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Northern Ireland Road Safety Strategy to 2020: Annual Statistical Report 2021



Analysis, Statistics and Research Branch
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Department for Infrastructure
Clarence Court
10-18 Adelaide Street
Belfast

Contact: Jonathan Irwin
Tel: 028 90 586 270
Email: asrb@nisra.gov.uk



NISRA

Northern Ireland
Statistics and Research Agency

Gníomhaireacht Thuaisceart Éireann
um Staitisticí agus Taighde

Key Points

- Lockdown measures in relation to Covid-19 were introduced on 23rd March 2020. The reduction in collisions and casualties should be seen in the context of overall traffic volumes, which were estimated to have more than halved at the outset of lockdown and continued to show reductions throughout 2020.
- There were 56 fatalities in road traffic collisions. This represents a reduction of 55% from the 2004-2008 Strategy baseline figure (126), and no change from 2019. There has been a relative levelling off in the number of fatalities in the last three years.
- There were 596 people seriously injured (SI) in road traffic collisions which is 23% less than the number recorded in 2019 and 46% less than the baseline figure of 1,111. SI numbers have fallen considerably since the baseline and the annual percentage decrease between 2019 and 2020 (-23%) was the largest decrease in the series. The 2020 target of 611 or fewer SIs was achieved.
- There were 55 children (aged 0 to 15) killed or seriously injured (KSIs) in road traffic collisions – sixteen fewer than in 2019. This represents a reduction of 57% from the baseline figure (128) and a decrease of 23% over the year. The 2020 target of 58 or fewer child KSIs was achieved.
- There were 128 young people (aged 16 to 24) KSIs in road traffic collisions, which was 26% less than the number recorded in 2019 and 65% below the baseline of 366. This is the lowest recorded since the strategy began and below the target of 165.
- Over the three year period 2018-2020, novice drivers (new drivers within 2 years of passing their 'category B' driving test) were involved in road traffic collisions that resulted in the death or serious injury of, on average, 98 people each year. This represents a 9% decrease from the 108 average number of KSIs recorded during the 2017-2019 period and is 54% below the 2008-2010 baseline average of 214 KSIs per annum.
- The greatest proportion of these 98 KSI casualties (30%) were from collisions that involved a driver within six months of passing their test. This compares with 25% from collisions involving drivers within 7-12 months, 21% from collisions involving drivers within 13-18 months, and 23% 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.
- In 2020, just under two-thirds (65%) of vehicles exceeded the speed limits on built-up roads (all road types up to 40mph) under free-running conditions (11pm-7am).
- On non-built-up roads, the proportion of vehicles exceeding the speed limits, under free-running conditions, was greatest on dual carriageways (51%), followed by motorways (24%) and single carriageways above 40mph (23%).

- The corresponding non-compliance rates during the hours of 7am-11pm, when most travelling occurs and congestion serves to dampen vehicle speeds are: 37% on built-up roads, 34% on dual carriageways, 21% on motorways and 10% on single carriageways above 40mph.
- Car users had the lowest rate of KSIs per kilometres travelled (2 KSIs per 100 million kilometres travelled by car or van) compared to other road user groups, and hence are considered at less risk. Motorcyclists had the greatest rate (251 motorcycle KSIs per 100 million kilometres travelled by motorcycle), with the rates for pedal cyclists (47 pedal cycle KSIs per 100 million kilometres cycled) and pedestrians (24 pedestrian KSIs per 100 million kilometres walked) being in between.
- People over the age of 70 had 28 KSIs per 100,000 population. This rate is 44% below that recorded in 2019 and is 44% below the baseline figure of 50. The rate recorded in 2020 is the lowest rate recorded in the series.
- There were 41 people killed in collisions on rural roads. The numbers recorded in 2020 are up 21% on 2019 (34) but are the same as the level recorded in 2017. Fatalities on rural roads are now 56% below the baseline figure of 92.
- There were 7 people killed in road traffic collisions where alcohol or drugs was attributed. This is five fewer than was recorded in 2019 and is the lowest number recorded in the series. The number in 2020 is 75% below the baseline level of 28.
- There were 161 KSIs resulting from collisions involving drivers under the age of 25. This is a 31% decrease from the number recorded in 2019 (233). The numbers in 2020 are 62% below the baseline number (425) and are the lowest recorded in the series.
- The most common reason cited for feeling unsafe when walking by the road was that there was no footpath, with 37% of all Travel Survey¹ respondents giving this answer. Approximately a quarter said that heavy traffic, traffic travelling above the speed limit and motorists driving without consideration made them feel unsafe (all with similar percentages of 28%, 27% and 26% respectively).
- More than half of respondents (56%) felt unsafe when cycling due to heavy traffic, whilst 49% felt unsafe because of motorists driving without consideration of cyclists.

¹ [Travel Survey for 2017-2019](#)

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).

Next Update: Although 2020 marks the intended end period, due to there being no replacement, this current Strategy has been extended by 6 months. The scheduled dates for all upcoming publications are available from the [GOV.UK](#) statistics release calendar:

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

The Northern Ireland Road Safety Strategy to 2020 Annual Statistical Report were designated as National Statistics in September 2016, following a [full assessment](#) against the [Code of Practice for Statistics](#).

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

- Provided more context for killed or seriously injured (KSI) casualty numbers by highlighting some of the recent trends in key road safety factors since the 2004-2008 Strategy baseline period; and
- Redesigned reporting of some key performance indicators (KPI3-6) to take account of the differing levels of uncertainty.

The report also recently underwent a [compliance check](#) and the Office for Statistics Regulation (OSR) confirmed that these statistics should continue to be designated as National Statistics. We are continuing to liaise with OSR regularly as we develop the report to take into account the potential improvements noted during the compliance check process.

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

This publication is also available at [Department for Infrastructure Road Safety Strategy 2020](#).

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Glossary

Car Occupants/users: Persons in a car, lights goods vehicle, car driven as a 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 a taxi, hackney cab or Light Goods Vehicle (LGV).

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

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

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 a taxi, hackney cab or LGV who were not using a restraint. Please note: this includes those exempt from wearing a restraint.

Novice driver: Driver who passed their Category B driving test with 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: Includes the following: children on scooters roller skates or skateboards or riding toy cycles on the footpath; persons pushing or pulling bicycles, 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 other than cyclists holding on to the back of a moving vehicle.

Rural roads: Roads with speed limit greater than 40mph. Excludes motorways and dual carriageway.

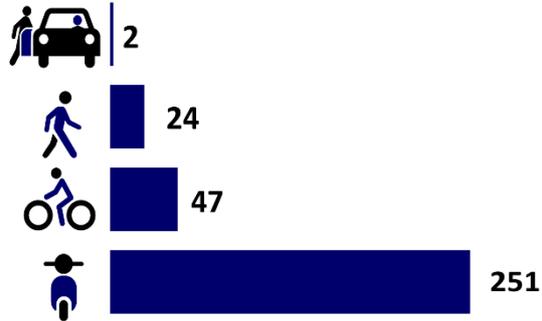
Serious Injury: An injury for which a person is detained in hospital as an 'in-patient', or any of the following injuries whether or not the person is kept in hospital: fractures, concussion, internal injuries, crushing, burns, severe cuts and lacerations or severe general shock requiring medical treatment.

Young People: Aged between 16 and 24.

Strategy Targets Summary

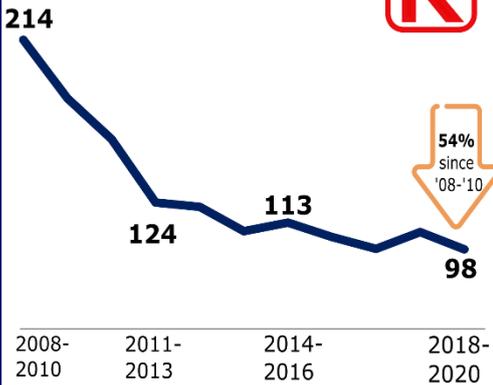
In 2020	% change since '19	% change since 2004/08 baseline
56 fatalities	➤ 0%	▼ 55%
596 seriously injured	▼ 23%	▼ 46%
55 child KSIs	▼ 23%	▼ 57%
128 young person KSIs	▼ 26%	▼ 65%

KSI rates by Travel Mode (KSIs per 100 million KMs, 2020)



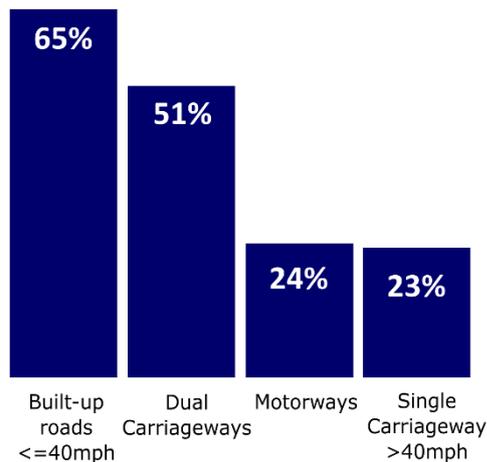
Pedestrians, Cyclists and Motorcyclists are classed as vulnerable road users, having much higher casualty rates per kilometre travelled in comparison to Car Users.

Novice Drivers



In 2018-2020 **Novice drivers** were involved in collisions that resulted in the death or serious injury of 98 people

Proportion of Vehicles Speeding* 2020



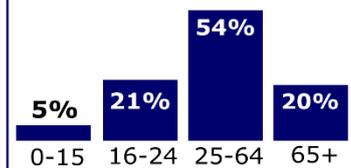
*Free running speed, 11pm-7am

Fatalities by gender, 2020



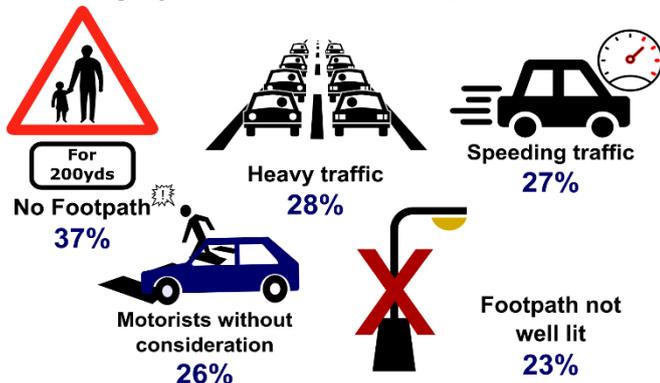
Three in four fatalities were male

Fatalities by age, 2020

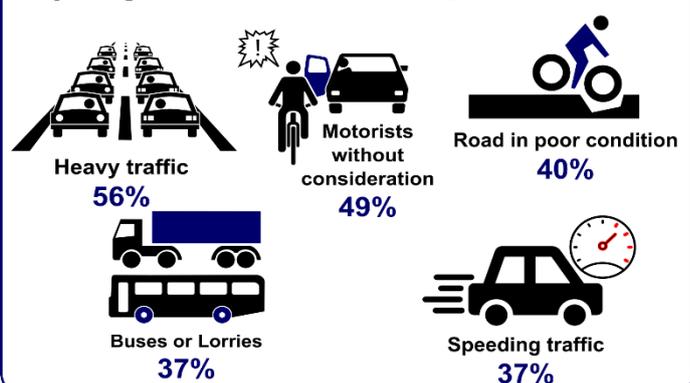


Around **one-fifth** of fatalities were aged 16-24 and 65+

Reasons why respondents feel unsafe when walking by the road Travel Survey for NI, 2017-2019



Reasons why respondents feel unsafe when cycling on the road Travel Survey for NI, 2017-2019



For further information, please contact Philip Ward (Analysis, Statistics and Research Branch - asrb@nisra.gov.uk), or view the full report at: <https://www.infrastructure-ni.gov.uk/articles/northern-ireland-road-safety-strategy-2021-statistics>

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 4 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: [NI Road Safety Strategy to 2020](#).

This statistical monitoring report tracks progress against the Strategy targets and its associated key performance indicators (KPIs). With regards to report structure, a short section setting the scene in terms of relevant road safety trends precedes targets/KPIs progress summary tables. A more in-depth commentary, discussing the various indicator trends, follows. Detailed results for each indicator, including rolling averages to further aid interpretation, are presented in Appendix 1 or can be found in [Excel](#) format.

Readers are strongly encouraged to read the general 'User Guidance' section in Appendix 2, and more detailed companion [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);
- 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 [Defining a road safety vision for Northern Ireland](#).

Whilst the MIPIs are essentially for internal monitoring purposes, 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. An [Indicator Guidance Booklet](#) has been developed setting out definitions, sources, methodologies, quality assurance arrangements, limitations, uncertainty, etc. in respect of each of the KPIs.

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 significant² 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 the Travel Survey for Northern Ireland (TSNI), which will suffer from uncertainty associated with sampling error. In effect, the 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.

Impact of the Coronavirus (Covid-19) Lockdown

Lockdown measures in relation to Covid-19 were introduced on 23 March 2020. The reduction in collisions and casualties should be seen in the context of overall traffic volumes which were estimated to have more than halved at the outset of lockdown and continue to show reductions throughout the reporting year. As the figures in this publication are affected by the Covid-19 lockdown in Northern Ireland, this should be considered when comparing them with previous time periods. Departmental traffic flow figures are published at: [Traffic flows - -Department for Infrastructure](#)

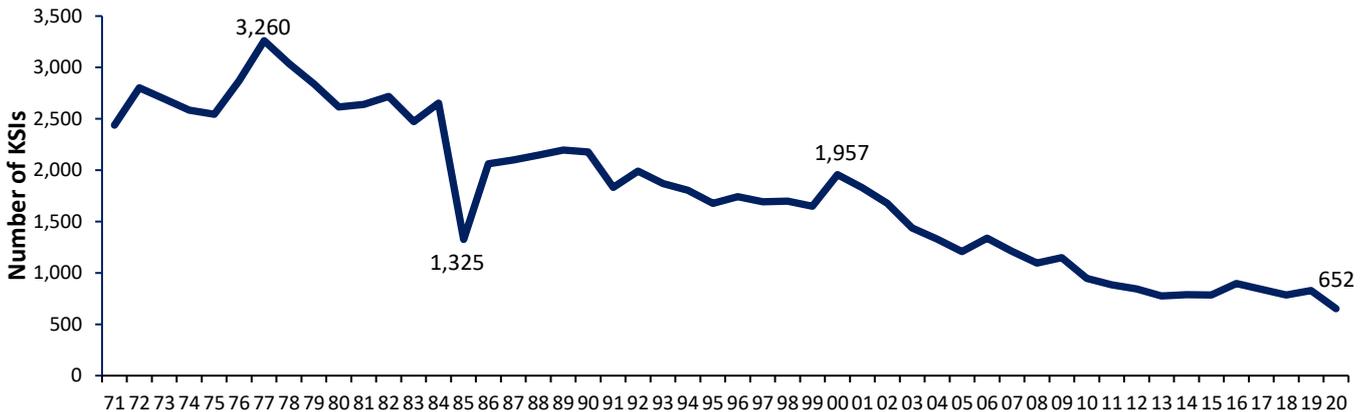
² Statistical significance measured at the standard 95% level – hence only those changes which have a less than one in twenty chance of resulting from random factors alone are highlighted.

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 killed or seriously injured (KSI) casualty numbers from before the Road Safety Strategy was first implemented. This also serves to highlight some of the recent trends in key road safety factors since the 2004-2008 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 indicator trends.

Historic Trend – Number of KSIs

Figure 1: Number of KSI Casualties, 1971-2020

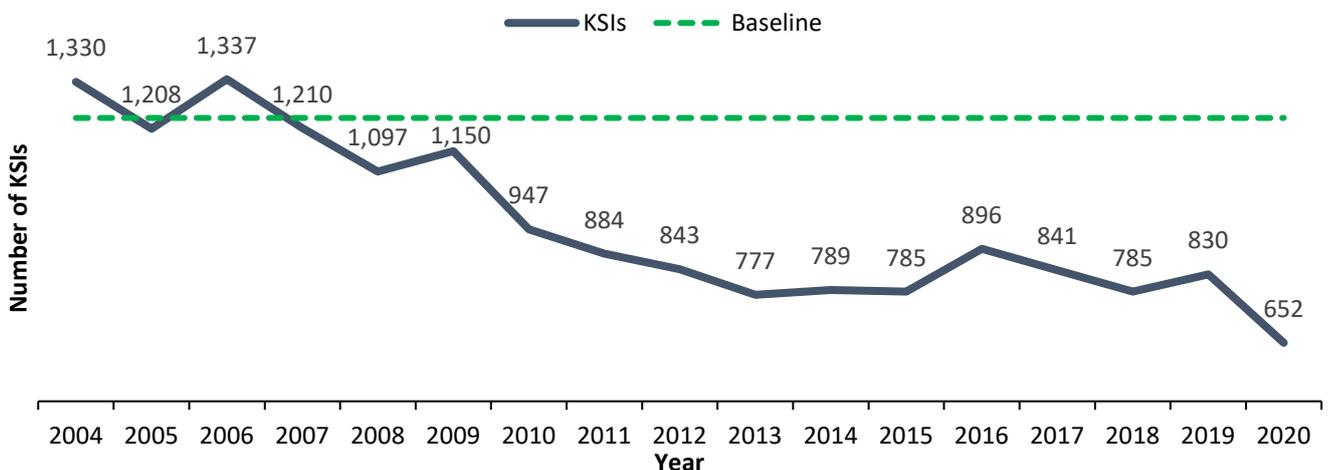


KSIs have been recorded since 1971 (when injuries were first split into slight and serious). The data shows a clear downward movement in the last 40 years; 1977 saw the highest number of KSIs recorded (3,260) with 2020 having the fewest (652), although this should be seen in the context of the reduced volume of traffic with the COVID 19 restrictions.

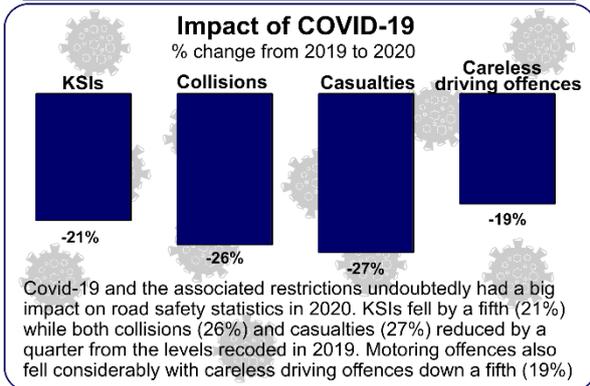
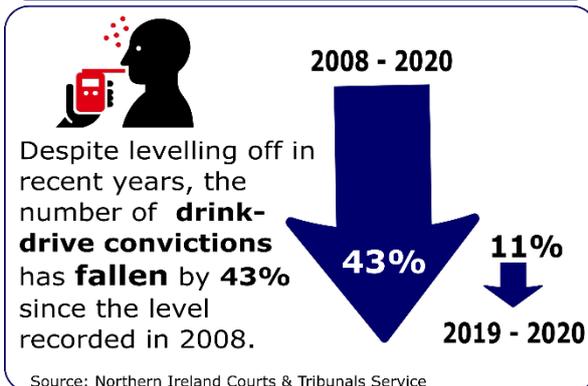
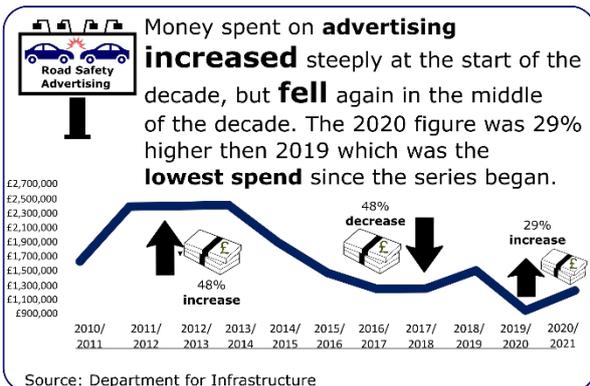
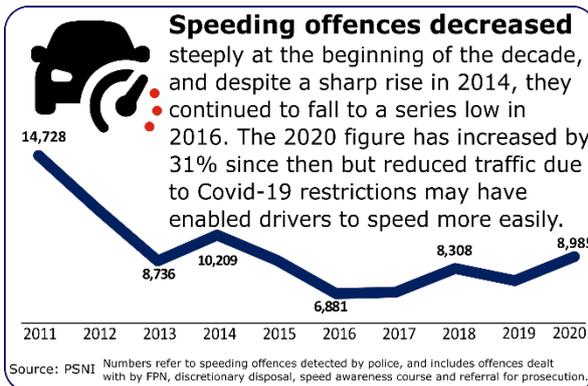
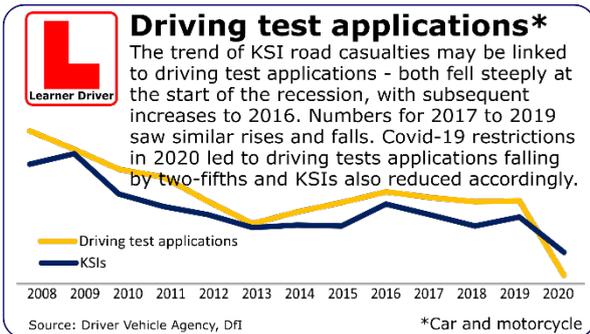
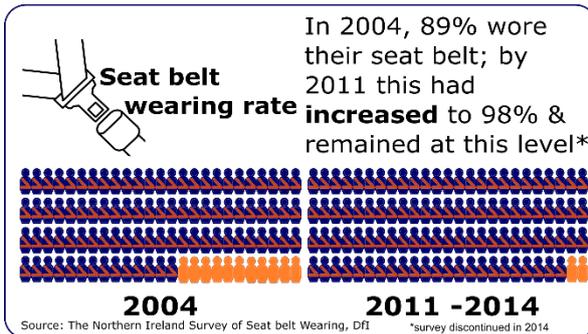
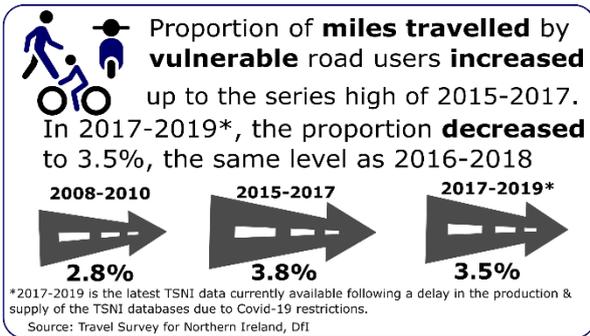
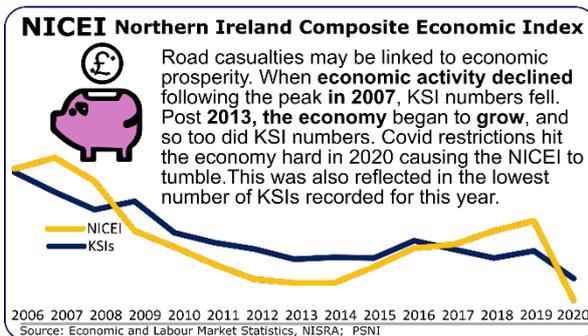
Baseline to present

After a period of decreasing KSI numbers, most notably between 2009 and 2010, there was a period of stability from 2013-2015 (varying only by 1% each year). At the time, we stated this may indicate that numbers were levelling off. However, 2016 saw an increase of 14% on 2015, with KSI casualty numbers higher than they had been in any of the previous five years. It would appear that this increase was a temporary spike: KSIs fell by 12% in the subsequent two years, and although the 2019 figure rose again by 6% to 830, they reduced again by over a fifth (21%) to the series low of 652 recorded in 2020.

Figure 2: Number of KSI Casualties, 2004-2020



The infographics below highlight underlying trends in key factors, with the intention of providing some explanation to the KSI trend apparent above. It is, of course, impossible to pinpoint the exact cause of movement, but the issues discussed will allow users to consider the factors that may have influenced these data.

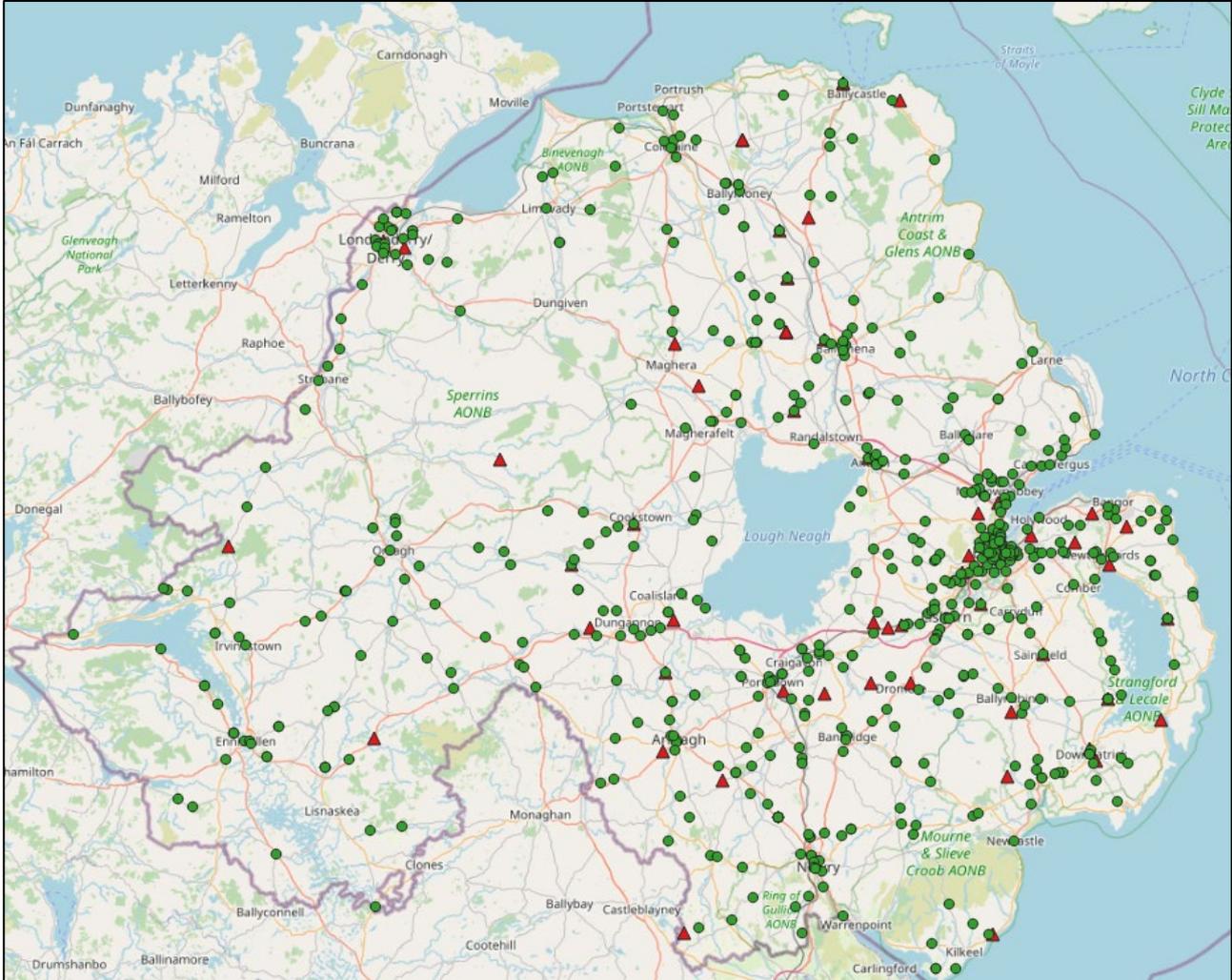


Since the Strategy baseline, the period of greatest reduction in KSIs appears associated with economic decline; falling numbers of driving tests applications, speeding and drink driving detections and increases in advertising spend and seatbelt wearing. There has also been greater exposure to risk from increased travel of those more vulnerable road users, which may to some extent, have offset the observed improvements in KSIs. The more recent changes in the KSI trend have coincided with either a slowing or reversal of trend in many of these key road safety factors and Covid-19 restrictions within the last year have had a huge impact on the fall in number of road traffic collisions and casualties recorded.

Mapping

Map 1 plots the collision sites where road users were killed or seriously injured in 2020. It shows that the majority of the KSIs occurred in the east of the province, with a large cluster in and around Belfast. There are clear clusters around other towns and cities, such as Derry and Newry and on main roads.

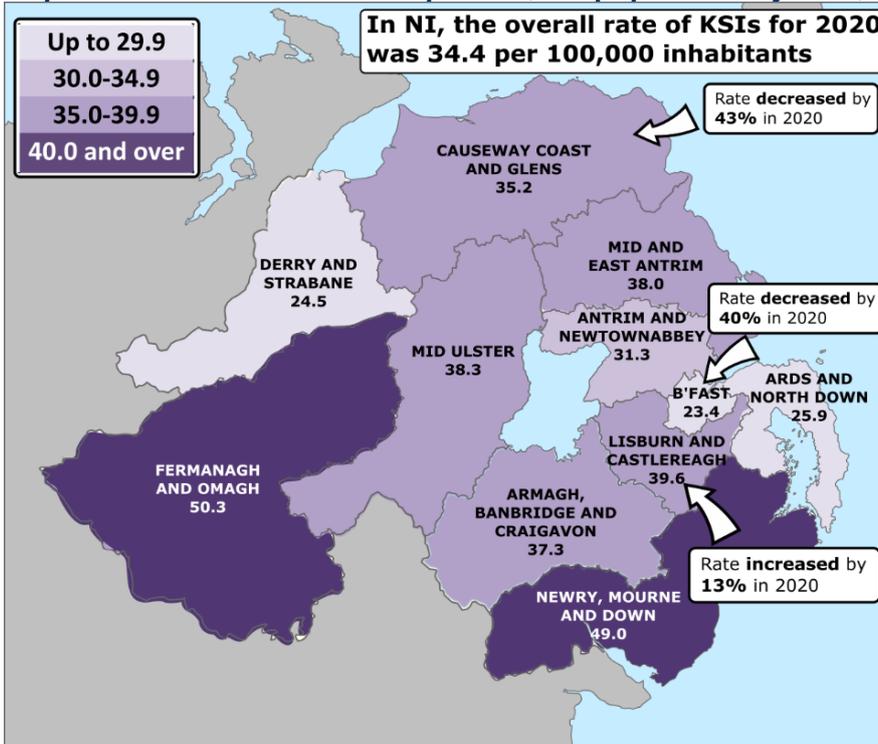
Map 1: Road Traffic fatalities and people seriously injured in 2020



Source: PSNI Road Traffic Casualty Statistics

Clusters around towns and cities are not unexpected as these are more heavily populated areas. Map 2 below aims to take account of the differing population densities by plotting rate of KSI casualties in 2020 per 100,000 people. Belfast and Derry & Strabane actually have two of the lowest rates of KSI casualties per population count (23.4 and 24.5, respectively) despite showing large clusters of collisions in Map 1. In contrast, Fermanagh & Omagh, and Newry, Mourne & Down have the highest rates of KSI casualties per population (50.3 and 49.0, respectively). This highlights the increased casualty risk on less densely populated, often rural roads where speed limits tend to be higher than in urban areas. A profile of collisions on rural roads is available on the ASRB website: [Rural Road Analysis 2012-2016](#) .

