

FOREWORD

In the five year period from 1997 – 2001 there were 764 deaths and 8,063 serious injuries in Northern Ireland as a result of road traffic collisions. In 2000 the injury road traffic collision rate in Northern Ireland stood at 115 per 10,000 vehicles compared with figures of 84, 69 and 69 for England, Scotland and Wales respectively.

This report presents statistics which will help clarify the nature of the injury road traffic collision problem and, in doing so, will help inform road safety policy in Northern Ireland.

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1.0 Executive Summary

KEY STATISTICS

- **67,411 casualties**
 - 764 deaths
 - 8,063 serious injuries
 - 58,584 slight injuries
- **8,766 child casualties**
 - 72 deaths
 - 1,125 serious injuries
 - 7,569 slight injuries
- **38,076 fatal and injury collisions**
- **208 deaths due to excessive speed**
- **141 deaths due to driver/rider alcohol or drugs**

CASUALTIES

- 38% of road traffic collision fatalities were drivers of motor cars, 24% were pedestrians and 23% were passengers of motor cars.
- 13% of all casualties in road traffic collisions were children.
- Over half (54%) of child fatalities were pedestrians.
- The majority of those killed on our roads were young people. 60% of fatalities were less than 35 years old.
- Young drivers were particularly at risk. Among drivers of cars 16-24 year olds accounted for almost a third (32%) of fatalities and those aged 25-34 for a further 31% of fatalities.
- Nearly half (46%) of passengers who were killed were aged 16 -24 years.
- Among pedestrians young people aged less than 16 years and people aged 65+ accounted for 22% and 26% of pedestrian fatalities respectively.
- Men were much more likely to be fatally injured than women in road collisions. Over three-quarters (76%) of all fatalities were male.
- The predominance of males among those killed was especially marked among motor cyclists (96% of fatalities were male), pedal cyclists (83% of fatalities were male), drivers of motor cars (80% of car driver fatalities were male).
- Young men are particularly vulnerable on the roads. Almost two-thirds (66%) of deaths among male car drivers were men aged less than 35.
- Over half (52%) of excessive speed collision fatalities and 63% of fatalities from driver alcohol and drugs attributed collisions occurred at weekends.

- Wearing a seatbelt reduces the likelihood of a driver casualty being killed or seriously injured. Nine percent of driver casualties who were wearing a seatbelt were killed or seriously injured compared with 21% of driver casualties who were not wearing a seatbelt.
- The two main causes of road traffic collision fatalities were excessive speed (27% of fatalities) and driver/rider alcohol or drugs (18%). A further 8% of deaths on the roads were due to consumption of alcohol or drugs by pedestrians.

COLLISIONS

- Sixty-one percent of all injury road traffic collisions were on urban roads and 39% on rural roads. However, 28% of fatal collisions were on urban roads and 72% on rural roads.
- 75% of all fatal and serious collisions were attributable to drivers/riders; 18% were due to pedestrians.
- Young drivers aged 17-24 were responsible for 31% of fatal and serious collisions attributable to drivers of motor vehicles (excluding motorcycles).
- 41% of fatal and serious collisions for which young drivers aged 17-24 were responsible were due to excessive speed.
- Almost half (49%) of fatal and serious collisions attributable to pedestrians were due to child pedestrians.
- Almost half (46%) of fatal and serious collisions attributable to pedestrians aged 16-34 were due to pedestrian alcohol or drugs. Similarly, of fatal and serious collisions attributable to pedestrians aged 35-54, 52% were due to pedestrian alcohol or drugs.
- Between 1997 and 2001 there were 208 fatalities resulting from excessive speed collisions attributable to drivers of motor vehicles. 87% of these fatalities resulted from collisions where a male driver/rider was responsible. 17-24 year old male drivers were responsible for 66% of deaths resulting from excessive speed collisions attributable to male driver/riders.
- There were 220 fatalities due to careless driving collisions between 1997 and 2001. 75% of these fatalities resulted from collisions where a male driver/rider was responsible.
- There were 140 fatalities due to collisions caused by consumption of alcohol or drugs by drivers of motor vehicles. The majority of fatalities resulting from collisions attributable to alcohol or drugs were caused by male driver/riders (93%).

