injuries in Northern Ireland (5 year rolling average)

Northern Ireland (2004-2015)

Year	Serious Injuries[1]	Percentage change from baseline	Percentage change from last period
2004-2008	1111		
2005-2009	1081	-3%	-3%
2006-2010	1045	-6%	-3%
2007-2011	968	-13%	-7%
2008-2012	907	-18%	-6%
2009-2013	853	-23%	-6%
2010-2014	788	-29%	-8%
2011-2015	752	-32%	-5%
2004-2008 Baseline	1111		

[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 (2004-2015)

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%
2015	72	-44%	3%
2004-2008 Baseline	128		

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

Table 3a

Number of children (0-15 years) killed or seriously injured (KSIs) in road traffic collisions (5 year rolling average)

Northern Ireland (2004-2015)

Year	Serious Injuries[1]	Percentage change from baseline	Percentage change from last period
2004-2008	128		
2005-2009	122	-5%	-5%
2006-2010	115	-10%	-6%
2007-2011	103	-19%	-10%
2008-2012	100	-22%	-3%
2009-2013	95	-26%	-6%
2010-2014	85	-34%	-11%
2011-2015	80	-37%	-5%
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 (2004-2015)

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%
2015	197	-46%	-5%
2004-2008 Baseline	366		

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

Table 4a

Number of young people (16-24 years) killed or seriously injured (KSIs) in road traffic collisions (5 year rolling average)

Northern Ireland (2004-2015)

Year	Serious Injuries[1]	Percentage change from baseline	Percentage change from last period
2004-2008	366		
2005-2009	353	-3%	-3%
2006-2010	336	-8%	-5%
2007-2011	297	-19%	-12%
2008-2012	266	-27%	-11%
2009-2013	237	-35%	-11%
2010-2014	212	-42%	-11%
2011-2015	203	-45%	-4%
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 (2004-2015)

Year	Fatalities[1]	Vehicle Kilometres (100 million)[2]	Rate [r]	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	198.97	0.29	-56%	16%
2014	79	198.39	0.40	-39%	39%
2015	74	198.39	0.37	-42%	-6%
2004-2008 Baseline	126	193.63	0.65		

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

[2] Source: Vehicle kilometres travelled (VKT) in Northern Ireland (see User Guidance for further details), Department for Infrastructure. *The most recent year of VKT data available is 2014. Users should note that the 2014 estimate has been applied to 2015.*

[r] 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 (2004-2015)

Year	Fatalities[1]	Vehicle Kilometres (100 million)[2]	Rate [r]	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	197.55	0.34	-48%	-13%
2010-2014	60	196.83	0.30	-53%	-10%
2011-2015	63	196.89	0.32	-50%	6%
2004-2008 Baseline	126	193.63	0.65		

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

[2] Source: Vehicle kilometres travelled (VKT) in Northern Ireland (see User Guidance for further details), Department for Infrastructure. *The most recent year of VKT data available is 2014. Users should note that the 2014 estimate has been applied to 2015.*

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

Table 6

Rate of road deaths per million population

Northern Ireland (2004-2015)

Year	Fatalities[1]	Population (count)[2]	Population (millions)	Rate	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%
2015	74	1,851,621	1.85	39.96	-44%	-7%
2004-2008 Baseline	126	1,745,145	1.75	71.97		

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

[2] Source: NISRA Mid-Year Population Estimates

Table 6a

Rate of road deaths per million population

(5 year rolling average)

Northern Ireland (2004-2015)

Year	Fatalities[1]	Population (count)[2]	Population (millions)	Rate	Percentage change from baseline	Percentage change from last period
2004-2008	126	1,745,145	1.75	71.97		
2005-2009	119	1,761,003	1.76	67.69	-6%	-6%
2006-2010	103	1,776,423	1.78	58.09	-19%	-14%
2007-2011	90	1,790,664	1.79	50.15	-30%	-14%
2008-2012	77	1,803,054	1.80	42.59	-41%	-15%
2009-2013	67	1,813,169	1.81	36.84	-49%	-14%
2010-2014	60	1,822,602	1.82	32.70	-55%	-11%
2011-2015	63	1,831,959	1.83	34.61	-52%	6%
2004-2008 Baseline	126	1,745,145	1.73	71.97		

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

[2] Source: NISRA Mid-Year Population Estimates

Table 7

Rate of pedestrian KSIs per 100 million kilometres walked

Northern Ireland (2004-2015)

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%
2015	183	4.83	37.92	-27%	17%
2004-2008 Baseline [r]	207	4.01	51.61		

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

[2] Source: Travel Survey for Northern Ireland, Department for Infrastructure, NISRA Mid-Year Population Estimates

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

Table 7a

Rate of pedestrian KSIs per 100 million kilometres walked

(5 year rolling average) [r]

Northern Ireland (2004-2015)

Year	Pedestrian KSIs[1]	Kilometres walked (100 million)[2]	Rate	Percentage change from baseline	Percentage change from last period
2004-2008	207	4.01	51.61		
2005-2009	208	4.11	50.51	-2%	-2%
2006-2010	202	4.07	49.72	-4%	-2%
2007-2011	200	4.04	49.57	-4%	0%
2008-2012	202	4.11	49.10	-5%	-1%
2009-2013	193	4.33	44.57	-14%	-9%
2010-2014	182	4.62	39.34	-24%	-12%
2011-2015	183	4.77	38.34	-26%	-3%
2004-2008 Baseline	207	4.01	51.61		

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

[2] Source: Travel Survey for Northern Ireland, Department for Infrastructure, NISRA Mid-Year Population Estimates

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

Table 7b

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

Northern Ireland (2004-2015)

Year	Upper 95% confidence limit	Published Rate	Lower 95% confidence limit
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
2015	40.15	37.92	35.92
2004-2008 Baseline [r]	53.66	51.61	49.71

