

Police Recorded Injury Road Traffic Collision Statistics

2017 Key Statistics Report

Covering the reporting period
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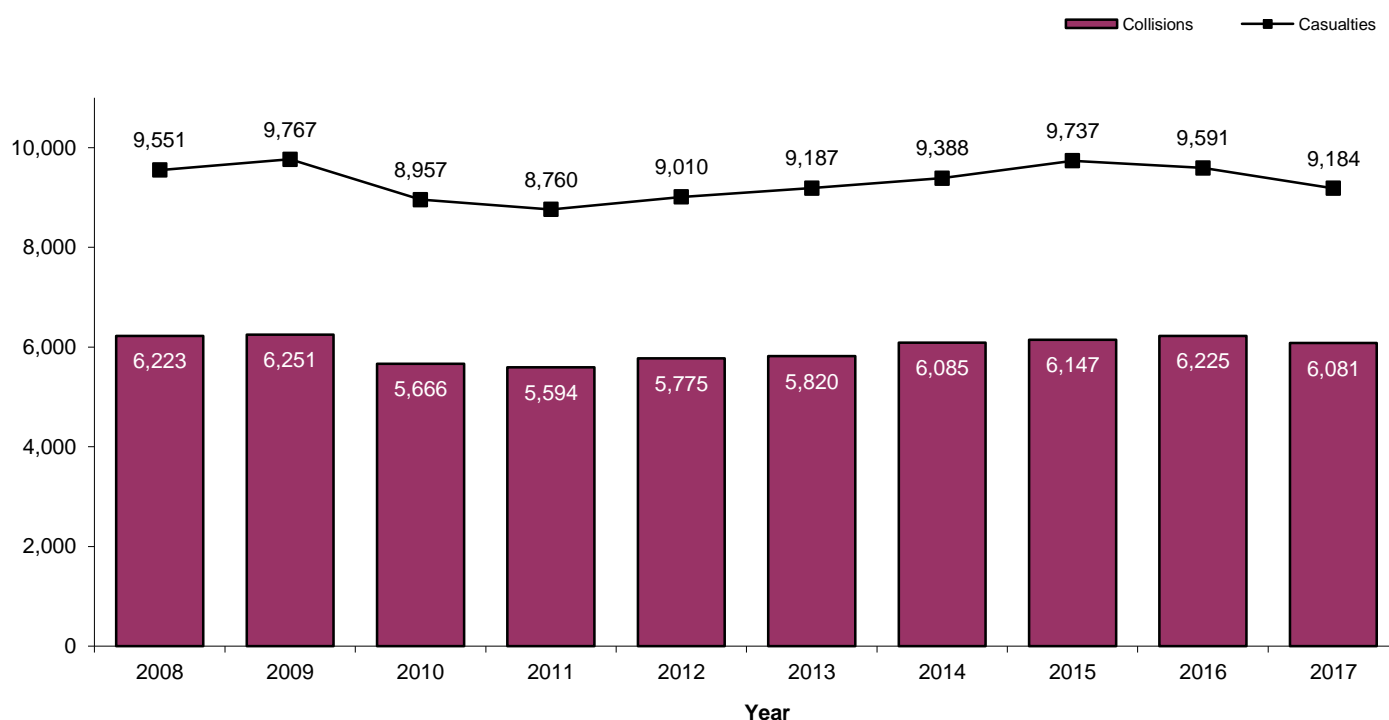
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Key Results 2017

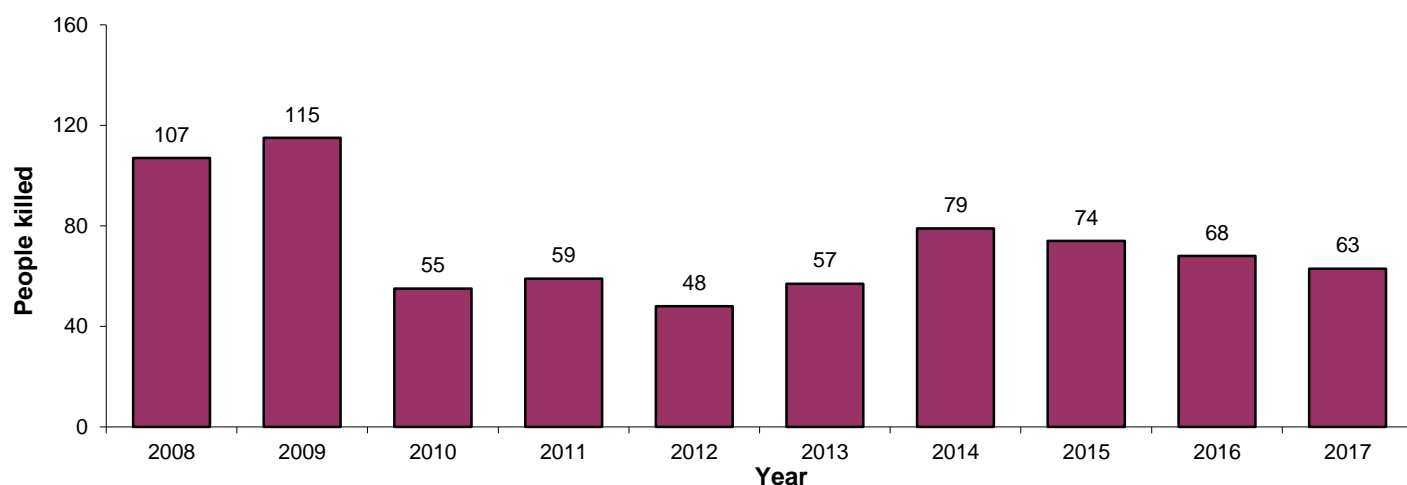
- There were 6,081 injury collisions recorded by the Police Service of Northern Ireland during the calendar year 2017 resulting in a total of 9,184 casualties.
- Of the 9,184 casualties in 2017, 63 were killed, 778 were seriously injured and a further 8,343 were slightly injured as a result of injury collisions in Northern Ireland.
- The number of collisions and casualties was lower than in 2016, across all levels of severity.
- The 6,081 injury road traffic collisions recorded in 2017 was the lowest number observed since 2013, and the total casualty figure was the lowest recorded since 2012.
- The 63 fatalities recorded in 2017 represents a decrease of five since the previous year – it was 44 less than in 2008 and 309 fewer than 1972, which had the highest annual total of deaths at 372.
- At 841, the number of people killed or seriously injured (KSI casualties) in 2017 was lower than in 2016, the latter of which recorded a six year high in relation to KSIs (896).
- Drivers accounted for two fifths (39.7%) of those killed or seriously injured in 2017. Pedestrians were the second largest group of road users who were killed or seriously injured (23.8%), despite comprising only 7.9% of the overall casualties.
- The gender split was more pronounced for KSI casualties, comprising 64.4% males, compared with overall casualties which were 52.8% male and 47.1% female.
- In terms of age group, the 137 KSI casualties of older people (those aged 65 and over) in 2017 was the highest recorded for this age category in a calendar year since 2003. This age group accounted for 16.3% of KSI casualties, compared with 9.4% of overall casualties.