2.0 Introduction

- This statistical report is based on five calendar years of data on injury road traffic collisions in Northern Ireland from 1997 to 2001. The data were combined into a single database for analysis to allow the broader picture of collisions and casualties to be examined and to remove the year on year variations that may in isolation give a distorted picture of injury road traffic collisions and casualties in Northern Ireland.
- The first substantive part of the report focuses on casualties of injury road traffic collisions, providing details of the types of casualties and the most at risk groups. The report then presents details of injury road traffic collisions including the main causes of collisions, who is responsible for different types of collisions and how factors such as the age of driver can have an impact on road collisions. The report closes with a brief conclusion. Definitions used in the report together with detailed tables are included in annexes to the report.

3.0 Casualties

- There were 67,411 casualties from road traffic collisions in the period 1997-2001, an average of 13,482 per year. 764 people died as a result of road collisions, 8,063 sustained serious injuries and 58,584 had slight injuries.
- The average casualty rate per annum per 100,000 population was 798.0 based on the mid-year population estimates for the five year period.

3.1 Types of casualties

- The majority of the 67,411 casualties were drivers (44%) and passengers (31%) of motor cars. Pedestrians accounted for 8% of the total figure (Figure 1). 38% of fatalities were drivers of motor cars, 24% were pedestrians and 23% were passengers of motor cars (Figure 2).
- Motor cyclists and pedestrians were disproportionately vulnerable as casualties. Almost a third of motor cyclist casualties (33%) and 28% of pedestrian casualties were killed or seriously injured. This compares to figures of 11% for both drivers and passengers of motor cars.

Figure 1 Casualties by road user class

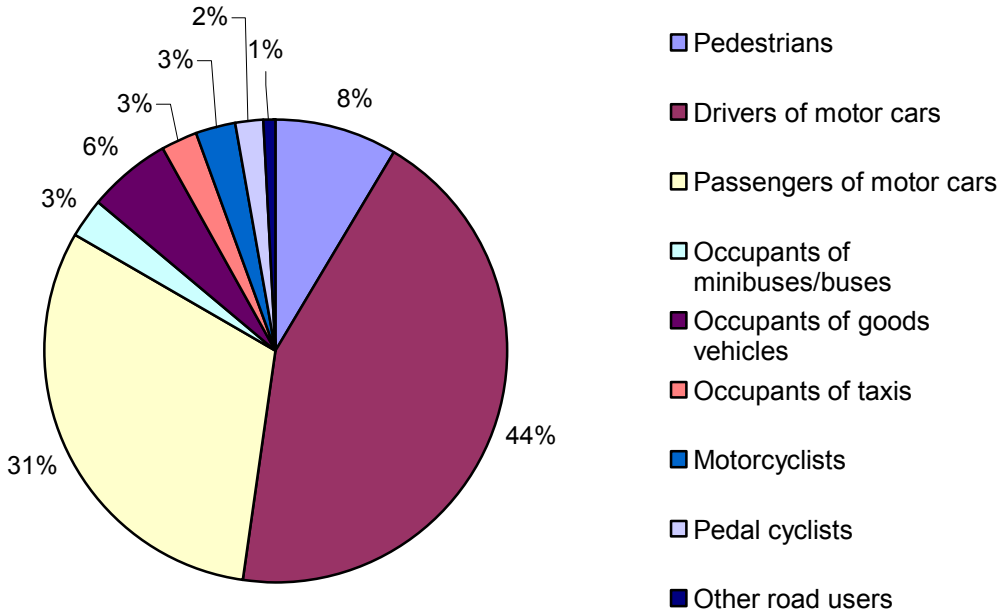
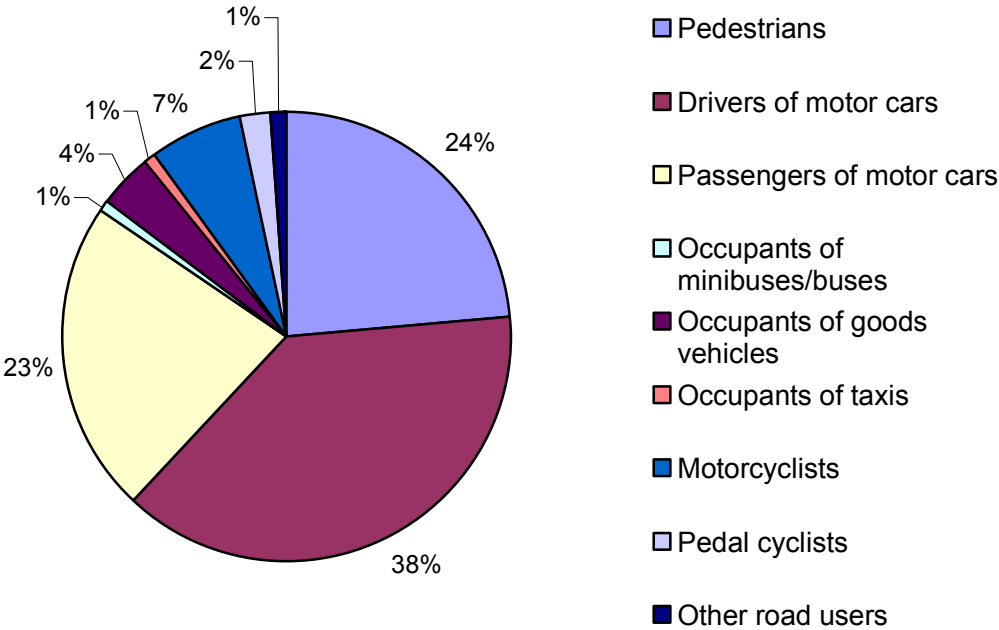