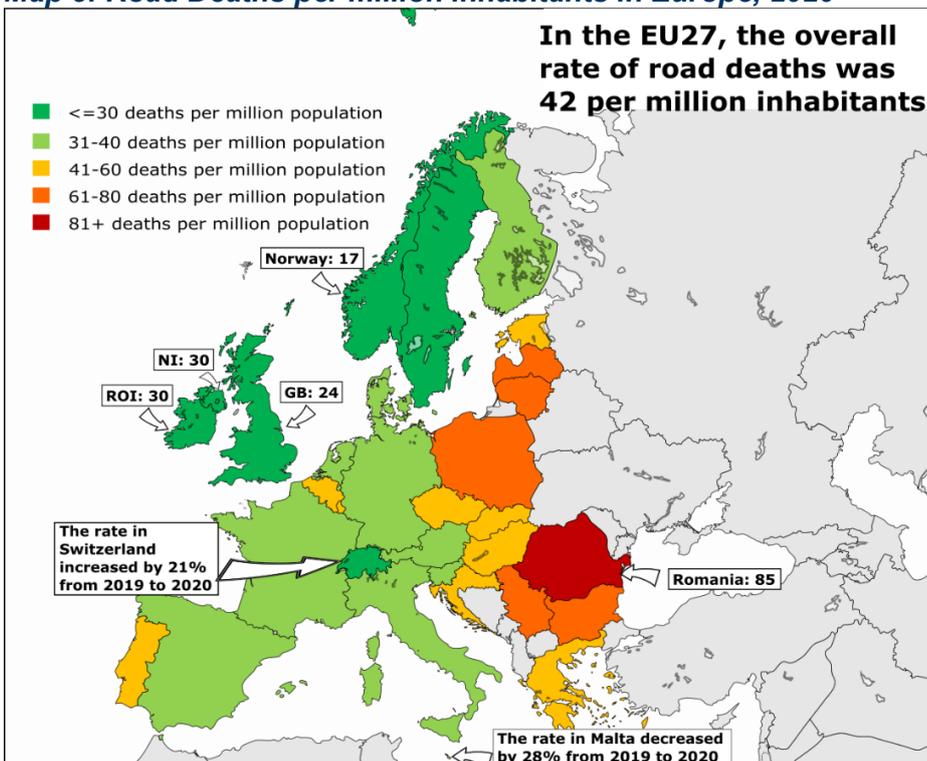
Map 2: Rate of KSI Casualties per 100,000 population by LGD, 2020



Source: PSNI Road Traffic Casualty Statistics, NISRA Mid-year Estimates

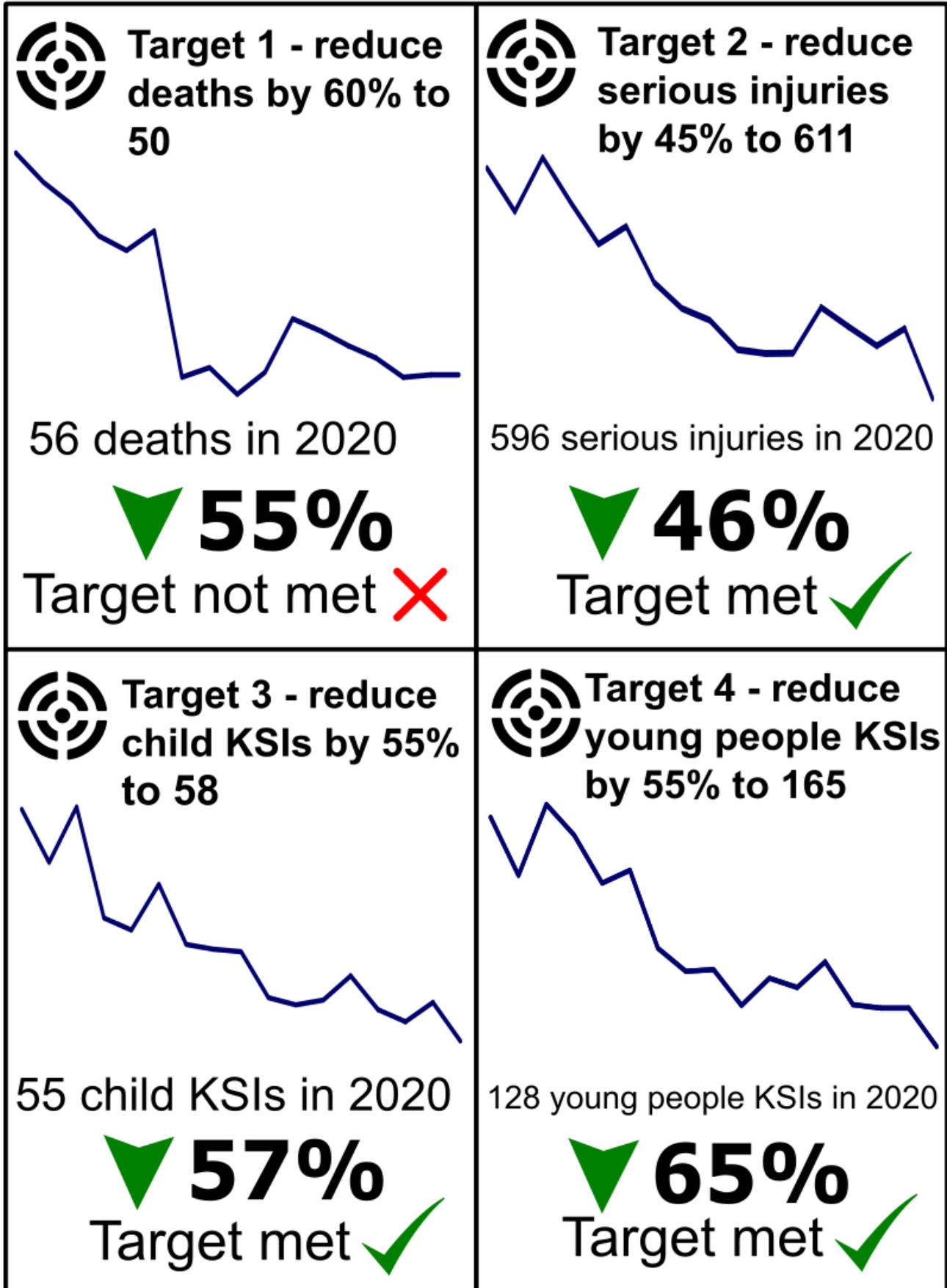
Map 3 shows Northern Ireland in an International Context, plotting the rate of road deaths in 2020 for each country per million inhabitants. Northern Ireland has a similar rate (29.5) to the Irish Republic ROI (30.0) and higher rate than Great Britain (24.2). Elsewhere in Europe, and as with last year, Norway has the lowest rate (17.3), while Latvia and Romania have the highest rates (72.9 and 85.2 respectively). A short paper which compares the Northern Ireland fatality rate in 2018 to other countries is available at [International comparison of road traffic fatalities 2018](#).

Map 3: Road Deaths per million inhabitants in Europe, 2020



Targets

2020 comparison with baseline



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 years of 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 ↓ = decrease in trend; red ↑ = increase in trend; orange ↔ = no change in trend). 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	2018	2019	2020	Percentage change over the year ¹	Rolling Average 2016-2020	Rolling average change from baseline
Number of road traffic fatalities in Northern Ireland	50	126	55	56	56	0% ↔	60	-53% ↓
Number of road traffic serious injuries in Northern Ireland	611	1,111	730	774	596	-23% ↓	741	-33% ↓
Number of children (0-15) killed or seriously injured in Northern Ireland	58	128	63	71	55	-23% ↓	68	-47% ↓
Number of young people (16-24) killed or seriously injured in Northern Ireland	165	366	173	173	128	-26% ↓	176	-52% ↓

¹.Key: ↓ decrease in trend ↑ increase in trend ↔ no change in trend

Percentage changes have been calculated using unrounded data

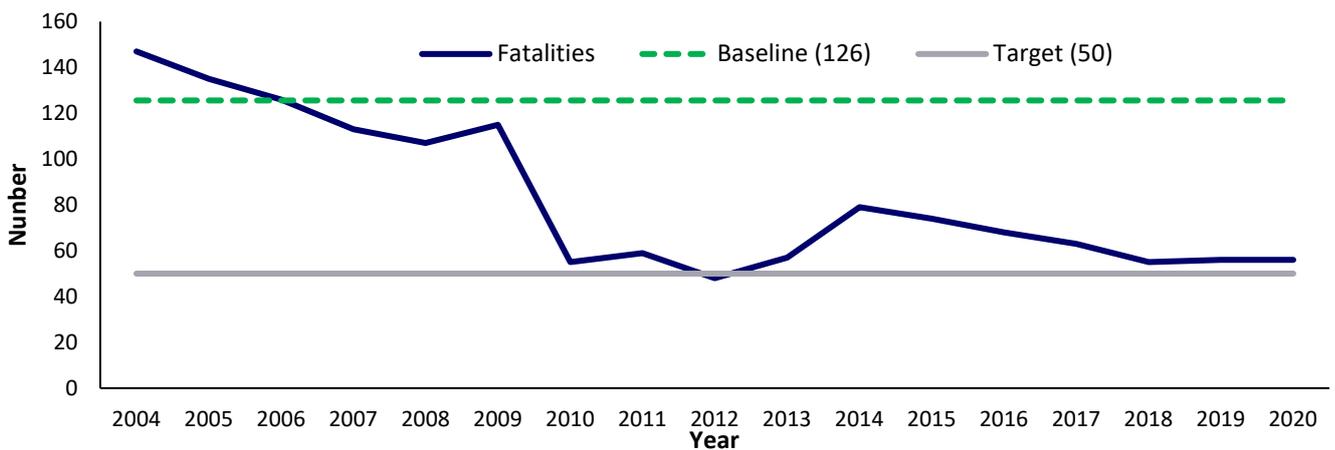
Progress on Strategy Targets

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

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

In 2020, there were 56 such fatalities recorded by the PSNI. This represents a reduction of 55% from the 2004-2008 baseline figure (126), and no change from 2019. There has been a relative levelling off in the number of fatalities in the last three years. The 2020 target was not met, with six more fatalities being recorded than the target.

Figure 3: Number of road traffic fatalities, 2004-2020



With the Coronavirus lockdown being implemented during the year, it could perhaps have been expected that a reduction in road deaths might have been observed, but the number of fatalities remained the same when compared with the previous year.

Looking at the causation factors attributed to road traffic fatalities, “Careless driving” was the only causation to show an increase from 2019 to 2020, increasing by 62% from 21 in 2019 to 34 in 2020.

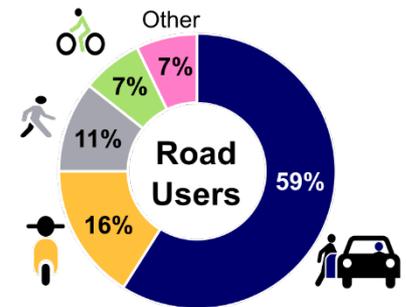
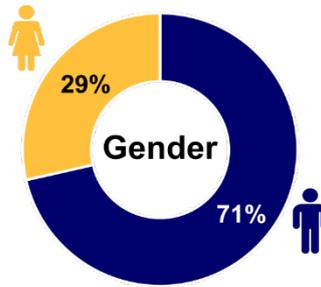
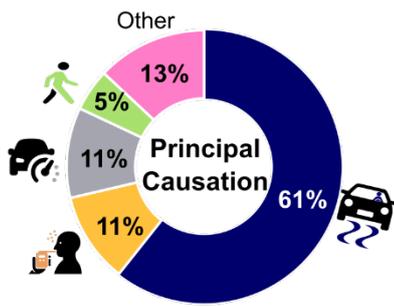
A closer look at deaths by road user shows that there was no change in the proportion of fatalities that were car users (59% in both years), but there was a substantial increase in the number of motorcyclist fatalities, increasing from 5% of fatalities in 2019 to 16% of fatalities in 2020. Pedal cyclists also saw an increase over the year increasing from 4% in 2019 to 7% in 2020. These increases in fatalities are in contrast to the decrease over the year in the proportion of pedestrians killed which fell from 30% in 2019 to 11% in 2020.

Prior to 2010, there was a clear downward trend in the number of fatalities. The 2020 Strategy target was reached in 2012 when 48 fatalities were recorded, the lowest point on record. In 2013, fatalities began to increase again; however, they have gradually reduced in the last five years leading to a levelling off to the current position in 2020.

There were 1,472 reported road deaths in GB in 2020³. The longer term trend in GB is similar to NI, and internationally the story is the same – since the beginning of the decade, the number of road fatalities in the 32 countries in the International Road Traffic and Accident Database (IRTAD) experienced a downward trend. However, much of the progress happened at the beginning of the decade.

³ [Reported road casualties Great Britain, provisional results: 2020 - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/news/reported-road-casualties-great-britain-provisional-results-2020)

Fatalities in 2020



Car user includes passengers;
motorcycle user includes pillion passengers

In 2020, 61% of fatalities were caused by careless driving, 71% were male and 59% were car users

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 people seriously injured on our roads each year.

In 2020, 596 people were seriously injured (SI) in collisions on Northern Ireland’s roads. This is 46% less than the baseline figure of 1,111 and 15 fewer people seriously injured than the target, the first year that this has been achieved. SI numbers have fallen considerably since the baseline and the annual percentage decrease of 23% over the year to 2020 was the largest percentage decrease of the series.

Figure 4: Number of road traffic serious injuries, 2004-2020

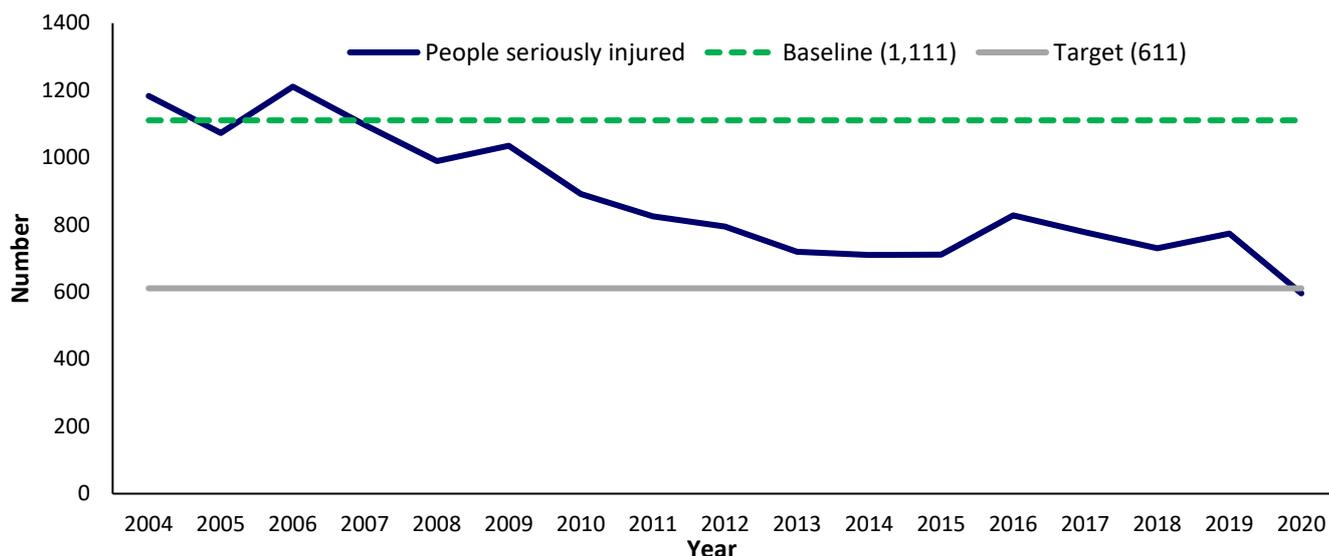
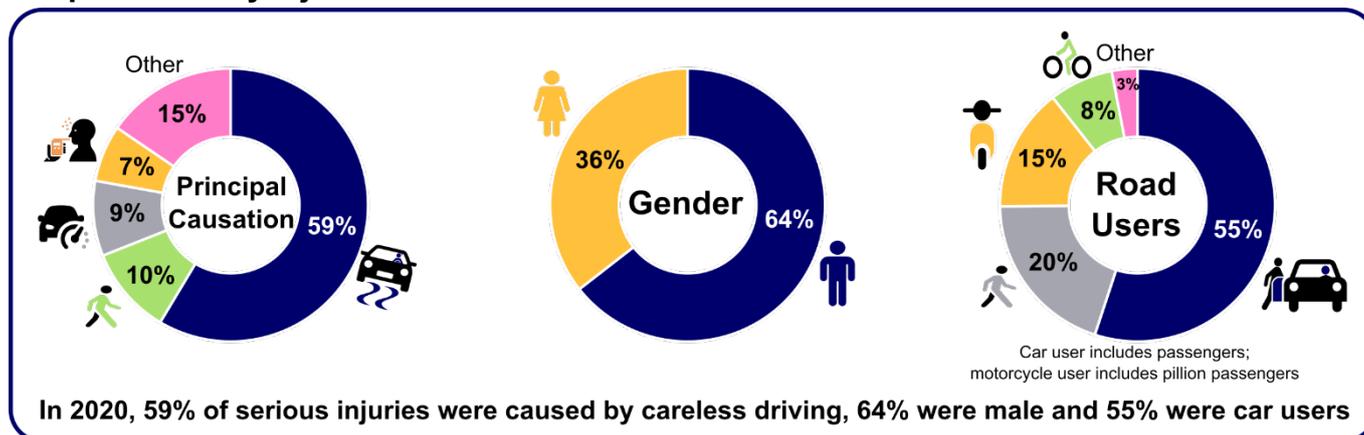


Figure 4 above illustrates the trend. It clearly shows the general decrease in SI numbers until 2014. There was a period of stability in 2014 and 2015; however, in 2016, the largest annual percentage increase in the entire strategy period was recorded (16%). The numbers have fluctuated since then in increments of 6%, falling by this amount to 778 in 2017 and to 730 in 2018 before increasing again to 774 in 2019 and finally falling to the series low of 596 (down 23%) in 2020.

Females accounted for a slightly higher proportion of those seriously injured in 2020 to those killed (36% of serious injuries compared with 29% of fatalities). The proportion attributed to careless driving (59%) was very similar to those who were killed (61%) and there was almost double the proportion of pedestrians seriously injured (20%) in comparison with pedestrian deaths (11%).

People seriously injured in 2020

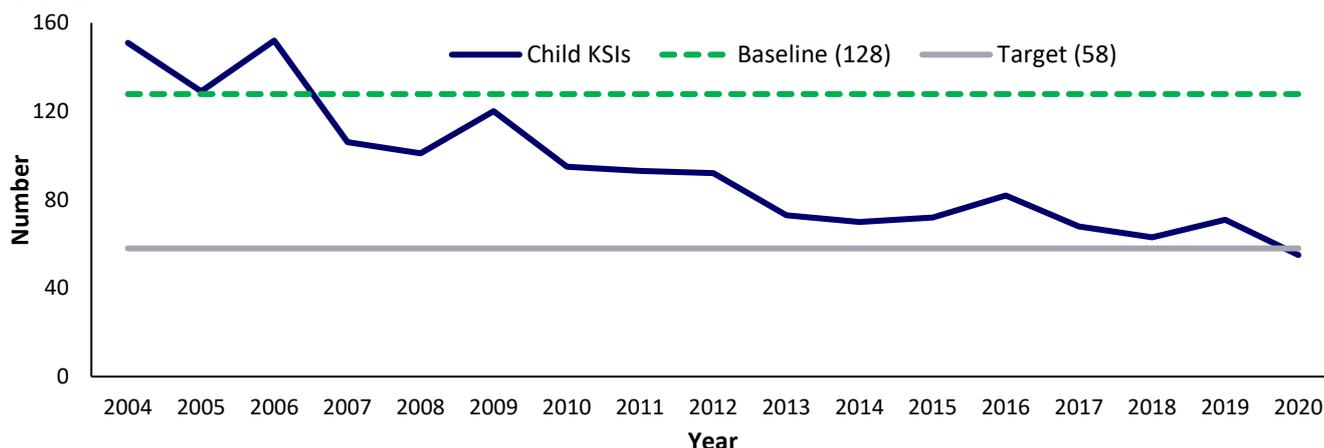


Target 3: To reduce the number of children (aged 0 to 15) killed or seriously injured in road collisions by at least 55 % by 2020.

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

In 2020, there were 55 children killed or seriously injured in road collisions in Northern Ireland; sixteen (23%) fewer than in 2019, the lowest number of annual child KSIs since the strategy began. The 2020 figure represents a reduction of 57% from the baseline figure (128) and is 5% below the target. See Figure 5.

Figure 5: Number of children (aged 0 to 15) killed or seriously injured (KSIs) in road collisions, 2004-2020

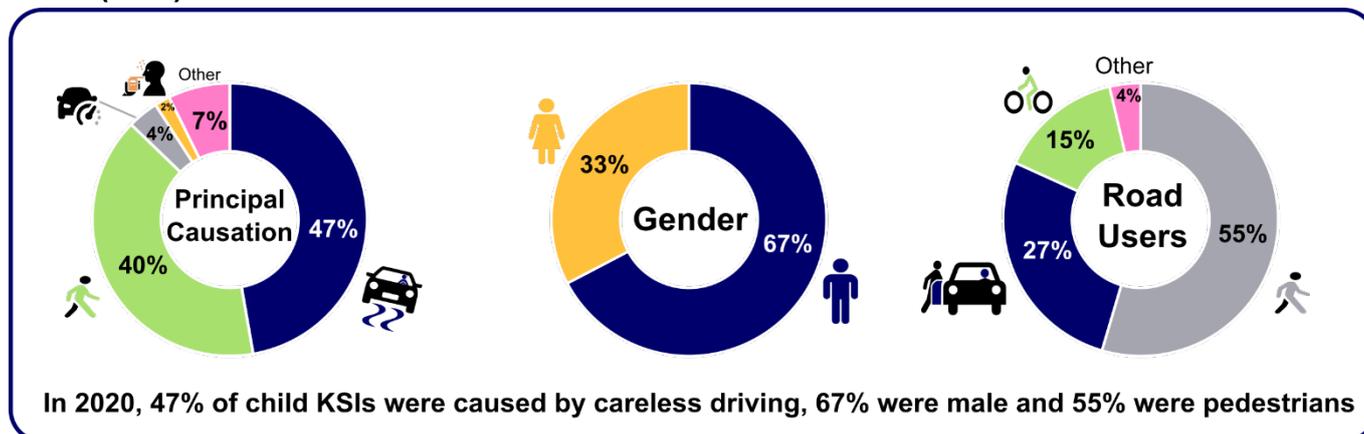


Following three years of relative stability between 2013 and 2015, the numbers have fluctuated since then with a 14% increase in child KSI numbers in 2016, two consecutive decreases in 2017 and 2018 of 17% and 7%, respectively, followed by a 13% increase again in 2019 and a 23% decrease in 2020.

Comparing the most recent five-year period (2016-2020) with the baseline reveals some interesting changes over the years. Since the baseline period of 2004 to 2008:

- Fewer child KSIs were attributed to driver alcohol and speeding while careless driving has increased in contrast.
- Child pedestrian KSIs increased from less than half for the baseline (49.0%) to three-fifths (61.7%) for 2016-2020. Car users reduced accordingly, falling from a third (35.8%) to a quarter (24.2%).
- Far fewer children were killed or seriously injured on a motorcycle (22 between 2004 and 2008 compared with 4 between 2016 and 2020)

Child (0-15) KSIs in 2020

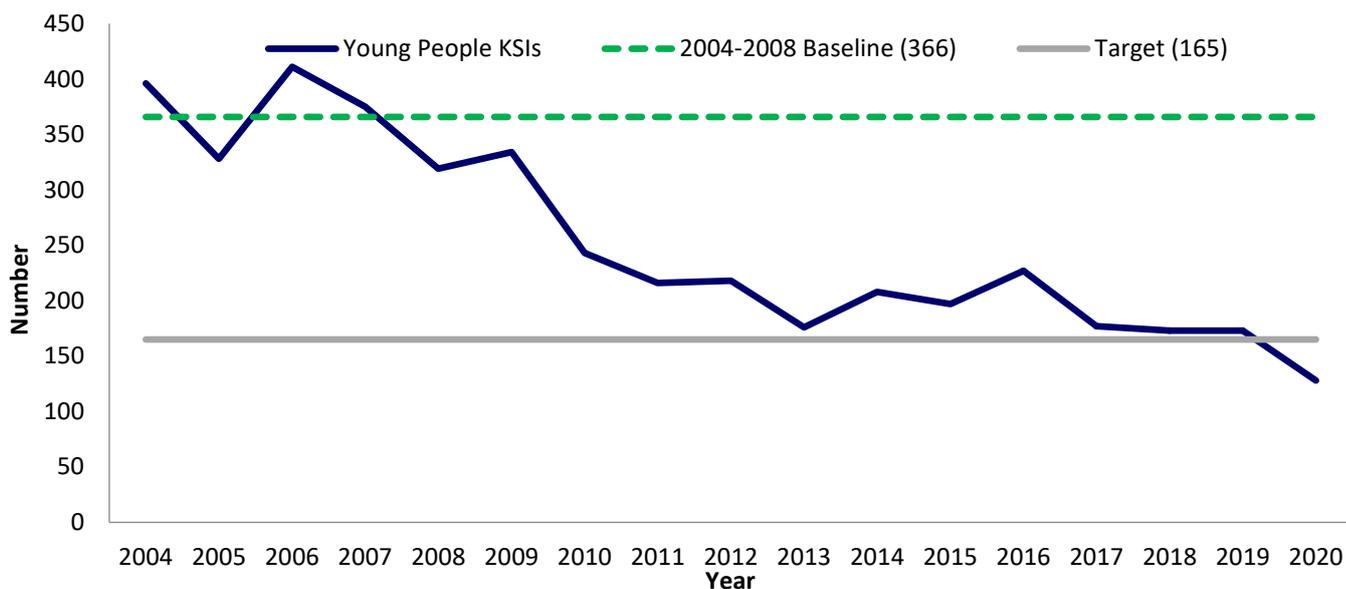


Target 4: To reduce the number of young people (aged 16 to 24) killed or seriously injured in road collisions by at least 55 % by 2020.

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

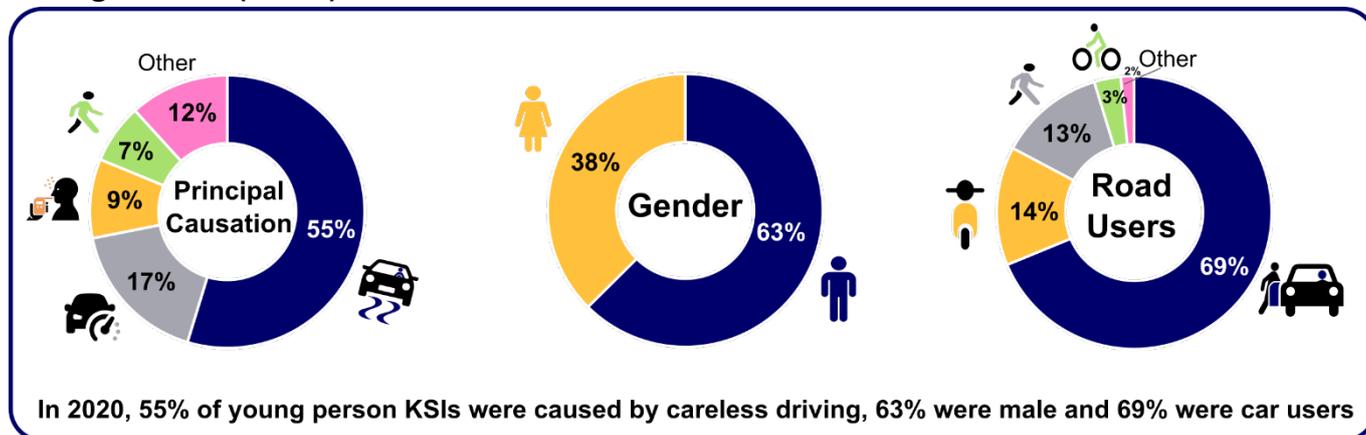
In 2020, there were 128 young people killed or seriously injured in road traffic collisions in Northern Ireland, which was 26% less than the number recorded in 2019, and 65% less than the baseline figure of 366. This is the lowest annual number of young people KSIs recorded and the first time annually that the target has been achieved.

Figure 6: Number of young people (aged 16 to 24) killed or seriously injured (KSIs) in road collisions, 2004-2020

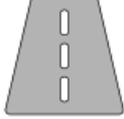


Careless driving accounted for the majority of young people KSIs in 2020 with over half (55%) attributed to this factor. The proportion of young people killed or seriously injured due to speeding is over represented for KSI casualties amongst young people with 17% attributed to this factor compared with 9% for all ages. Car users were also over represented for this age group accounting for 69% of KSIs amongst those aged 16 to 24 compared with 55% KSIs for this category overall, while there was a lower proportion of young pedestrian KSIs (13% versus 19% of all KSIs).

Young Person (16-24) KSIs in 2020



Key Performance Indicators (KPIs) 2020 comparison with baseline

<p>KPI 1 Rate of road deaths per 100 million vehicle kms</p>  <p>▼ 59%</p>	<p>KPI 2 Rate of road deaths per million population</p>  <p>▼ 59%</p>	<p>KPI 3 Rate of pedestrian KSIs per million population walked</p>  <p>▼ 54%</p>	<p>KPI 4 Rate of pedal cyclist KSIs per million population cycled</p>  <p>▼ 21%</p>
<p>KPI 5 Rate of motorcyclist KSIs per 100 million motorcycle kms</p>  <p>▼ 2%</p>	<p>KPI 6 Rate of car user KSIs per 100 million kms (cars and vans)</p>  <p>▼ 60%</p>	<p>KPI 7 Rate of fatal and serious collisions per 100 million vehicle kms</p>  <p>▼ 46%</p>	<p>KPI 8 Rate of people aged over 70 killed or seriously injured in road collisions per population aged over 70</p>  <p>▼ 44%</p>
<p>KPI 9 Number of people killed in collisions on rural roads</p>  <p>all people Rural</p> <p>▼ 56%</p>	<p>KPI 10 Number of children killed in collisions on rural roads</p>  <p>children Rural</p> <p>▼ 4 deaths</p>	<p>KPI 11 Number of people killed where alcohol/drugs was attributed</p>  <p>▼ 75%</p>	<p>KPI 12 Number of car occupants killed not wearing a seatbelt</p>  <p>▼ 63%</p>
<p>KPI 13 Collision SOA: Rate of pedestrian KSIs per 100,000 population in 10%</p> <p>(i) most deprived areas ▼ 41%</p> <p>(ii) least deprived areas ▼ 48%*</p>	<p>KPI 14 Collision SOA: Rate of child pedestrian KSIs per 100,000 population in 10%</p> <p>(i) most deprived areas ▼ 55%</p> <p>(ii) least deprived areas ▼ 6%*</p>	<p>KPI 15 Casualty Address SOA: Rate of pedestrian KSIs per 100,000 population in 10%</p> <p>(i) most deprived areas ▼ 32%</p> <p>(ii) least deprived areas ▼ 5%*</p>	<p>KPI 16 Casualty Address SOA: Rate of child pedestrian KSIs per 100,000 population in 10%</p> <p>(i) most deprived areas ▼ 46%</p> <p>(ii) least deprived areas ▼ 33%*</p>
<p>KPI 17 Number of KSIs resulting from collisions involving drivers under the age of 25</p>  <p>under 25s</p> <p>▼ 62%</p>	<p>KPI 18 Number of KSI casualties resulting from collisions involving a novice driver</p> <p>0-6 months ▼ 65%</p> <p>7-12 months ▼ 49%</p> <p>13-18 months ▼ 52%</p> <p>19-24 months ▼ 36%</p> <p><i>comparison with 2008-2010</i></p>	<p>KPI 19 Proportion of vehicles exceeding the speed limit by road type</p> <p><small>*Increase in percentage points</small></p> <p>Built up roads ▶ 0%</p> <p>Dual carriageway ▶ 10%</p> <p>Motorways ▶ 3%</p> <p>Single carriageway ▶ 1%</p> <p><i>comparison with 2010</i></p>	<p>KPI 20 Proportion of respondents who always feel safe</p> <p><small>*Increase in percentage points</small></p> <p>walking the road ▲ 4%</p> <p>cycling the road ▶ 1%</p> <p><i>comparison with 2012-2014</i></p>

* Denotes baseline less than 10 so caution should be used when assessing percentage change

Progress on Key Performance Indicators

In addition to the four principal targets, there are a suite of twenty Key Performance Indicators (KPIs) which underpin the 2020 Road Safety Strategy. Table B lists these below complete with a trend assessment to help provide insight into each indicator's direction of travel. Please note that some of the indicators are subject to statistical uncertainty (see Indicator Uncertainty section in the Introduction) and therefore only those changes which have been tested as being statistically significant, and hence regarded as real changes, have been assigned a green ↓ or red arrow ↑. An orange horizontal arrow ↔ indicates that a change is not statistically significant or no clear trend was apparent (due to small sample sizes associated with some indicators, even seemingly large changes may not be statistically significant). Time series data for all the KPIs listed can be found in the [associated tables](#).