Figure 1 Reported injury road traffic collisions in Northern Ireland, 2008 - 2017



Fatalities

Figure 2 Fatalities resulting from road traffic collisions in Northern Ireland, 2008 - 2017



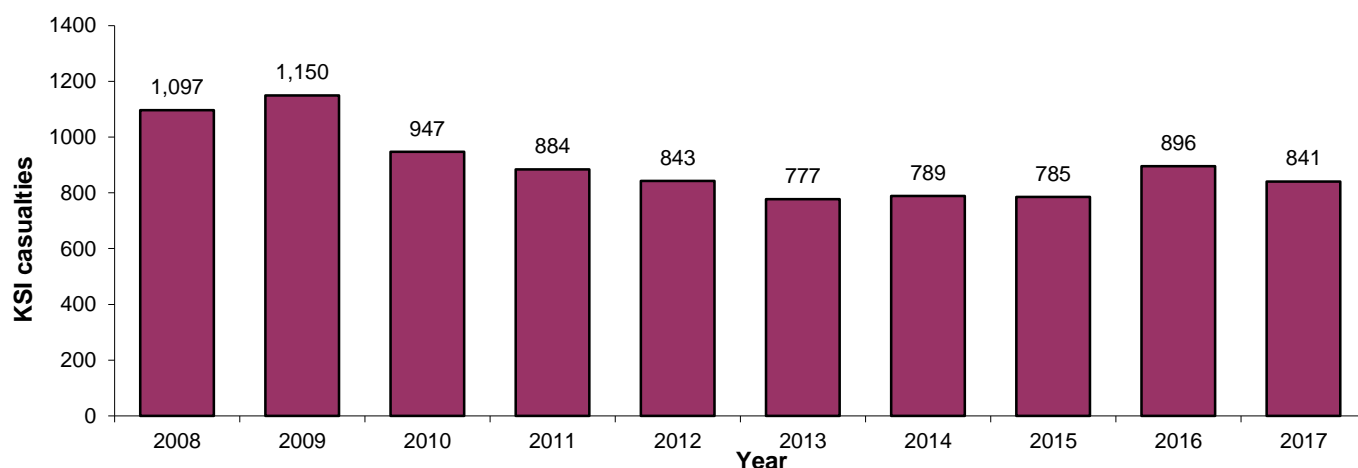
- The number of people killed decreased for the third year in succession to 63 deaths in 2017. The latest annual total was 44 fewer deaths recorded than ten years ago in 2008 and 309 fewer than the peak of 372 deaths in 1972. (See Appendix 1).
- Drivers of motor vehicles accounted for 39.7% of fatalities in 2017, while pedestrians made up a further 23.8%.
- There were 26 vulnerable road users killed in 2017 (15 pedestrians, 9 motorcyclists and 2 pedal cyclists) - an increase of 4 in total on 2016.
- There were 4 fatalities of children (under the age of 16) recorded in 2017, the same number as the previous year. The older age group (65+) had the highest number of people killed by age group in 2017 with 13 road deaths recorded.
- Of the 63 people killed on Northern Ireland's roads in 2017, 45 were male and 18 female.
- In 2017, November had the highest number of fatalities with 9, while the following month of December recorded the lowest fatality total (1).
- Newry, Mourne and Down had the highest number of road traffic fatalities in 2017 with 13 deaths, almost double the next highest total (7 in Lisburn and Castlereagh City).
- By comparison, there were 159 deaths recorded in the Republic of Ireland¹ in 2017 which was a 15% decrease on the 186 deaths which took place in 2016. The latest figures recorded for Great Britain² also showed a decrease in the number of deaths recorded, with 1,720 recorded in the year ending September 2017 compared to 1,800 in the previous year, equating to a 4% reduction. Northern Ireland recorded a fall of 7% in fatalities between 2016 and 2017.

¹ Source: Road Safety Authority – www.rsa.ie

² <https://www.gov.uk/government/statistics/reported-road-casualties-great-britain-provisional-estimates-july-to-september-2017>

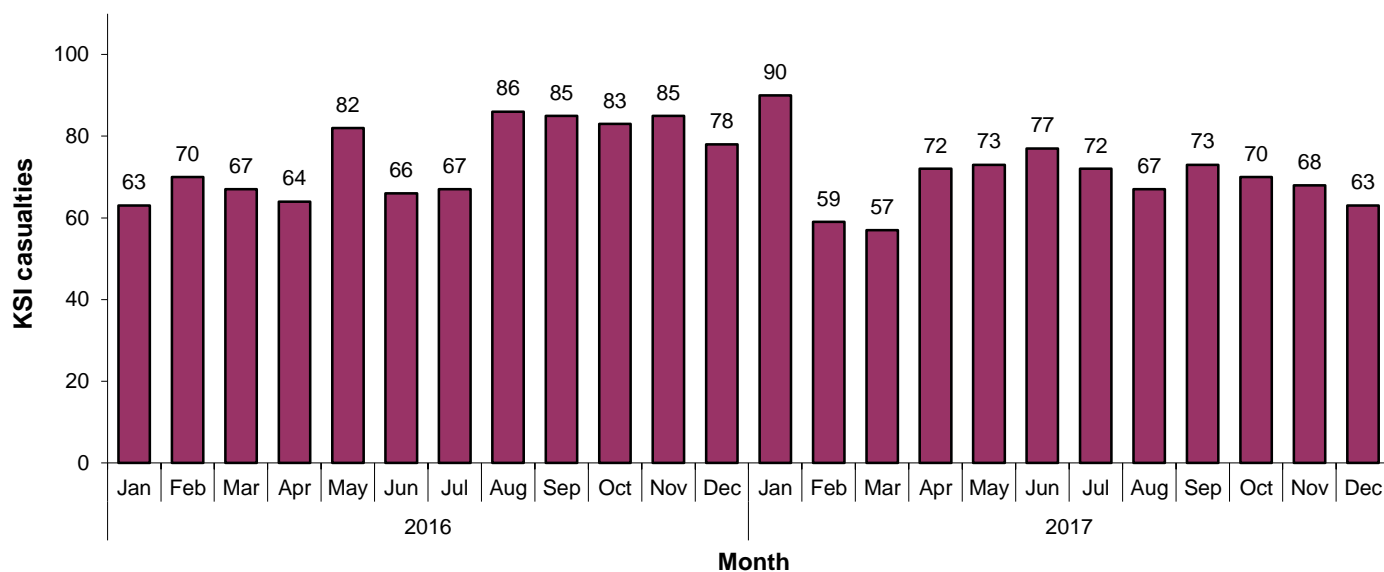
Number of people killed or seriously injured (KSI casualties)

Figure 3 KSI casualties resulting from road traffic collisions in Northern Ireland, 2008 - 2017



- There were 841 people killed or seriously injured on Northern Ireland's roads in 2017. This was a decrease of 55 KSI casualties from 2016 (6.1%), which recorded a six year high of 896.
- In the longer-term, the 841 KSI casualties in 2017 represented a decrease of 256 compared with 2008 and 2,419 fewer KSI casualties than the highest level recorded in 1977 (reductions of 23.3% and 74.2% respectively).
- Drivers accounted for two fifths (39.7%) of those killed or seriously injured in 2017. Pedestrians were the second largest group of road users who were killed or seriously injured (23.8%), despite comprising only 7.9% of the overall casualties.
- Children (those aged under 16) accounted for 68 KSI casualties in 2017 which was 14 less than the previous year. Young people (aged 16 to 24) had the highest number of KSI casualties, accounting for 177 (21.0%) of all those killed or seriously injured in 2017.
- The 137 KSI casualties of older people (those aged 65 and over) in 2017 was the highest recorded for this age category in a calendar year since 2003.
- The majority of KSI casualties were males, accounting for almost two thirds of those recorded in 2017 (542 of the 841 KSI casualties).
- The most common principal causation factors for KSI casualties during 2017 were 'inattention or attention diverted' (95 KSI casualties), followed by 'excessive speed having regard to conditions' (85 KSI casualties) and 'alcohol/drugs driver rider' (84 KSI casualties).
- Belfast City District had the highest number of KSI casualties in 2017 with 131. (See Table 5).

Figure 4 KSI casualties resulting from road traffic collisions in Northern Ireland by month, 2016 - 2017



- The trend in KSI casualties by month over the last two years (figure 4) shows that January 2017 had the highest number of KSI casualties with 90, while March 2017 had the fewest with 57.
- The average number of people killed or seriously injured per month in 2017 was 70, compared with an average of 91 in 2008. This equates to a reduction of 21 fewer KSI casualties per month compared with that of ten years ago.