Figure 2 Fatalities by road user class



3.1.1 Drivers of motor cars

- This group represents the single largest group of casualties. Of the 29,483 casualties in this group 1% were killed, 10% seriously injured and 89% slightly injured.

3.1.2 Passengers of motor cars

- Passengers were the second largest group of casualties. Of the 20,896 car passengers to become casualties 1% were killed, 10% were seriously injured and 89% sustained slight injuries.

3.1.3 Pedestrians

- 5,716 pedestrians became casualties in the period 1997-2001. Three per cent were killed, a quarter had serious injuries and almost three quarters (72%) were slightly injured.

3.1.4 Occupants of goods vehicles

- A total of 3,814 people who were occupants of goods vehicles became casualties. One percent were killed, 11% were seriously injured and 88% were slightly injured.

3.1.5 Occupants of buses/minibuses

- Almost 2,000 (1,993) occupants of buses/minibuses became casualties between 1997-2001. Less than one percent of these were killed, 4% were seriously injured and 95% were slightly injured.

3.1.6 Occupants of taxis

- Of the 1,745 casualties in this group less than 1% were killed, 5% were seriously injured and 94% sustained slight injuries.

3.1.7 Motor cyclists

- 1,815 motorcyclists became casualties between 1997 and 2001. 3% were killed, 30% were seriously injured and over two-thirds (67%) were slightly injured.

3.1.8 Pedal cyclists

- A total of 1,411 pedal cyclists were casualties in road traffic injury collisions between 1997 and 2001. Just over four fifths (81%) were slightly injured, 18% were seriously injured and 1% were killed.

3.1.9 Other road users

- This category includes occupants of tractors, motor caravans, ambulances, fire engines and invalid carriages, horse riders and passengers of pedal and motor cyclists. There were 538 casualties in this group, four fifths of whom sustained slight injuries, 19% had serious injuries and 1% were killed.

3.2 Child casualties

- A total of 8,766 children were killed or injured in injury road traffic collisions between 1997 and 2001. This represents 13% of the total casualties on our roads.
- Overall 86% of child casualties were slightly injured, 13% were seriously injured and 1% were killed.
- Over half (53%) of child casualties were passengers in motor cars and a further 29% were pedestrians (Figure 3). However, 54% of child fatalities were pedestrians and 31% were passengers in motor cars (Figure 4).
- Child pedestrian casualties were most at risk of being killed. 1 in 64 child pedestrian casualties were killed compared with 1 in 210 child casualties who were passengers of cars and 1 in 122 overall.
- 80% (7,010) of the 8,766 children who were killed or injured were school pupils. 22% (1,516) of these children were on a journey to or from school when the collision took place.
- Of the school pupils on a journey to or from school 35% were pedestrians, 32% were passengers in cars and 27% were occupants of minibuses/buses.