Table B Summary of Key Performance indicators

Strategy Target	2004-2008 Baseline	2018	2019	2020	% change over the year ¹	Rolling Average 2016-2020	Rolling average change from baseline ¹
KPI1 : Rate of road deaths per 100 million vehicle kilometres	0.77	0.33	0.32	0.32	0% ↔	0.35	-54% ↓
KPI2 : Rate of road deaths per million population	72.0	29.2	29.6	29.5	0% ↔	31.7	-56% ↓
KPI3 : Rate of pedestrian KSIs per 100 million kilometres walked	52.0	30.2	34.2	24.1	-30% ↓	32.1	-38% ↓
KPI4 : Rate of pedal cyclist KSIs per 100 million kilometres cycled	60.1	48.5	57.0	47.3	-17% ↓	52.7	-12% ↓
KPI5 : Rate of motorcyclist KSIs per 100 million motorcycle kilometres	257.1	324.3	237.9	251.4	6% ↔	281.2	9% ↔
KPI6 : Rate of car users KSIs per 100 million kilometres (cars & vans)	5.8	3.1	3.1	2.3	-25% ↓	3.1	-46% ↓
KPI7 : Rate of fatal and serious collisions per 100 million vehicle kilometres	5.9	4.0	3.9	3.2	-18% ↓	4.0	-32% ↓
KPI8 : Rate of people aged over 70 killed or seriously injured in road collisions per 100,000 population aged over 70	50.2	39.2	50.1	28.3	-44% ↓	42.1	-16% ↓
KPI9 : Number of people killed in collisions on rural roads	92	36	34	41	21% ↑	40	-57% ↓
KPI10 : Number of children (0-15) killed in collisions on rural roads	5	2	1	1	-	1	-
KPI11 : Number of people killed where alcohol/drugs causation factor was attributed	28	14	12	7	-42% ↓	14	-50% ↓
KPI12 : Number of car occupants killed who were not wearing a seatbelt	25	8	3	9	-	7	-73% ↓
KPI13(i) : Rate of pedestrians killed or seriously injured (KSIs) per 100,000 population in 10 per cent most deprived areas (Collision SOA)	26.1	16.6	23.0	15.3	-33% ↓	20.6	-21% ↓

Strategy Target	2004-2008 Baseline	2018	2019	2020	% change over the year ¹	Rolling Average 2016-2020	Rolling average change from baseline ¹
KPI13(ii): Rate of pedestrians killed or seriously injured (KSIs) per 100,000 population in 10 per cent least deprived areas (Collision SOA)	5.4	4.4	5.5	2.8	-	4.2	-
KPI14(i): Rate of child pedestrians killed or seriously injured per 100,000 population in 10 per cent most deprived areas (Collision SOA)	33.3	17.7	25.0	15.1	-40% ↓	22.6	-32% ↓
KPI14(ii): Rate of child pedestrians killed or seriously injured per 100,000 population in 10 per cent least deprived areas (Collision SOA)	6.6	3.1	6.2	6.2	-	6.2	-

Strategy Target	2008-2012 Baseline	2018	2019	2020	% change over the year ¹	Rolling Average 2016-2020	Rolling average change from baseline ¹
KPI15(i): Rate of pedestrians killed or seriously injured (KSIs) per 100,000 population in 10 per cent most deprived areas (Casualty Address SOA)	21.8	13.6	16.5	14.7	-10% ↓	15.9	-27% ↓
KPI15(ii): Rate of pedestrians killed or seriously injured (KSIs) per 100,000 population in 10 per cent least deprived areas (Casualty Address SOA)	5.8	2.8	10.0	5.5	-	6.1	-
KPI16(i): Rate of child pedestrians killed or seriously injured per 100,000 population in 10 per cent most deprived areas (Casualty Address SOA)	32.7	10.1	22.5	17.6	-22% ↓	21.3	-35% ↓
KPI16(ii): Rate of child pedestrians killed or seriously injured per 100,000 population in 10 per cent least deprived areas (Casualty Address SOA)	9.3	3.1	9.3	6.2	-	6.2	-

Strategy Target	2004-2008 Baseline	2018	2019	2020	% change over the year ¹	Rolling Average 2016-2020	Rolling average change from baseline ¹
KPI17: Number of KSIs resulting from collisions involving drivers under the age of 25	425	218	233	161	-31% ↓	222	-48% ↓

Strategy Target (3 year rolling average)	2008-2010 Baseline	2016-2018	2017-2019	2018-2020	% Change from Previous Year ¹	Rolling Average 2018-2020	Rolling average change from baseline ¹
KPI18: KSI casualties resulting from collisions involving a novice driver (0-6 months post test)	86	33	33	30	-10% ↓	30	-65% ↓
KPI18: KSI casualties resulting from collisions involving a novice driver (7-12 months post test)	48	23	25	25	-1% ↔	25	-49% ↓
KPI18: KSI casualties resulting from collisions involving a novice driver (13-18 months post test)	44	16	21	21	-1% ↔	21	-52% ↓
KPI18: KSI casualties resulting from collisions involving a novice driver (19-24 months post test)	35	26	29	23	-21% ↓	23	-36% ↓
KPI18: KSI casualties resulting from collisions involving a novice driver (0-24 months post test)	214	99	108	98	-9% ↓	98	-54% ↓

Strategy Target 11pm-7am (free running)	2010 Baseline	2018	2019	2020	% change over the year ¹	2020	2020 % change from Baseline ¹
KPI19: Proportion of vehicles exceeding the speed limit on built-up 30/40mph roads	64%	67%	67%	65%	-3% ↔	65%	1% ↔
KPI19: Proportion of vehicles exceeding the speed limit on dual carriageways	42%	47%	45%	51%	14% ↑	51%	23% ↑
KPI19: Proportion of vehicles exceeding the speed limit on motorways	20%	16%	17%	24%	40% ↑	24%	16% ↑
KPI19: Proportion of vehicles exceeding the speed limit on single carriageways >40 mph	21%	24%	24%	23%	-3% ↔	23%	7% ↑

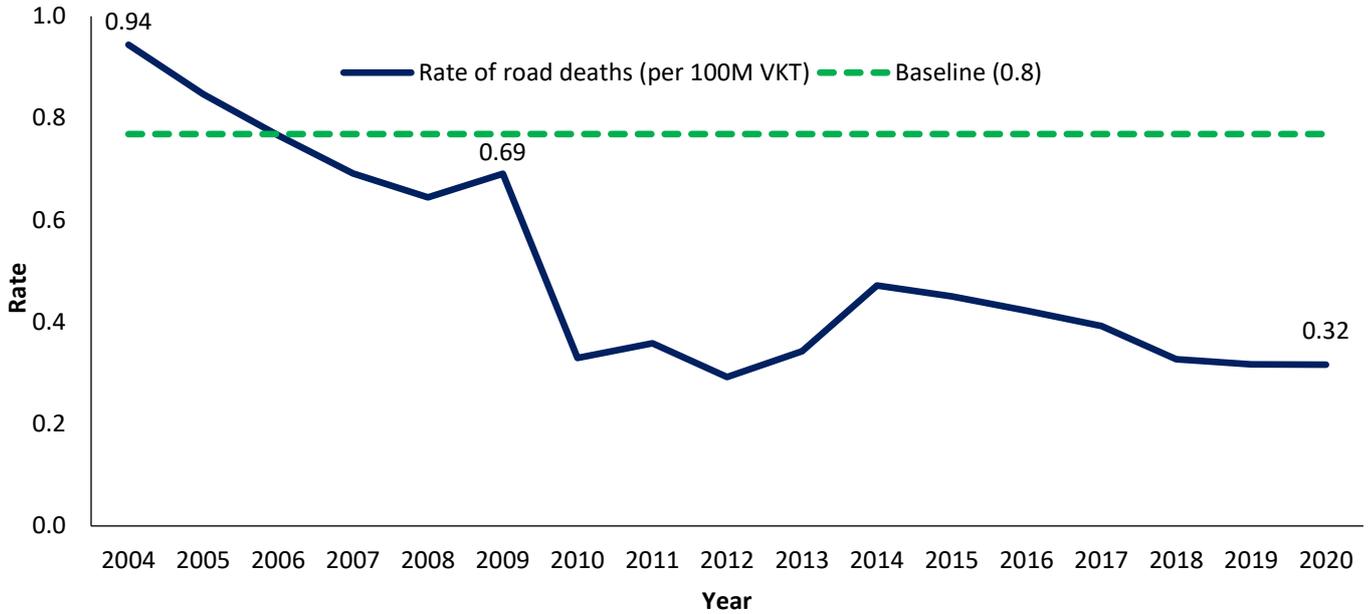
Strategy Target (3 year rolling average)	2012-2014 Baseline	2015-2017	2016-2018	2017-2019	% change over the year ¹	Rolling Average 2017-2019	Rolling Average % change from Baseline ¹
KPI20: Proportion of respondents who gave reasons for feeling unsafe when walking on the road	82%	79%	76%	78%	2% ↔	78%	-5% ↓
KPI20: Proportion of respondents who gave reasons for feeling unsafe when cycling on the road	91%	89%	88%	88%	0% ↔	88%	-4% ↔

¹ 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.

KPI 1 Rate of road deaths per 100 million-vehicle kilometre

The average number of vehicle kilometres travelled (VKT) per person has remained roughly the same with the 2020 figure of 9,329 varying by less than a percent from the baseline figure of 9,361. However, a 9% increase in the population since then has actually caused the total VKT to rise by 8% from an average of 163.37 VKT per 100 million travelled for 2004 to 2008 to 176.83 in 2020. As can be seen in Figure 7 below though, due to the small variation in miles travelled over the years, the death rate per VKT closely matches the pattern of deaths in Target 1 (see page 15). This is evidenced by the death rate per 100 million kilometres falling by 59% since the baseline in comparison with deaths falling by 55%.

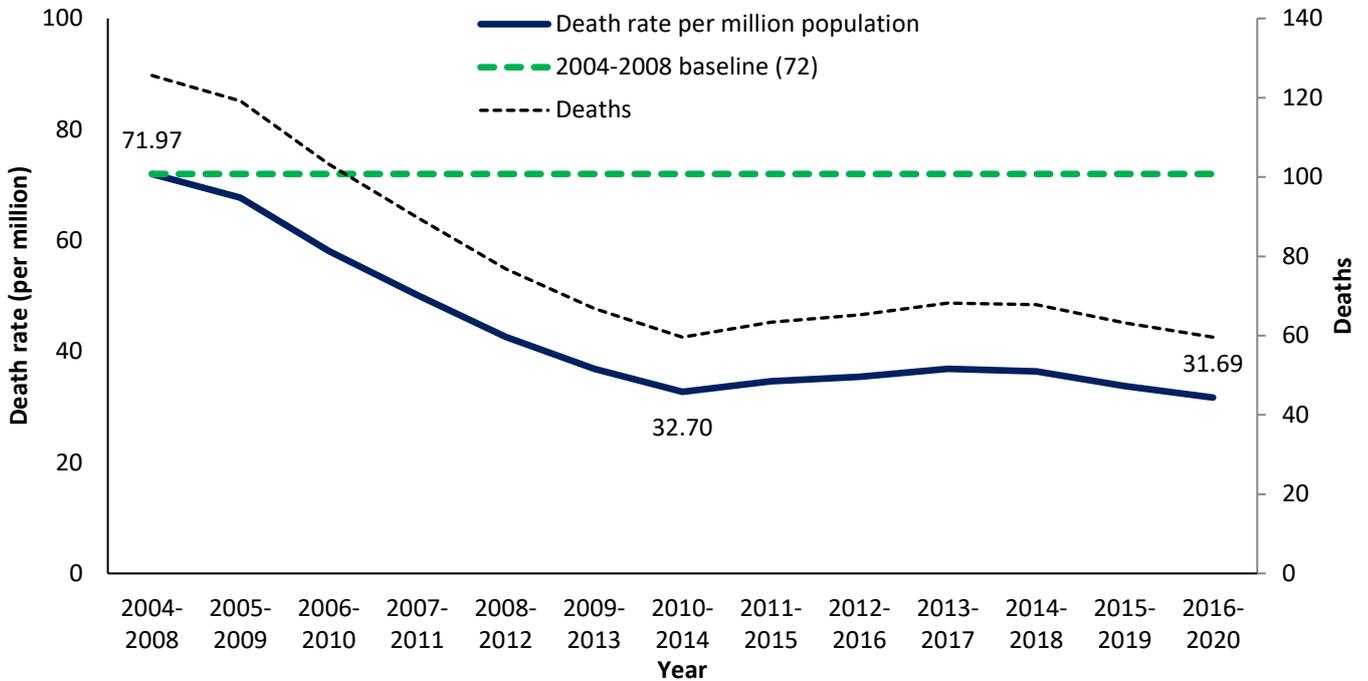
Figure 7: Rate of road deaths per 100 million vehicle kilometres, 2004-2020



KPI 2 Rate of road deaths per million population

Over the lifetime of the strategy, the population of Northern Ireland has risen year on year from 2004 to 2020 by approximately 180,000 people overall. However, due to the relatively small population increases year on year since the baseline, similar to the rate of vehicle kilometres travelled, the rate per million population forms a largely linear relationship with the number of deaths recorded. This means that the pattern of the death rate per million population will closely match that of the deaths themselves as can be seen in Figure 8 below.

Figure 8: Rate of road deaths per million population (5-year rolling average), 2004-2020



Since the beginning of the baseline when the death rate was 72 road traffic deaths per million population, the rate has fallen by 56% to approximately 32 deaths per every million within the last five years (2016-2020). This is the lowest death rate recorded so far in the series with the next lowest being the 2010-2014 rate of approximately 33 per million population.

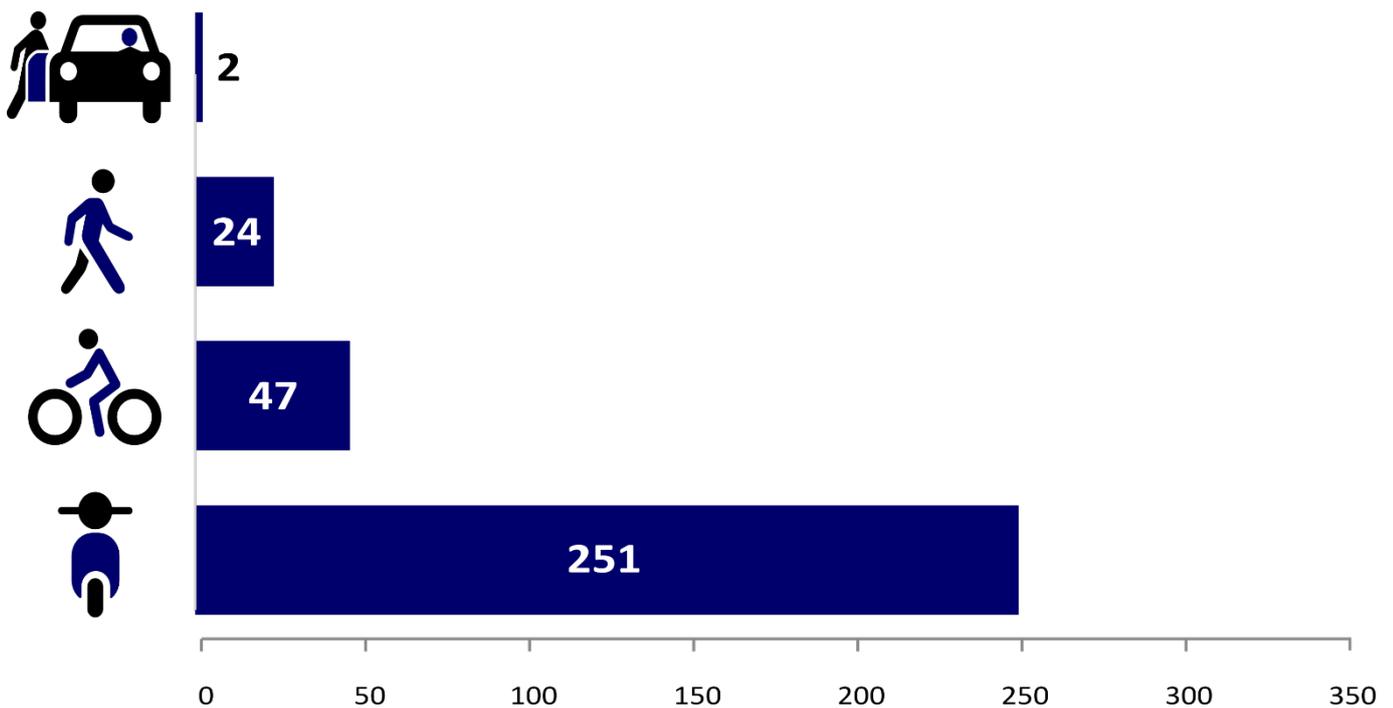
KPI 3 – KPI 6: Rate of killed or seriously injured casualties by road user type.

There are two ways to look at casualty numbers. Firstly, absolute counts can be examined and, although these can be informative, they tell us very little about levels of risk between different road user groups or how this risk may be changing over time. For example, on a pure casualty count basis, car occupants appear to be the most vulnerable road user group as they account for the greatest number of casualties each year. In 2020, the number of car user KSIs was 361 – 55% of the total number of KSIs; however, this is a much smaller proportion than the approximate four fifths of overall miles travelled per person per year by car, suggesting a lower than expected risk for this group.

The second approach therefore looks at the level of exposure each road user type experiences, using an appropriate exposure metric such as distance travelled, and hence determines their relative risk. So, rather than absolute numbers, we can instead look at casualty rates in terms of the number of casualties per kilometres travelled.

Figure 9 shows that, in 2020 car users had the lowest rate of KSIs per kilometres travelled, and hence could be considered at less risk than the other road user groups. Pedestrians, cyclists and motorcyclists (typically referred to as vulnerable road users) have a much higher casualty rate per kilometres travelled in comparison to car users. Motorcyclists had the greatest rate and are therefore at most risk while pedal cyclists are at greater risk than pedestrians but at five times less risk than motorcyclists.

Figure 9: Rate of people killed or seriously injured per 100 million kilometres travelled by road user type, 2020



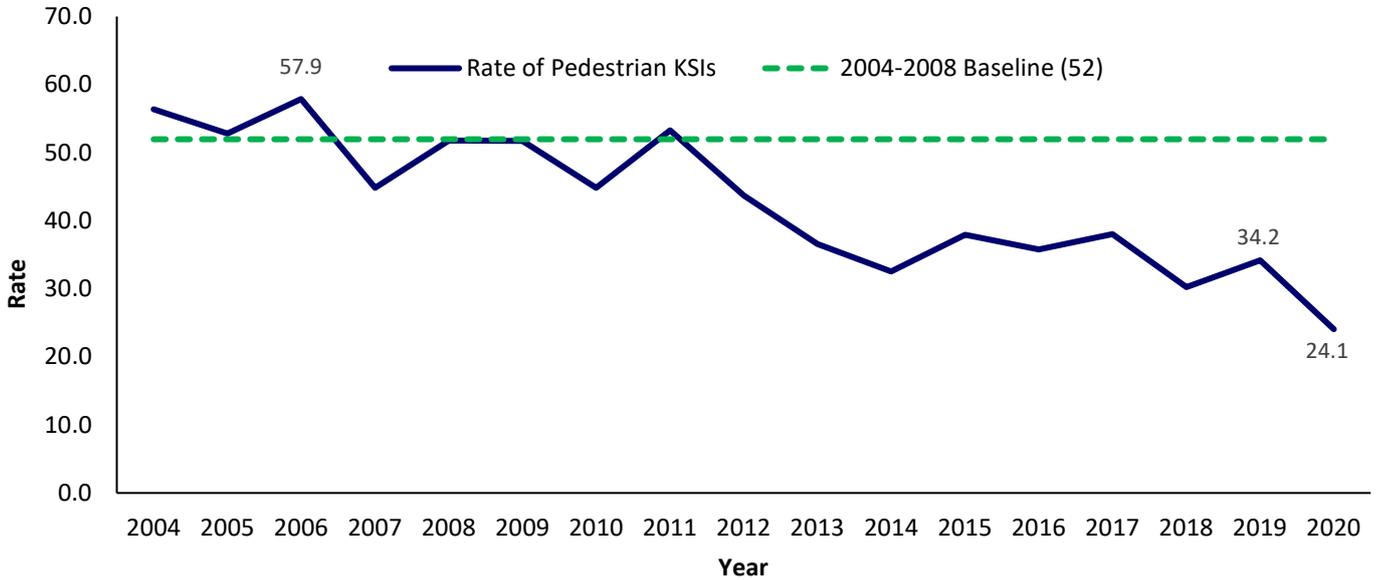
Source: PSNI Road Traffic Casualty Statistics, Travel Survey for Northern Ireland, NISRA Mid-Year Population Estimates
See: Appendix 1, Tables 7-10

Note: Error bars are not presented, but all four rates are significantly different from each other. See Tables 7-10b for the 95% confidence range around the central estimate.

KPI 3: Rate of pedestrian KSIs per 100 million kilometres walked

With regards to pedestrians, there was a period of rapidly reducing risk from 2011 to 2014, which then increased in 2015. Each year following this has seen the numbers decrease and increase alternatively with 2020 decreasing to 24 from the rate of 34 recorded in 2019.

Figure 10: Rate of pedestrian KSIs per 100 million kilometres walked, 2004-2020

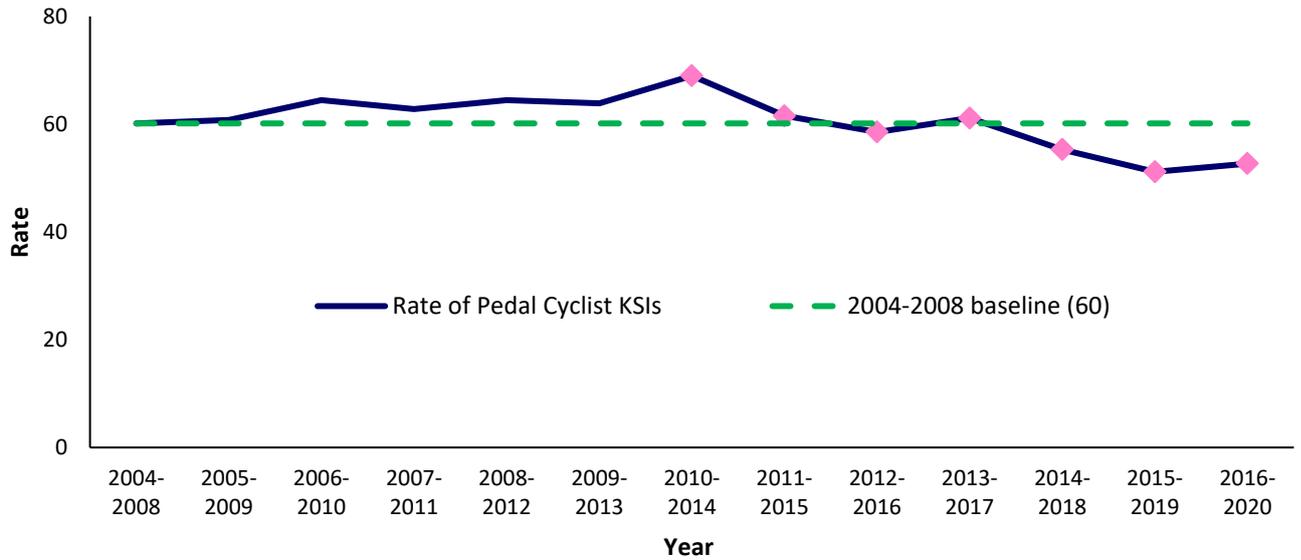


When it comes to assessing the trend for cyclists and motorcyclists, however, the extremely wide confidence intervals around the distance travelled estimates make it difficult to reach any firm conclusions year-on-year. A consultation with users was conducted in 2016 regarding potential alternative ways to assess these two road user groups; however, it was ultimately decided that there were no better alternatives available. See User Guidance section for more detail of the User Consultation. Subsequent work carried out by ASRB revealed that more recent large changes that were reported in distance travelled for cyclists since the baseline period were, in fact, statistically significant.

KPI 4: Rate of pedal cyclists KSIs per 100 million kilometres cycled

We know that cyclist KSIs have been increasing markedly since the Strategy baseline, with a 78% increase in KSIs between 2004-2008 and 2016-2020. However, the overall distance travelled by pedal cyclists over the same period has more than doubled suggesting a slightly decreased risk. This is reflected in a small decrease of 12% in the cycling KSI rate per kilometres travelled since the baseline. The full trend is shown in Figure 11 below, with the significant data points highlighted in pink (based on statistically significant changes in distance travelled compared with the baseline).

Figure 11: Rate of pedal cyclist KSIs per 100 million kilometres cycled (5 year rolling average), 2004-2020

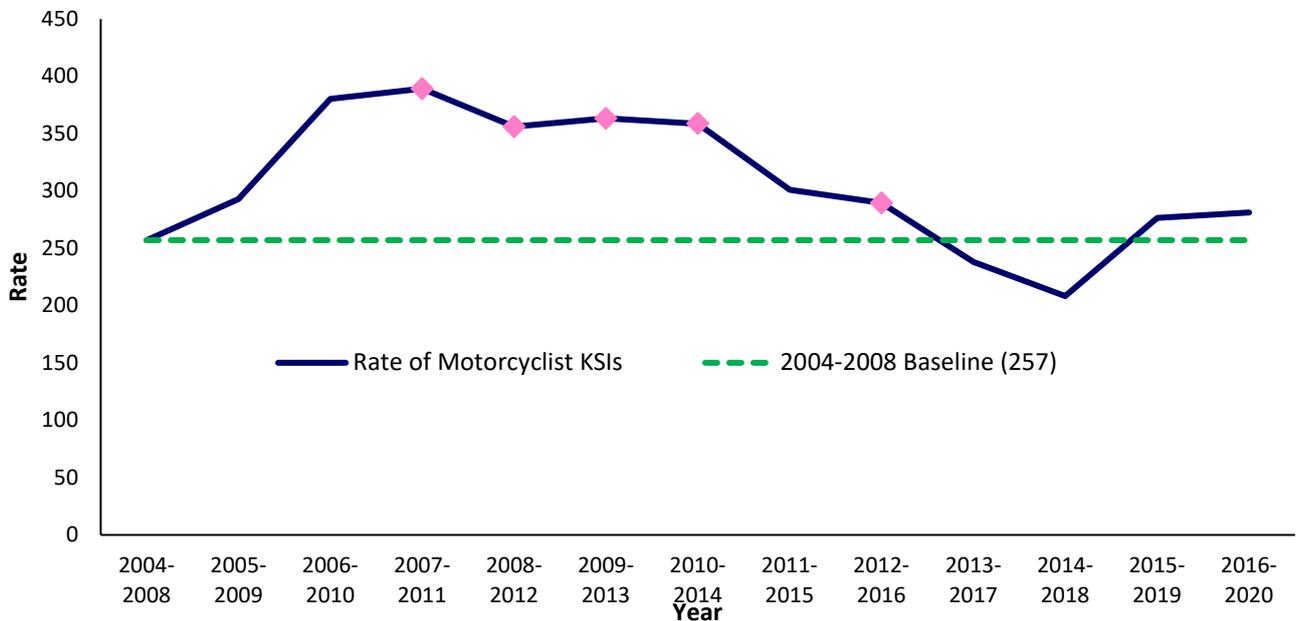


Source: PSNI Road Traffic Casualty Statistics, Travel Survey for Northern Ireland, NISRA Mid-Year Population Estimates
 Note: Data points in pink are significantly different compared to the baseline. See: Appendix 1, Table 8

KPI 5: Rate of motorcyclist KSIs per 100 million kilometres

Examining the motorcyclist KSIs, we see that they have been decreasing since the baseline, with a 38% decrease in KSIs between 2004-2008 and 2016-2020. The overall distance travelled by motorcycle also decreased at the start of the reporting period until 2010-2014, before increasing again to 2014-2018, and then decreasing by a quarter to 2016-2020. The decreases seen in motorcycle distance travelled at the start of the reporting period was at a greater rate than the decrease in motorcycle KSIs, suggesting an increased risk in travelling by this mode. Recent increases in distance travelled by motorcycle mean that there has not been a significant difference in the motorcycle KSI rate in comparison with the baseline since 2012 to 2016. The full trend can be seen in Figure 12 below, with statistically significant data points again highlighted in pink. Similar to the pedal cycle rate, and due to the continued uncertainty attached to some data points, it is not possible to draw conclusions from all years; however, from those that are significant we can say that the rate peaked at an average of 51% above the baseline in 2007-2011 before beginning to reduce again in more recent reporting periods.

Figure 12: Rate of motorcyclist KSIs per 100 million motorcycle kilometres (5 year rolling average), 2004-2020



Source: PSNI Road Traffic Casualty Statistics, Travel Survey for Northern Ireland, NISRA Mid-Year Population Estimates
 Note: Data points in pink are significantly different compared to the baseline. See: Appendix 1, Table 9

KPI 6: Rate of car user KSIs per 100 million kilometres (cars and vans)

For car users, the number of vehicle kilometres travelled per person has risen from the baseline figure of 7,905 to 8,171 in 2020 (a rise of 3%). This increase in the average kilometres travelled combined with a 9% increase in the population since then has caused the total car kilometres travelled to rise from an average of 137.95 VKT per 100 million travelled for 2004 to 2008 to 154.87 in 2020 (up approximately 12%). As can be seen in Figure 13 below though, the rate of car user KSIs declined considerably from the baseline until 2013 and despite increasing again between 2014 and 2016, the rate fell again from 3.92 in 2016 to 2.33 in 2020, the lowest value recorded in the Strategy. The fall in the rate observed between the start (6.60) and the end of the series represents a decrease of 65% while the fall over the year to 2020 (-25%) was also the largest annual decline observed.