Table 1 Recorded injury road traffic collisions and casualties 2008-2017

	Number of injury collisions				Casualties				
	Fatal collisions	Serious collisions	Slight collisions	All injury collisions	Killed	Seriously injured	KSI	Slightly injured	Total casualties
2008	98	814	5,311	6,223	107	990	1,097	8,454	9,551
2009	104	826	5,321	6,251	115	1,035	1,150	8,617	9,767
2010	51	726	4,889	5,666	55	892	947	8,010	8,957
2011	57	706	4,831	5,594	59	825	884	7,876	8,760
2012	45	669	5,061	5,775	48	795	843	8,167	9,010
2013	55	615	5,150	5,820	57	720	777	8,410	9,187
2014	74	577	5,434	6,085	79	710	789	8,599	9,388
2015	69	570	5,508	6,147	74	711	785	8,952	9,737
2016	65	689	5,471	6,225	68	828	896	8,695	9,591
2017	62	643	5,376	6,081	63	778	841	8,343	9,184

Principal causation factors

The most common principal causation factors associated with injury road traffic collisions reported to the police during 2017 are presented in the table below.

Table 2 Most common principal causation factors in road traffic collisions, 2017

Principal Factor	Number of Injury Collisions	Casualties		
		KSI	Slightly Injured	Total Casualties
Inattention or attention diverted	1,033	95	1,443	1,538
Driving too close	853	20	1,318	1,338
Emerging from minor road without care	462	52	694	746
Crossing or entering road junction without care	309	23	505	528
Alcohol/drugs driver rider	292	84	382	466
Turning right without care	281	48	403	451
Wrong course/position	265	70	401	471
Excessive speed having regard to conditions	214	85	288	373
Overtaking on offside without care	203	34	279	313
Changing lane without care	166	10	234	244

- The most common principal causation factors for all casualties were 'inattention or attention diverted' (1,538 casualties) followed by 'driving too close' (1,338 casualties) and 'emerging from minor road without care' (746 casualties). These 3 causation factors alone account for almost two fifths of all casualties in 2017.
- The most common principal causation factors for KSI casualties during 2017 were 'inattention or attention diverted' (95 KSI casualties), followed by 'excessive speed having regard to conditions' (85 KSI casualties) and 'alcohol/drugs driver rider' (84 KSI casualties).

Road traffic collisions casualty breakdown

Figure 5 Overall casualties by road user type, 2017

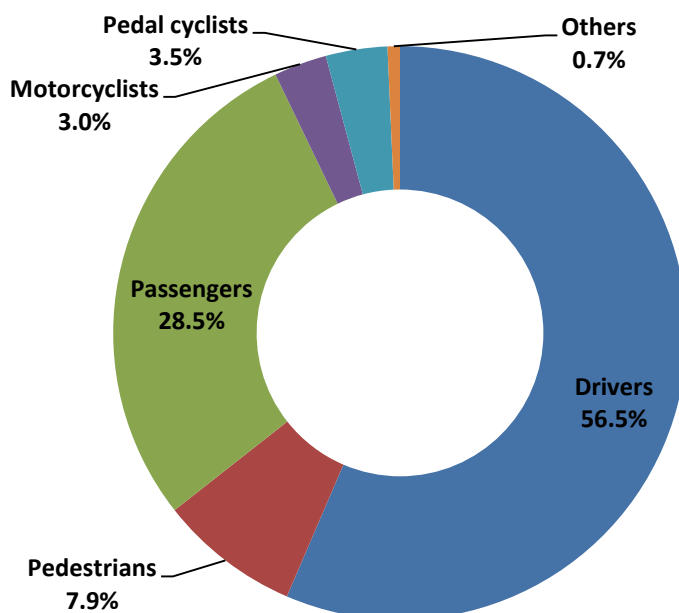
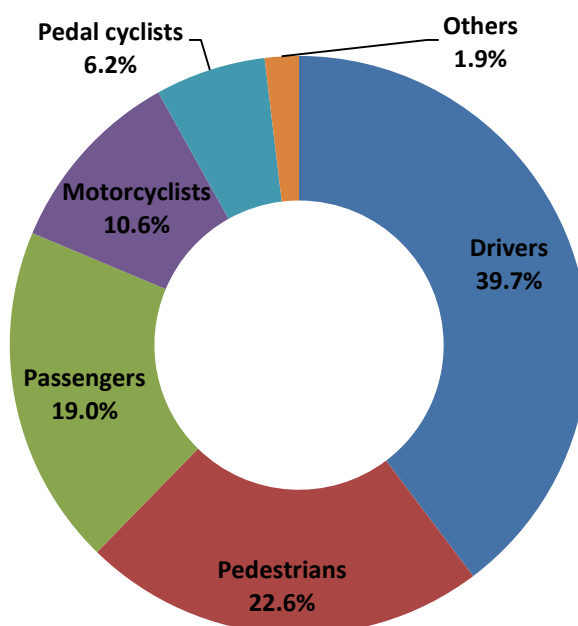
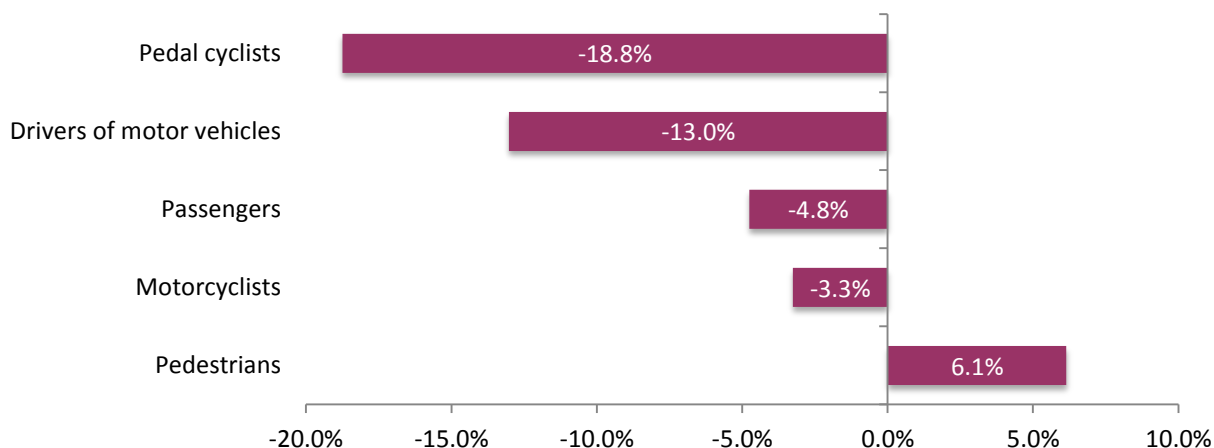


Figure 6 KSI casualties by road user type, 2017



- Drivers of motor vehicles accounted for the largest proportion of overall casualties (56.5%) followed by passengers (28.5%) and pedestrians (7.9%) while pedal cyclists, motorcyclists, pillion passengers and other road users made up the remaining 7.2%.
- In terms of KSI casualties, drivers accounted for two fifths of those killed or seriously injured (39.7%). Pedestrians were the second largest group of road users who were killed or seriously injured (22.6%), despite comprising only 7.9% of the overall casualties.

Figure 7 Change in the number of KSI casualties by road user type in 2017 compared with 2016



- Figure 7 above shows that most of the key road user types showed a reduction in KSI casualties between 2016 and 2017, most notably pedal cyclists which decreased by 18.8% to 52 KSI during 2017. However, this decrease is from the two decade high of 64 seen during 2016 for pedal cyclists. Driver and passenger KSI casualties decreased by 13.0% and 4.8% respectively. Motorcyclists also showed a decrease in 2017 when compared to 2016, a decrease of 3.3%. There was an increase of 6.1% in pedestrian KSI casualties over the same period.