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

[2] Source: Travel Survey for Northern Ireland, Department for Infrastructure, NISRA Mid-Year Population Estimates

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

Table 8

Rate of pedal cyclist KSIs per 100 million kilometres cycled

Northern Ireland (2004-2015)

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%
2015	40	0.80	49.73	-18%	-33%
2004-2008 Baseline [r]	30	0.50	60.72		

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

[2] Source: Travel Survey for Northern Ireland, Department for Infrastructure, NISRA Mid-Year Population Estimates

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

Table 8a

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

Northern Ireland (2004-2015)

Year	Pedal Cyclists KSIs[1]	Kilometres cycled (100 million)[2]	Rate	Percentage change from baseline [r]	Percentage change from last period
2004-2008	30	0.50	60.72		
2005-2009	31	0.52	59.10	-3%	-3%
2006-2010	35	0.53	66.20	9%	12%
2007-2011	38	0.59	64.38	6%	-3%
2008-2012	43	0.67	64.04	5%	-1%
2009-2013	47	0.74	62.73	3%	-2%
2010-2014	53	0.81	65.31	8%	4%
2011-2015	51	0.80	63.53	5%	-3%
2004-2008 Baseline	30	0.50	60.72		

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

[2] Source: Travel Survey for Northern Ireland, Department for Infrastructure, NISRA Mid-Year Population Estimates

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

Table 8b

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

Northern Ireland (2004-2015)

Year	Upper 95% confidence limit	Published Rate	Lower 95% confidence limit
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
2015	70.66	49.73	38.36
2004-2008 Baseline [r]	82.39	60.72	48.07

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

[2] Source: Travel Survey for Northern Ireland, Department for Infrastructure, NISRA Mid-Year Population Estimates

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

Table 9

Rate of motorcyclist KSIs per 100 million motorcycle kilometres

Northern Ireland (2004-2015)

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	45%	-13%
2010	120	0.41	295.16	12%	-23%
2011	108	0.38	284.58	8%	-4%
2012	100	0.23	426.01	62%	50%
2013	101	0.18	571.78	117%	34%
2014	97	0.33	297.77	13%	-48%
2015	82	0.42	196.60	-25%	-34%
2004-2008 Baseline	152	0.58	263.09		

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

[2] Source: Travel Survey for Northern Ireland, Department for Infrastructure, NISRA Mid-Year Population Estimates

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

Table 9a

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

Northern Ireland (2004-2015)

Year	Motorcyclists KSIs[1]	Motorcycle Kilometres (100 million)[2]	Rate	Percentage change from baseline	Percentage change from last period
2004-2008	152	0.58	263.09		
2005-2009	149	0.43	348.14	32%	32%
2006-2010	141	0.37	377.14	43%	8%
2007-2011	135	0.40	339.27	29%	-10%
2008-2012	124	0.34	364.10	38%	7%
2009-2013	117	0.26	441.79	68%	21%
2010-2014	105	0.25	428.43	63%	-3%
2011-2015	98	0.31	318.93	21%	-26%
2004-2008 Baseline	152	0.58	263.09		

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

[2] Source: Travel Survey for Northern Ireland, Department for Infrastructure, NISRA Mid-Year Population Estimates

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

Table 9b

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

Northern Ireland (2004-2015)

Year	Upper 95% confidence limit	Published Rate	Lower 95% confidence limit
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
2015	550.47	196.60	119.67
2004-2008 Baseline [r]	416.44	263.09	192.28

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

[2] Source: Travel Survey for Northern Ireland, Department for Infrastructure, NISRA Mid-Year Population Estimates

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

Table 10

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

Northern Ireland (2004-2015)

Year	Car User KSIs[1**]	Car Kilometres (100 million)[2]	Rate [r]	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	171.86	3.96		-12%
2009	709	177.79	3.99	-15%	1%
2010	565	176.14	3.21	-31%	-20%
2011	475	174.19	2.73	-42%	-15%
2012	467	172.86	2.70	-42%	-1%
2013	427	177.61	2.40	-49%	-11%
2014	448	177.06	2.53	-46%	5%
2015	458	177.06	2.59	-45%	2%
2004-2008 Baseline	801	171.37	4.67		

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

[2] Source: Vehicle kilometres travelled (VKT) in Northern Ireland (see User Guidance for further details), Department for Infrastructure. *The most recent year of VKT data available is 2014. Users should note that the 2014 estimate has been applied to 2015.*

[r] 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 (2004-2015)

Year	Car User KSIs[1**]	Car Kilometres (100 million)[2]	Rate [r]	Percentage change from baseline	Percentage change from last period
2004-2008	801	171.37	4.67		
2005-2009	767	173.43	4.42	-5%	-5%
2006-2010	727	174.82	4.16	-11%	-6%
2007-2011	646	175.44	3.68	-21%	-12%
2008-2012	579	174.57	3.32	-29%	-10%
2009-2013	529	175.72	3.01	-36%	-9%
2010-2014	476	175.57	2.71	-42%	-10%
2011-2015	455	175.76	2.59	-45%	-5%
2004-2008 Baseline	801	171.37	4.67		

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

[2] Source: Vehicle kilometres travelled (VKT) in Northern Ireland (see User Guidance for further details), Department for Infrastructure. *The most recent year of VKT data available is 2014. Users should note that the 2014 estimate has been applied to 2015.*

[r] 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 (2004-2015)

Year	Fatal and Serious Collisions[1]	Vehicle Kilometres (100 million)[2]	Rate [r]	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	198.97	3.37	-33%	-9%
2014	651	198.39	3.28	-35%	-3%
2015	639	198.39	3.22	-36%	-2%
2004-2008 Baseline	971	193.63	5.01		

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

[2] Source: Vehicle kilometres travelled (VKT) in Northern Ireland (see User Guidance for further details), Department for Infrastructure. *The most recent year of VKT data available is 2014. Users should note that the 2014 estimate has been applied to 2015.*