Figure 13: Rate of car user KSIs per 100 million kilometres, 2004-2020

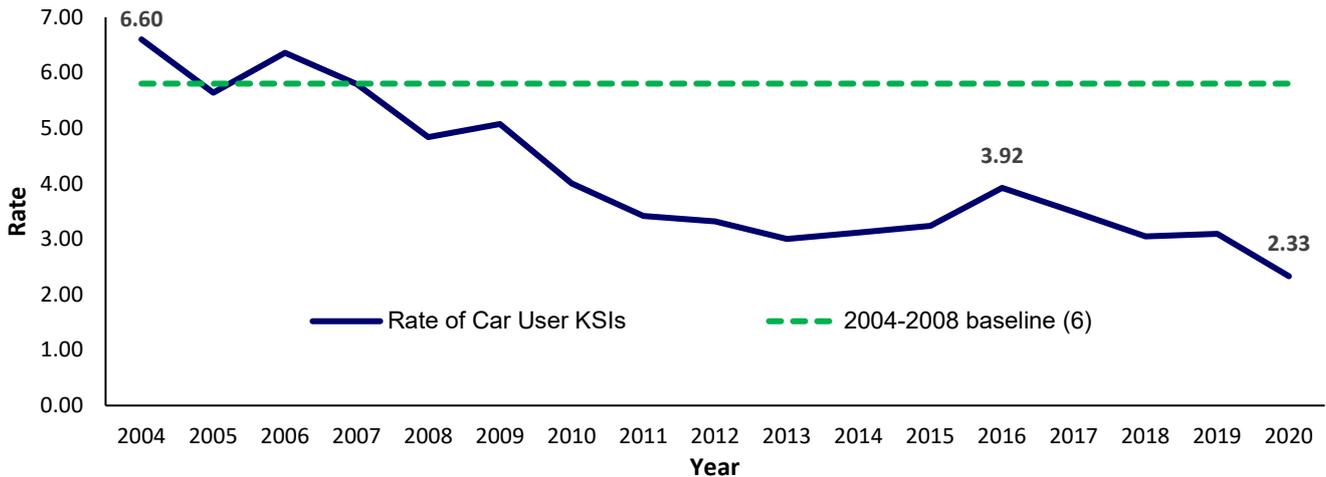
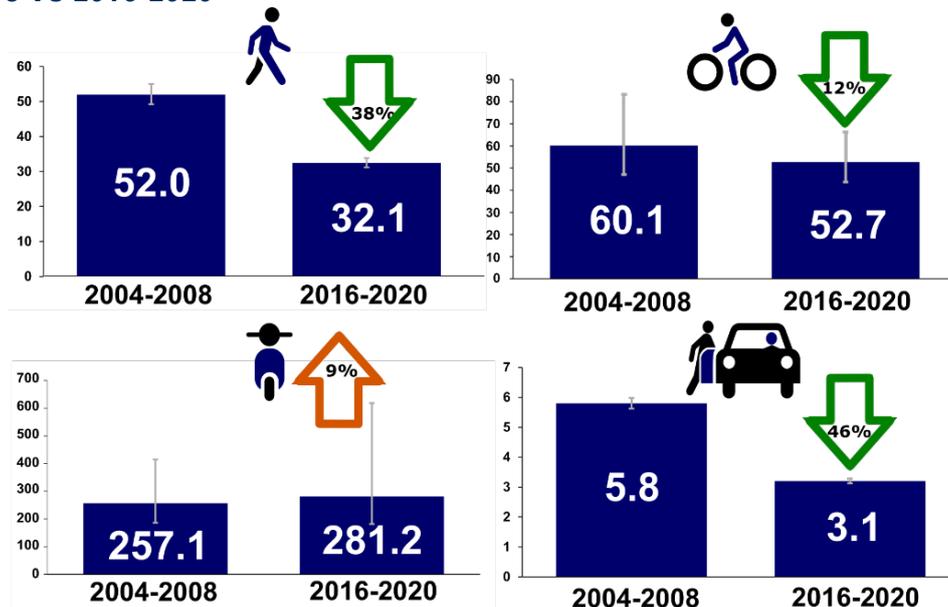


Figure 14 below shows the most recent five years of data compared to the 2004-2008 baseline for all the different road users. The KSI rate has clearly decreased for pedestrians (down 38%) and car users (down 46%) while pedal cyclists have decreased by a smaller margin of 12%. Although the motorcyclist KSI rate has increased by 9% since the baseline, the large confidence interval means that we cannot state with any certainty that this is a real change. See User Guidance section for more explanation about confidence intervals.

Figure 14: Rate of people killed or seriously injured per 100 kilometres travelled by road user type, 2004-2008 Vs 2016-2020

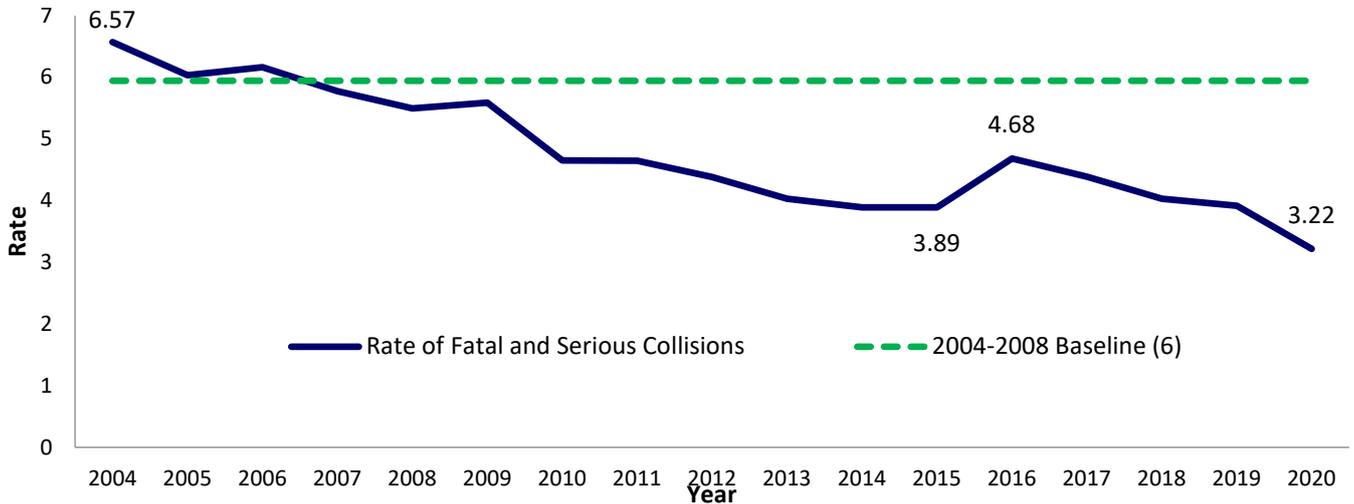


Source: PSNI Road Traffic Casualty Statistics, Travel Survey for Northern Ireland, NISRA Mid-Year Population Estimates. Error bar shows the 95% confidence range around the central estimate. See Tables 7b & 10b.

KPI 7: Rate of fatal and serious collisions per 100 million vehicle kilometres.

The rate of fatal and serious collisions per 100 million vehicle kilometres travelled has generally been reducing since the baseline. By 2015 the rate (3.9) was 34% below the baseline (5.9), with only minor increases recorded in two of the intervening years. In 2016 there was a 20% increase in the rate taking it to 4.7, the highest it had been since 2009. Since then, the rate has fallen again by 16% to 3.9 in 2019 and in 2020 the rate fell further still by the largest annual decline of 18% to 3.2, the lowest rate recorded in the series.

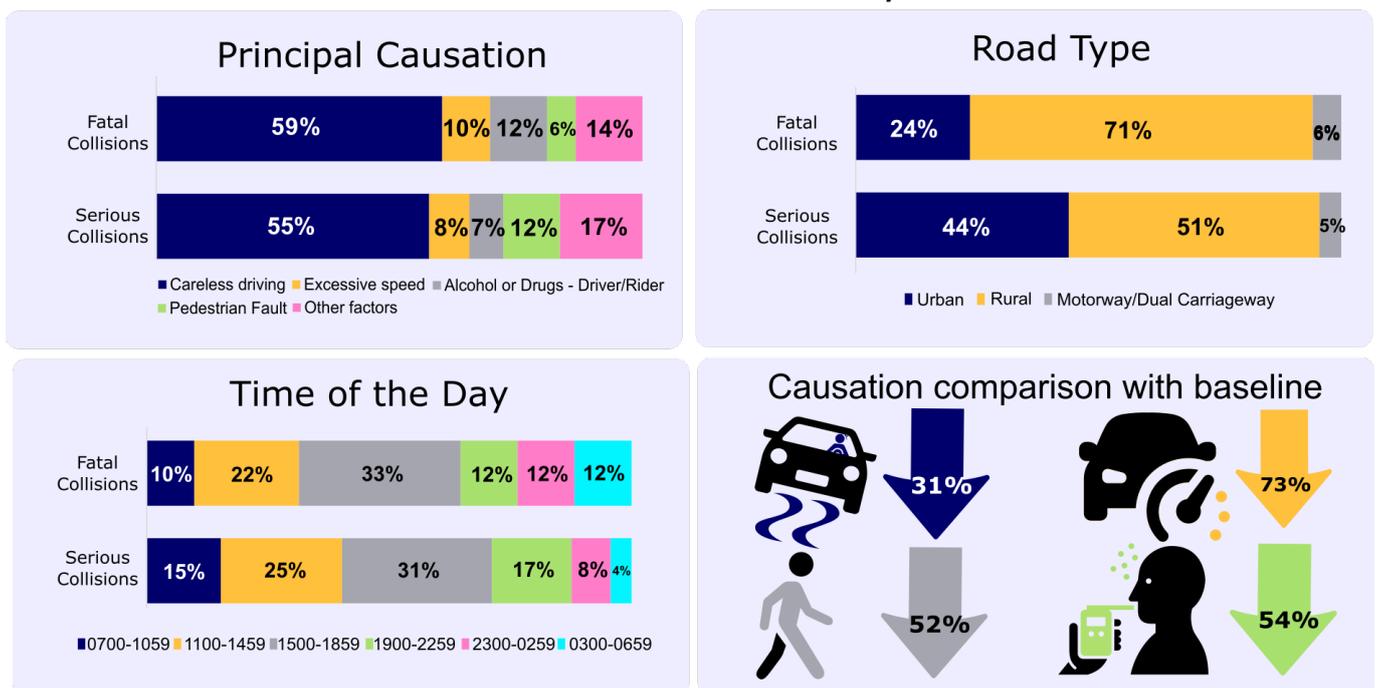
Figure 15: Rate of fatal and serious collisions per 100 million vehicle kilometres, 2004-2020



Source: PSNI Road Traffic Casualty Statistics, Travel Survey for Northern Ireland, NISRA Mid-Year Population Estimates
See: Appendix 1, Table 11

Comparing KSI collisions in 2020 with those recorded in 2004-2008 we see that there has been large reductions in all causation factors. The greatest fall were KSI collisions caused by careless driving (down by 144, or 31%), followed by speeding (down by 127, 73%). KSI collisions with pedestrian causations have decreased by 71 (52%) and KSI collisions caused by driver/rider alcohol or drugs have decreased by 50 (54%).

Fatal and Serious Collisions, 2020



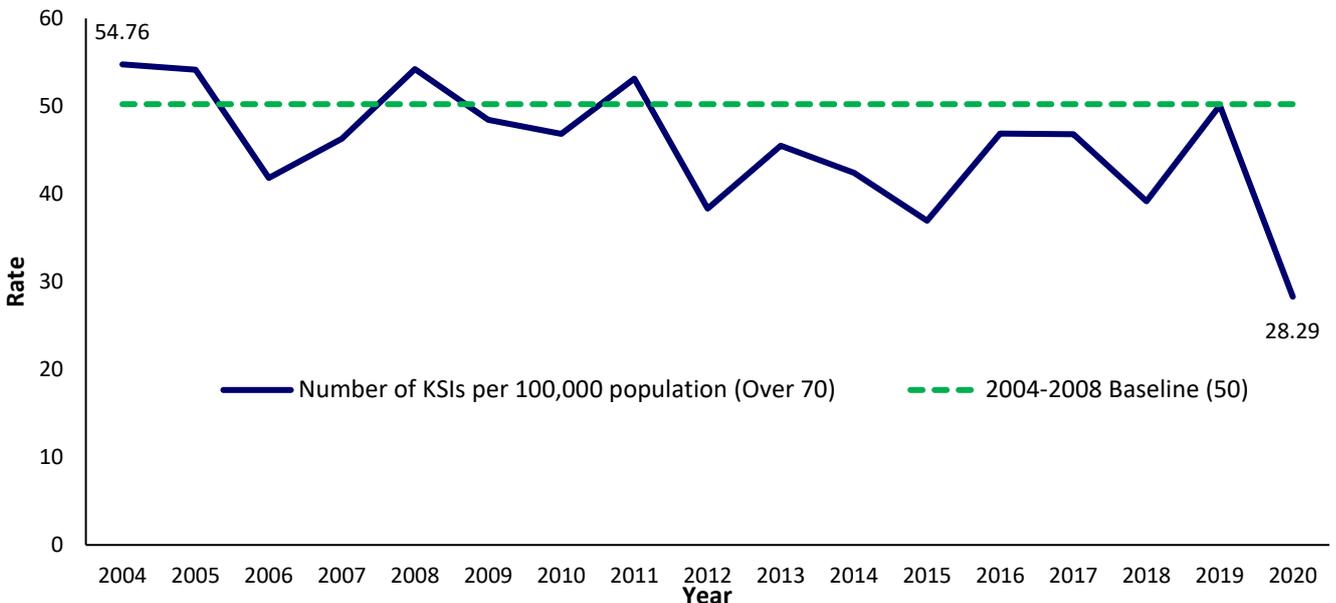
KPI 8: Rate of people aged over 70 killed or seriously injured in road collisions per 100,000 population aged over 70.

In 2020, there were 60 people aged over 70 who were killed or seriously injured in road traffic collisions in Northern Ireland. This number is the lowest recorded in the series and represents a 42% decrease since 2019, when 104 were recorded. Car users accounted for nearly two-thirds (65%) of the KSI casualties of people aged over 70 in 2020 – this is greater than the proportion for all ages (55%). Pedestrian KSIs were over-represented among the over 70s; just under three-in-ten (28%) of people aged over 70 in 2020 were pedestrian KSIs, compared to only 19% for KSI casualties of all ages. In addition, female KSI casualties were over-represented also among the over 70s: over two-fifths (45%) of KSI casualties aged over 70 were female, compared with 35% of all KSI casualties.

A report examining the issues relating to the number of older drivers killed or seriously injured on roads in Northern Ireland is available at the following link:
[Older driver killed and seriously injured \(KSI\) casualties in Northern Ireland, 2010-2019](#)

Population data is used to calculate the KSI rate for this indicator, and it shows that, in 2020, there were 28.3 people aged over 70 who were killed or seriously injured in road collisions, per 100,000 population aged over 70 years, the lowest this rate has been since the series started. The rate fell by 44% between 2019 and 2020, which is the largest annual percentage decrease in the series.

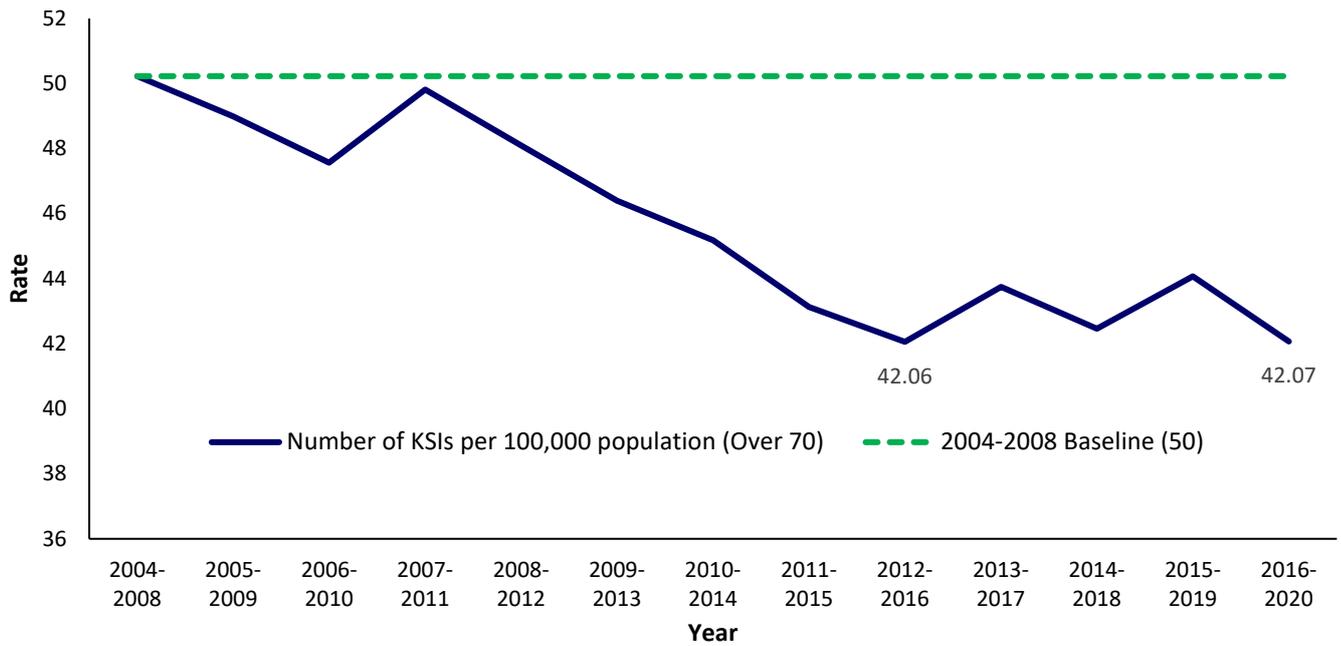
Figure 16: Rate of people aged over 70 killed or seriously injured in road collisions per 100,000 population aged over 70, 2004-2020



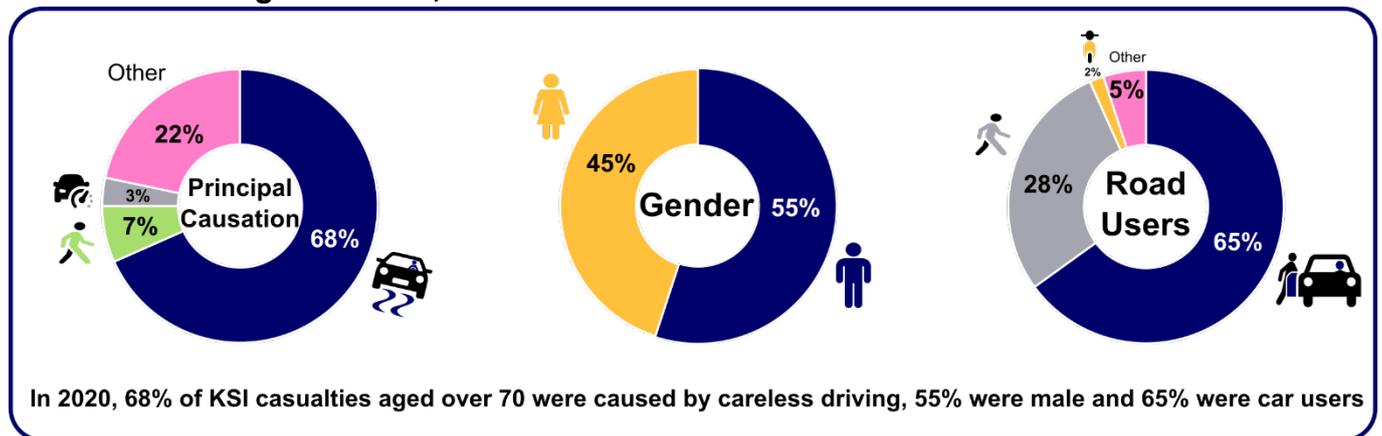
Source: PSNI Road Traffic Casualty Statistics, NISRA Mid-Year Population Estimates
See: Appendix 1, Table 12

This series has been particularly volatile across the whole reporting period, regularly moving above and below the baseline up to 2012 where it has then remained below, albeit by just 0.3% in 2019. It is useful, therefore, to look at Figure 17 below 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. After that, it moved gradually downwards, averaging 16% below baseline in the 2012-2016 five year period. Since then, there have been small increases and decreases in the rate, to the current figure of 42.1 recorded in 2016-2020, which is 16% lower than the baseline.

Figure 17: Rate of people aged over 70 killed or seriously injured in road collisions per 100,000 population aged over 70 (5 year rolling average), 2004-2020



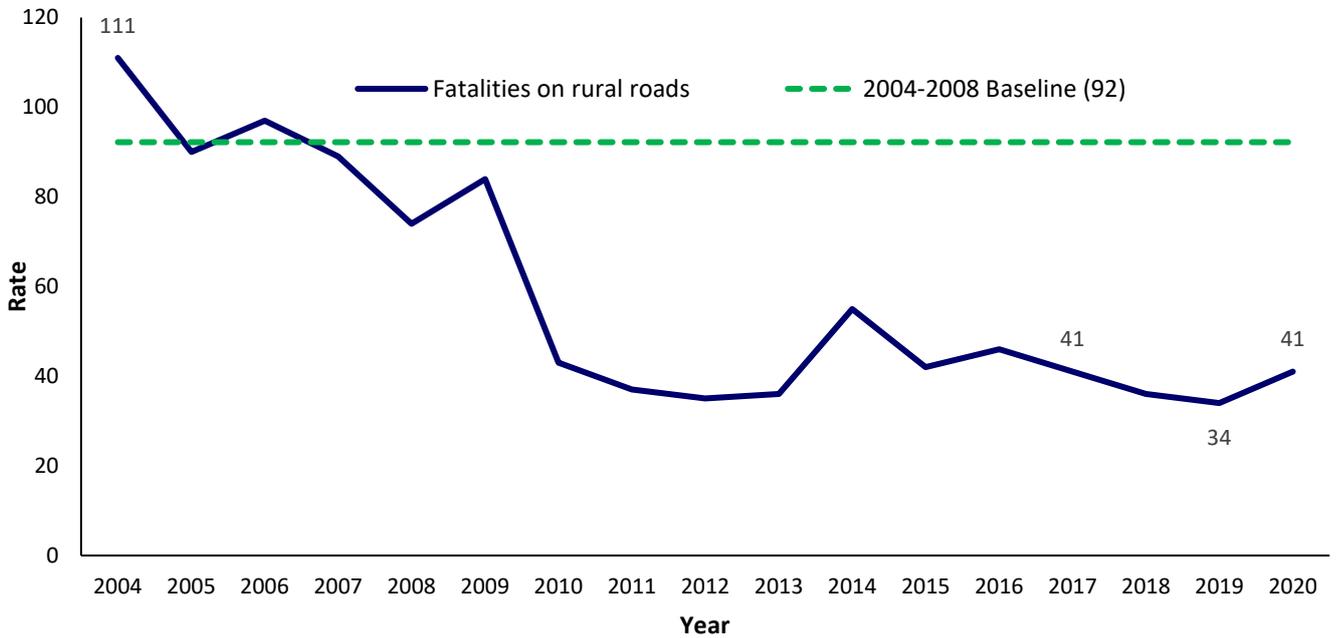
KSI casualties aged over 70, 2020



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

Figure 18 shows that in 2020 there were 41 people killed in collisions on rural roads. The numbers recorded in 2020 are up 21% on 2019 (34) and are the same as the level recorded in 2017. Fatalities on rural roads are now 56% below the baseline figure of 92.

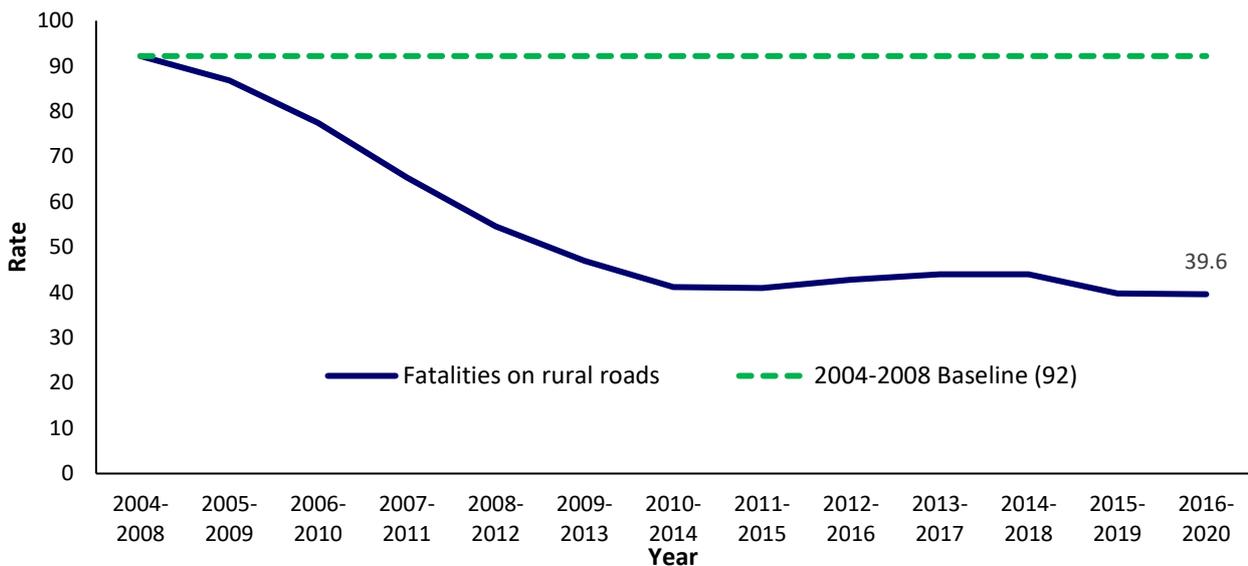
Figure 18: Number of people killed in collisions on rural roads, 2004-2020



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

Given the volatility in this indicator in the most recent 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 2011-2015 when the numbers levelled off and even started to increase slightly until the 2014-2018 period. The average of 40 recorded for 2016-2020 is 57% lower than baseline.

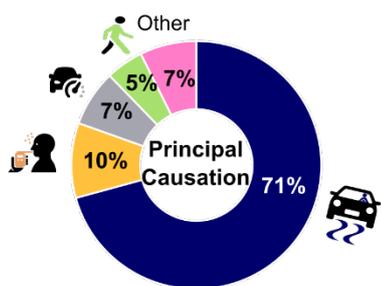
Figure 19: Number of people killed in collisions on rural roads (5 year rolling average), 2004-2020



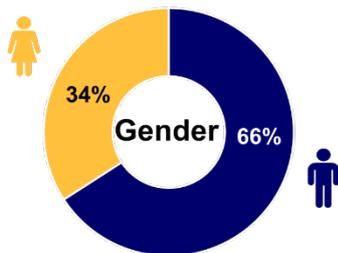
Source: PSNI Road Traffic Casualty Statistics See: Appendix 1, Table 13

A profile of collisions on rural roads is available on the ASRB website: [Northern Ireland rural road analysis, 2012 – 2016](#)

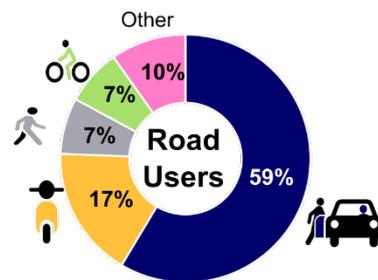
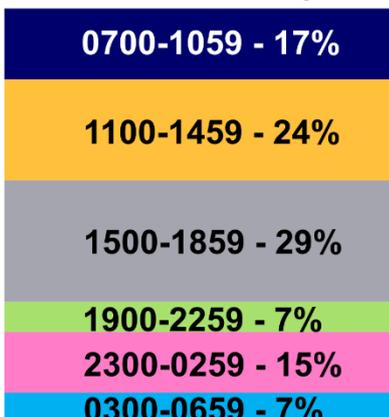
Fatalities on Rural Roads, 2020



Day of the week



Time of the day

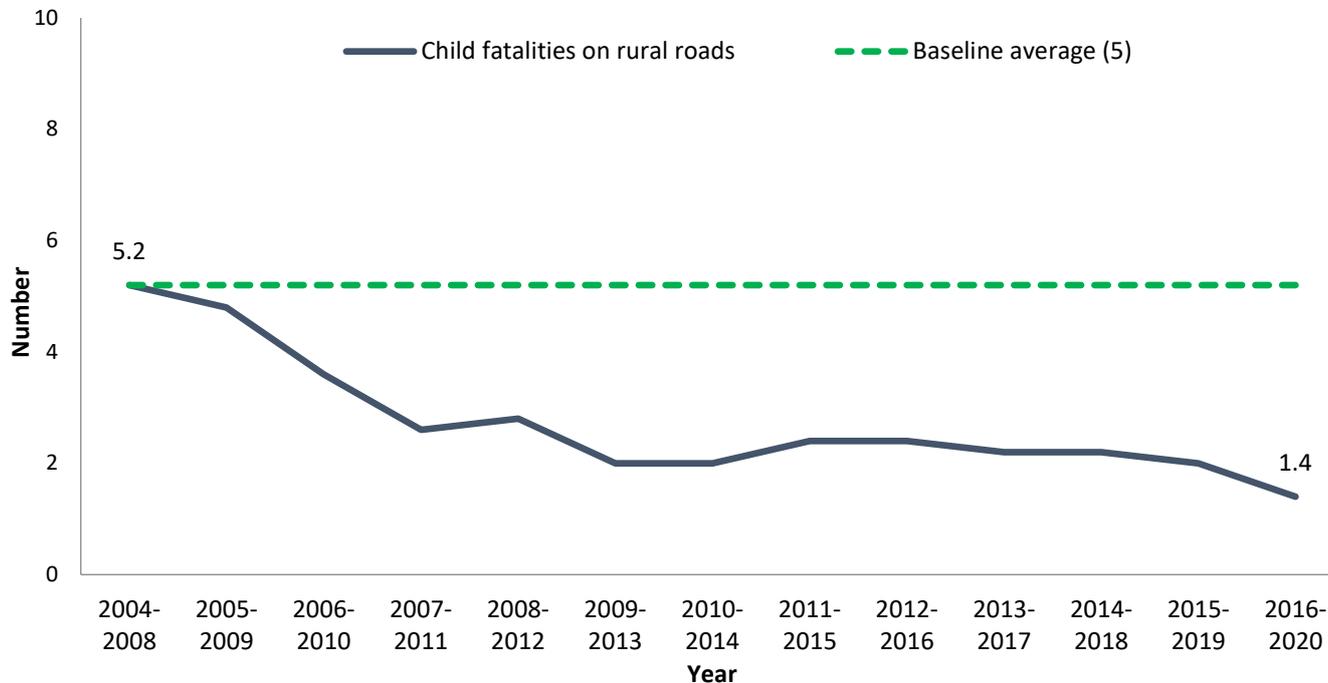


In 2020, the majority of fatalities on rural roads were caused by careless driving while three fifths were car users. 55% occurred between Monday and Wednesday, while over half (54%) occurred between 11am and 7pm.

KPI 10: Number of children (0-15) killed in collisions on rural roads

There was one child killed on rural roads in 2020 which has seen the five year average fall from 5 at the time of the baseline to below two for the first time in the series. See Figure 20 below.

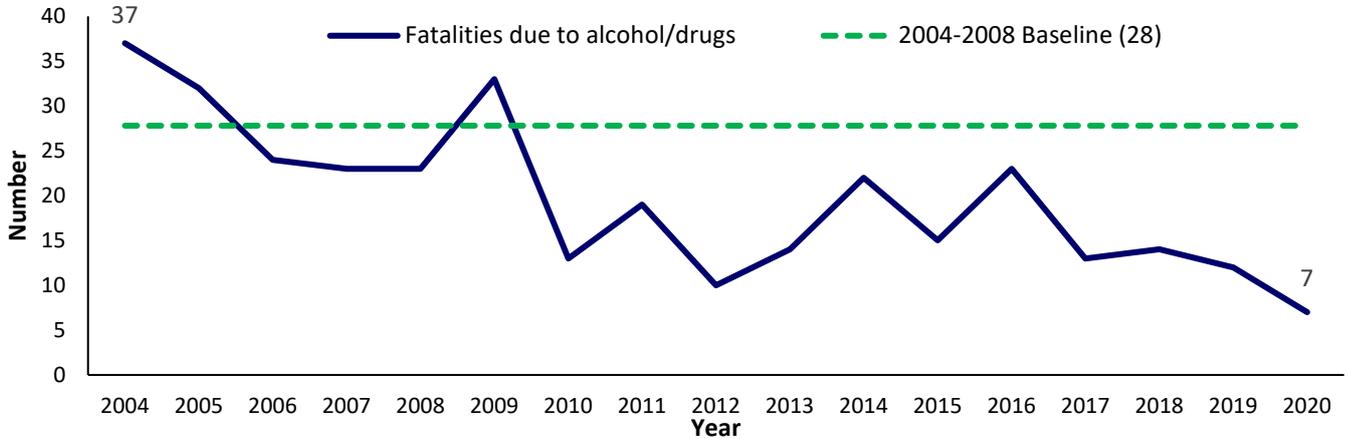
Figure 20: Number of children (0-15) killed in collisions on rural roads (5 year rolling average), 2004-2020



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

In 2020, there were seven people killed in road traffic collisions where alcohol or drugs was attributed (see Figure 21 below). This is five fewer than was recorded in 2019 (a 42% decrease); and is the lowest recorded in the series.