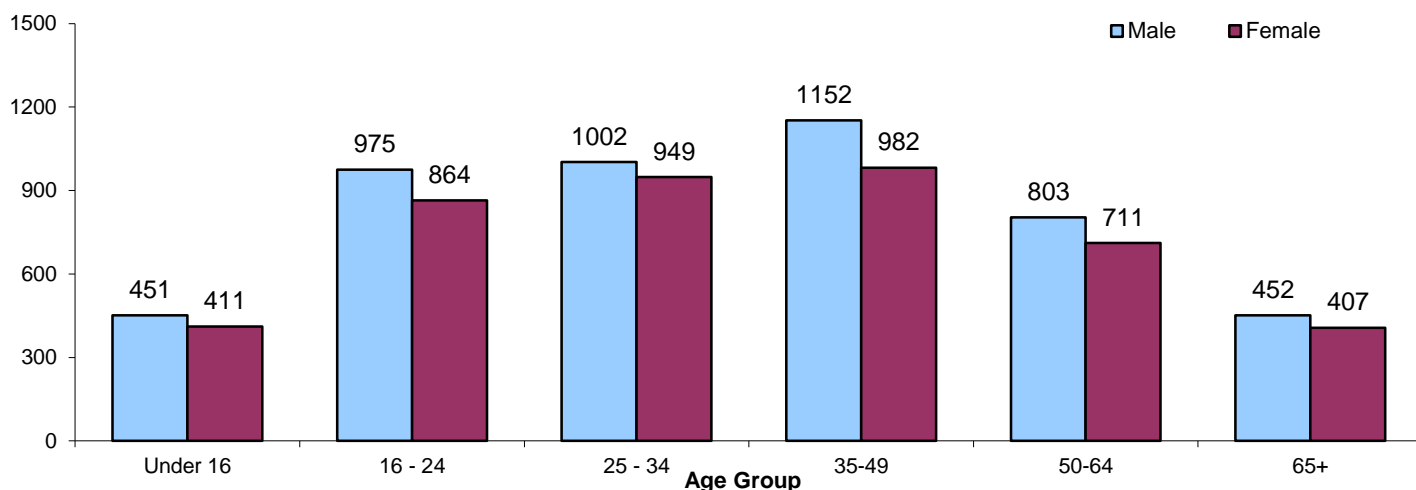
Table 3 Casualties by type of road user, 2013 – 2017

Type of Road User ¹	2013	2014	2015	2016	2017
Fatalities:					
Pedestrians	7	18	19	15	15
Drivers of motor vehicles	22	30	31	31	25
Motorcyclists	10	13	4	4	9
Pedal cyclists	4	3	0	3	2
Passengers	13	12	17	12	11
Pillion passengers	0	1	0	1	0
Other road users	1	2	3	2	1
Totals	57	79	74	68	63
Seriously Injured:					
Pedestrians	162	140	164	164	175
Drivers of motor vehicles	271	263	254	353	309
Motorcyclists	91	84	78	88	80
Pedal cyclists	42	59	40	61	50
Passengers	136	155	163	156	149
Pillion passengers	5	4	6	3	8
Other road users	13	5	6	3	7
Totals	720	710	711	828	778
KSI:					
<i>Pedestrians</i>	169	158	183	179	190
<i>Drivers of motor vehicles</i>	293	293	285	384	334
<i>Motorcyclists</i>	101	97	82	92	89
<i>Pedal cyclists</i>	46	62	40	64	52
<i>Passengers</i>	149	167	180	168	160
<i>Pillion passengers</i>	5	5	6	4	8
<i>Other road users</i>	14	7	9	5	8
Totals	777	789	785	896	841
Slightly Injured:					
Pedestrians	610	611	604	552	539
Drivers of motor vehicles	4,577	4,786	5,071	5,003	4,851
Motorcyclists	210	192	202	193	185
Pedal cyclists	210	271	239	266	267
Passengers	2,750	2,685	2,781	2,625	2,453
Pillion passengers	11	7	4	6	7
Other road users	42	47	51	50	41
Totals	8,410	8,599	8,952	8,695	8,343
All Casualties:					
Pedestrians	779	769	787	731	729
Drivers of motor vehicles	4,870	5,079	5,356	5,387	5,185
Motorcyclists	311	289	284	285	274
Pedal cyclists	256	333	279	330	319
Passengers	2,899	2,852	2,961	2,793	2,613
Pillion passengers	16	12	10	10	15
Other road users	56	54	60	55	49
Totals	9,187	9,388	9,737	9,591	9,184

¹ 'Passengers' include pedal cycle passengers. 'Other road users' include drivers/riders and passengers of 'other vehicles' (e.g. tractors, invalid vehicles, horse-drawn carriages).

Road traffic collision casualties by age and gender

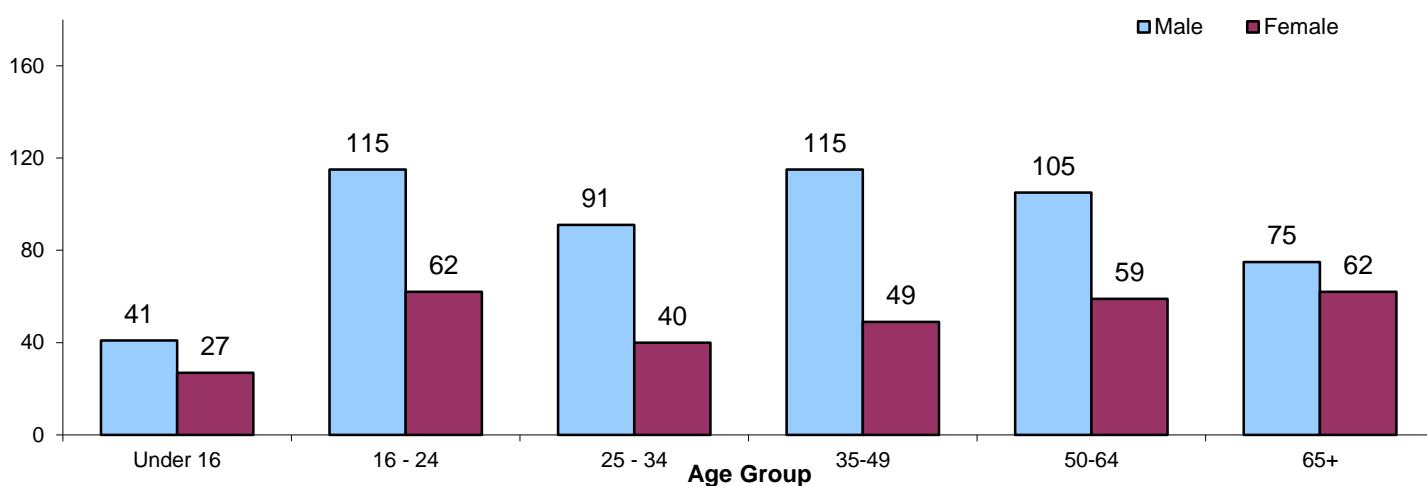
Figure 8 Total casualties by age and gender¹, 2017



¹ Chart does not include those where gender or age is unknown

- The gender split for all traffic casualties in 2017 was 52.8% male compared to 47.1% female. This was similar to the proportion observed in 2016.
- The highest proportion of casualties was from the 35 to 49 age category which accounted for almost a quarter of all casualties recorded in 2017.
- There were more male casualties recorded than females for each age category in 2017.

Figure 9 KSI casualties by age and gender¹, 2017



¹ Chart does not include those where gender or age is unknown

- Males accounted for almost two thirds of all KSI casualties recorded in 2017 (representing 64.4%).
- The age group with the highest proportion of those killed or seriously injured was ages 16 to 24, representing over one-fifth (21.0%) of KSI casualties in 2017.
- There were more males killed or seriously injured than females for all age groups in 2017. The proportion of males to female KSI casualties ranged from 70.1% for the 35 to 49 age group to 54.7% for the 65+ age group.