[r] 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 (2004-2015)

Year	Fatal and Serious Collisions[1]	Vehicle Kilometres (100 million)[2]	Rate [r]	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	197.55	3.90	-22%	-6%
2010-2014	715	196.83	3.63	-28%	-7%
2011-2015	687	196.89	3.49	-30%	-4%
2004-2008 Baseline	971	193.63	5.01		

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

[2] Source: Vehicle kilometres travelled (VKT) in Northern Ireland (see User Guidance for further details), Department for Infrastructure. *The most recent year of VKT data available is 2014. Users should note that the 2014 estimate has been applied to 2015.*

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

Table 12

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

Northern Ireland (2004-2015)

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%
2015	69	186,726	1.87	36.95	-26%	-13%
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

Rate 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 (2004-2015)

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%
2011-2015	76	177,142	1.77	43.13	-14%	-5%
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 (2004-2015)

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%
2015	42	-54%	-24%
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 (2004-2015)

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%
2011-2015	41	-56%	0%
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 (2004-2015)

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	-	-
2015	4	-	-
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 (2004-2015)

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	-	-
2011-2015	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 (2004-2015)

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%
2015	15	-46%	-32%
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 (2004-2015)

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%
2011-2015	16	-42%	3%
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 (2004-2015)

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%
2015	5	-80%	-38%
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 (2004-2015)

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%
2011-2015	7	-72%	0%
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 (2004-2015)

Year	10 % Most Deprived (SOAs)[1]				
	Number of KSIs[2]	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%
2015	36	169,088	21.29	-25%	71%
2004-2008 Baseline	47	165,666	28.37		

[1]Source: NISRA Northern Ireland Multiple Deprivation Measure 2010
[2]Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics
[3]Source: 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 (2004-2015)

Year	10 % Least Deprived (SOAs)[1]				
	Number of KSIs[2]	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	-	-
2015	8	168,797	4.74	-	-
2004-2008 Baseline	7	165,271	4.48		

[1]Source: NISRA Northern Ireland Multiple Deprivation Measure 2010
[2]Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics
[3]Source: 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 (2004-2015)

Year	10 % Most Deprived (SOAs)[1]				
	Number of KSIs[2]	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%
2011-2015	37	167,874	22.16	-22%	-4%
2004-2008 Baseline	47	165,666	28.37		

[1]Source: NISRA Northern Ireland Multiple Deprivation Measure 2010
[2]Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics
[3]Source: 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 (2004-2015)

Year	10 % Least Deprived (SOAs)[1]				
	Number of KSIs[2]	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	-	-
2011-2015	10	167,887	5.72	-	-
2004-2008 Baseline	7	165,271	4.48		

[1]Source: NISRA Northern Ireland Multiple Deprivation Measure 2010
[2]Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics
[3]Source: 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 (2004-2015)

Year	10 % Most Deprived (SOAs)[1]				
	Number of KSIs[2]	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	14	38,383	36.47	6%	-7%
2014	6	38,880	15.43	-55%	-58%
2015	9	39,062	23.04	-33%	49%
2004-2008 Baseline	14	39,995	34.50		

[1]Source: NISRA Northern Ireland Multiple Deprivation Measure 2010
[2]Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics
[3]Source: NISRA Small Area Population Estimates

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 (2004-2015)

Year	10 % Least Deprived (SOAs)[1]				
	Number of KSIs[2]	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	1	30,687	3.26	-	-
2014	2	30,410	6.58	-	-
2015	2	30,390	6.58	-	-
2004-2008 Baseline	2	32,990	6.67		

[1]Source: NISRA Northern Ireland Multiple Deprivation Measure 2010
[2]Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics
[3]Source: NISRA Small Area Population Estimates

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 (2004-2015)

Year	10 % Most Deprived (SOAs)[1]				
	Number of KSIs[2]	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	14	38,281	35.53	3%	10%
2010-2014	12	38,374	31.27	-9%	-12%
2011-2015	11	38,555	28.01	-19%	-10%
2004-2008 Baseline	14	39,995	34.50		

[1]Source: NISRA Northern Ireland Multiple Deprivation Measure 2010
[2]Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics
[3]Source: NISRA Small Area Population Estimates

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 (2004-2015)

Year	10 % Least Deprived (SOAs)[1]				
	Number of KSIs[2]	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	2	31,368	7.65	-	-
2010-2014	2	31,045	7.73	-	-
2011-2015	2	30,789	7.79	-	-
2004-2008 Baseline	2	32,990	6.67		

[1]Source: NISRA Northern Ireland Multiple Deprivation Measure 2010
[2]Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics
[3]Source: NISRA Small Area Population Estimates

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 (2008-2015)

	10 % Most Deprived (SOAs)[1]				
Year[4]	Number of KSIs[2]	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%
2015	27	169,088	15.97	-25%	0%
2008-2012 Baseline	36	167,289	21.28		

[1]Source: NISRA Northern Ireland Multiple Deprivation Measure 2010
[2]Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics
[3]Source: NISRA Small Area Population Estimates
[4]Casualty 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 (2008-2015)

	10 % Least Deprived (SOAs)[1]				
Year[4]	Number of KSIs[2]	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	-	-
2015	7	168,797	4.15	-	-
2008-2012 Baseline	10	166,668	6.00		

[1]Source: NISRA Northern Ireland Multiple Deprivation Measure 2010
[2]Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics
[3]Source: NISRA Small Area Population Estimates
[4]Casualty 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 (2008-2015)

	10 % Most Deprived (SOAs)[1]				
Year[4]	Number of KSIs[2]	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%
2011-2015	32	167,874	19.06	-10%	-1%
2008-2012 Baseline	36	167,289	21.28		

[1]Source: NISRA Northern Ireland Multiple Deprivation Measure 2010
[2]Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics
[3]Source: NISRA Small Area Population Estimates
[4]Casualty 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 (2008-2015)