Figure 21: Number of people killed where alcohol/drugs causation factor attributed, 2004-2020



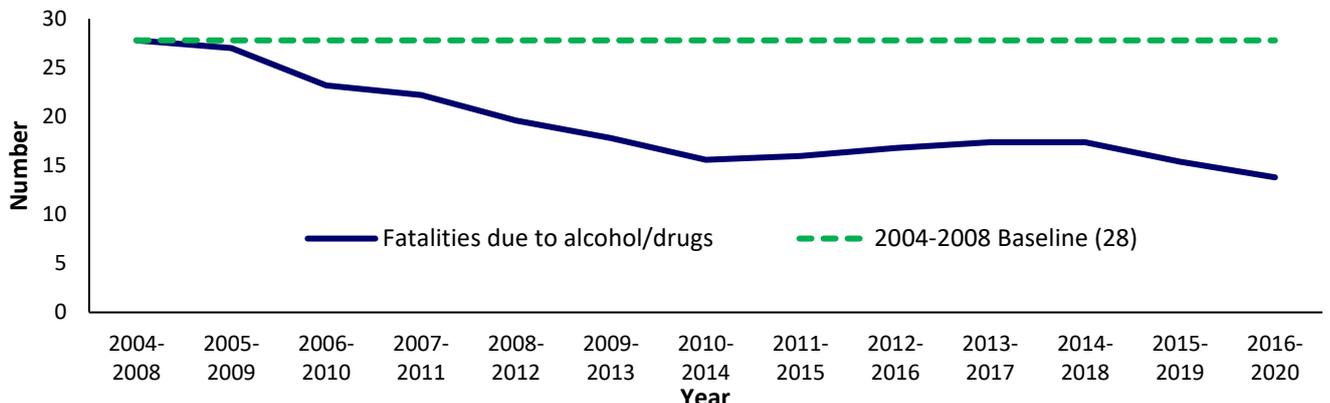
Source: PSNI Road Traffic Casualty Statistics See: Appendix 1, Table 15

The number in 2020 is now 75% below the baseline level of 28; however, the series has experienced significant rises and falls year on year making it difficult to establish a clear trend across the full period. For example, the 14% decrease between 2018 and 2019 follows immediately from an 8% increase between 2017 and 2018 and a 43% decrease between 2016 and 2017. It is therefore important to look at the rolling average for this indicator to see the smoothed trend.

Figure 22 plots the five year rolling averages and shows that the historical downward trend ended in 2010-2014 with three slight increases between 2011-2015 to 2013-2017 (consecutively of 3%, 5% and 4%) followed by a levelling off in 2014-2018. The 2016-2020 figure, however, represents a reduction of 50% from the baseline and is the lowest number recorded in the series.

A similar trend 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. In more recent years have seen this trend tailing off slightly and small increases were reported between 2015 and 2016, as well as between 2017 and 2018 (7% and 3%, respectively). This was followed by a 1% decrease in 2019 and an 11% decrease in 2020. See Road Safety Context section at the beginning of this report.

Figure 22: Number of people killed where alcohol/drugs causation factor was attributed (5 year rolling average), 2004-2020

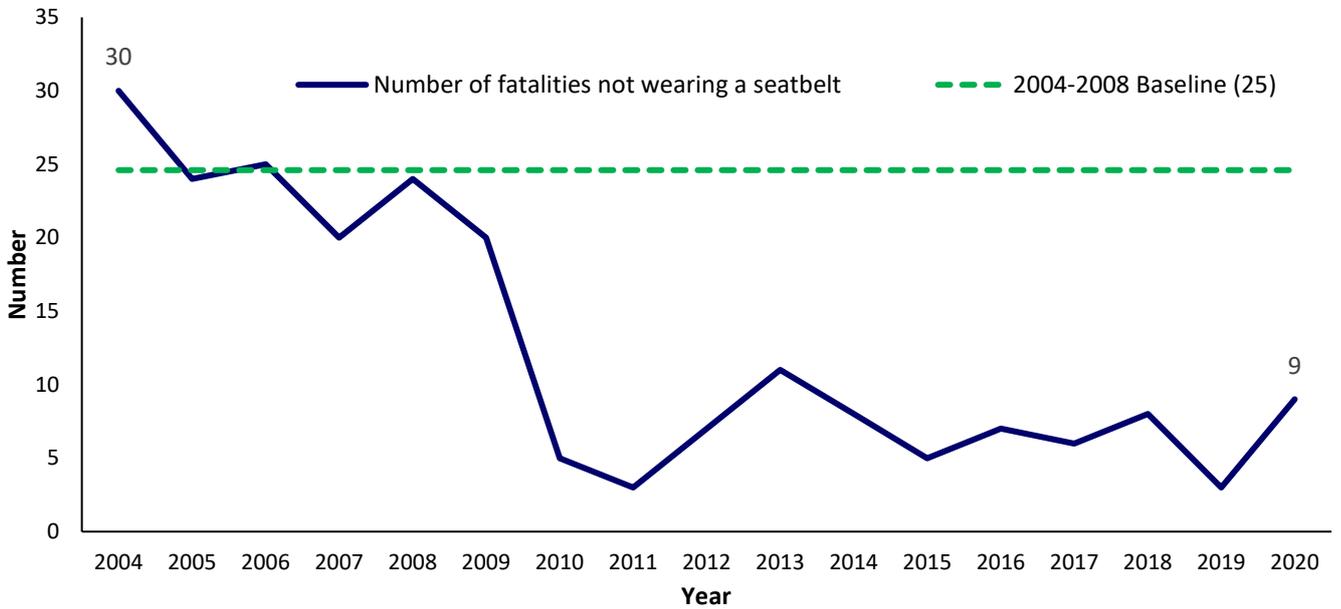


Source: PSNI Road Traffic Casualty Statistics See: Appendix 1, Table 15

KPI 12: Number of car occupants killed who were not wearing a seatbelt.

Figure 23 below shows that in 2020 there were nine car occupants killed who were not wearing their seatbelt. This is triple the number reported in 2019 (3) and represents a 63% decrease on the baseline (25). The numbers fell dramatically at the start of the series until reducing to three in 2011, and since then the numbers have increased and decreased erratically.

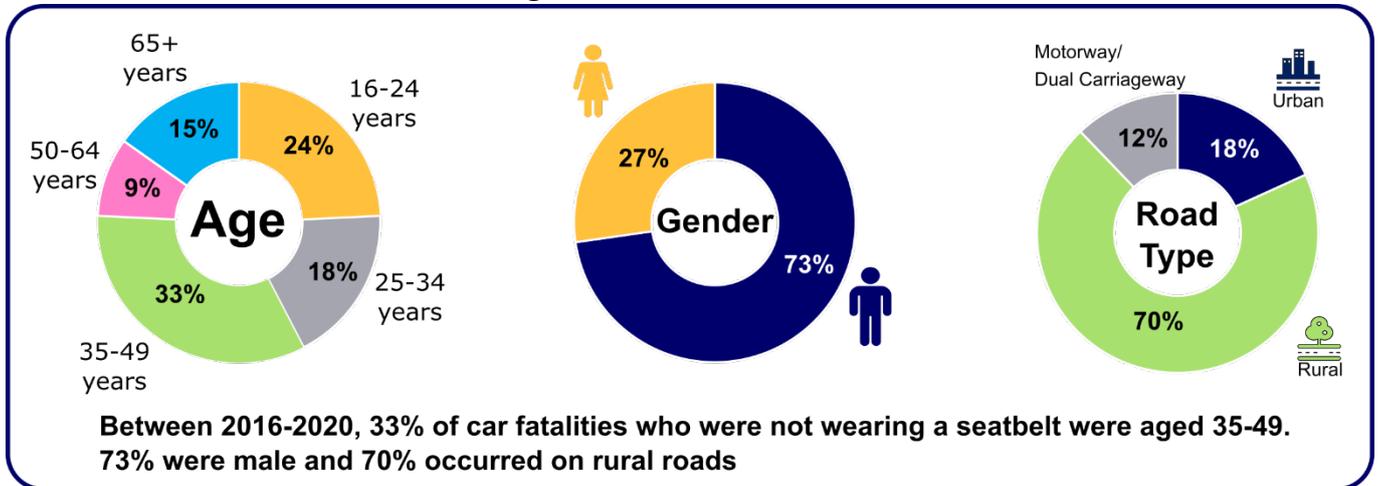
Figure 23: Number of car occupants killed who were not wearing a seatbelt, 2004-2020



Source: PSNI Road Traffic Casualty Statistics See: Appendix 1, Table 16

Because the numbers presented here are small, it is important to exercise caution when interpreting the trend – small numbers are likely to experience more volatility. Perhaps of greater significance, the data highlights that the likelihood of being killed in a collision is much higher if you are not wearing a seatbelt. In 2020 0.6% of all car occupant casualties who were wearing a seatbelt sustained fatal injuries, compared with 5.3% of car occupant casualties who were not wearing a seat belt. Therefore, while the overall number of car user fatalities who were not wearing a seatbelt is small, they make up a sizeable proportion of such fatalities: over the period 2016-2020, just under one-fifth (19%) of car occupant fatalities were not wearing a seatbelt.

Car fatalities who were not wearing a seatbelt, 2016-2020



KPI 13: Rate of pedestrians killed or seriously injured (KSIs) per 100,000 population in 10 per cent most/least deprived areas (Collision SOA).

Data for the deprivation indicators is reported for both the area where the collision occurred and the home address of the casualty, however, the data for the home address of the casualty is only available from 2008 onwards.

The charts for the deprivation indicators highlight the difference in the rates in the 10% most and 10% least deprived areas, with the Strategy aim being to reduce the most deprived rates to bring them more into line with the least deprived. KPIs 13 to 16 explores this below:

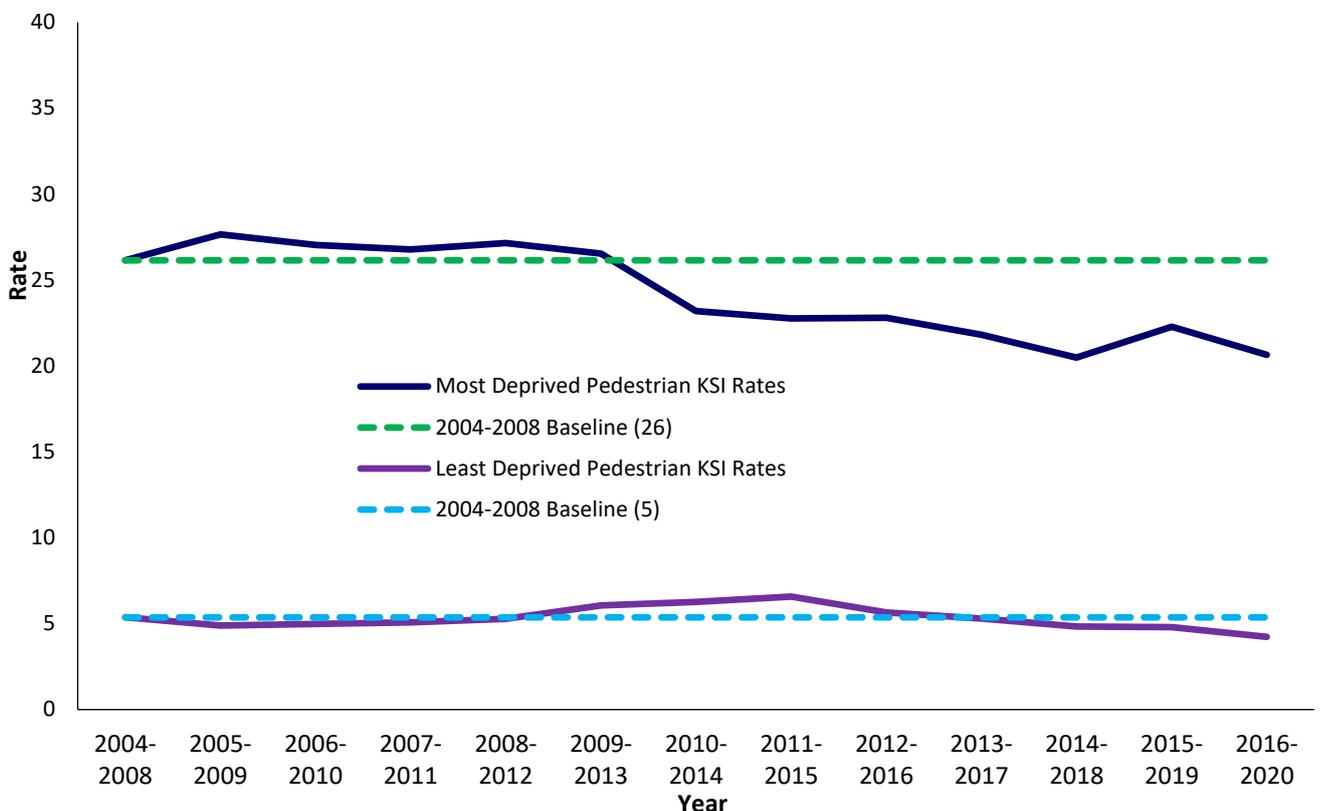
In 2020, the rate of pedestrians killed or seriously injured in road traffic collisions in the most deprived areas was 15.34, which is over five times greater than the rate of 2.77 observed in the least deprived areas.

This series has been particularly volatile across the reporting period; therefore, it is useful to look at rate based on a five year rolling average.

The five year rolling average shows the most deprived pedestrian KSI rate fell below the baseline in 2010-2014 and has remained below since. The least deprived pedestrian KSI rate has remained fairly stable and moved around the baseline rate of 5, but has declined to its lowest rate (4.23) in 2016-2020.

In 2004-2008 the most deprived rate of 26.14 was 4.9 times the rate for the least deprived (5.37). In 2016-2020 the most deprived rate of 20.64 was 4.9 times greater than the least deprived rate of 4.23.

Figure 24: 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), 2004-2020 five year rolling average



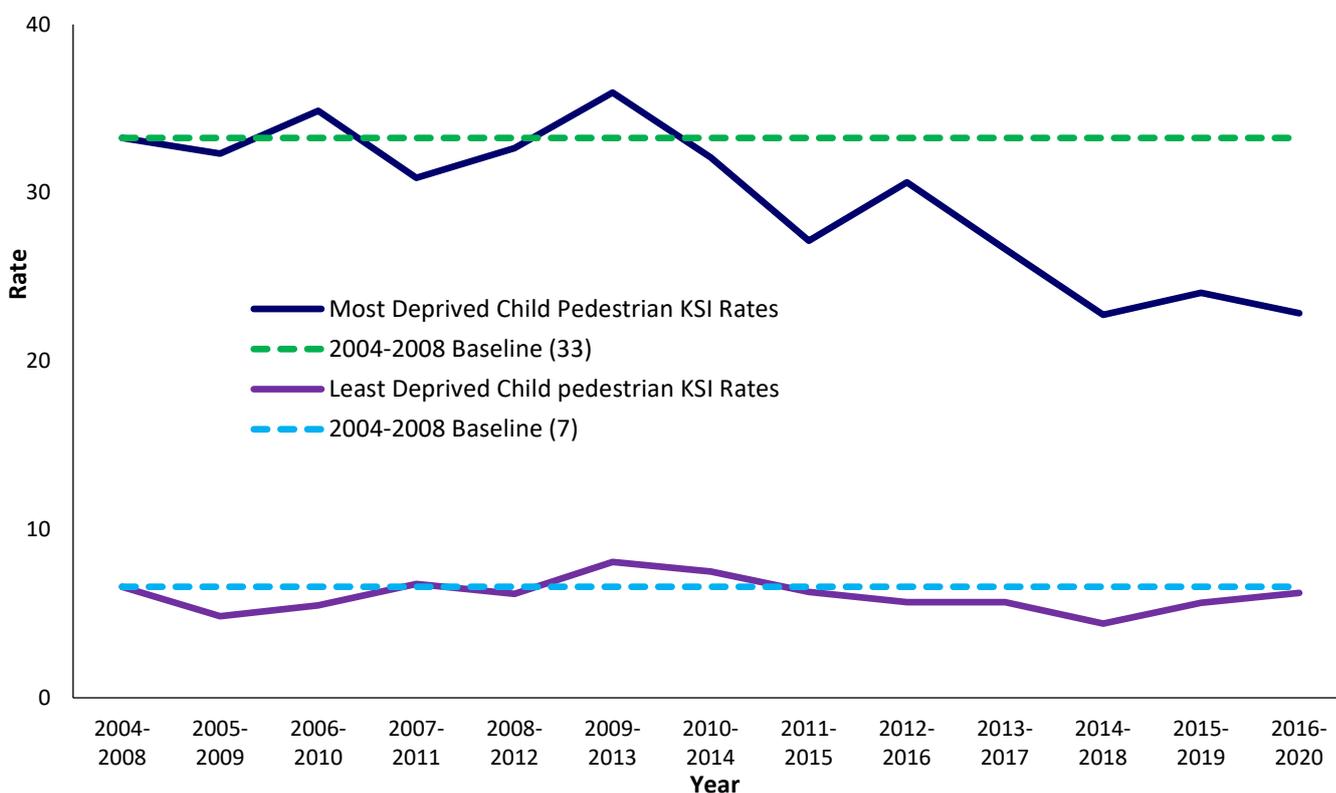
KPI 14: Rate of child pedestrians killed or seriously injured per 100,000 population in 10 per cent most/least deprived areas (Collision SOA).

In 2020, the rate of child pedestrians killed or seriously injured in road traffic collisions in the most deprived areas was 15.06, the lowest rate recorded in the series. However, the rate was still over two times greater than the rate of 6.18 observed in the least deprived areas.

The five year rolling average shows the most deprived child pedestrian KSI rate fell below the baseline in 2010-2014 and has remained below since. The least deprived pedestrian KSI rate has remained fairly stable and moved around the baseline rate of 7.

In 2004-2008 the most deprived rate of 33.26 was 5.0 times the rate for the least deprived (6.60). In 2016-2020 the most deprived rate of 22.59 was 3.6 times greater than the least deprived rate of 6.23.

Figure 25: 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), 2004-2020 five year rolling average



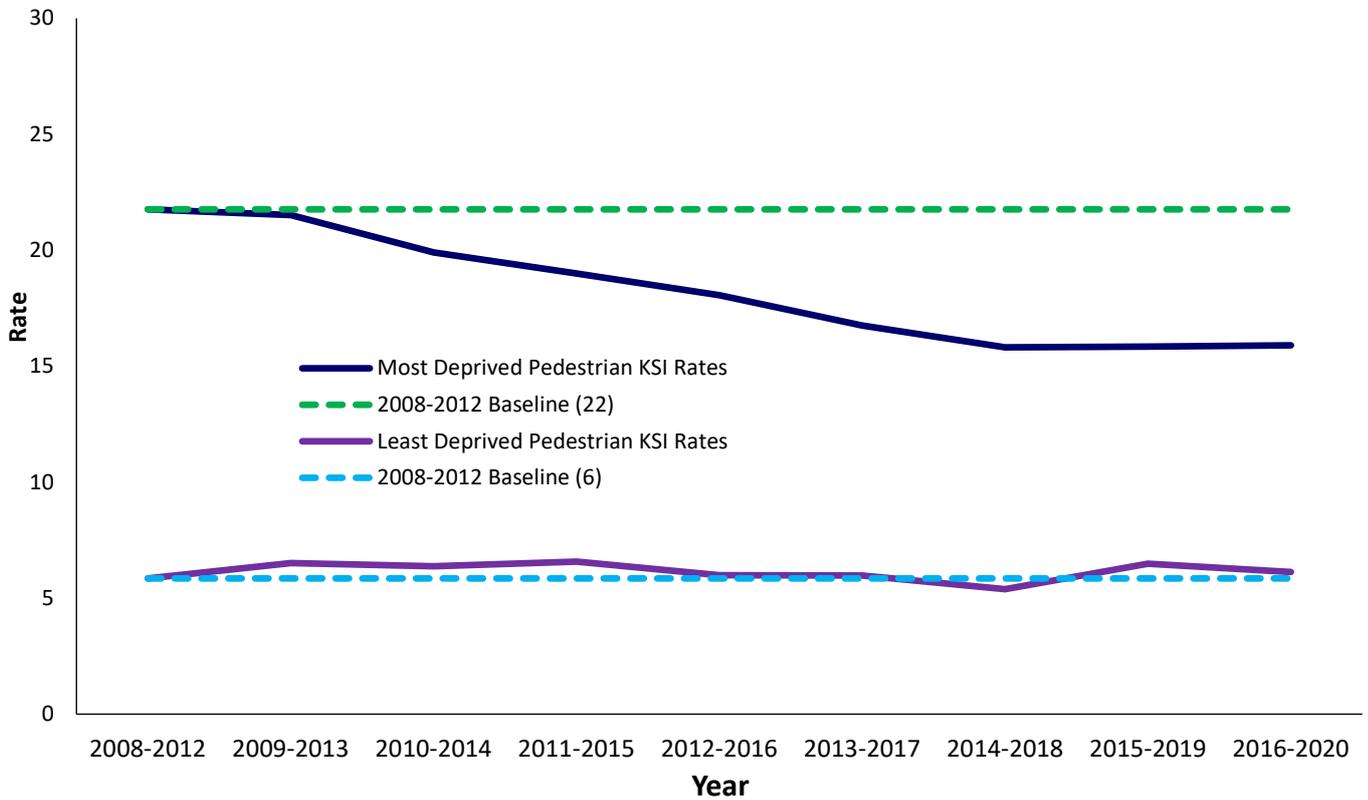
KPI 15: Rate of pedestrians killed or seriously injured (KSIs) per 100,000 population in 10 per cent most/least deprived areas (Casualty Address SOA).

In 2020, the rate of pedestrians killed or seriously injured in road traffic collisions that lived in the most deprived areas was 14.75, which is greater than the rate of 5.53 observed in pedestrians that lived in the least deprived areas.

The five year rolling average shows the most deprived pedestrian KSI rate has fallen steadily since the series began but has started to level off increasing by as little as 0.1 from 15.81 in 2014-2018 to 15.90 in 2016-2020. The least deprived pedestrian KSI rate has remained fairly stable and moved around the baseline rate of 6.

In 2008-2012 the most deprived rate of 21.76 was 3.7 times the rate for the least deprived (5.85). In 2016-2020 the most deprived rate of 15.90 was 2.6 times greater than the least deprived rate of 6.12.

Figure 26: 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 SOA), 2004-2020 five year rolling average



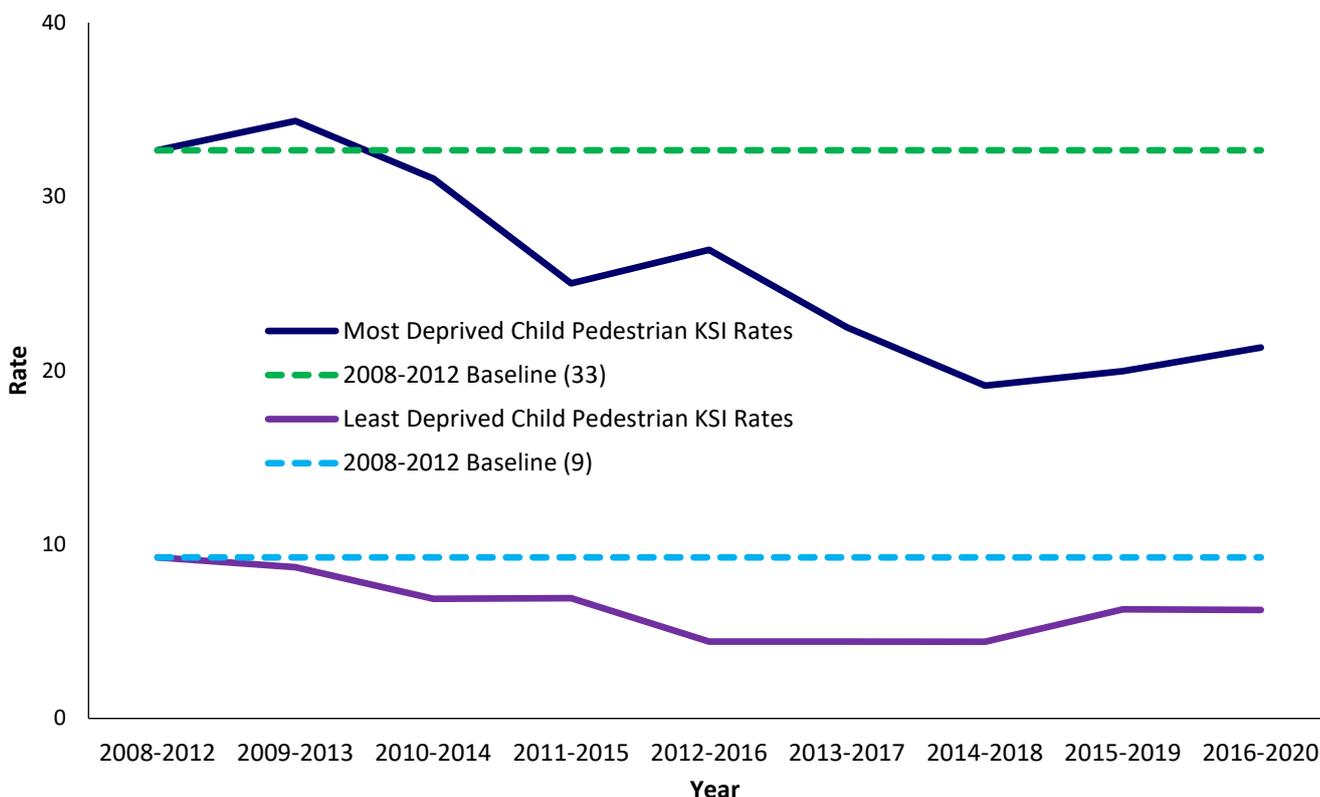
KPI 16: Rate of child pedestrians killed or seriously injured per 100,000 population in 10 per cent most/least deprived areas (Casualty Address SOA).

In 2020, the rate of child pedestrians killed or seriously injured in road traffic collisions that lived in the most deprived areas was 17.57, which is greater than the rate of 6.18 observed in child pedestrians that lived in the least deprived areas.

The five year rolling average shows, the most deprived child pedestrian KSI rate has fallen considerably from the baseline to a low of 19.13 in 2014-2018, but has risen since to 21.32 in 2016-2020. The least deprived child pedestrian KSI rate started by falling below the baseline to 4.42 in 2012-2016, where it remained stable until 2014-2018 and then rose 6.26 in 2015-2019 where it has remained stable and in 2016-2020 was at 6.23.

In 2008-2012 the most deprived rate of 32.66 was 3.5 times the rate for the least deprived (9.26). In 2016-2020 the most deprived rate of 21.32 is 3.4 times greater than the least deprived rate of 6.23.

Figure 27: 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 SOA), 2004-2020 five year rolling average

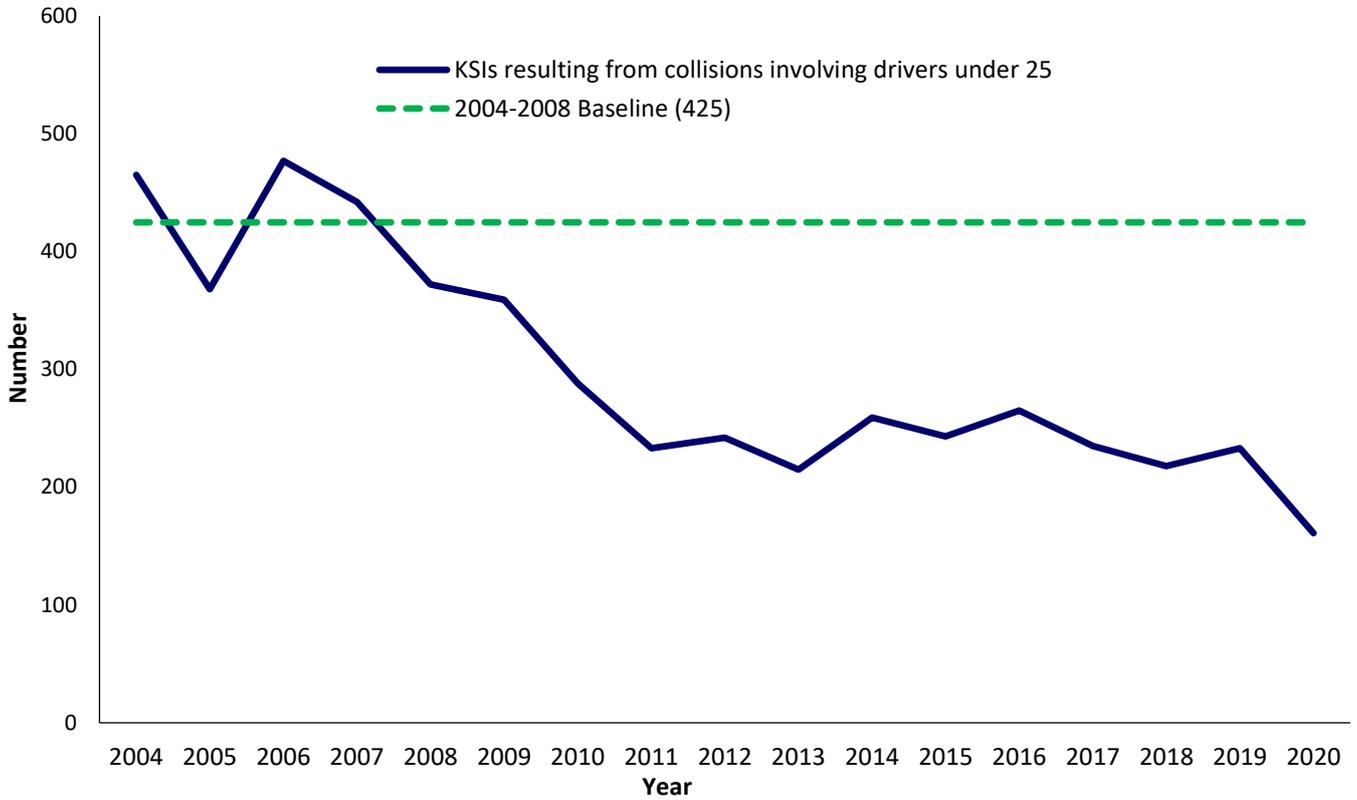


Please note that all data for the KPI13-16 were revised in 2017 to take account of the new deprivation measures introduced in 2017. Please see indicator guidance booklet for further information and for a comparison with the old measure.

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

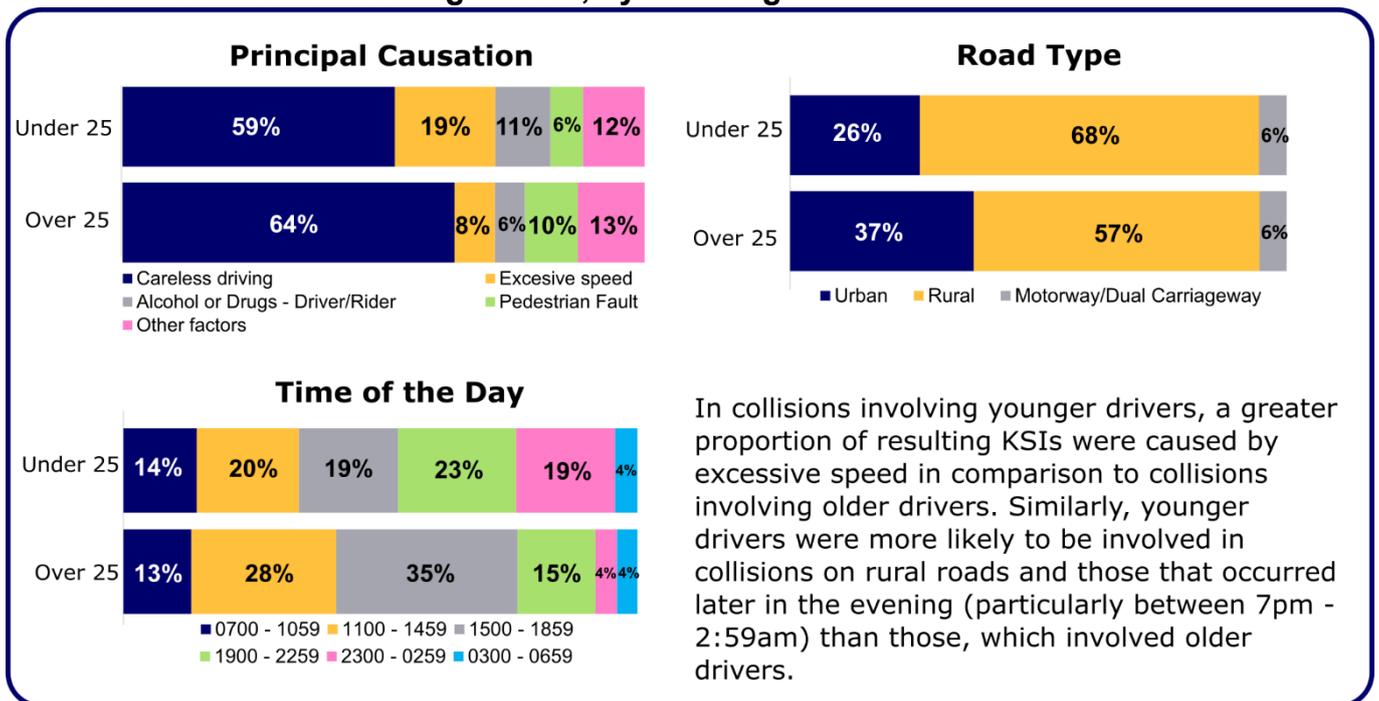
In 2020, there were 161 KSIs resulting from collisions involving drivers under the age of 25. This is a 31% decrease from the number recorded in 2019 (233). The numbers in 2020 are 62% below the baseline number (425) and the lowest recorded in the series.