Table 4 Road traffic casualties by age and gender 2017 compared with 2016

	2016					2017				
	Killed	Seriously injured	KSI ¹	Slightly injured	Total	Killed	Seriously injured	KSI ¹	Slightly injured	Total
Male										
Under 16	3	47	50	438	488	3	38	41	410	451
16 - 24	13	146	159	893	1,052	10	105	115	860	975
25 - 34	8	75	83	943	1,026	9	82	91	911	1,002
35 - 49	13	110	123	1,103	1,226	7	108	115	1,037	1,152
50 - 64	10	88	98	700	798	9	96	105	698	803
65 +	7	63	70	360	430	7	68	75	377	452
Unknown	0	0	0	5	5	0	0	0	18	18
Total	54	529	583	4,442	5,025	45	497	542	4,311	4,853
Female										
Under 16	1	31	32	434	466	1	26	27	384	411
16 - 24	3	65	68	891	959	2	60	62	802	864
25 - 34	2	40	42	911	953	3	37	40	909	949
35 - 49	1	56	57	1,015	1,072	3	46	49	933	982
50 - 64	2	49	51	635	686	3	56	59	652	711
65 +	5	58	63	357	420	6	56	62	345	407
Unknown	0	0	0	10	10	0	0	0	5	5
Total	14	299	313	4,253	4,566	18	281	299	4,030	4,329
Other²										
Under 16	0	0	0	0	0	0	0	0	2	2
Total	0	0	0	0	0	0	0	0	2	2
All										
Under 16	4	78	82	872	954	4	64	68	796	864
16 - 24	16	211	227	1,784	2,011	12	165	177	1,662	1,839
25 - 34	10	115	125	1,854	1,979	12	119	131	1,820	1,951
35 - 49	14	166	180	2,118	2,298	10	154	164	1,970	2,134
50 - 64	12	137	149	1,335	1,484	12	152	164	1,350	1,514
65 +	12	121	133	717	850	13	124	137	722	859
Unknown	0	0	0	15	15	0	0	0	23	23
Total	68	828	896	8,695	9,591	63	778	841	8,343	9,184

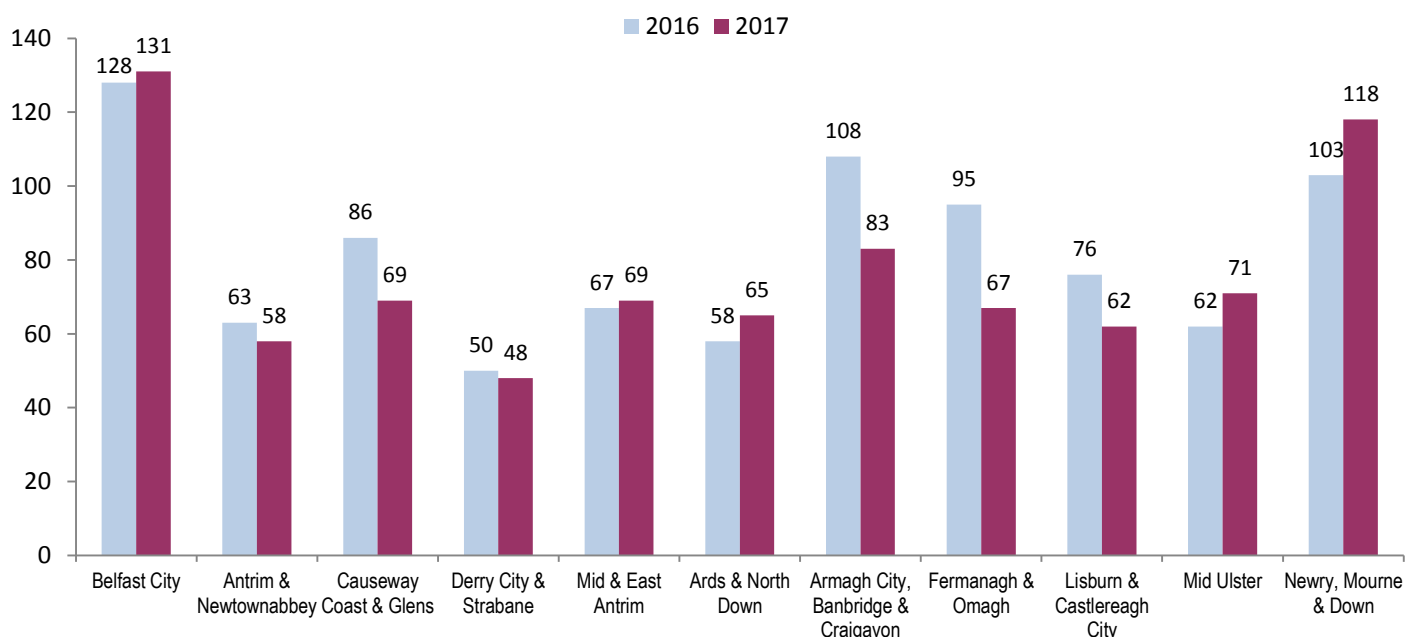
¹ Killed or seriously injured ² Where gender is unknown or recorded as other

Table 5 Road traffic casualties by Police District and Area 2017 compared with 2016

District / Area	2016					2017				
	Killed	Seriously injured	KSI ¹	Slightly injured	Total	Killed	Seriously injured	KSI ¹	Slightly injured	Total
Belfast City	3	125	128	2,238	2,366	3	128	131	2,012	2,143
Antrim & Newtownabbey	8	55	63	709	772	2	56	58	616	674
Causeway Coast & Glens	8	78	86	603	689	6	63	69	579	648
Derry City & Strabane	7	43	50	633	683	5	43	48	581	629
Mid & East Antrim	3	64	67	486	553	6	63	69	528	597
North Area Policing	26	240	266	2,431	2,697	19	225	244	2,304	2,548
Ards & North Down	7	51	58	621	679	4	61	65	641	706
Armagh City, Banbridge & Craigavon	10	98	108	765	873	6	77	83	779	862
Fermanagh & Omagh	10	85	95	496	591	6	61	67	427	494
Lisburn & Castlereagh City	3	73	76	744	820	7	55	62	786	848
Mid Ulster	3	59	62	632	694	5	66	71	588	659
Newry, Mourne and Down	6	97	103	768	871	13	105	118	806	924
South Area Policing	39	463	502	4,026	4,528	41	425	466	4,027	4,493
Northern Ireland total	68	828	896	8,695	9,591	63	778	841	8,343	9,184

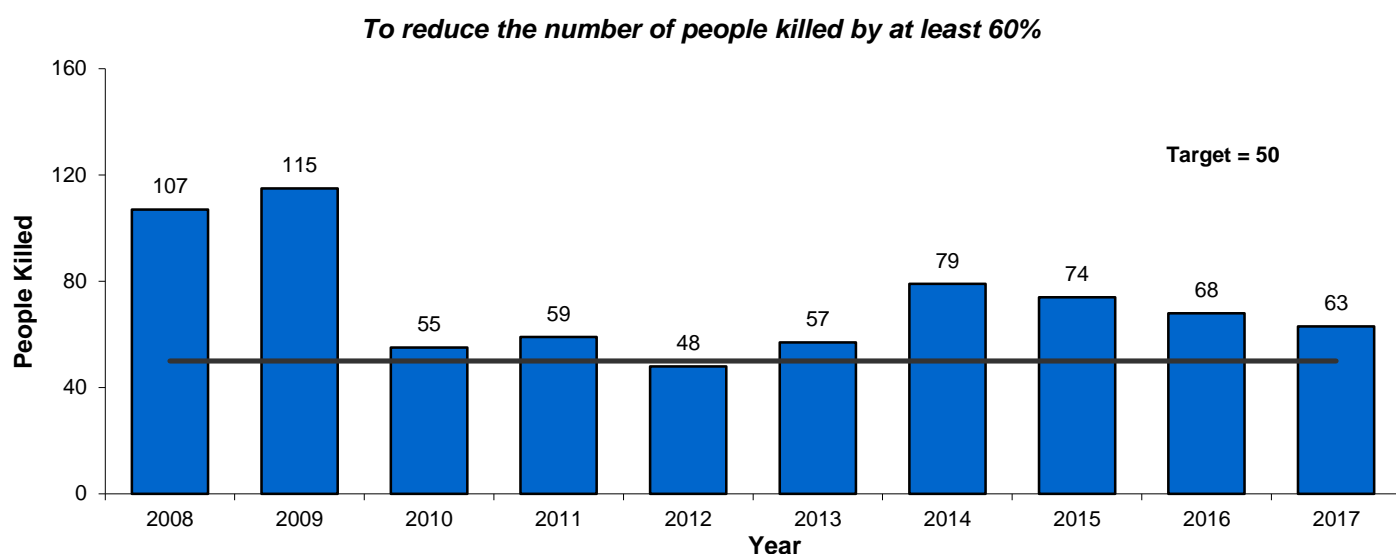
- Newry, Mourne and Down had the highest number of road traffic fatalities in 2017 with 13 deaths, almost double the next highest total (7 in Lisburn and Castlereagh City). Antrim and Newtownabbey reported the largest decrease over the year and subsequently the fewest fatalities, reducing from 8 in 2016 to 2 in 2017.
- Fermanagh & Omagh and Armagh, Banbridge and Craigavon showed the largest reductions in KSI casualties between 2016 and 2017 (28 and 25 respectively). In contrast, there was an increase in those killed or seriously injured in Newry, Mourne and Down, with 15 more recorded over the same period (an increase of 14.6%).
- Belfast City showed the largest reduction in overall casualties in comparison with the previous year, decreasing from 2,366 in 2016 to 2,143 in 2017. As with fatalities and serious injuries, the largest increase in overall casualties was in Newry, Mourne and Down where 53 more were recorded in 2017.