	10 % Least Deprived (SOAs)[1]				
Year[4]	Number of KSIs[2]	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	-	-
2011-2015	10	167,887	5.84	-	-
2008-2012 Baseline	10	166,668	6.00		

[1]Source: NISRA Northern Ireland Multiple Deprivation Measure 2010
[2]Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics
[3]Source: NISRA Small Area Population Estimates
[4]Casualty 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 (2008-2015)

		10 % Most Deprived (SOAs)[1]			
Year[4]	Number of KSIs[2]	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%
2015	5	39,062	12.80	-59%	-38%
2008-2012 Baseline	12	38,381	31.27		

[1]Source: NISRA Northern Ireland Multiple Deprivation Measure 2010
[2]Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics
[3]Source: NISRA Small Area Population Estimates
[4]Casualty 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 (2008-2015)

		10 % Least Deprived (SOAs)[1]			
Year[4]	Number of KSIs[2]	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	-	-
2015	1	30,390	3.29	-	-
2008-2012 Baseline	3	31,672	9.47		

[1]Source: NISRA Northern Ireland Multiple Deprivation Measure 2010
[2]Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics
[3]Source: NISRA Small Area Population Estimates
[4]Casualty 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 (2008-2015)

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%
2011-2015	10	38,555	25.42	-19%	-13%
2008-2012 Baseline	12	38,381	31.27		

[1]Source: NISRA Northern Ireland Multiple Deprivation Measure 2010
[2]Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics
[3]Source: NISRA Small Area Population Estimates
[4]Casualty 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 (2008-2015)

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	-	-
2011-2015	3	30,789	9.09	-	-
2008-2012 Baseline	3	31,672	9.47		

[1]Source: NISRA Northern Ireland Multiple Deprivation Measure 2010
[2]Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics
[3]Source: NISRA Small Area Population Estimates
[4]Casualty 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 (2004-2015)

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%
2015	243	-43%	-6%
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 (2004-2015)

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%
2011-2015	238	-44%	-4%
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 (2008-2015)

		Novice Drivers - time held licence[1,2 [r]]				
	Year	0-6 months	7-12 months	13-18 months	19-24 months	*0-24 months*
Novice driver responsible	2008-2010	60	29	28	25	*142*
	2009-2011	54	29	26	21	*130*
	2010-2012	48	26	21	22	*117*
	2011-2013	38	22	13	16	*90*
	2012-2014	33	13	15	19	*82*
	2013-2015	28	15	14	18	*76*
	2008-2010 Baseline	60	29	28	25	*142*
Novice driver not responsible	2008-2010	26	20	16	11	*72*
	2009-2011	17	11	15	7	*51*
	2010-2012	12	9	12	9	*42*
	2011-2013	8	9	11	8	*35*
	2012-2014	7	9	11	12	*40*
	2013-2015	7	8	9	9	*33*
	2008-2010 Baseline	26	20	16	11	*72*
Novice driver involved	2008-2010	86	48	44	35	*214*
	2009-2011	71	41	41	28	*181*
	2010-2012	60	35	33	31	*159*
	2011-2013	46	31	24	24	*124*
	2012-2014	41	23	26	31	*122*
	2013-2015	35	24	24	27	*108*
	2008-2010 Baseline	86	48	44	35	*214*

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

[2] Source: Driver Vehicle Agency, Department for Infrastructure

***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.*

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

Table 22a

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

Northern Ireland (2008-2015)

	Year	KSIs[1,2] [r]	Percentage change from baseline	Percentage change from last year
Novice driver responsible	2008-2010	60		
	2009-2011	54	-10%	-10%
	2010-2012	48	-20%	-11%
	2011-2013	38	-37%	-21%
	2012-2014	33	-44%	-12%
	2013-2015	28	-53%	-16%
	2008-2010 Baseline	60		
Novice driver not responsible	2008-2010	26		
	2009-2011	17	-33%	-33%
	2010-2012	12	-53%	-29%
	2011-2013	8	-71%	-38%
	2012-2014	7	-71%	-3%
	2013-2015	7	-75%	-11%
	2008-2010 Baseline	26		
Novice driver involved	2008-2010	86		
	2009-2011	71	-17%	-17%
	2010-2012	60	-30%	-15%
	2011-2013	46	-47%	-24%
	2012-2014	41	-52%	-11%
	2013-2015	35	-60%	-15%
	2008-2010 Baseline	86		

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

[2] Source: Driver Vehicle Agency, Department for Infrastructure

***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.*

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

Table 22b

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

Northern Ireland (2008-2015)

	Year	KSIs[1,2] [r]	Percentage change from baseline	Percentage change from last year
Novice driver responsible	2008-2010	29		
	2009-2011	29	3%	3%
	2010-2012	26	-10%	-13%
	2011-2013	22	-23%	-14%
	2012-2014	13	-53%	-39%
	2013-2015	15	-47%	14%
	2008-2010 Baseline	29		
Novice driver not responsible	2008-2010	20		
	2009-2011	11	-42%	-42%
	2010-2012	9	-54%	-21%
	2011-2013	9	-56%	-4%
	2012-2014	9	-52%	9%
	2013-2015	8	-58%	-14%
	2008-2010 Baseline	20		
Novice driver involved	2008-2010	48		
	2009-2011	41	-15%	-15%
	2010-2012	35	-28%	-15%
	2011-2013	31	-36%	-11%
	2012-2014	23	-53%	-25%
	2013-2015	24	-51%	2%
	2008-2010 Baseline	48		

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

[2] Source: Driver Vehicle Agency, Department for Infrastructure

***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.*

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

Table 22c

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

Northern Ireland (2008-2015)