Figure 28: Number of KSIs resulting from collisions involving drivers under the age of 25, 2004-2020



Source: PSNI Road Traffic Casualty Statistics

KSIs from collisions involving drivers, by driver age



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

This is the seventh 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 Northern Ireland have been derived from a sample. Confidence intervals around the estimates are provided in table 22(f) in the accompanying [Excel tables](#). Further details on methodology used to construct this indicator can be found on the following link:

[Developing the novice driver indicator for NI Road Safety Strategy to 2020](#)

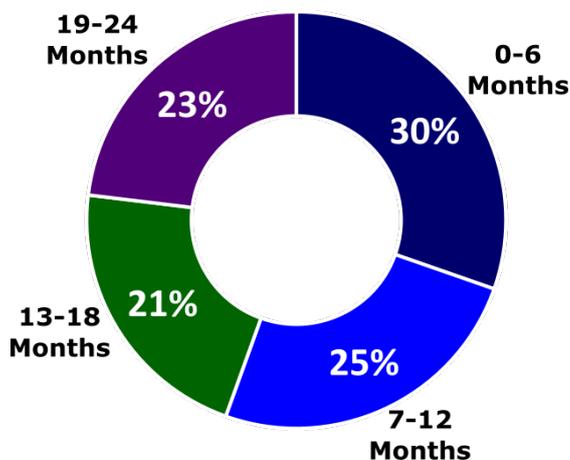
Please note all figures reported for a three-year period are 3-year rolling averages.

Over the three-year period 2018-2020, novice drivers (those 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, 98 people each year. This represents a 9% decrease from the 108 average number of KSIs recorded during the 2017-2019 period and is 54% below the 2008-2010 baseline average of 214 KSIs per annum.

The average number of people killed or seriously injured in collisions involving a novice driver for each three year period declined year on year from the 2008-2010 baseline of 214 until the 108 recorded for 2013-2015, almost half that of the baseline average. Since then the numbers have fluctuated slightly, rising to 113 in 2014-2016, falling to 99 in 2016-2018 and then rising again to 108 in 2017-2019 before finally falling to the series low of 98 in 2018-2020. This is to be expected - there were fewer car drivers passing their tests in 2020 than in any previous year due to lockdown restrictions (60% below that of 2019) with no driving tests completed at all between April and August 2020. This in turn saw 2020 having the fewest number of KSI casualties involving novice drivers causing the 2018-2020 average to fall.

Similar to driving tests, the pattern of novice driver KSIs closely follows that of the number of driving test applications. Due to the recession, the number of driving test applications fell steeply by 37% between 2008 and 2013 leading to proportionally fewer novice drivers on the road. Subsequently, driving applications increased up to 2016, followed by decreases in 2017 and 2018, and a slight rise in 2019. However 2020 has been a year like no other and the pandemic saw driving applications plummet to an unprecedented low of 30,635 (41% below 2019), a similar fall to that observed of KSIs involving novice drivers from 2019 to 2020.

Figure 29: KSI casualties involving a novice driver by length of time licence held, 2018-2020



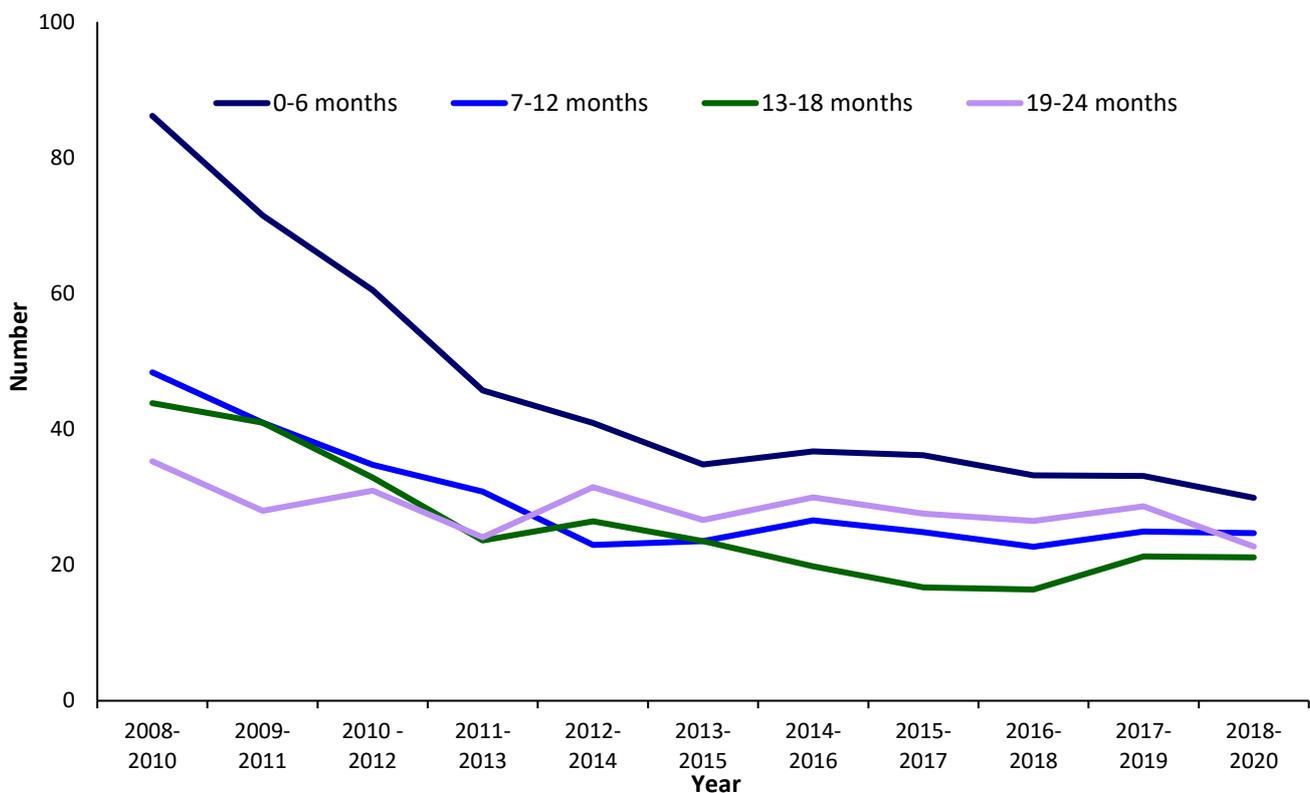
Source: PSNI Road Traffic Casualty Statistics, Driver Vehicle Agency. See: Appendix 1, Table 22

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 2018-2020, and as with previous years, the greatest proportion of the 98 KSI casualties (see Figure 29 above) resulted from collisions that involved a driver within six months of passing their test, however the 30 KSI casualties attributed to this group represents both the smallest number and smallest proportion observed (30%) since the series began .

Novice drivers who were involved in a KSI collision between 13 and 18 months of passing their test accounted for the smallest proportion, making up just 21% of the total.

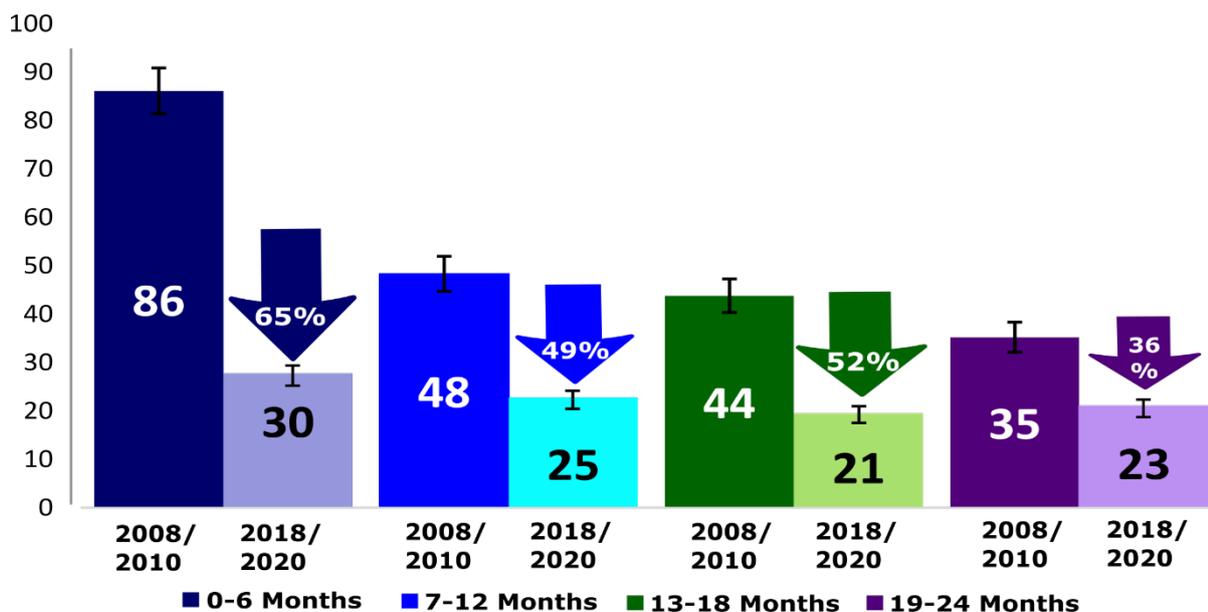
The results highlight the risk associated with new drivers in the first 6 months after passing their driving test and this is further evident in Figure 30 below. The trend line for 0-6 months is consistently higher than for the 7-24 month bandings.

Figure 30: Number of KSI casualties resulting from collisions involving a novice driver (3-year rolling average), 2008-2020



The chart also shows that, over the series, there has been a large decline in the average number of KSI casualties resulting from a collision involving a novice driver in the 0-6 month category – they have fallen 65% from the 2008-2010 baseline of 86 to 30 in 2018-2020. However, in recent years and in spite of the pandemic last year, KSI numbers in this banding have levelled off to some extent, with results in the most recent periods close to that of 2013-2015. In contrast, KSI casualties resulting from novice drivers who have passed their test within 7-12 months and 13-18 months have actually shown a slight uptick from the numbers observed in 2016-2018. The end result is that proportions in each of the four bandings are now closer than they have ever been before. Figure 31 below presents comparisons of the 2018-2020 period against the baseline:

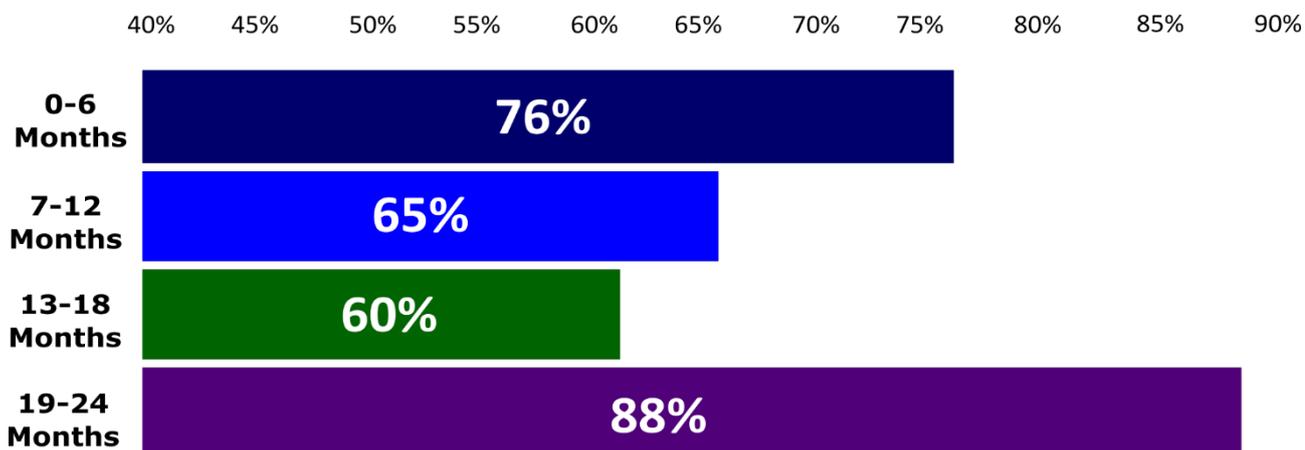
Figure 31: Number of KSI casualties resulting from collisions involving a novice driver, 2008-2010 Vs 2018-2020



Source: PSNI Road Traffic Casualty Statistics, Driver Vehicle Agency. See: Appendix 1, Table 22
 Note: Error bar shows the 95% confidence range around the central estimate. See Table 22f (in spreadsheet).

For the 2018-2020 period, approximately three quarters (72%) of the KSI casualties in which a novice driver was involved were attributed to the novice driver. This is similar to the proportions seen in previous years. In terms of the breakdown, those who passed their test within 6 months were responsible for 76% of KSIs from collisions they were involved in compared with 65% for 7-12 month drivers, 60% for 13-18 month drivers, and 88% for 19-24 month drivers (see Figure 32).

Figure 32: Proportion of KSI casualties where a novice driver was involved and deemed responsible, 2018-2020



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

Collisions where a novice driver was deemed responsible were greater amongst those who were within 6 months of passing their test (23; 32%) and those within 19-24 months (20; 28%) than those who held their licence between 7 and 12 months (16; 22%) and between 13 and 18 months (13; 18%).

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

This is the seventh year reporting on this indicator and as with previous years, only a partial year of data was available for some counters in 2020; however, robust consistency checking was carried out on these to ensure continued quality of the outputs. Speeding data was compiled from 68 counters in 2020, which represents a 56% decrease from the 154 counters used in 2016. Considering though that DFT use just over 100 counters in reporting speed compliance for Great Britain, the 68 counters in Northern Ireland represents good coverage of roads and a fair representation of the types of roads used throughout Northern Ireland. Further details of the speeding measure can be found in the User Guidance at the end of this report and in the Indicator Booklet:

[Road Safety Strategy to 2020 Indicator Guidance Booklet.](#)

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

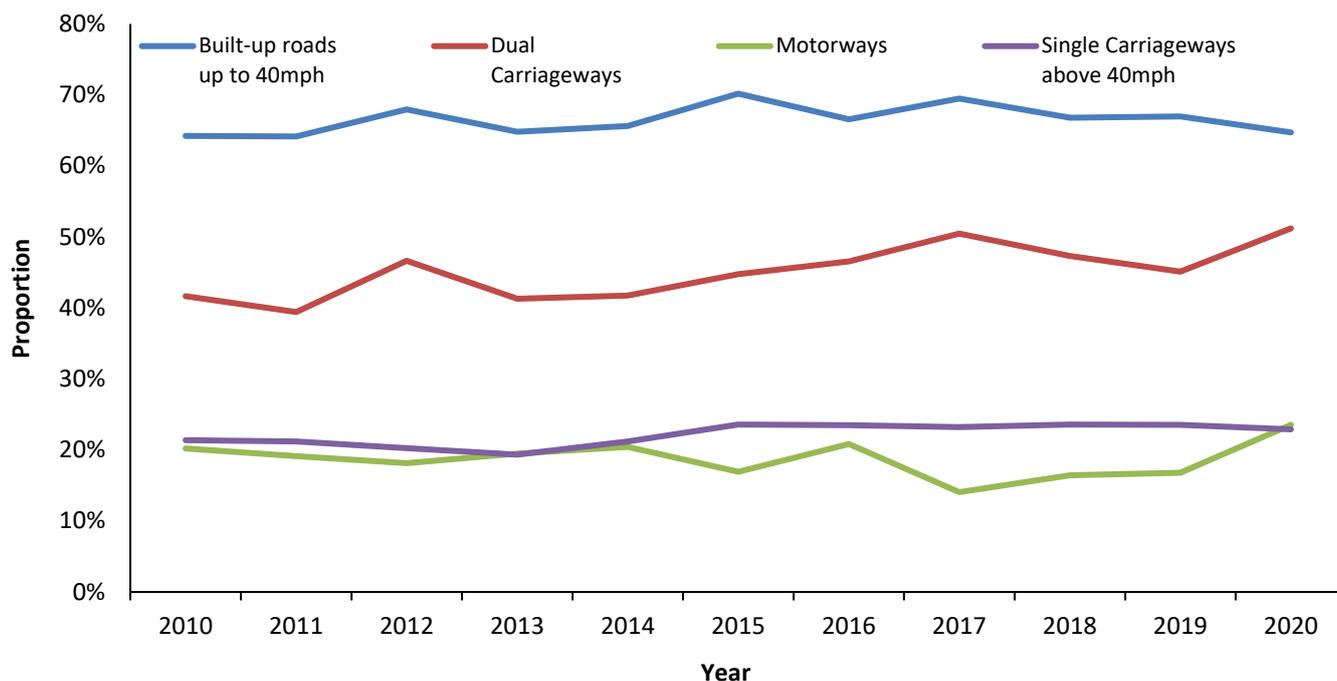
Furthermore, proportions of vehicles exceeding the speed limits are reported for three separate time bands:

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

Free running speed is considered 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 2020, just under two thirds (65%) of vehicles exceeded the speed limits on built-up roads, while in non-built-up areas in the same year, the proportion of vehicles exceeding the speed limit was greatest on dual carriageways (51%) followed by motorways (24%) and single carriageways (23%). Speeding on dual carriageways and motorways increased by ten and three percentage points respectively since the 2010 baseline and in fact, the proportions of traffic speeding for both motorways and dual carriageways is higher this year than any other year in the Strategy. This could possibly be due to reduced congestion due to lockdown and Covid restrictions that meant fewer drivers were out on these roads during this time. Looking at the figures in comparison with 2019, there are 34% fewer vehicles counted on dual carriageways and 52% fewer vehicles counted on motorways during 2020 and the reduced traffic volume (even under free running conditions) may allow drivers to exceed the speed limit more freely.

Figure 33: Proportion of vehicles exceeding the speed limit (11pm - 7am), 2010-2020



Due to the relatively low number of counters available in 2020, it is advisable to use caution when considering these figures; however, looking at Figure 33 above the proportions observed do not look particularly out of place in comparison with previous years. Proportions speeding on built-up roads and motorways have tended to fluctuate over the last ten years while speeding on dual carriageways has generally been higher than that observed at the start of the Strategy. Rates of speeding on single carriageways remains relatively stable. 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 65% to 37% in 2020. Dual carriageways reduced from 51% to 34%, single carriageways above 40mph from 23% to 10%. Meanwhile, the proportion of cars speeding on motorways between 7am-11pm was higher in 2020 than in any previous year (21%) but still 3 percentage points lower than during the free running period. Historically, this has not always been the case with little difference in previous years between the proportion speeding on motorways between 7am and 11pm and 11pm to 7am, which again perhaps highlights that reduced traffic in 2020 due to the pandemic, have influenced the figures differently from that of the past.

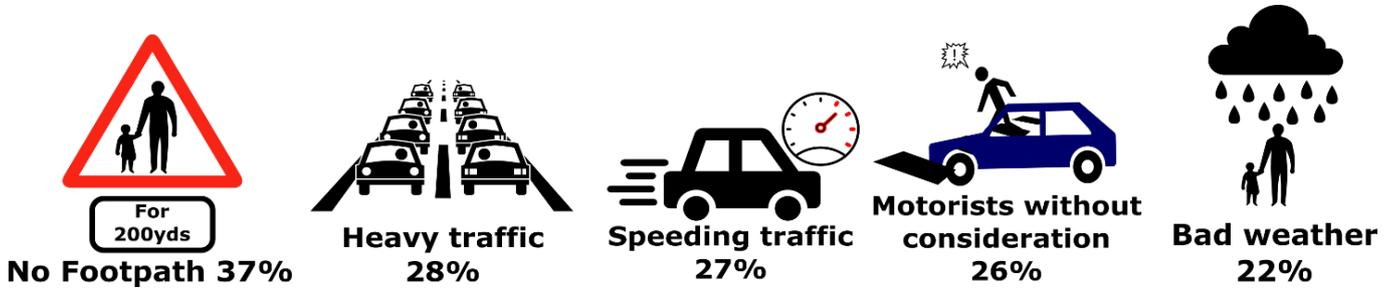
In contrast to the vehicle speeding indicator for free-running, which has not demonstrated any consistent upwards or downwards trend since the 2010 baseline, speeding offences recorded by the PSNI have shown a clear downward trend. The 8,985 speeding offences recorded in 2020, despite being 31% higher than that of 2016, itself represents almost two-fifths the amount of those recorded from ten years ago. It should be noted, however, that other factors might influence the PSNI statistics (e.g. associated PSNI campaigns to target speeding; PSNI resources etc.). See Road Safety Context section.

ASRB published an analysis of KSI casualties caused by excess speeding in October 2020 that is available on the following link: [KSI Casualties caused by Excessive Speed in Northern Ireland, 2014-2018](#)

KPI 20: Road user's perception of road safety

The Travel Survey in Northern Ireland (TSNI) asks respondents what makes them feel unsafe while 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. Results have been published since the 2012-2014 TSNI reporting cycle, with 2017-2019 being the most recently available. Results are very similar for all periods.

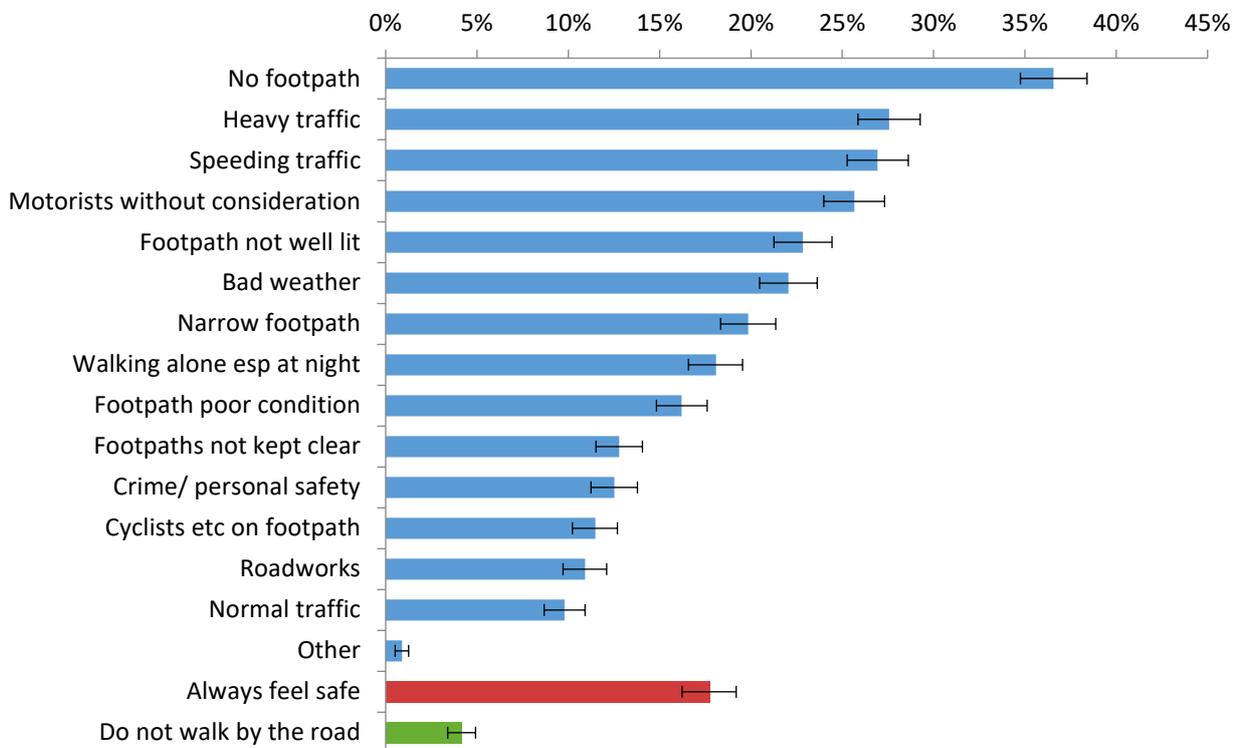
Reasons why respondents feel unsafe while walking the road, 2017-2019



Source: Travel Survey for Northern Ireland
See Appendix 1, Table 24

In 2017-2019, there were 2,666 respondents who said they walked at least once a year, and 18% of them said they always felt safe when walking by the road, while 4% said they do not walk by the road. Once again the most common reason cited for feeling unsafe was that there was no footpath, with 37% of all respondents giving this answer. Over a quarter of respondents said that heavy traffic, traffic travelling above the speed limit and motorists driving without care for pedestrians made them feel unsafe (all with similar percentages of 28%, 27% and 26%, respectively). A full list of reasons can be found in Figure 34.

Figure 34: Reasons why respondents feel unsafe when walking by the road, 2017-2019



Source: Travel Survey for Northern Ireland
See: Appendix 1, Table 24

Note error bars show the 95% confidence range around the central estimate. See table 24a

When asked about safety while cycling, 6% of the 558 respondents who had cycled in the last 12 months said they always felt safe when cycling on the road, with a further 6% stating that they do not cycle on the road.

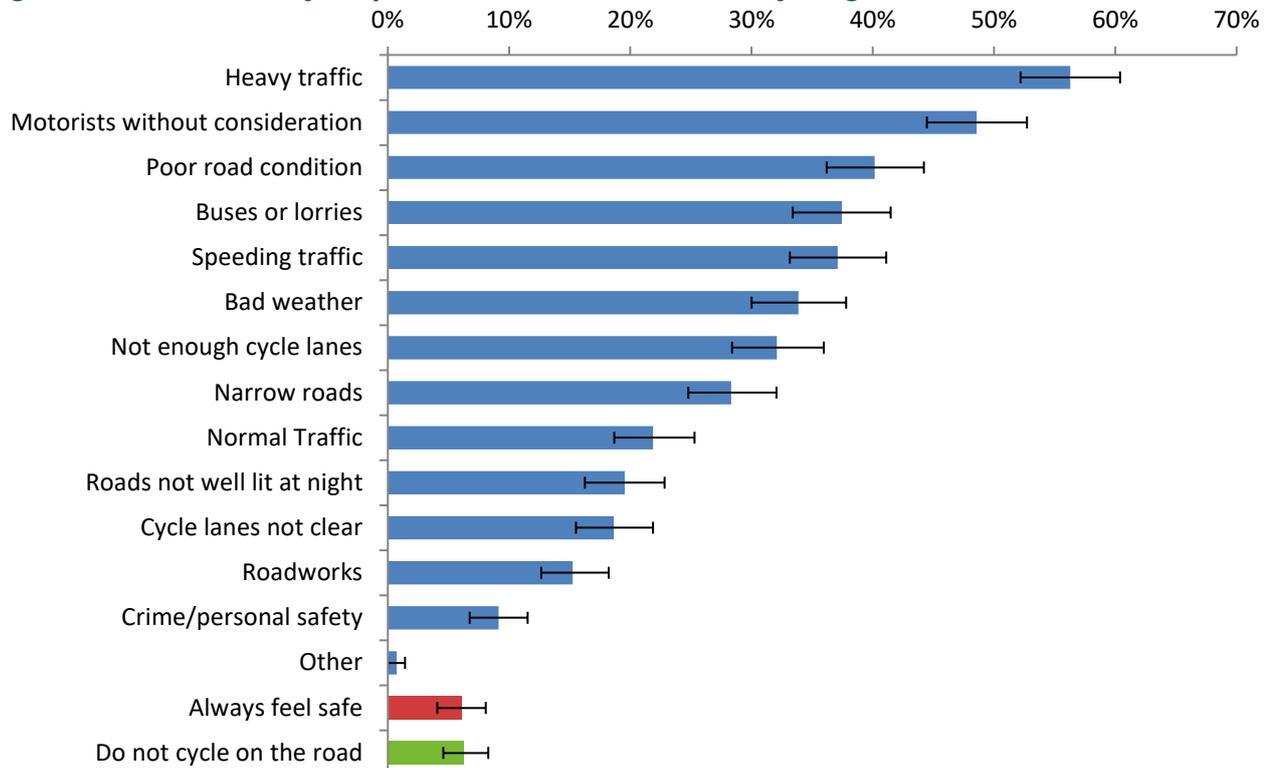
More than half of respondents (56%) felt unsafe due to heavy traffic, while 49% felt unsafe because of motorists driving without consideration of cyclists. Other common reasons included poor road condition (40%), buses or lorries on the road (37%), traffic travelling above the speed limit (37%), and bad weather (34%). A full list of reasons can be found in Figure 35.