Figure 10 KSI casualties by Police District, 2016 - 2017



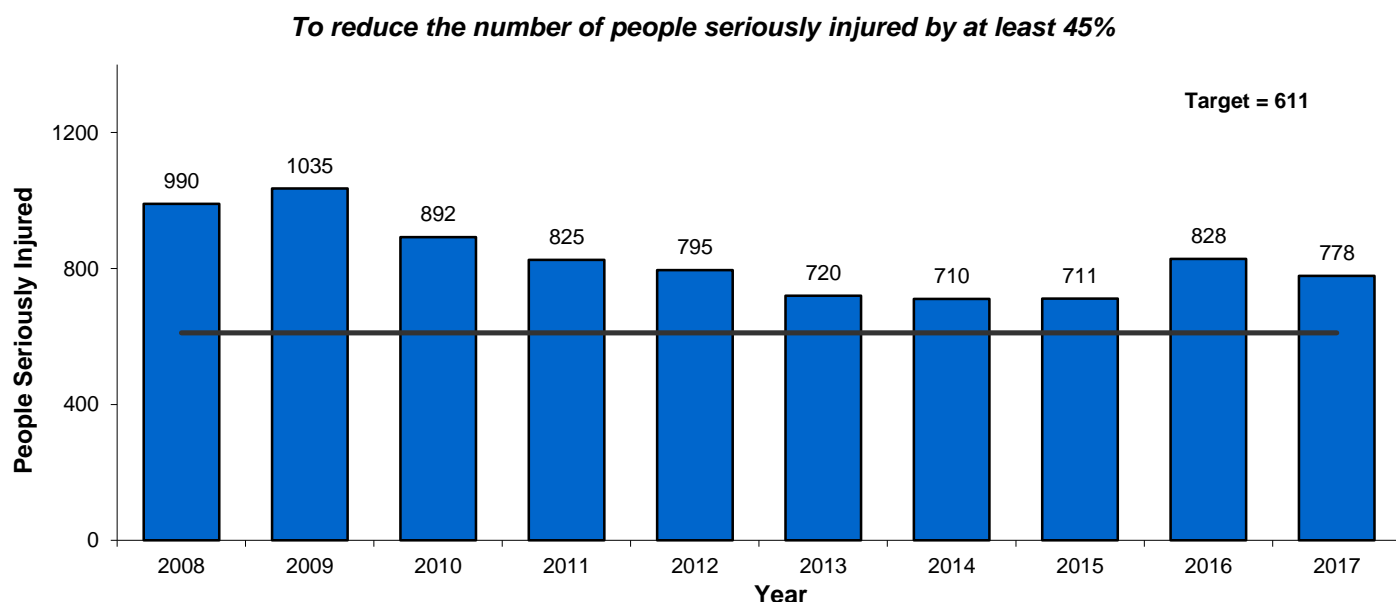
Update on Northern Ireland's Road Safety Strategy

Figure 11 Fatality reduction target for 2020



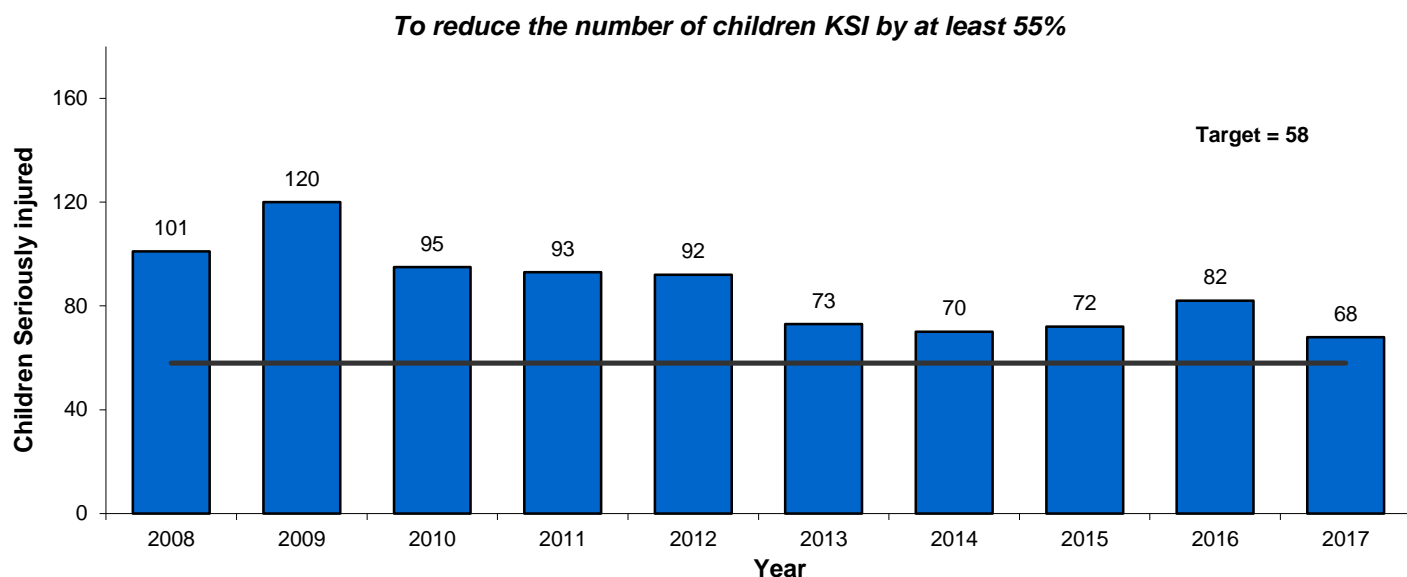
- The Department for Infrastructure (DfI) Northern Ireland Road Safety Strategy aims at a 60% reduction on the number of fatalities on Northern Ireland's roads, from the 2004 – 2008 average of 126 to fewer than 50 by 2020. This figure has already dipped below this target in 2012 with 48 fatalities. The 2017 figure of 63 fatalities was the third consecutive annual decrease however, it was 13 deaths higher than the 2020 target.