	Year	KSIs[1,2 [r]]	Percentage change from baseline	Percentage change from last year
Novice driver responsible	2008-2010	28		
	2009-2011	26	-8%	-8%
	2010-2012	21	-26%	-19%
	2011-2013	13	-54%	-38%
	2012-2014	15	-45%	19%
	2013-2015	14	-49%	-7%
	2008-2010 Baseline	28		
Novice driver not responsible	2008-2010	16		
	2009-2011	15	-4%	-4%
	2010-2012	12	-24%	-21%
	2011-2013	11	-32%	-11%
	2012-2014	11	-30%	4%
	2013-2015	9	-41%	-16%
	2008-2010 Baseline	16		
Novice driver involved	2008-2010	44		
	2009-2011	41	-7%	-7%
	2010-2012	33	-25%	-20%
	2011-2013	24	-46%	-28%
	2012-2014	26	-40%	12%
	2013-2015	24	-46%	-11%
	2008-2010 Baseline	44		

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

[2] Source: Driver Vehicle Agency, Department for Infrastructure

***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.*

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

Table 22d

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

Northern Ireland (2008-2015)

	Year	KSIs[1,2 [r]]	Percentage change from baseline	Percentage change from last year
Novice driver responsible	2008-2010	25		
	2009-2011	21	-15%	-15%
	2010-2012	22	-11%	4%
	2011-2013	16	-34%	-25%
	2012-2014	19	-21%	19%
	2013-2015	18	-27%	-8%
	2008-2010 Baseline	25		
Novice driver not responsible	2008-2010	11		
	2009-2011	7	-34%	-34%
	2010-2012	9	-14%	29%
	2011-2013	8	-27%	-15%
	2012-2014	12	13%	56%
	2013-2015	9	-18%	-27%
	2008-2010 Baseline	11		
Novice driver involved	2008-2010	35		
	2009-2011	28	-21%	-21%
	2010-2012	31	-12%	11%
	2011-2013	24	-32%	-22%
	2012-2014	31	-11%	31%
	2013-2015	27	-25%	-15%
	2008-2010 Baseline	35		

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

[2] Source: Driver Vehicle Agency, Department for Infrastructure

***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.*

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

Table 22e

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

Northern Ireland (2008-2015)

	Year	KSIs[1,2 [r]]	Percentage change from baseline	Percentage change from last year
Novice driver responsible	2008-2010	142		
	2009-2011	130	-8%	-8%
	2010-2012	117	-18%	-11%
	2011-2013	90	-37%	-23%
	2012-2014	82	-42%	-9%
	2013-2015	76	-47%	-8%
	2008-2010 Baseline	142		
Novice driver not responsible	2008-2010	72		
	2009-2011	51	-29%	-29%
	2010-2012	42	-41%	-17%
	2011-2013	35	-52%	-18%
	2012-2014	40	-45%	15%
	2013-2015	33	-55%	-18%
	2008-2010 Baseline	72		
Novice driver involved	2008-2010	214		
	2009-2011	181	-15%	-15%
	2010-2012	159	-26%	-12%
	2011-2013	124	-42%	-22%
	2012-2014	122	-43%	-2%
	2013-2015	108	-49%	-11%
	2008-2010 Baseline	214		

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

[2] Source: Driver Vehicle Agency, Department for Infrastructure

***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.*

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

Table 22f

95% confidence interval around novice driver KSI casualties

Northern Ireland (2004-2015)

		Novice Drivers - time held licence[1,2] [r] *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	3	3	3	*6*
	2009-2011	4	3	3	2	*6*
	2010-2012	3	3	2	2	*5*
	2011-2013	3	2	2	2	*5*
	2012-2014	3	2	2	2	*5*
	2013-2015	3	2	2	2	*4*
	2008-2010 Baseline	3	3	3	3	*6*
Novice driver not responsible	2008-2010	3	2	2	2	*4*
	2009-2011	2	2	2	1	*4*
	2010-2012	2	2	2	2	*3*
	2011-2013	1	2	2	1	*3*
	2012-2014	1	2	2	2	*3*
	2013-2015	1	2	2	2	*3*
	2008-2010 Baseline	3	2	2	2	*4*
Novice driver involved	2008-2010	5	4	3	3	*7*
	2009-2011	4	3	3	3	*6*
	2010-2012	4	3	3	3	*6*
	2011-2013	4	3	2	3	*5*
	2012-2014	3	3	3	3	*5*
	2013-2015	3	3	3	3	*5*
	2008-2010 Baseline	5	4	3	3	*7*

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

[2] Source: Driver Vehicle Agency, Department for Infrastructure

***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.*

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

Table 23

Proportion of vehicles exceeding the speed limit by road type

Northern Ireland (2010-2015)

	Year	Built-up roads up to 40mph[r]	Dual Carriageways[r]	Motorways[r]	Single Carriageways above 40mph[r]
24 hour	2010	46%	27%	18%	9%
	2011	45%	26%	17%	9%
	2012	47%	30%	16%	9%
	2013	44%	27%	19%	8%
	2014	44%	28%	19%	10%
	2015*	46%	28%	17%	11%
	2010 Baseline	46%	27%	18%	9%
11pm - 7am (free running)	2010	64%	42%	20%	21%
	2011	64%	39%	19%	21%
	2012	68%	47%	18%	20%
	2013	65%	41%	19%	19%
	2014	66%	42%	20%	21%
	2015*	68%	45%	17%	24%
	2010 Baseline	64%	42%	20%	21%
7am - 11pm	2010	45%	26%	18%	8%
	2011	44%	25%	17%	8%
	2012	45%	29%	16%	9%
	2013	42%	25%	19%	8%
	2014	43%	26%	19%	9%
	2015*	45%	27%	17%	10%
	2010 Baseline	45%	26%	18%	8%

[1] Source: Transport NI, C2-Cloud Traffic Data

[2] Source: Traffic and Travel Information Report, Department for Infrastructure

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

* 2015 figures exclude public and bank holidays. See User Guidance for further details.