Reasons why respondents feel unsafe while cycling on the road, 2017-2019



Source: Travel Survey for Northern Ireland
See Appendix 1, Table 25

Figure 35: Reasons why respondents feel unsafe when cycling on the road, 2017-2019



Source: Travel Survey for Northern Ireland
See: Appendix 1, Table 25

Note error bars show the 95% confidence range around the central estimate. See table 25a

Annex of tables

**Table 1: Number of road traffic fatalities, Northern Ireland 2004-2020
(2004-2008 baseline=126)**

Year	Fatalities	% change (baseline)	% change (last period)	Year	Fatalities	% change (baseline)	% change (last period)
2004	147						
2005	135		-8%				
2006	126		-7%				
2007	113		-10%				
2008	107		-5%	2004-2008	126		
2009	115	-8%	7%	2005-2009	119	-5%	-5%
2010	55	-56%	-52%	2006-2010	103	-18%	-13%
2011	59	-53%	7%	2007-2011	90	-29%	-13%
2012	48	-62%	-19%	2008-2012	77	-39%	-14%
2013	57	-55%	19%	2009-2013	67	-47%	-13%
2014	79	-37%	39%	2010-2014	60	-53%	-11%
2015	74	-41%	-6%	2011-2015	63	-50%	6%
2016	68	-46%	-8%	2012-2016	65	-48%	3%
2017	63	-50%	-7%	2013-2017	68	-46%	5%
2018	55	-56%	-13%	2014-2018	68	-46%	-1%
2019	56	-55%	2%	2015-2019	63	-50%	-7%
2020	56	-55%	0%	2016-2020	60	-53%	-6%

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

Table 2: Number of people seriously injured in road collisions, Northern Ireland 2004-2020 (2004-2008 baseline=1,111)

Year	Seriously injured	% change (baseline)	% change (last period)	Year	Seriously injured	% change (baseline)	% change (last period)
2004	1,183						
2005	1,073		-9%				
2006	1,211		13%				
2007	1,097		-9%				
2008	990		-10%	2004-2008	1,111		
2009	1,035	-7%	5%	2005-2009	1,081	-3%	-3%
2010	892	-20%	-14%	2006-2010	1,045	-6%	-3%
2011	825	-26%	-8%	2007-2011	968	-13%	-7%
2012	795	-28%	-4%	2008-2012	907	-18%	-6%
2013	720	-35%	-9%	2009-2013	853	-23%	-6%
2014	710	-36%	-1%	2010-2014	788	-29%	-8%
2015	711	-36%	0%	2011-2015	752	-32%	-5%
2016	828	-25%	16%	2012-2016	753	-32%	0%
2017	778	-30%	-6%	2013-2017	749	-33%	0%
2018	730	-34%	-6%	2014-2018	751	-32%	0%
2019	774	-30%	6%	2015-2019	764	-31%	2%
2020	596	-46%	-23%	2016-2020	741	-33%	-3%

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

Table 3: Number of children killed (0-15 years) killed or seriously injured (KSIs) in road collisions, Northern Ireland 2004-2020 (2004-2008 baseline=128)

Year	Child KSIs	% change (baseline)	% change (last period)	Year	Child KSIs	% change (baseline)	% change (last period)
2004	151						
2005	129		-15%				
2006	152		18%				
2007	106		-30%				
2008	101		-5%	2004-2008	128		
2009	120	-6%	19%	2005-2009	122	-5%	-5%
2010	95	-26%	-21%	2006-2010	115	-10%	-6%
2011	93	-27%	-2%	2007-2011	103	-19%	-10%
2012	92	-28%	-1%	2008-2012	100	-22%	-3%
2013	73	-43%	-21%	2009-2013	95	-26%	-6%
2014	70	-45%	-4%	2010-2014	85	-34%	-11%
2015	72	-44%	3%	2011-2015	80	-37%	-5%
2016	82	-36%	14%	2012-2016	78	-39%	-3%
2017	68	-47%	-17%	2013-2017	73	-43%	-6%
2018	63	-51%	-7%	2014-2018	71	-44%	-3%
2019	71	-44%	13%	2015-2019	71	-44%	0%
2020	55	-57%	-23%	2016-2020	68	-47%	-5%

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 collisions, Northern Ireland 2004-2020 (2004-2008 baseline=366)

Year	Young people KSIs	% change (baseline)	% change (last period)	Year	Young people KSIs	% change (baseline)	% change (last period)
2004	396						
2005	328		-17%				
2006	411		25%				
2007	375		-9%				
2008	319		-15%	2004-2008	366		
2009	334	-9%	5%	2005-2009	353	-3%	-3%
2010	243	-34%	-27%	2006-2010	336	-8%	-5%
2011	216	-41%	-11%	2007-2011	297	-19%	-12%
2012	218	-40%	1%	2008-2012	266	-27%	-11%
2013	176	-52%	-19%	2009-2013	237	-35%	-11%
2014	208	-43%	18%	2010-2014	212	-42%	-11%
2015	197	-46%	-5%	2011-2015	203	-45%	-4%
2016	227	-38%	15%	2012-2016	205	-44%	1%
2017	177	-52%	-22%	2013-2017	197	-46%	-4%
2018	173	-53%	-2%	2014-2018	196	-46%	0%
2019	173	-53%	0%	2015-2019	189	-48%	-4%
2020	128	-65%	-26%	2016-2020	176	-52%	-7%

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

Table 5: Rate of road deaths per 100 million vehicle kilometres, Northern Ireland 2004-2020 (2004-2008 baseline=0.77)

Year	Fatalities/ VKT (100M)	Rate	% change (baseline)	% change (last period)	Year	Fatalities/ VKT (100M)	Rate	% change (baseline)	% change (last period)
2004	147/155.71	0.94							
2005	135/159.43	0.85		-10%					
2006	126/164.52	0.77		-10%					
2007	113/163.35	0.69		-10%					
2008	107/165.98	0.64		-7%	2004-2008	126/163.37	0.77		
2009	115/166.43	0.69	-10%	7%	2005-2009	119/164.00	0.73	-5%	-5%
2010	55/166.98	0.33	-57%	-52%	2006-2010	103/164.64	0.63	-18%	-14%
2011	59/164.73	0.36	-53%	9%	2007-2011	90/163.82	0.55	-29%	-13%
2012	48/164.29	0.29	-62%	-18%	2008-2012	77/165.19	0.46	-40%	-15%
2013	57/166.28	0.34	-55%	17%	2009-2013	67/165.45	0.40	-47%	-13%
2014	79/167.44	0.47	-39%	38%	2010-2014	60/164.58	0.36	-53%	-10%
2015	74/164.16	0.45	-41%	-4%	2011-2015	63/163.56	0.39	-50%	7%
2016	68/161.10	0.42	-45%	-6%	2012-2016	65/163.38	0.40	-48%	3%
2017	63/160.65	0.39	-49%	-7%	2013-2017	68/162.49	0.42	-45%	5%
2018	55/168.30	0.33	-57%	-17%	2014-2018	68/164.48	0.41	-46%	-2%
2019	56/176.66	0.32	-59%	-3%	2015-2019	63/168.46	0.38	-51%	-9%
2020	56/176.83	0.32	-59%	0%	2016-2020	60/169.25	0.35	-54%	-6%

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

Source: Travel Survey for Northern Ireland, Department for Infrastructure, NISRA mid-year population estimates

Table 5b: Rates of road deaths based on 95% confidence intervals of 100 million vehicle kilometres, Northern Ireland 2004-2020

Year	Upper 95%	Published rate	Lower 95%
2004	0.97	0.94	0.92
2005	0.87	0.85	0.83
2006	0.79	0.77	0.75
2007	0.71	0.69	0.67
2008	0.66	0.64	0.63
2009	0.71	0.69	0.67
2010	0.34	0.33	0.32
2011	0.37	0.36	0.35
2012	0.30	0.29	0.28
2013	0.35	0.34	0.33
2014	0.48	0.47	0.46
2015	0.46	0.45	0.44
2016	0.43	0.42	0.41
2017	0.40	0.39	0.38
2018	0.34	0.33	0.32
2019	0.33	0.32	0.31
2020	0.33	0.32	0.31
2004-2008 Baseline	0.78	0.77	0.75

**Table 6: Rate of road deaths per million population 2004-2020
(2004-2008 baseline=71.97)**

Year	Fatalities/ Population (millions)	Rate	% change (baseline)	% change (last period)	Year	Fatalities/ Population (millions)	Rate	% change (baseline)	% change (last period)
2004	147/1.71	85.76							
2005	135/1.73	78.14		-9%					
2006	126/1.74	72.28		-7%					
2007	113/1.76	64.14		-11%					
2008	107/1.78	60.14		-6%	2004-2008	126/1.75	71.97		
2009	115/1.79	64.13	-11%	7%	2005-2009	119/1.76	67.69	-6%	-6%
2010	55/1.80	30.47	-58%	-52%	2006-2010	103/1.78	58.09	-19%	-14%
2011	59/1.81	32.52	-55%	7%	2007-2011	90/1.79	50.15	-30%	-14%
2012	48/1.82	26.32	-63%	-19%	2008-2012	77/1.80	42.59	-41%	-15%
2013	57/1.83	31.15	-57%	18%	2009-2013	67/1.81	36.84	-49%	-14%
2014	79/1.84	42.92	-40%	38%	2010-2014	60/1.82	32.70	-55%	-11%
2015	74/1.85	39.96	-44%	-7%	2011-2015	63/1.83	34.61	-52%	6%
2016	68/1.86	36.52	-49%	-9%	2012-2016	65/1.84	35.41	-51%	2%
2017	63/1.87	33.67	-53%	-8%	2013-2017	68/1.85	36.85	-49%	4%
2018	55/1.88	29.23	-59%	-13%	2014-2018	68/1.86	36.43	-49%	-1%
2019	56/1.89	29.57	-59%	1%	2015-2019	63/1.87	33.76	-53%	-7%
2020	56/1.90	29.54	-59%	0%	2016-2020	60/1.88	31.69	-56%	-6%

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

Source: Travel Survey for Northern Ireland, Department for Infrastructure, NISRA mid-year population estimates

**Table 7: Rate of pedestrian KSIs per 100 million kilometres walked, Northern Ireland
2004-2020 (2004-2008 baseline=51.97)**

Year	Pedestrian KSIs/kms walked (100m)	Rate	% change (baseline)	% change (last period)	Year	Pedestrian KSIs/kms walked (100m)	Rate	% change (baseline)	% change (last period)
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%	2004-2008	207/3.99	51.97		
2009	215/4.16	51.74	0%	0%	2005-2009	208/4.05	51.24	-1%	-1%
2010	177/3.95	44.82	-14%	-13%	2006-2010	202/3.97	50.89	-2%	-1%
2011	213/4.00	53.26	2%	19%	2007-2011	200/4.06	49.23	-5%	-3%
2012	191/4.37	43.69	-16%	-18%	2008-2012	202/4.21	47.92	-8%	-3%
2013	169/4.62	36.56	-30%	-16%	2009-2013	193/4.29	45.00	-13%	-6%
2014	158/4.86	32.53	-37%	-11%	2010-2014	182/4.46	40.74	-22%	-9%
2015	183/4.83	37.92	-27%	17%	2011-2015	183/4.78	38.28	-26%	-6%
2016	179/5.00	35.77	-31%	-6%	2012-2016	176/4.92	35.78	-31%	-7%
2017	190/5.00	38.02	-27%	6%	2013-2017	176/4.85	36.21	-30%	1%
2018	151/5.00	30.23	-42%	-21%	2014-2018	172/5.00	34.43	-34%	-5%
2019	176/5.15	34.18	-34%	13%	2015-2019	176/5.09	34.54	-34%	0%
2020	124/5.15	24.06	-54%	-30%	2016-2020	164/5.11	32.07	-38%	-7%

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

Source: Travel Survey for Northern Ireland, Department for Infrastructure, NISRA mid-year population estimates

Table 7b: Rate of pedestrian KSIs based on 95% confidence intervals of 100 million kilometres walked, Northern Ireland 2004-2020

Year	Upper 95%	Published rate	Lower 95%
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
2016	37.81	35.77	33.94
2017	40.20	38.02	36.07
2018	31.97	30.23	28.66
2019	36.10	34.18	32.45
2020	25.41	24.06	22.84
2004-2008 Baseline	53.86	51.97	50.20

Table 8: Rate of pedal cyclist KSIs per 100 million kilometres cycled, Northern Ireland 2004-2020 (2004-2008 baseline=60.15)

Year	Pedal cyclist KSIs/kms walked (100m)	Rate	% change (baseline)	% change (last period)	Year	Pedal cyclist KSIs/kms walked (100m)	Rate	% change (baseline)	% change (last period)
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%	2004-2008	30/0.51	60.15		
2009	32/0.58	55.45	-8%	-9%	2005-2009	31/0.51	60.78	1%	1%
2010	49/0.55	88.81	48%	60%	2006-2010	35/0.54	64.45	7%	6%
2011	49/0.64	76.30	27%	-14%	2007-2011	38/0.61	62.80	4%	-3%
2012	57/0.82	69.38	15%	-9%	2008-2012	43/0.67	64.44	7%	3%
2013	46/0.77	60.10	0%	-13%	2009-2013	47/0.73	63.89	6%	-1%
2014	62/0.83	74.77	24%	24%	2010-2014	53/0.76	68.99	15%	8%
2015	40/0.80	49.73	-17%	-33%	2011-2015	51/0.83	61.55	2%	-11%
2016	64/0.99	64.73	8%	30%	2012-2016	54/0.92	58.57	-3%	-5%
2017	52/1.02	50.81	-16%	-22%	2013-2017	53/0.86	61.13	2%	4%
2018	47/0.97	48.51	-19%	-5%	2014-2018	53/0.96	55.30	-8%	-10%
2019	59/1.04	56.95	-5%	17%	2015-2019	52/1.02	51.17	-15%	-7%
2020	49/1.04	47.25	-21%	-17%	2016-2020	54/1.03	52.68	-12%	3%

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

Source: Travel Survey for Northern Ireland, Department for Infrastructure, NISRA mid-year population estimates

Table 8b: Rate of pedal cyclist KSIs based on 95% confidence intervals of 100 million kilometres walked, Northern Ireland 2004-2020

Year	Upper 95%	Published Rate	Lower 95%	Year	Upper 95%	Published Rate	Lower 95%
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	2004-2008	83.28	60.15	47.07
2009	79.21	55.45	42.65	2005-2009	78.15	60.78	49.73
2010	120.52	88.81	70.31	2006-2010	81.63	64.45	53.24
2011	104.91	76.30	59.95	2007-2011	77.58	62.80	52.76
2012	88.30	69.38	57.13	2008-2012	82.34	64.44	52.94
2013	82.24	60.10	47.35	2009-2013	79.87	63.89	53.24
2014	99.70	74.77	59.82	2010-2014	85.41	68.99	57.86
2015	70.66	49.73	38.36	2011-2015	78.34	61.55	50.69
2016	89.00	64.73	50.86	2012-2016	72.63	58.57	49.07
2017	69.10	50.81	40.17	2013-2017	77.08	61.13	50.65
2018	64.68	48.51	38.81	2014-2018	70.79	55.30	45.38
2019	77.46	56.95	45.03	2015-2019	64.43	51.17	42.43
2020	64.26	47.25	37.36	2016-2020	66.34	52.68	43.68
2004-2008 baseline				2004-2008	83.28	60.15	47.07

Table 9: Rate of motorcyclist KSIs per 100 million motorcycle kilometres, Northern Ireland 2004-2020 (2004-2008 baseline=257.1)

Year	Motorcyclist KSIs/ VKT(100m)	Rate	% change (baseline)	% change (last period)	Year	Motorcyclist KSIs/ VKT(100m)	Rate	% change (baseline)	% change (last period)
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%	2004-2008	152/0.59	257.09		
2009	154/0.40	381.22	48%	-13%	2005-2009	149/0.51	292.93	14%	14%
2010	120/0.41	295.16	15%	-23%	2006-2010	141/0.37	380.54	48%	30%
2011	108/0.38	284.58	11%	-4%	2007-2011	135/0.35	389.31	51%	2%
2012	100/0.23	426.01	66%	50%	2008-2012	124/0.35	356.19	39%	-9%
2013	101/0.18	571.78	122%	34%	2009-2013	117/0.32	363.34	41%	2%
2014	97/0.33	297.77	16%	-48%	2010-2014	105/0.29	358.73	40%	-1%
2015	82/0.42	196.60	-24%	-34%	2011-2015	98/0.32	301.01	17%	-16%
2016	92/0.42	219.33	-15%	12%	2012-2016	94/0.33	289.63	13%	-4%
2017	89/0.42	211.19	-18%	-4%	2013-2017	92/0.39	238.14	-7%	-18%
2018	108/0.33	324.29	26%	54%	2014-2018	94/0.45	208.35	-19%	-13%
2019	87/0.37	237.95	-7%	-27%	2015-2019	92/0.33	276.47	8%	33%
2020	92/0.37	251.38	-2%	6%	2016-2020	94/0.33	281.19	9%	2%

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

Source: Travel Survey for Northern Ireland, Department for Infrastructure, NISRA mid-year population estimates

Table 9b: Rate of motorcyclist KSIs based on 95% confidence interval of 100 million motorcycle kilometres, Northern Ireland 2004-2020

Year	Upper 95%	Published Rate	Lower 95%	Year	Upper 95%	Published Rate	Lower 95%
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	2004-2008	415.31	257.09	186.17
2009	762.44	381.22	254.15	2005-2009	479.34	292.93	210.91
2010	590.32	295.16	196.77	2006-2010	618.38	380.54	274.84
2011	616.60	284.58	184.98	2007-2011	667.39	389.31	274.81
2012	1136.02	426.01	262.16	2008-2012	610.60	356.19	251.42
2013	1715.34	571.78	343.07	2009-2013	666.12	363.34	249.80
2014	1091.84	297.77	172.40	2010-2014	717.46	358.73	239.15
2015	550.47	196.60	119.67	2011-2015	662.23	301.01	194.77
2016	614.12	219.33	133.50	2012-2016	637.19	289.63	187.41
2017	591.33	211.19	128.55	2013-2017	515.97	238.14	154.79
2018	1189.08	324.29	187.75	2014-2018	390.66	208.35	142.06
2019	713.84	237.95	142.77	2015-2019	608.23	276.47	178.89
2020	754.13	251.38	150.83	2016-2020	618.61	281.19	181.94
2004-2008 baseline				2004-2008	415.31	257.09	186.17

Table 10: Rate of car user KSIs per 100 million kilometres (cars and vans), Northern Ireland 2004-2020 (2004-2008 baseline=5.8)

Year	Car user KSIs/VKT(100m)	Rate	% change (baseline)	% change (last period)	Year	Car user KSIs/VKT(100m)	Rate	% change (baseline)	% change (last period)
2004	877/132.85	6.60							
2005	764/135.41	5.64		-15%					
2006	882/138.66	6.36		13%					
2007	799/137.87	5.80		-9%					
2008	681/140.73	4.84		-16%	2004-2008	801/137.95	5.80		
2009	709/139.63	5.08	-13%	5%	2005-2009	767/138.13	5.55	-4%	-4%
2010	565/141.10	4.00	-31%	-21%	2006-2010	727/139.03	5.23	-10%	-6%
2011	475/139.01	3.42	-41%	-15%	2007-2011	646/138.47	4.66	-20%	-11%
2012	467/140.58	3.32	-43%	-3%	2008-2012	579/140.21	4.13	-29%	-11%
2013	427/142.14	3.00	-48%	-10%	2009-2013	529/140.36	3.77	-35%	-9%
2014	448/143.77	3.12	-46%	4%	2010-2014	476/141.09	3.38	-42%	-10%
2015	458/141.43	3.24	-44%	4%	2011-2015	455/140.45	3.24	-44%	-4%
2016	547/139.41	3.92	-32%	21%	2012-2016	469/140.71	3.34	-43%	3%
2017	485/138.89	3.49	-40%	-11%	2013-2017	473/140.15	3.37	-42%	1%
2018	446/146.14	3.05	-47%	-13%	2014-2018	477/142.59	3.34	-42%	-1%
2019	479/154.72	3.10	-47%	1%	2015-2019	483/146.84	3.29	-43%	-2%
2020	361/154.87	2.33	-60%	-25%	2016-2020	464/147.52	3.14	-46%	-4%

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

Source: Travel Survey for Northern Ireland, Department for Infrastructure, NISRA mid-year population estimates

**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 10b: Rate of car user KSIs based on 95% confidence interval of 100 million kilometres (cars and vans), Northern Ireland 2004-2020

Year	Upper 95%	Published rate	Lower 95%
2004	6.79	6.60	6.43
2005	5.80	5.64	5.49
2006	6.55	6.36	6.18
2007	5.97	5.80	5.63
2008	4.98	4.84	4.71
2009	5.22	5.08	4.94
2010	4.12	4.00	3.90
2011	3.52	3.42	3.32
2012	3.42	3.32	3.23
2013	3.09	3.00	2.92
2014	3.21	3.12	3.03
2015	3.34	3.24	3.15
2016	4.04	3.92	3.81
2017	3.60	3.49	3.39
2018	3.15	3.05	2.96
2019	3.19	3.10	3.01
2020	2.40	2.33	2.26
2004-2008	5.93	5.80	5.68

Table 11: Rate of fatal and serious collisions per 100 million vehicle kilometres, Northern Ireland 2004-2020 (2004-2008 baseline=5.94)

Year	Fatal & serious collisions/VKT(100m)	Rate	% change (baseline)	% change (last period)	Year	Fatal & serious collisions/VKT(100m)	Rate	% change (baseline)	% change (last period)
2004	1023/155.71	6.57							
2005	962/159.43	6.03		-8%					
2006	1,014/164.52	6.16		2%					
2007	943/163.35	5.77		-6%					
2008	912/165.98	5.49		-5%	2004-2008	971/163.37	5.94		
2009	930/166.43	5.59	-6%	2%	2005-2009	952/164.00	5.81	-2%	-2%
2010	777/166.98	4.65	-22%	-17%	2006-2010	915/164.64	5.56	-6%	-4%
2011	765/164.73	4.64	-22%	0%	2007-2011	865/163.82	5.28	-11%	-5%
2012	720/164.29	4.38	-26%	-6%	2008-2012	821/165.19	4.97	-16%	-6%
2013	670/166.28	4.03	-32%	-8%	2009-2013	772/165.45	4.67	-21%	-6%
2014	651/167.44	3.89	-35%	-4%	2010-2014	717/164.58	4.35	-27%	-7%
2015	639/164.16	3.89	-34%	0%	2011-2015	689/163.56	4.21	-29%	-3%
2016	754/161.10	4.68	-21%	20%	2012-2016	687/163.38	4.20	-29%	0%
2017	705/160.65	4.39	-26%	-6%	2013-2017	684/162.49	4.21	-29%	0%
2018	678/168.30	4.03	-32%	-8%	2014-2018	685/164.48	4.17	-30%	-1%
2019	692/176.66	3.92	-34%	-3%	2015-2019	694/168.46	4.12	-31%	-1%
2020	569/176.83	3.22	-46%	-18%	2016-2020	680/169.25	4.02	-32%	-2%

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

Source: Travel Survey for Northern Ireland, Department for Infrastructure, NISRA mid-year population estimates

Table 11b: Rate of fatal and serious collisions based on 95% confidence intervals of 100 million vehicle kilometres, Northern Ireland (2004-2020)

Year	Upper 95%	Published rate	Lower 95%
2004	6.74	6.57	6.41
2005	6.19	6.03	5.89
2006	6.33	6.16	6.01
2007	5.93	5.77	5.63
2008	5.64	5.49	5.36
2009	5.73	5.59	5.45
2010	4.77	4.65	4.54
2011	4.77	4.64	4.53
2012	4.50	4.38	4.27
2013	4.14	4.03	3.92
2014	4.00	3.89	3.79
2015	4.00	3.89	3.79
2016	4.81	4.68	4.56
2017	4.51	4.39	4.27
2018	4.15	4.03	3.92
2019	4.03	3.92	3.81
2020	3.31	3.22	3.13
2004-2008	6.06	5.94	5.83

Table 12: Rate of people aged over 70 killed or seriously injured in road collisions per 100,000 population aged over 70, Northern Ireland (2004-2020) (2004-2008 baseline=50.23)

Year	Persons aged over 70 KSIs /Population over 70	Rate	% change (baseline)	% change (last period)	Year	Persons aged over 70 KSIs /Population over 70	Rate	% change (baseline)	% change (last period)
2004	83/1.52	54.76							
2005	83/1.53	54.15		-1%					
2006	65/1.55	41.81		-23%					
2007	73/1.58	46.28		11%					
2008	87/1.60	54.23		17%	2004-2008	78/1.56	50.23		
2009	79/1.63	48.46	-4%	-11%	2005-2009	77/1.58	48.99	-2%	-2%
2010	78/1.67	46.85	-7%	-3%	2006-2010	76/1.61	47.56	-5%	-3%
2011	90/1.69	53.12	6%	13%	2007-2011	81/1.63	49.81	-1%	5%
2012	66/1.72	38.32	-24%	-28%	2008-2012	80/1.66	48.10	-4%	-3%
2013	80/1.76	45.50	-9%	19%	2009-2013	79/1.69	46.40	-8%	-4%
2014	77/1.82	42.42	-16%	-7%	2010-2014	78/1.73	45.18	-10%	-3%
2015	69/1.87	36.95	-26%	-13%	2011-2015	76/1.77	43.13	-14%	-5%
2016	90/1.92	46.88	-7%	27%	2012-2016	76/1.82	42.06	-16%	-2%
2017	92/1.97	46.79	-7%	0%	2013-2017	82/1.87	43.75	-13%	4%
2018	79/2.02	39.16	-22%	-16%	2014-2018	81/1.92	42.46	-15%	-3%
2019	104/2.08	50.08	0%	28%	2015-2019	87/1.97	44.07	-12%	4%
2020	60/2.12	28.29	-44%	-44%	2016-2020	85/2.02	42.07	-16%	-5%

Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics
 Source: NISRA mid-year population estimates

Table 13: Number of people killed in collisions on rural roads, Northern Ireland 2004-2020 (2004-2008 baseline=92)

Year	Fatalities (Rural)	% change (baseline)	% change (last period)	Year	Fatalities (Rural)	% change (baseline)	% change (last period)
2004	111						
2005	90		-19%				
2006	97		8%				
2007	89		-8%				
2008	74		-17%	2004-2008	92		
2009	84	-9%	14%	2005-2009	87	-6%	-6%
2010	43	-53%	-49%	2006-2010	77	-16%	-11%
2011	37	-60%	-14%	2007-2011	65	-29%	-16%
2012	35	-62%	-5%	2008-2012	55	-41%	-17%
2013	36	-61%	3%	2009-2013	47	-49%	-14%
2014	55	-40%	53%	2010-2014	41	-55%	-12%
2015	42	-54%	-24%	2011-2015	41	-56%	0%
2016	46	-50%	10%	2012-2016	43	-54%	4%
2017	41	-56%	-11%	2013-2017	44	-52%	3%
2018	36	-61%	-12%	2014-2018	44	-52%	0%
2019	34	-63%	-6%	2015-2019	40	-57%	-10%
2020	41	-56%	21%	2016-2020	40	-57%	-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 2004-2020 (2004-2008 baseline=5)

Year	Fatalities (Rural)	% change (baseline)	% change (last period)	Year	Fatalities (Rural)	% change (baseline)	% change (last period)
2004	4						
2005	8		-				
2006	6		-				
2007	2		-				
2008	6		-	2004-2008	5		
2009	2	-	-	2005-2009	5	-	-
2010	2	-	-	2006-2010	4	-	-
2011	1	-	-	2007-2011	3	-	-
2012	3	-	-	2008-2012	3	-	-
2013	2	-	-	2009-2013	2	-	-
2014	2	-	-	2010-2014	2	-	-
2015	4	-	-	2011-2015	2	-	-
2016	1	-	-	2012-2016	2	-	-
2017	2	-	-	2013-2017	2	-	-
2018	2	-	-	2014-2018	2	-	-
2019	1	-	-	2015-2019	2	-	-
2020	1	-	-	2016-2020	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 2004-2020 (2004-2008 baseline=28)

Year	Fatalities (Alcohol)	% change (baseline)	% change (last period)	Year	Fatalities (Alcohol)	% change (baseline)	% change (last period)
2004	37						
2005	32		-14%				
2006	24		-25%				
2007	23		-4%				
2008	23		0%	2004-2008	28		
2009	33	19%	43%	2005-2009	27	-3%	-3%
2010	13	-53%	-61%	2006-2010	23	-17%	-14%
2011	19	-32%	46%	2007-2011	22	-20%	-4%
2012	10	-64%	-47%	2008-2012	20	-29%	-12%
2013	14	-50%	40%	2009-2013	18	-36%	-9%
2014	22	-21%	57%	2010-2014	16	-44%	-12%
2015	15	-46%	-32%	2011-2015	16	-42%	3%
2016	23	-17%	53%	2012-2016	17	-40%	5%
2017	13	-53%	-43%	2013-2017	17	-37%	4%
2018	14	-50%	8%	2014-2018	17	-37%	0%
2019	12	-57%	-14%	2015-2019	15	-45%	-11%
2020	7	-75%	-42%	2016-2020	14	-50%	-10%

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 2004-2020 (2004-2008 baseline=25)

Year	Fatalities** (No seatbelt)	% change (baseline)	% change (last period)	Year	Fatalities** (No seatbelt)	% change (baseline)	% change (last period)
2004	30						
2005	24		-20%				
2006	25		4%				
2007	20		-20%				
2008	24		20%	2004-2008	25		
2009	20	-19%	-17%	2005-2009	23	-8%	-8%
2010	5	-80%	-75%	2006-2010	19	-24%	-17%
2011	3	-88%	-40%	2007-2011	14	-41%	-23%
2012	7	-72%	133%	2008-2012	12	-52%	-18%
2013	11	-55%	57%	2009-2013	9	-63%	-22%
2014	8	-67%	-27%	2010-2014	7	-72%	-26%
2015	5	-80%	-38%	2011-2015	7	-72%	0%
2016	7	-72%	40%	2012-2016	8	-69%	12%
2017	6	-76%	-14%	2013-2017	7	-70%	-3%
2018	8	-67%	33%	2014-2018	7	-72%	-8%
2019	3	-88%	-63%	2015-2019	6	-76%	-15%
2020	9	-63%	200%	2016-2020	7	-73%	14%

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. Note: This includes those who were exempt from wearing a restraint

Table 17i: Rate of pedestrians killed or seriously injured (KSIs) per 100,000 population in 10 percent most deprived areas (Collision SOA), Northern Ireland 2004-2020 (2004-2008 baseline=26.14)

Year	KSIs/ Population 10% most deprived SOA	Rate	% change (baseline)	% change (last period)	Year	KSIs/ Population 10% most deprived SOA	Rate	% change (baseline)	% change (last period)
2004	38/165,095	23.02							
2005	47/163,809	28.69		25%					
2006	44/163,207	26.96		-6%					
2007	42/162,697	25.81		-4%					
2008	43/163,759	26.26		2%	2004-2008	43/163,713	26.14		
2009	50/163,801	30.52	17%	16%	2005-2009	45/163,455	27.65	6%	6%
2010	42/163,933	25.62	-2%	-16%	2006-2010	44/163,479	27.04	3%	-2%
2011	42/163,589	25.67	-2%	0%	2007-2011	44/163,556	26.78	2%	-1%
2012	45/162,881	27.63	6%	8%	2008-2012	44/163,593	27.14	4%	1%
2013	38/163,574	23.23	-11%	-16%	2009-2013	43/163,556	26.54	1%	-2%
2014	23/165,177	13.92	-47%	-40%	2010-2014	38/163,831	23.19	-11%	-13%
2015	39/166,098	23.48	-10%	69%	2011-2015	37/164,264	22.77	-13%	-2%
2016	43/166,949	25.76	-1%	10%	2012-2016	38/164,936	22.80	-13%	0%
2017	38/167,787	22.65	-13%	-12%	2013-2017	36/165,917	21.82	-17%	-4%
2018	28/168,744	16.59	-37%	-27%	2014-2018	34/166,951	20.49	-22%	-6%
2019	39/169,933	22.95	-12%	38%	2015-2019	37/167,902	22.27	-15%	9%
2020	26/169,495	15.34	-41%	-33%	2016-2020	35/168,582	20.64	-21%	-7%

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

Source: NISRA mid-year population estimates and NISRA Northern Ireland Multiple Deprivation Measure 2017

Table 17ii: Rate of pedestrians killed or seriously injured (KSIs) per 100,000 population in 10 percent least deprived areas (Collision SOA), Northern Ireland 2004-2020 (2004-2008 baseline=5.37)

Year	KSIs/ Population 10% least deprived SOA	Rate	% change (baseline)	% change (last period)	Year	KSIs/ Population 10% least deprived SOA	Rate	% change (baseline)	% change (last period)
2004	12/170,229	7.05							
2005	6/171,047	3.51		-					
2006	12/171,585	6.99		-					
2007	11/171,834	6.40		-					
2008	5/172,489	2.90		-	2004-2008	9/171,437	5.37		
2009	8/173,657	4.61	-	-	2005-2009	8/172,122	4.88	-	-
2010	7/174,549	4.01	-	-	2006-2010	9/172,823	4.98	-	-
2011	13/175,188	7.42	-	-	2007-2011	9/173,543	5.07	-	-
2012	13/176,001	7.39	-	-	2008-2012	9/174,377	5.28	-	-
2013	12/176,426	6.80	-	-	2009-2013	11/175,164	6.05	-	-
2014	10/177,020	5.65	-	-	2010-2014	11/175,837	6.26	-	-
2015	10/177,550	5.63	-	-	2011-2015	12/176,437	6.57	-	-
2016	5/178,091	2.81	-	-	2012-2016	10/177,018	5.65	-	-
2017	10/178,492	5.60	-	-	2013-2017	9/177,516	5.30	-	-
2018	8/179,977	4.45	-	-	2014-2018	9/178,226	4.83	-	-
2019	10/180,739	5.53	-	-	2015-2019	9/178,970	4.81	-	-
2020	5/180,785	2.77	-	-	2016-2020	8/179,617	4.23	-	-