Figure 12 Seriously injured reduction target for 2020



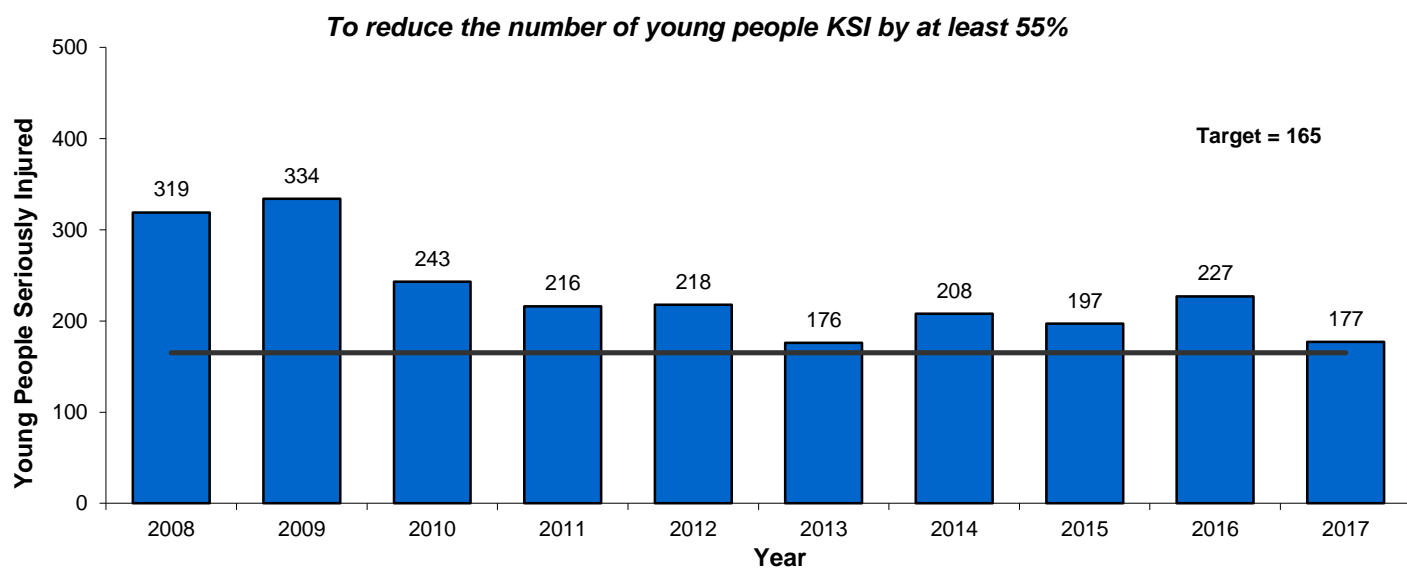
- The Department for Infrastructure Northern Ireland Road Safety Strategy also aims at a 45% reduction in the number of persons seriously injured on Northern Ireland's roads, from the 2004 – 2008 average of 1,111 to fewer than 611 by 2020. There were 778 people seriously injured in 2017 which was a decrease of 50 on the previous year however, it was 167 more than the target.

Figure 13 Child (under 16) KSI casualty reduction target for 2020



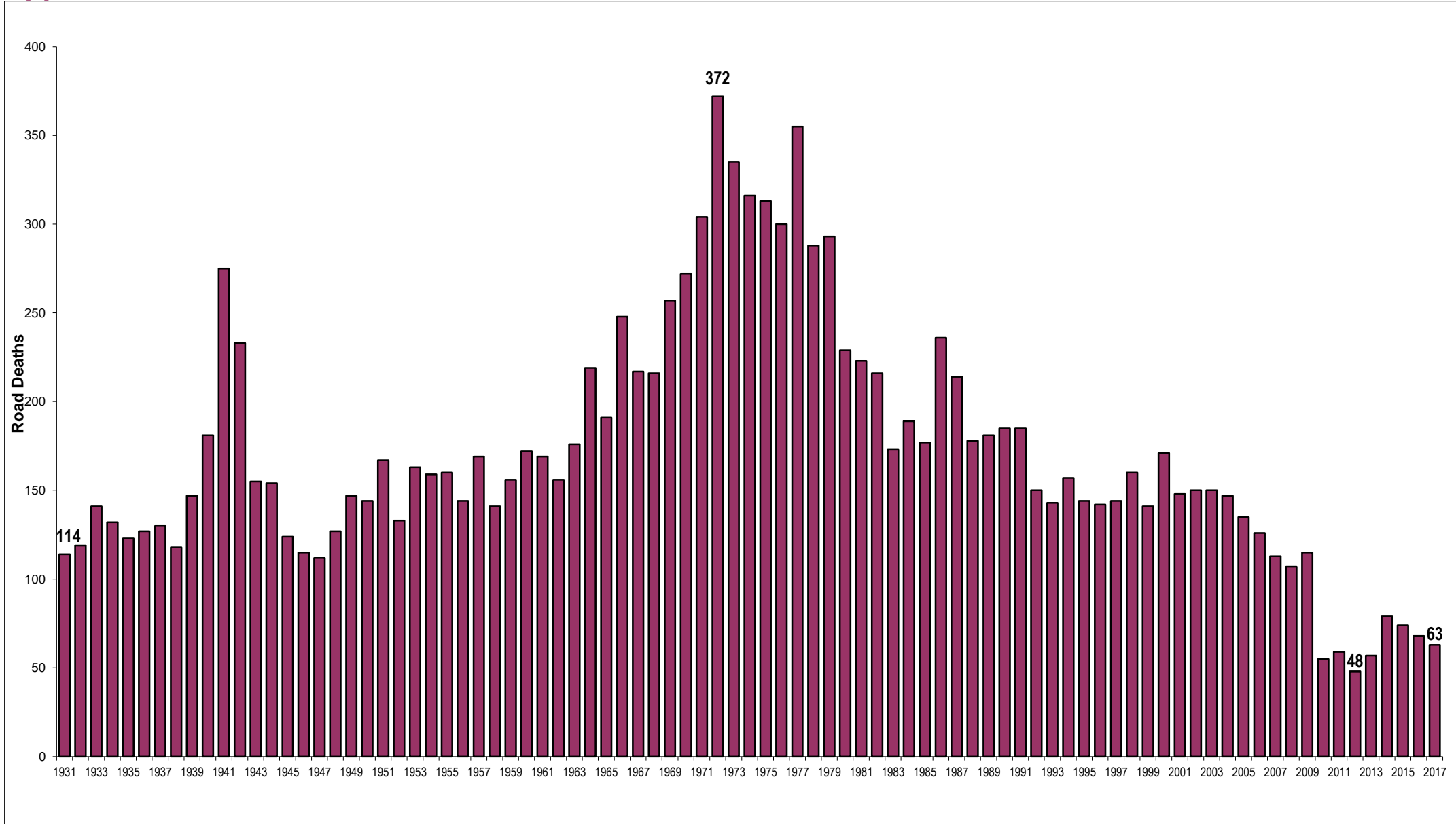
- The Road Safety Strategy has set a target of 55% reduction in the number of children killed or seriously injured on Northern Ireland's roads, from the 2004 – 2008 average of 128 to fewer than 58 by 2020. Although the 2017 figure exceeded the target by 10, 68 is the lowest number of child KSIs recorded to date in a calendar year.

Figure 14 Young people (16-24) KSI casualty reduction target for 2020



- The Strategy also has a target of a 55% reduction in the number of young people (aged 16-24) killed or seriously injured on Northern Ireland's roads, from the 2004 – 2008 average of 366 to fewer than 165 by 2020. The number of young people KSI casualties decreased to 177 in 2017, which is the second lowest level recorded in a calendar year period and is still 12 more than the target for 2020.