Table 23a

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

Northern Ireland (2010-2015)

	Year	Built-up roads up to 40mph[r]	Percentage change from baseline	Percentage change from last year
24 hour	2010	46%		
	2011	45%	-2%	-2%
	2012	47%	2%	4%
	2013	44%	-4%	-6%
	2014	44%	-4%	1%
	2015*	46%	0%	4%
	2010 Baseline	46%		
11pm - 7am (free running)	2010	64%		
	2011	64%	0%	0%
	2012	68%	6%	6%
	2013	65%	1%	-5%
	2014	66%	2%	1%
	2015*	68%	5%	3%
	2010 Baseline	64%		
7am - 11pm	2010	45%		
	2011	44%	-2%	-2%
	2012	45%	2%	4%
	2013	42%	-5%	-6%
	2014	43%	-4%	0%
	2015*	45%	0%	5%
	2010 Baseline	45%		

[1] Source: Transport NI, C2-Cloud Traffic Data

[2] Source: Traffic and Travel Information Report, Department for Infrastructure

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

* 2015 figures exclude public and bank holidays. See User Guidance for further details.

Table 23b

Proportion of vehicles exceeding the speed limit on dual carriageways

Northern Ireland (2010-2015)

	Year	Dual Carriageways[r]	Percentage change from baseline	Percentage change from last year
24 hour	2010	27%		
	2011	26%	-4%	-4%
	2012	30%	12%	17%
	2013	27%	-2%	-12%
	2014	28%	2%	4%
	2015*	28%	5%	3%
	2010 Baseline	27%		
11pm - 7am (free running)	2010	42%		
	2011	39%	-5%	-5%
	2012	47%	12%	18%
	2013	41%	-1%	-11%
	2014	42%	0%	1%
	2015*	45%	7%	7%
	2010 Baseline	42%		
7am - 11pm	2010	26%		
	2011	25%	-4%	-4%
	2012	29%	10%	15%
	2013	25%	-3%	-12%
	2014	26%	1%	4%
	2015*	27%	4%	3%
	2010 Baseline	26%		

[1] Source: Transport NI, C2-Cloud Traffic Data

[2] Source: Traffic and Travel Information Report, Department for Infrastructure

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

* 2015 figures exclude public and bank holidays. See User Guidance for further details.

Table 23c

Proportion of vehicles exceeding the speed limit on motorways

Northern Ireland (2010-2015)

	Year	Motorways[r]	Percentage change from baseline	Percentage change from last year
24 hour	2010	18%		
	2011	17%	-6%	-6%
	2012	16%	-11%	-5%
	2013	19%	6%	18%
	2014	19%	6%	0%
	2015*	17%	-8%	-14%
	2010 Baseline	18%		
11pm - 7am (free running)	2010	20%		
	2011	19%	-5%	-5%
	2012	18%	-10%	-5%
	2013	19%	-4%	7%
	2014	20%	1%	5%
	2015*	17%	-16%	-17%
	2010 Baseline	20%		
7am - 11pm	2010	18%		
	2011	17%	-6%	-6%
	2012	16%	-11%	-5%
	2013	19%	7%	19%
	2014	19%	7%	0%
	2015*	17%	-8%	-13%
	2010 Baseline	18%		

[1] Source: Transport NI, C2-Cloud Traffic Data

[2] Source: Traffic and Travel Information Report, Department for Infrastructure

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

* 2015 figures exclude public and bank holidays. See User Guidance for further details.

Table 23d

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

Northern Ireland (2010-2015)

	Year	Single Carriageways above 40mph[r]	Percentage change from baseline	Percentage change from last year
24 hour	2010	9%		
	2011	9%	2%	2%
	2012	9%	4%	2%
	2013	8%	-8%	-11%
	2014	10%	13%	23%
	2015*	11%	21%	7%
	2010 Baseline	9%		
11pm - 7am (free running)	2010	21%		
	2011	21%	1%	1%
	2012	20%	-4%	-4%
	2013	19%	-8%	-5%
	2014	21%	1%	10%
	2015*	24%	12%	11%
	2010 Baseline	21%		
7am - 11pm	2010	8%		
	2011	8%	2%	2%
	2012	9%	5%	3%
	2013	8%	-8%	-12%
	2014	9%	14%	24%
	2015*	10%	22%	6%
	2010 Baseline	8%		

[1] Source: Transport NI, C2-Cloud Traffic Data

[2] Source: Traffic and Travel Information Report, Department for Infrastructure

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

* 2015 figures exclude public and bank holidays. See User Guidance for further details.

Table 24

Reasons why respondents feel unsafe when walking by the road

Northern Ireland (2012-2014)

	Number of Respondents	Percentage of Respondents*
No footpath	1008	37%
Motorists driving without consideration of pedestrians	778	29%
Traffic travelling above the speed limit	742	28%
Heavy traffic	723	27%
If footpath is not well lit at night	612	23%
Walking on my own especially at night	602	22%
Narrow footpath	567	21%
Bad weather	538	20%
Worry about crime/personal safety	405	15%
If condition of footpath is poor	359	13%
Cyclists, Scooters, Skateboarders on the footpath	309	11%
If footpaths are not kept clear	304	11%
Roadworks	286	11%
Normal traffic even if travelling within the speed limit	184	7%
Other	52	2%
Always feel safe	*364*	*13%*
Do not walk by the road	*112*	*4%*
Base	2698	

[1] Source: Travel Survey for Northern Ireland, Department for Infrastructure

* Users should note that percentages will not add to 100 as respondents could give multiple answers

Table 24a

95% confidence interval around reasons why people feel unsafe when walking by the road

Northern Ireland (2012-2014)