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

Source: NISRA mid-year population estimates and NISRA Northern Ireland Multiple Deprivation Measure 2017

Table 18i: Rate of child pedestrians killed or seriously injured per 100,000 population in 10 percent most deprived areas (Collision SOA), Northern Ireland 2004-2020 (2004-2008 baseline=33.26)

Year	Child (KSIs/ Population 10% most deprived SOA)	Rate	% change (baseline)	% change (last period)	Year	Child (KSIs/ Population 10% most deprived SOA)	Rate	% change (baseline)	% change (last period)
2004	17/41,122	41.34							
2005	13/39,687	32.76		-21%					
2006	16/38,678	41.37		26%					
2007	11/38,102	28.87		-30%					
2008	8/37,865	21.13		-27%	2004-2008	13/39,091	33.26		
2009	14/37,452	37.38	12%	77%	2005-2009	12/38,357	32.33	-3%	-3%
2010	17/37,200	45.70	37%	22%	2006-2010	13/37,859	34.87	5%	8%
2011	8/37,106	21.56	-35%	-53%	2007-2011	12/37,545	30.90	-7%	-11%
2012	14/37,155	37.68	13%	75%	2008-2012	12/37,356	32.66	-2%	6%
2013	14/37,434	37.40	12%	-1%	2009-2013	13/37,269	35.95	8%	10%
2014	7/37,990	18.43	-45%	-51%	2010-2014	12/37,377	32.11	-3%	-11%
2015	8/38,190	20.95	-37%	14%	2011-2015	10/37,575	27.15	-18%	-15%
2016	15/38,608	38.85	17%	85%	2012-2016	12/37,875	30.63	-8%	13%
2017	7/39,092	17.91	-46%	-54%	2013-2017	10/38,263	26.66	-20%	-13%
2018	7/39,523	17.71	-47%	-1%	2014-2018	9/38,681	22.75	-32%	-15%
2019	10/39,931	25.04	-25%	41%	2015-2019	9/39,069	24.06	-28%	6%
2020	6/39,838	15.06	-55%	-40%	2016-2020	9/39,838	22.59	-32%	-6%

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

Source: NISRA mid-year population estimates and NISRA Northern Ireland Multiple Deprivation Measure 2017

Table 18ii: Rate of child pedestrians killed or seriously injured per 100,000 population in 10 percent least deprived areas (Collision SOA), Northern Ireland 2004-2020 (2004-2008 baseline=6.6)

Year	Child (KSIs/ Population 10% least deprived SOA)	Rate	% change (baseline)	% change (last period)	Year	Child (KSIs/ Population 10% least deprived SOA)	Rate	% change (baseline)	% change (last period)
2004	4/34,125	11.72							
2005	2/33,739	5.93		-					
2006	2/33,351	6.00		-					
2007	3/32,840	9.14		-					
2008	0/32,719	0.00		-	2004-2008	2/33,355	6.60		
2009	1/32,590	3.07	-	-	2005-2009	2/33,048	4.84	-	-
2010	3/32,403	9.26	-	-	2006-2010	2/32,781	5.49	-	-
2011	4/32,252	12.40	-	-	2007-2011	2/32,561	6.76	-	-
2012	2/32,050	6.24	-	-	2008-2012	2/32,403	6.17	-	-
2013	3/31,784	9.44	-	-	2009-2013	3/32,216	8.07	-	-
2014	0/31,497	0.00	-	-	2010-2014	2/31,997	7.50	-	-
2015	1/31,574	3.17	-	-	2011-2015	2/31,831	6.28	-	-
2016	3/31,625	9.49	-	-	2012-2016	2/31,706	5.68	-	-
2017	2/31,808	6.29	-	-	2013-2017	2/31,658	5.69	-	-
2018	1/32,224	3.10	-	-	2014-2018	1/31,746	4.41	-	-
2019	2/32,391	6.17	-	-	2015-2019	2/31,924	5.64	-	-
2020	2/32,339	6.18	-	-	2016-2020	2/32,077	6.23	-	-

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

Source: NISRA mid-year population estimates and NISRA Northern Ireland Multiple Deprivation Measure 2017

Table 19i: Rate of pedestrians killed or seriously injured (KSIs) per 100,000 population in 10 percent most deprived areas (Casualty Address SOA), Northern Ireland 2008-2020

(2008-2012 baseline=21.76)

Year	KSIs/ Population 10% most deprived SOA	Rate	% change (baseline)	% change (last period)	Year	KSIs/ Population 10% most deprived SOA	Rate	% change (baseline)	% change (last period)
2008	32/163,759	19.54							
2009	40/163,801	24.42		25%					
2010	31/163,933	18.91		-23%					
2011	39/163,589	23.84		26%					
2012	36/162,881	22.10		-7%	2008-2012	36/163,593	21.76		
2013	30/163,574	18.34	-16%	-17%	2009-2013	35/163,556	21.52	-1%	-1%
2014	27/165,177	16.35	-25%	-11%	2010-2014	33/163,831	19.90	-9%	-8%
2015	24/166,098	14.45	-34%	-12%	2011-2015	31/164,264	18.99	-13%	-5%
2016	32/166,949	19.17	-12%	33%	2012-2016	30/164,936	18.07	-17%	-5%
2017	26/167,787	15.50	-29%	-19%	2013-2017	28/165,917	16.76	-23%	-7%
2018	23/168,744	13.63	-37%	-12%	2014-2018	26/166,951	15.81	-27%	-6%
2019	28/169,933	16.48	-24%	21%	2015-2019	27/167,902	15.84	-27%	0%
2020	25/169,495	14.75	-32%	-10%	2016-2020	27/168,582	15.90	-27%	0%

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

Source: NISRA mid-year population estimates and NISRA Northern Ireland Multiple Deprivation Measure 2017

Casualty data on a residency basis is only available from 2008.

Table 19ii: Rate of pedestrians killed or seriously injured (KSIs) per 100,000 population in 10 percent least deprived areas (Casualty Address SOA), Northern Ireland 2008-2020

(2008-2012 baseline=5.85)

Year	KSIs/ Population 10% least deprived SOA	Rate	% change (baseline)	% change (last period)	Year	KSIs/ Population 10% least deprived SOA	Rate	% change (baseline)	% change (last period)
2008	4/172,489	2.32							
2009	9/173,657	5.18		-					
2010	11/174,549	6.30		-					
2011	14/175,188	7.99		-					
2012	13/176,001	7.39		-	2008-2012	10/174,377	5.85		
2013	10/176,426	5.67	-	-	2009-2013	11/175,164	6.51	-	-
2014	8/177,020	4.52	-	-	2010-2014	11/175,837	6.37	-	-
2015	13/177,550	7.32	-	-	2011-2015	12/176,437	6.57	-	-
2016	9/178,091	5.05	-	-	2012-2016	11/177,018	5.99	-	-
2017	13/178,492	7.28	-	-	2013-2017	11/177,516	5.97	-	-
2018	5/179,977	2.78	-	-	2014-2018	10/178,226	5.39	-	-
2019	18/180,739	9.96	-	-	2015-2019	12/178,970	6.48	-	-
2020	10/180,785	5.53	-	-	2016-2020	11/179,617	6.12	-	-

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

Source: NISRA mid-year population estimates and NISRA Northern Ireland Multiple Deprivation Measure 2017

Casualty data on a residency basis is only available from 2008.

Table 20i: Rate of child pedestrians killed or seriously injured (KSIs) per 100,000 population in 10 percent most deprived areas (Casualty Address SOA), Northern Ireland 2008-2020

(2008-2012 baseline=32.66)

Year	Child (KSIs/ Population 10% most deprived SOA)	Rate	% change (baseline)	% change (last period)	Year	Child (KSIs/ Population 10% most deprived SOA)	Rate	% change (baseline)	% change (last period)
2008	7/37,865	18.49							
2009	13/37,452	34.71		88%					
2010	15/37,200	40.32		16%					
2011	10/37,106	26.95		-33%					
2012	16/37,155	43.06		60%	2008-2012	12/37,356	32.66		
2013	10/37,434	26.71	-18%	-38%	2009-2013	13/37,269	34.34	5%	5%
2014	7/37,990	18.43	-44%	-31%	2010-2014	12/37,377	31.04	-5%	-10%
2015	4/38,190	10.47	-68%	-43%	2011-2015	9/37,575	25.02	-23%	-19%
2016	14/38,608	36.26	11%	246%	2012-2016	10/37,875	26.93	-18%	8%
2017	8/39,092	20.46	-37%	-44%	2013-2017	9/38,283	22.48	-31%	-17%
2018	4/39,523	10.12	-69%	-51%	2014-2018	7/38,681	19.13	-41%	-15%
2019	9/39,931	22.54	-31%	123%	2015-2019	8/39,069	19.96	-39%	4%
2020	7/39,838	17.57	-46%	-22%	2016-2020	8/39,398	21.32	-35%	7%

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

Source: NISRA mid-year population estimates and NISRA Northern Ireland Multiple Deprivation Measure 2017

Casualty data on a residency basis is only available from 2008.

Table 20ii: Rate of child pedestrians killed or seriously injured (KSIs) per 100,000 population in 10 percent least deprived areas (Casualty Address SOA), Northern Ireland 2008-2020

(2008-2012 baseline=9.26)

Year	Child (KSIs/ Population 10% least deprived SOA)	Rate	% change (baseline)	% change (last period)	Year	Child (KSIs/ Population 10% least deprived SOA)	Rate	% change (baseline)	% change (last period)
2008	2/32,719	6.11							
2009	3/32,590	9.21	-	-					
2010	2/32,403	6.17	-	-					
2011	6/32,252	18.60	-	-					
2012	2/32,050	6.24	-	-	2008-2012	3/32,403	9.26		
2013	1/31,784	3.15	-	-	2009-2013	3/32,216	8.69	-	-
2014	0/31,497	0.00	-	-	2010-2014	2/31,997	6.88	-	-
2015	2/31,574	6.33	-	-	2011-2015	2/31,831	6.91	-	-
2016	2/31,625	6.32	-	-	2012-2016	1/31,706	4.42	-	-
2017	2/31,808	6.29	-	-	2013-2017	1/31,658	4.42	-	-
2018	1/32,224	3.10	-	-	2014-2018	1/31,746	4.41	-	-
2019	3/32,391	9.26	-	-	2015-2019	2/31,924	6.26	-	-
2020	2/32,339	6.18	-	-	2016-2020	2/32,077	6.23	-	-

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

Source: NISRA mid-year population estimates and NISRA Northern Ireland Multiple Deprivation Measure 2017

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 2008-2020
(2004-2008 baseline=425)**

Year	KSIs*	% change (baseline)	% change (last period)	Year	KSIs*	% change (baseline)	% change (last period)
2004	465						
2005	368		-21%				
2006	477		30%				
2007	442		-7%				
2008	372		-16%	2004-2008	425		
2009	359	-15%	-3%	2005-2009	404	-5%	-5%
2010	288	-32%	-20%	2006-2010	388	-9%	-4%
2011	233	-45%	-19%	2007-2011	339	-20%	-13%
2012	242	-43%	4%	2008-2012	299	-30%	-12%
2013	215	-49%	-11%	2009-2013	267	-37%	-11%
2014	259	-39%	20%	2010-2014	247	-42%	-7%
2015	243	-43%	-6%	2011-2015	238	-44%	-4%
2016	265	-38%	9%	2012-2016	245	-42%	3%
2017	235	-45%	-11%	2013-2017	243	-43%	-1%
2018	218	-49%	-7%	2014-2018	244	-43%	0%
2019	233	-45%	7%	2015-2019	239	-44%	-2%
2020	161	-62%	-31%	2016-2020	222	-48%	-7%

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 a taxi, hackney cab or light goods vehicle (LGV).

Table 22: Number of KSI casualties resulting from collisions involving a novice driver, Northern Ireland 3-year rolling average 2008-2020

	Novice Drivers – time held licence ^{1,2}					
	Year	0-6 months	7-12 months	13-18 months	19-24 months	0-24 months
Novice driver responsible	2008-2010	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
	2014-2016	30	17	14	19	81
	2015-2017	29	19	13	19	80
	2016-2018 ^r	27	17	12	19	76
	2017-2019	25	17	13	23	78
2018-2020	23	16	13	20	71	
2008-2010 Baseline		60	29	28	25	142
	Novice Drivers – time held licence ^{1,2}					
	Year	0-6 months	7-12 months	13-18 months	19-24 months	0-24 months
Novice driver 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
	2014-2016	6	9	6	11	32
	2015-2017	7	6	4	8	25
	2016-2018 ^r	6	5	4	8	23
	2017-2019	8	8	8	6	29
2018-2020	7	9	8	3	27	
2008-2010 Baseline		26	20	16	11	72
	Novice Drivers – time held licence ^{1,2}					
	Year	0-6 months	7-12 months	13-18 months	19-24 months	0-24 months
Novice driver 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
	2014-2016	37	27	20	30	113
	2015-2017	36	25	17	28	105
	2016-2018 ^r	33	23	16	26	99
	2017-2019	33	25	21	29	108
2018-2020	30	25	21	23	98	
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

^r Please note the 2016-2018 figures have been revised slightly as the matching process was refined and more data became available.

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

Table 23: Proportion of vehicles exceeding the speed limit by road type, Northern Ireland 2010-2020

	Year	Built-up roads up to 40mph	Dual Carriageways	Motorways	Single Carriageways above 40mph
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	49%	28%	17%	11%
	2016	44%	27%	17%	10%
	2017	41%	32%	13%	10%
	2018	39%	31%	17%	12%
	2019	37%	29%	17%	12%
2020*	38%	35%	21%	10%	
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	70%	45%	17%	24%
	2016	67%	47%	21%	23%
	2017	69%	50%	14%	23%
	2018	67%	47%	16%	24%
	2019	67%	45%	17%	24%
2020*	65%	51%	24%	23%	
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	48%	27%	17%	10%
	2016	43%	26%	17%	9%
	2017	39%	30%	12%	9%
	2018	37%	30%	17%	11%
	2019	35%	27%	17%	11%
2020*	37%	34%	21%	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

* As with the years 2015, 2017, 2018 & 2019, some counters in 2020 only had partial year's data. See User Guidance for further information.

Table 24: Reasons why respondents feel unsafe when walking by the road, Northern Ireland 2012-2019

	Percentage of respondents*					
	2012-2014	2013-2015	2014-2016	2015-2017	2016-2018	2017-2019
No footpath	37%	37%	36%	35%	34%	37%
Heavy traffic	27%	28%	28%	29%	28%	28%
Traffic travelling above the speed limit	28%	27%	26%	25%	25%	27%
Motorists driving without consideration of pedestrians	29%	29%	28%	27%	25%	26%
If footpath is not well lit at night	23%	22%	22%	21%	22%	23%
Bad weather	20%	20%	21%	21%	22%	22%
Narrow footpath	21%	20%	20%	20%	19%	20%
Walking on my own especially at night	22%	22%	22%	20%	19%	18%
If condition of footpath is poor	13%	14%	15%	15%	15%	16%
If footpaths are not kept clear	11%	12%	12%	12%	13%	13%
Worry about crime/personal safety	15%	15%	15%	14%	13%	13%
Cyclists, Scooters, Skateboarders on the footpath	11%	12%	13%	13%	12%	11%
Roadworks	11%	11%	11%	12%	11%	11%
Normal traffic even if travelling within the speed limit	7%	7%	7%	8%	9%	10%
Other	2%	2%	1%	1%	1%	1%
<i>Always feel safe</i>	13%	14%	16%	17%	19%	18%
<i>Do not walk by the road</i>	4%	4%	4%	4%	4%	4%
Base	2,698	2,620	2,686	2,605	2,622	2,666

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 2012-2019

	95% Confidence Range +/-					
	2012-2014	2013-2015	2014-2016	2015-2017	2016-2018	2017-2019
No footpath	2%	2%	2%	2%	2%	2%
Heavy traffic	2%	2%	2%	2%	2%	2%
Traffic travelling above the speed limit	2%	2%	2%	2%	2%	2%
Motorists driving without consideration of pedestrians	2%	2%	2%	2%	2%	2%
If footpath is not well lit at night	2%	2%	2%	2%	2%	2%
Bad weather	2%	2%	2%	2%	2%	2%
Narrow footpath	2%	2%	2%	2%	2%	2%
Walking on my own especially at night	2%	2%	2%	2%	2%	1%
If condition of footpath is poor	1%	1%	1%	1%	1%	1%
If footpaths are not kept clear	1%	1%	1%	1%	1%	1%
Worry about crime/personal safety	1%	1%	1%	1%	1%	1%
Cyclists, Scooters, Skateboarders on the footpath	1%	1%	1%	1%	1%	1%
Roadworks	1%	1%	1%	1%	1%	1%
Normal traffic even if travelling within the speed limit	1%	1%	1%	1%	1%	1%
Other	1%	1%	0%	0%	0%	0%
<i>Always feel safe</i>	1%	1%	1%	1%	2%	1%
<i>Do not walk by the road</i>	1%	1%	1%	1%	1%	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 2012-2019

	Percentage of respondents*					
	2012-2014	2013-2015	2014-2016	2015-2017	2016-2018	2017-2019
Heavy traffic	55%	55%	54%	55%	55%	56%
Motorists driving without consideration of cyclists	50%	51%	51%	49%	48%	49%
If road condition is poor	35%	36%	39%	36%	38%	40%
Buses or lorries	44%	42%	44%	42%	39%	37%
Traffic travelling above the speed limit	38%	39%	38%	36%	35%	37%
Bad weather	36%	37%	38%	33%	32%	34%
Not enough cycle lanes	28%	30%	30%	28%	29%	32%
Narrow roads	22%	25%	26%	24%	25%	28%
Normal traffic even if travelling within speed limit	17%	18%	20%	18%	21%	22%
If the roads are not well lit at night	20%	20%	21%	20%	20%	20%
Cycle lanes not kept clear	16%	18%	20%	17%	18%	19%
Roadworks	13%	11%	12%	11%	14%	15%
Worry about crime/personal safety	6%	7%	8%	9%	10%	9%
Other	1%	1%	1%	1%	0%	1%
<i>Always feel safe</i>	5%	6%	5%	6%	7%	6%
<i>Do not cycle on the road</i>	3%	4%	4%	4%	6%	6%
Base	623	564	568	516	529	558

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 2012-2019

	95% Confidence Range +/-					
	2012-2014	2013-2015	2014-2016	2015-2017	2016-2018	2017-2019
Heavy traffic	4%	4%	4%	4%	4%	4%
Motorists driving without consideration of cyclists	4%	4%	4%	4%	4%	4%
If road condition is poor	4%	4%	4%	4%	4%	4%
Buses or lorries	4%	4%	4%	4%	4%	4%
Traffic travelling above the speed limit	4%	4%	4%	4%	4%	4%
Bad weather	4%	4%	4%	4%	4%	4%
Not enough cycle lanes	4%	4%	4%	4%	4%	4%
Narrow roads	3%	4%	4%	4%	4%	4%
Normal traffic even if travelling within speed limit	3%	3%	3%	3%	3%	3%
If the roads are not well lit at night	3%	3%	3%	3%	3%	3%
Cycle lanes not kept clear	3%	3%	3%	3%	3%	3%
Roadworks	3%	3%	3%	3%	3%	3%
Worry about crime/personal safety	2%	2%	2%	2%	2%	2%
Other	1%	1%	1%	1%	1%	1%
<i>Always feel safe</i>	2%	2%	2%	2%	2%	2%
<i>Do not cycle on the road</i>	1%	2%	2%	2%	2%	2%

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

Appendix 2: User Guide

Introduction

This statistics release is the tenth of an annual series which will continue to be produced each September over the lifetime of the Northern Ireland Road Safety Strategy to 2020. It was anticipated that this would be the final report of the current Strategy but it is likely that another report will be produced next year based on the existing targets and KPIs until the new Strategy, currently in development takes its place.

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 the 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:
[Northern Ireland's Road Safety Strategy to 2020](#)

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 to 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.

While it is recognised that the main customers for this report are internal policy colleagues, the report is also 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. Evidence has been gathered regarding external user requirements and a Statement of User Needs has been produced – See:

[Road safety strategy to 2020 statement of user needs](#)

An updated statement will be published following release of this report.

General interest research briefs are available on the DfI website. Please see the link below:
[Department for Infrastructure Statistics and Research Topics](#)

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.

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. Its membership is made up of representatives from the various road safety partners listed above. ASRB publish the progress of the targets and KPIs as National 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 [[Code of Practice](#)]

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 [[Official statistics, performance measurement and targets](#)].

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 [[Northern Ireland's Road Safety Strategy to 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.

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](#)

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 [Indicator Guidance Booklet](#):

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 [User Guide to Police Recorded Injury Road Traffic Collision Statistics in Northern Ireland](#).

Details of the main definitions used can be found in the Glossary on page 5.

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 PSNI 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 72 per cent in the current analysis period of 2008-2020) although this is tested to ensure that there is no systematic bias with respect to excluded cases.

Great Britain Stats19 System Review

In Great Britain, road accident data is collected from relevant police forces through the Stats19 collection system. As with any collection system, Stats19 needs to be periodically reviewed to keep up with changes in technology, to make improvements to completeness and accuracy, and to reduce the reporting burden.

Stats19 is currently under review, having previously been reviewed in 2008. This process is overseen by the Standing Committee on Road Accident Statistics (SCRAS) ([Guidance: Committees and user groups on transport statistics](#)). The review will continue to run, having been delayed due to Covid-19, before making recommendations on modifications to the data collection which will then be consulted on.

The Collision Report Form (CRF) used by PSNI is based upon the Stats19 so we are liaising closely with PSNI colleagues to ensure we are aware of the progress of this review, any potential impact of this review on the data used in this report and to ensure users are aware of any such impacts.

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 note that the Travel Survey for Northern Ireland Headline Report 2018-2020 is currently scheduled for winter 2021 following a delay in the production and supply of the TSNI databases related to the COVID-19 situation. Therefore 2017-2019 is the latest TSNI data currently available.

Please see link below to the most recent data from the TSNI and related user guidance. [Travel Survey for 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 5b, 7b, 8b, 9b, 10b and 11b).

Table C: Average miles travelled per person per year by mode, 2002-2019

Year	Pedestrians		Pedal cyclists		Motorcyclists		Car Users		Motorised Vehicle Users	
	Fig	95% CI	Fig	95% CI	Fig	95% CI	Fig	95% CI	Fig	95% CI
2002-2004	137	7	17	6	31	13	4817	131	5646	139
2003-2005	139	7	20	7	31	12	4871	136	5735	145
2004-2006	138	7	18	7	30	13	4944	141	5866	153
2005-2007	144	7	19	6	20	10	4864	139	5763	149
2006-2008	143	7	16	5	11	6	4916	137	5798	147
2007-2009	144	7	20	6	14	7	4839	131	5768	142
2008-2010	136	7	19	5	14	7	4859	132	5750	146
2009-2011	137	8	22	6	13	7	4762	133	5643	148
2010-2012	149	9	28	6	8	5	4791	137	5599	149
2011-2013	157	9	26	7	6	4	4828	139	5648	151
2012-2014	164	9	28	7	11	8	4855	141	5654	152
2013-2015	162	9	27	8	14	9	4747	139	5510	148
2014-2016	167	9	33	9	14	9	4653	138	5377	146
2015-2017	166	9	34	9	14	9	4614	137	5337	144
2016-2018	165	9	32	8	11	8	4827	147	5559	157
2017-2019	169	9	34	9	12	8	5078	150	5798	159

Source: Travel Survey for Northern Ireland, Department of Infrastructure

1 "Car user" includes "Car driver", "Car passenger" and "Car undefined"

2 "All motorised road vehicles" includes all travel modes apart from "Walk", "Bicycle" and "NI Railways"

r Some minor revisions were made to 2015-2017 figures after detailed quality assurance procedures were carried out. Data have been updated to reflect these revisions.

* Note that 2017-2019 miles travelled was used to approximate rates for 2020 and 2016-2020 for Tables 5 to 11 due to a delay in the production and supply of TSNi databases this year.

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](#):

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.](#)

[Northern Ireland Multiple deprivation Measure 2017.](#)

The updated deprivation measures were released on 23rd November 2017 replacing the NIMDM 2010 as the official measure of deprivation in Northern Ireland.

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, Mid-Year Estimates were used to produce rates of all pedestrians and child pedestrians killed or seriously injured per 100,000 population in these areas. In publications prior to 2018, NIMDM 2010 was used; from 2018 onwards, NIMDM 2017 is used.

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. Prior to 2016, Transport NI Cloud Traffic Data were extracted from around 130 permanent 24 hour counters where speed data were available. There were approximately 110 of these counters which had valid data and were used to produce the indicator results. In 2016, speed data were available from a greater number of counters (228), however in many cases, only a partial year existed. Results were generated using the 154 counters which provided valid data.

Following this, a large number of traffic counters were deactivated, while a small number of new counters were activated mid-year, meaning there were a much smaller number of counters available for analysis both in 2017 (76), 2018 (70), 2019(62) and 2020(68). As with previous years some counters in 2020 only contained data for part of the year but following guidance from Transport NI, and wide ranging consistency checking by ASRB to ensure this did not affect indicator quality, partial year's data were deemed fit for purpose.

The 68 counters in 2020 were the second fewest available in a calendar year following the low of 62 in 2019. Proportionally speaking, there are now a greater number of counters on built up roads (29% in 2020, 19% in 2015), and fewer on single and dual carriageways (50% in 2020, 67% in 2015) – however, this is more in line with the kilometres travelled on each road type. In 2012-2014 (the last years of available data), 35% of kilometres travelled were on built-up roads and 57% were on rural roads. For this reason, the estimates included in this report for 2020 are deemed fit for purpose; however, it is advisable to use caution when making comparisons with other years.

Data are excluded from a small number of roads - see [NIRSS to 2020 - Developing a speeding indicator](#) or [Indicator Guidance Booklet](#) for information on why. Furthermore, users should note that not all counters are available every year.

Because data are not available for all roads, the available data are therefore a sample, with associated sampling errors. However, the very large sample of vehicles on which the speeding estimates are based means 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 2020](#).

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 to reflect the true totals. Furthermore, three years of data have been combined to ensure survey estimates are sufficiently robust.

Table 22f in the accompanying spreadsheet provides detailed tables giving the 95% confidence intervals for the estimated number of KSIs involving a novice driver by responsibility of the driver. There were a number of other minor methodological issues which could have impacted on the robustness of this indicator. These were tested and were not deemed to be significant sources of error.

More information is available in [NIRSS to 2020 - Developing a novice driver indicator](#).

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 refer to [Northern Ireland Super Output Areas](#).

User Consultation

A User Consultation was conducted in July/August 2017 regarding (i) potential and (ii) required changes to the Report. See:

[User Consultation - 'The Northern Ireland Road Safety Strategy to 2020 Annual Statistical Report'](#).

(i) The first part of the consultation dealt with potential changes to KPI 4 and KPI 5 (Rate of killed or seriously injured pedal cyclists/motorcyclists per KMs travelled). ASRB were concerned that the high level of uncertainty around the Travel Survey for Northern Ireland (TSNI) estimates with regards to miles travelled by motorcyclists and pedal cyclists meant no robust findings could be derived. Alternative measures were suggested, basing these indicators instead on numbers of cyclists and motorcycle licences in force, rather than distance travelled. However, these alternatives assumed that the distance travelled per cyclist or motorcyclist has remained reasonably constant over time.

Evidence from the Travel Survey in England, where small sub-group sample sizes are not such an issue, shows that the kilometres travelled by pedal cycle per person per year has been increasing over time: the 2012-2016 average represented a 29% increase on the 2004-2008 figure. The trend for motorcycle miles is the opposite, where average miles per person per year fell by 13% in the same time period. It is reasonable to assume that similar directional trends would be present in Northern Ireland.

For this reason, and despite no objections to the new indicators being raised in the consultation, it was felt that it could be misleading to present alternative casualty risk indicators that did not make some attempt to capture distance travelled. Work was also taken forward to attempt to reduce the uncertainty around the indicators by pooling more years of Travel Survey data and hence increasing the effective sample size. Whilst this did not prove to be a very successful strategy in terms of markedly reducing the confidence intervals associated with individual KSI rates, it did reveal that more recent large changes that were reported in distance travelled for both cyclists and motorcyclists since the baseline period were, in fact, statistically significant. These significant results were obtained by pooling five years of travel survey data which is the same time period for construction of the baseline indicators.

This is an important finding as it means that we can then be confident that any change in a KSI rate which is based on a statistically significant change in distance travelled (from the baseline period), is a real change. This is true, even if the resultant KSI rate itself has not itself experienced much movement. For example, a proportionally large reduction in KSI numbers could be offset by a similarly large (but real) reduction in distance travelled resulting in only a small change in the overall KSI rate.

The net result of the consultation, and parallel data pooling work, was a decision to retain the existing indicators but to base them on five rather than three years of travel survey data. Further work has also been recommended to try and further improve these indicators, and their interpretation, in future reports.

(ii) The second part of the consultation concerned required changes to KPI1, KPI6 and KPI7 (indicators which had previously used Vehicle Kilometres Travelled (VKT) data in their

calculations). The last available year of data for the VKT is 2014; due to budget constraints the survey is no longer being carried out. Therefore, an alternative source of data was required to enable continued reporting – the Travel Survey for Northern Ireland (TSNI) was proposed. ASRB carried out extensive analysis before concluding that the TSNI would be sufficient for reporting needs in these three indicators. There were no objections to this in the consultation responses, and data presented in this report are therefore based on the new data source. Further information, and historic comparisons of the indicators using the two different sources, can be found in the [Indicator Guidance Booklet](#):

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 [Code of Practice for Statistics - statements of compliance](#).

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

[Department for Infrastructure Northern Ireland Road safety research.](#)

The [Northern Ireland Road Safety Monitor statistics](#) covers behaviour, attitudes and awareness of road safety issues among the general public in Northern Ireland. It was last carried out in 2014.

The [Northern Ireland Survey of Seat Belt Wearing 2014](#) publication 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.

The Police Service of Northern Ireland statistics on injury road traffic collisions can be viewed at: [Road Traffic Collision Statistics.](#)

Key statistics relating to the activity of the Northern Ireland Road Safety Partnership (NIRSP) [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: [Strategic framework for road safety.](#)

Statistics on road casualties in Great Britain can be accessed by following the link below: [Road accidents and safety statistics.](#)

Free flow speeds statistics for GB are available at: [Vehicle speed compliance statistics.](#)

Information on road safety in Scotland can be found by clicking on the link below: [Scotland's Road Safety Framework to 2020: Framework Summary.](#)

Scotland's Road Safety Framework to 2020 Annual Report 2019 can be viewed at: [Road Safety Framework: Annual Report 2019.](#)

Scottish Road Casualty Statistics are available at: [Key Reported Road Casualties Scotland 2020.](#)

The latest National Statistics produced by the Welsh Government were released on 14 July 2020 and can be accessed via the following link: [Wales: Police Recorded Road Accidents 2020.](#)

Road Safety Information in Ireland and International

The Road Safety Authority produces Road Safety statistics for Ireland: [Road safety statistics.](#)

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

[Garda Statistics](#).

Free speed study statistics for Ireland are available at:

[Free speed study statistics](#).

Eurostat published road safety statistics at national and regional level, which looks at long-term trends in the number of lives lost in road traffic accidents in the European Union (EU):

[Road safety statistics - characteristics at national and 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:

[European Road Safety Observatory](#).

The IRTAD Road Safety Annual Report provides an overview for road safety performance in 38 countries, as well as detailed reports for each country.

[Road Safety Annual Report 2020](#).

The WHO Global Status Report on Road Safety, 2018:

[Global status report on road safety 2018](#)

The European Transport Safety Council (ETSC) published a report Ranking EU Progress on Road Safety in June 2020. It can be accessed via:

[15th Annual Road Safety Performance Index \(PIN\) Report](#)