Appendix 1 Road Deaths on Northern Ireland's Roads 1931 - 2017



Appendix 2 - Summary of casualty figures from 1931 – 2017

Year	No of injury collisions	Killed	Seriously Injured	Injured	Slightly Injured	Total casualties
1931	1,582	114		1,724		1,838
1932	1,765	119		1,890		2,009
1933	1,633	141		1,757		1,898
1934	1,835	132		1,954		2,086
1935	1,975	123		2,159		2,282
1936	2,021	127		2,216		2,343
1937	1,793	130		1,891		2,021
1938	1,945	118		2,128		2,246
1939	1,993	147		2,211		2,358
1940	1,451	181		1,576		1,757
1941	1,778	275		1,928		2,203
1942	1,636	233		1,844		2,077
1943	1,205	155		1,308		1,463
1944	1,205	154		1,259		1,413
1945	1,222	124		1,429		1,553
1946	1,602	115		1,919		2,034
1947	1,700	112		1,976		2,088
1948	1,695	127		1,892		2,019
1949	2,135	147		2,396		2,543
1950	2,430	144		2,748		2,892
1951	2,583	167		2,975		3,142
1952	2,625	133		3,028		3,161
1953	3,139	163		3,715		3,878
1954	3,315	159		3,954		4,113
1955	3,854	160		4,561		4,721
1956	3,860	144		4,631		4,775
1957	3,324	169		4,001		4,170
1958	3,533	141		4,379		4,520
1959	3,992	156		5,068		5,224
1960	4,237	172		5,443		5,615
1961	4,196	169		5,520		5,689
1962	4,297	156		5,677		5,833
1963	4,536	176		6,001		6,177
1964	4,736	219		6,363		6,582
1965	4,987	191		6,755		6,946
1966	5,034	248		6,876		7,124
1967	5,094	217		7,076		7,293
1968	5,213	216		7,305		7,521
1969	4,981	257		7,124		7,381
1970	5,308	272		7,902		8,174
1971	5,158	304	2,135		5,523	7,962
1972	5,261	372	2,430		5,595	8,397
1973	5,000	335	2,358		5,304	7,997
1974	4,795	316	2,268		4,920	7,504
1975	4,882	313	2,231		5,109	7,653
1976	4,943	300	2,570		4,749	7,619
1977	5,352	355	2,905		4,944	8,204
1978	5,473	288	2,749		5,331	8,368
1979	5,388	293	2,546		5,082	7,921
1980	4,982	229	2,387		4,648	7,264
1981	5,245	223	2,418		5,139	7,780
1982	5,551	216	2,503		5,420	8,139
1983	5,425	173	2,300		5,240	7,713
1984	5,978	189	2,465		6,096	8,750

Appendix 2 - Summary of casualty figures from 1931 – 2017 continued

Year	No of injury collisions	Killed	Seriously Injured	Slightly Injured	Total casualties
1985	5,779	177	1,148	7,312	8,637
1986	6,171	236	1,825	7,381	9,442
1987	6,344	214	1,885	7,837	9,936
1988	6,943	178	1,969	8,820	10,967
1989	7,199	181	2,014	9,416	11,611
1990	7,159	185	1,993	9,583	11,761
1991	6,171	185	1,648	8,481	10,314
1992	6,650	150	1,841	9,273	11,264
1993	6,517	143	1,725	9,232	11,100
1994	6,783	157	1,648	10,289	12,094
1995	6,792	144	1,532	10,049	11,725
1996	7,093	142	1,599	10,834	12,575
1997	7,192	144	1,548	11,006	12,698
1998	7,487	160	1,538	11,704	13,402
1999	7,562	141	1,509	11,799	13,449
2000	8,388	171	1,786	12,763	14,720
2001	7,447	148	1,682	11,312	13,142
2002	6,784	150	1,526	10,238	11,914
2003	6,049	150	1,288	8,887	10,325
2004	5,633	147	1,183	8,177	9,507
2005	4,947	135	1,073	6,951	8,159
2006	5,628	126	1,211	7,845	9,182
2007	5,990	113	1,097	8,226	9,436
2008	6,223	107	990	8,454	9,551
2009	6,251	115	1,035	8,617	9,767
2010	5,666	55	892	8,010	8,957
2011	5,594	59	825	7,876	8,760
2012	5,775	48	795	8,167	9,010
2013	5,820	57	720	8,410	9,187
2014	6,085	79	710	8,599	9,388
2015	6,147	74	711	8,952	9,737
2016	6,225	68	828	8,695	9,591
2017	6,081	63	778	8,343	9,184

Note: Injuries were split into serious and slight injuries in 1971

Notes

The United Kingdom Statistics Authority has designated these statistics as National Statistics, in accordance with the Statistics and Registration Service Act 2007 and signifying compliance with the Code of Practice for Official Statistics.

National Statistics status means that official statistics meet the highest standards of trustworthiness, quality and public value.

All official statistics should comply with all aspects of the Code of Practice for Official Statistics. They are awarded National Statistics status following an assessment by the Authority's regulatory arm. The Authority considers whether the statistics meet the highest standards of Code compliance, including the value they add to public decisions and debate.

It is a producer's responsibility to maintain compliance with the standards expected of National Statistics. If we become concerned about whether these statistics are still meeting the appropriate standards, we will discuss any concerns with the Authority promptly. National Statistics status can be removed at any point when the highest standards are not maintained, and reinstated when standards are restored.

User Consultation is an important part of the service we provide and it is a requirement under Principal 1 (Meeting User Needs) of the Code of Practice for Official Statistics, to publish information about user experiences. Updates from our most recent user engagement and surveys are published on the PSNI website under the [Official Statistics](#) section.

User Guide

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

Daily Fatal Spreadsheet

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

Maps of Collision Locations

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

Quality

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

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

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

Strengths and Limitations of the data

Strengths

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

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

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

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

Limitations

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

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

One of the main limitations of police recorded injury road traffic collision statistics, as mentioned above, is the extent to which they represent the true level of injury road traffic collisions and casualties that occur within the UK. Extensive research has been conducted within GB in order to get an estimate of the level of this under-reporting. The research has generally focused on 2 sources of comparable information, (i) hospital admissions data¹ and (ii) survey data from The National Travel Survey².

¹ Reported Road Casualties in Great Britain Annual Report 2011: Department for Transport
<https://www.gov.uk/government/statistics/reported-road-casualties-great-britain-annual-report-2011>

² The Travel Survey for Northern Ireland 2012-2014
<https://www.drdni.gov.uk/publications/travel-survey-northern-ireland-tsnr-headline-report-2012-2014>

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

The Travel Survey for Northern Ireland collects information on how and why people travel within Northern Ireland. The survey uses three years of data to ensure the analysis is robust. The Travel Survey for Northern Ireland indicates that 68% of people involved in at least one road accident in which there was an injury made police aware of the collision, either by attending at the scene or reporting afterwards. (The confidence interval around this was +/- 8%).

Revisions

Revisions are carried out in accordance with our Revisions Policy, a copy of which is available in the Official Statistics section of the PSNI Statistics website. Figures published within a current financial year to date are provisional and will be subject to slight revision until figures for the full financial year are published. These amendments can happen for a number of reasons, such as a collision being included or excluded following further investigation by an officer.

Comparisons with Great Britain

Results from the most recent period covered by the Department for Transport statistical releases (published 8th February 2018) refer to the year ending September 2017. Key points from the publication are as below:

- In the year ending September 2017, there were 1,720 reported road fatalities, a 4 per cent decrease from 1,800 in the previous year.
- A total of 27,010 people were killed or seriously injured (KSI casualties) in the year ending September 2017.
- There were 174,510 casualties of all severities in the year ending September 2017, down by 5 per cent from the previous year.

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

Additional Data

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

Further Information

The PSNI Statistics Branch will publish a more detailed 2017 annual report in June 2018. This report will provide detailed information on casualties, causation, location, conditions and comparisons with other areas. If you have anything that you would like to see included in this report, please feel free to contact us, details are provided on the cover page.

Further Research

Research into road traffic collisions and casualties can be directed by visiting any of the following:

www.roadsafetyobservatory.com www.dft.gov.uk www.pacts.org.uk www.trl.co.uk www.doeni.gov.uk

Recorded road traffic collision and casualty definitions

Collisions: Collisions involving personal injury occurring on the public highway (including footpaths) in which a vehicle is involved. Collisions are categorised as either 'Fatal', 'Serious' or 'Slight' according to the most severely injured casualty.

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

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

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

Slight Injury: An injury of a minor character such as a sprain, bruise or cut not judged to be severe, or slight shock requiring roadside attention.

Casualty: A person who sustains a slight, serious or fatal injury.

Children: People under 16 years of age.

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

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

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

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

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

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

Pillion passengers: Passenger on a moped or motorcycle.

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

Pedestrians: Include

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

Map of Northern Ireland Policing Districts