	Estimate (% of respondents)	95% Confidence Range +/-
No footpath	37%	2%
Motorists driving without consideration of pedestrians	29%	2%
Traffic travelling above the speed limit	28%	2%
Heavy traffic	27%	2%
If footpath is not well lit at night	23%	2%
Walking on my own especially at night	22%	2%
Narrow footpath	21%	2%
Bad weather	20%	2%
Worry about crime/personal safety	15%	1%
If condition of footpath is poor	13%	1%
Cyclists, Scooters, Skateboarders on the footpath	11%	1%
If footpaths are not kept clear	11%	1%
Roadworks	11%	1%
Normal traffic even if travelling within the speed limit	7%	1%
Other	2%	1%
Always feel safe	*13%*	*1%*
Do not walk by the road	*4%*	*1%*

[1] Source: Travel Survey for Northern Ireland, Department for Infrastructure

Table 25

Reasons why respondents feel unsafe when cycling on the road

Northern Ireland (2012-2014)

	Number of Respondents	Percentage of Respondents*
Heavy traffic	341	55%
Motorists driving without consideration of cyclists	310	50%
Buses or lorries	274	44%
Traffic travelling above the speed limit	235	38%
Bad weather	227	36%
If road condition is poor	221	35%
Not enough cycle lanes	177	28%
Narrow roads	140	22%
If the roads are not well lit at night	126	20%
Normal traffic even if travelling within speed limit	106	17%
Cycle lanes not kept clear	99	16%
Roadworks	83	13%
Worry about crime/personal safety	37	6%
Other	8	1%
Always feel safe	*33*	*5%*
Do not cycle on the road	*21*	*3%*
Base	623	

[1] Source: Travel Survey for Northern Ireland, Department for Infrastructure

* Users should note that percentages will not add to 100 as respondents could give multiple answers

Table 25a

95% confidence interval around reasons why people feel unsafe when cycling on the road

Northern Ireland (2012-2014)

	Estimate (% of respondents)	95% Confidence Range +/-
Heavy traffic	55%	4%
Motorists driving without consideration of cyclists	50%	4%
Buses or lorries	44%	4%
Traffic travelling above the speed limit	38%	4%
Bad weather	36%	4%
If road condition is poor	35%	4%
Not enough cycle lanes	28%	4%
Narrow roads	22%	3%
If the roads are not well lit at night	20%	3%
Normal traffic even if travelling within speed limit	17%	3%
Cycle lanes not kept clear	16%	3%
Roadworks	13%	3%
Worry about crime/personal safety	6%	2%
Other	1%	1%
Always feel safe	*5%*	*2%*
Do not cycle on the road	*3%*	*1%*

[1] Source: Travel Survey for Northern Ireland, Department for Infrastructure

Appendix 2: User Guidance

This statistics release is the fifth 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.

All the differences which have been highlighted in the commentary within this report have been tested for statistical significance ($p < 0.05$). This means that there is at least a 95% probability that there is a genuine difference between results and the difference is not simply explained by random chance or sample error. Where the term 'similar', 'no real difference', 'no real change' or 'around the same' has been used when comparing results, it means that there is no significant difference between the results being compared.

Main Uses of Data

Data contained in this release provides the main source of information to assess 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: https://www.infrastructure-ni.gov.uk/sites/default/files/publications/doe/motoring-plan-northern-ireland-road-safety-strategy-to-2020-2011.pdf.

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 DfI to respond to parliamentary/assembly questions and ad hoc queries from the public.

The data are used externally by a wide variety of different groups, each of which has varying degrees of use for the data. Examples include, advertisers using the data to target campaigns, and community groups using the data to lobby Government to effect Road Safety improvements.

A Statement of User Needs is available here: https://www.infrastructure-ni.gov.uk/sites/default/files/publications/infrastructure/Road-safety-strategy-to-2020-statement-of-user-needs.pdf

General interest research briefs are available on the DfI website. Please see the link below: https://www.infrastructure-ni.gov.uk/topics/statistics-and-research/road-safety-research.

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: https://www.infrastructure-ni.gov.uk/system/files/publications/infrastructure/ni-road-safety-strategy-to-2020-annual-statistical-report-2016-detailed-tables_0.XLSX.

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). A brief description of each source is included below; however, for full details please see the published Indicators Booklet: https://www.infrastructure-ni.gov.uk/sites/default/files/publications/infrastructure/Road-safety-strategy-to-2020-indicator-guidance-booklet.pdf.

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 DfI Statisticians.

The definitions used in this report compare directly with those used by PSNI – see the following link to the User Guide to Police Recorded Injury Road Traffic Collision Statistics in Northern Ireland: https://www.psni.police.uk/globalassets/inside-the-psni/our-statistics/road-traffic-collision-statistics/documents/traffic-statistics-user-guide---2016-review---final.pdf.

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

The PSNI road traffic collision statistics are not based on a sample survey and are not, therefore, subject to sampling error. However, their main limitation 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 in the user guide (link above).

Whilst not perfect, police data on road traffic collisions remains the most detailed, complete and reliable single source of information on road traffic casualties, particularly for monitoring trends 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 DfI, 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. https://www.infrastructure-ni.gov.uk/articles/travel-survey-northern-ireland.

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, 2002-2015

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
2013-2015	162	9	27	8	14	9

Source: Travel Survey for Northern Ireland, Department for infrastructure

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: https://www.infrastructure-ni.gov.uk/articles/travel-survey-northern-ireland.

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 2015 http://www.nisra.gov.uk/demography/default.asp17.htm.

NISRA Small Area Population Estimates 2015 http://www.nisra.gov.uk/demography/default.asp125.htm.

Northern Ireland Multiple Deprivation Measure 2010 http://www.nisra.gov.uk/deprivation/nimdm_2010.htm.

The main limitation to the population estimates is the collection of Migration data as it is the most difficult component of population change to measure. Although migration estimates are deficient in recording certain groups of the population, the methodology in place to adjust and scale up the data is deemed sufficiently robust.

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 recently introduced. This new data was published for the second and likely last time in the Annual Road Traffic Estimates: Vehicles Kilometres Travelled in Northern Ireland, 2014.

Since the VKT survey was implemented, processes and procedures have been reviewed on an ongoing basis with changes and improvements introduced where it was felt necessary. For this reason, indicators which use VKT data to calculate rates may have to be revised; however, these revisions will all be clearly marked.

Readers should note that these results are not directly comparable with GB. The report can be viewed at the following link: https://www.infrastructure-ni.gov.uk/system/files/publications/infrastructure/annual-road-traffic-estimates-vehicle-kilometres-travelled-in-northern-ireland-2014.pdf.

This work yields robust Official Statistics; however, these are only available for the years 2008-2014. Whilst this has led to a discontinuity

in the series, it appears to have had little impact on the overall indicator trend. The main limitation to the data is that there are inherent levels of unquantifiable uncertainty within. Despite this uncertainty, however, the overall trend is reasonably stable.

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 the data quality and limitations of the Vehicle Kilometres Travelled can be found in the latest report (link above).

The most recent year of data available is 2014. Users should note that this estimate has been applied to 2015.

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. Transport NI Cloud Traffic Data were extracted from around 130 permanent 24 hour counters where data were available. The data are not available for all roads in Northern Ireland; additionally some roads that do have data are excluded (see methodology (link below) or indicator booklet (link above)). Furthermore, users should note that not all counters are available every year.

The available data are therefore a sample, with associated sampling errors. However, because of the very large sample of vehicles on which the estimates are based, the confidence intervals calculated are very narrow - less than one percentage point either side of the central estimate for the free-running (11pm-7am) estimates and less than half a percentage point for the 24 hour estimates and 7am-11pm estimates. Of chief concern would be whether the sample is representative of the road network as a whole, and for that reason, consistency checks are put in place to compare counters on similar road types, with any outliers being fully investigated. The traffic counts for each site are deemed to be of a high enough volume to ensure population level speeding estimates are robust. Moreover, all differences are tested for statistical significance before being highlighted in the main Statistical Report.

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. ASRB, however, have removed any counters from their dataset where the readings appear to be rogue or inconsistent.

Due to the uncertainty associated with the speed data, an updated methodology was implemented to improve the quality of the output. This involved weighting the data using the 24 hour Annual Average Daily Traffic (AADT) flows, which are sourced from the same traffic counters, but are quality assured and published in the Traffic and Travel Information Report below:
https://www.infrastructure-ni.gov.uk/sites/default/files/publications/drd/traffic-and-travel-information-report-2014.pdf.

All the speeding tables have a revised marker as this change in methodology has led to minor changes from the results published last year.

Users should also note that the 2015 speed data used for this publication excludes all public and bank holidays, however, Transport NI have confirmed that this will have minimal impact on the annual average traffic data.

More information on the methodology used to produce the speeding indicator is detailed in the paper below:
https://www.infrastructure-ni.gov.uk/sites/default/files/publications/infrastructure/NI-road-safety-strategy-to-2020-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.

Due to the accuracy and completeness issues with regards to the licence numbers in the PSNI collisions file, only those vehicles in collisions where all drivers have a valid licence number are included in the sample used for analysis. Checks have been carried out on key characteristics of the sample to ensure that it is representative of the overall pool of records. The number of casualties from the sample has been weighted up reflect the true totals. Furthermore, three years of data have been combined to ensure survey estimates are sufficiently robust.

Table 22f in Appendix 1: Detailed Tables gives the 95% confidence intervals for the estimated number of KSIs involving a novice driver by responsibility of the driver, 2004-2015.
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.

However, since last year's publication, the methodology for developing the indicator has been improved to enhance the quality of the results, thus all the tables for this indicator have a revised marker.

More information is available in the methodology paper below:
https://www.infrastructure-ni.gov.uk/sites/default/files/publications/infrastructure/NI-road-safety-strategy-to-2020-developing-a-novice-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 DfI's revision policy and supporting statements relating to Official Statistics can be found at:
https://www.infrastructure-ni.gov.uk/publications/code-practice-official-statistics-supporting-statements.

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 and percentage point differences 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.

Useful Road Safety Sources

While it is our intention to direct users to road safety information elsewhere in the UK, ROI and internationally, 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 Northern Ireland
Northern Ireland Road Safety Research
https://www.infrastructure-ni.gov.uk/topics/statistics-and-research/road-safety-research.

The Northern Ireland Road Safety Monitor Report covers behaviour, attitudes and awareness of road safety issues among the general public in Northern Ireland. It was last carried out in 2014.
https://www.infrastructure-ni.gov.uk/articles/northern-ireland-road-safety-monitor-statistics.

The NI Seat Belt Survey reports on the level of seat belt wearing by occupants travelling in cars, vans and taxis throughout Northern Ireland. It was last carried out in 2014.
https://www.infrastructure-ni.gov.uk/publications/northern-ireland-survey-seat-belt-wearing-2014-annual-report.

Key statistics relating to the activity of the Northern Ireland Road Safety Partnership (NIRSP)
https://www.nidirect.gov.uk/articles/ni-road-safety-partnership.

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 2015 can be viewed at: http://www.transport.gov.scot/report/j419424-00.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 30 June 2016 and can be accessed via the following link: http://www.roadsafetywales.org.uk/statistics/index.htm.

Road Safety Information in Ireland and International

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.

The IRTAD Road Safety Annual Report provides an overview for road safety performance in 38 countries, as well as detailed reports for each country. http://www.itf-oecd.org/road-safety-annual-report-2015.

In August 2015, the United Nations (UN) approved the inclusion of road safety targets in the final text of its Sustainable Development Goals. The relevant target is: By 2020, halve the number of global deaths and injuries from road traffic accidents. http://www.un.org/sustainabledevelopment/health.

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. *Please note: This includes those who are excempt from wearing a restraint.*
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. *Please note: This data excludes motorways.*
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.