Figure 3 Child casualties

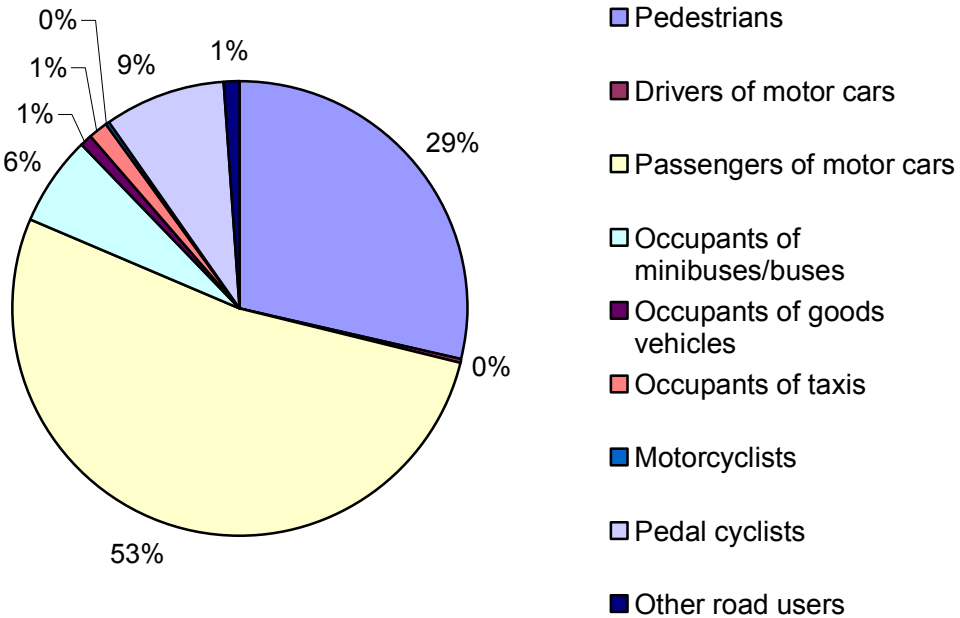
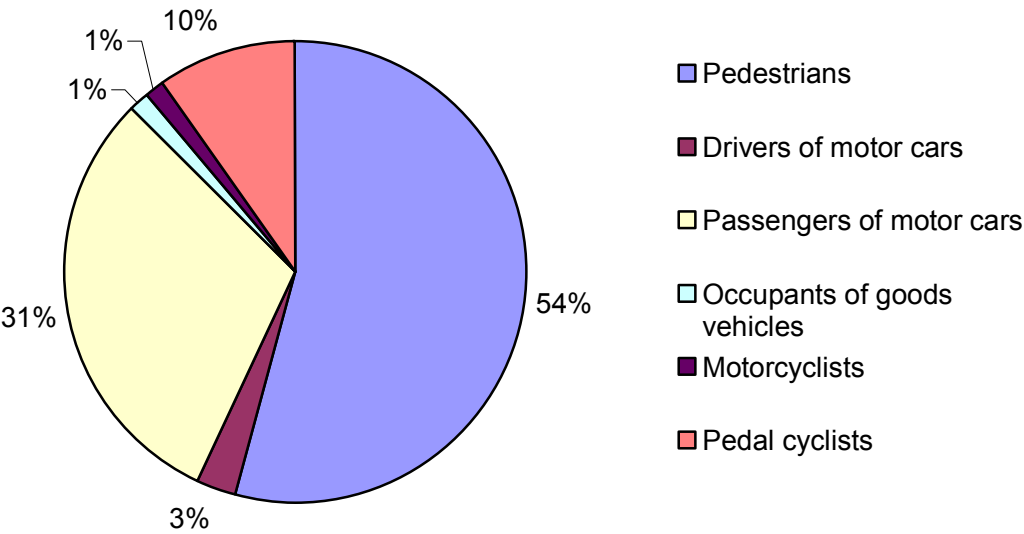


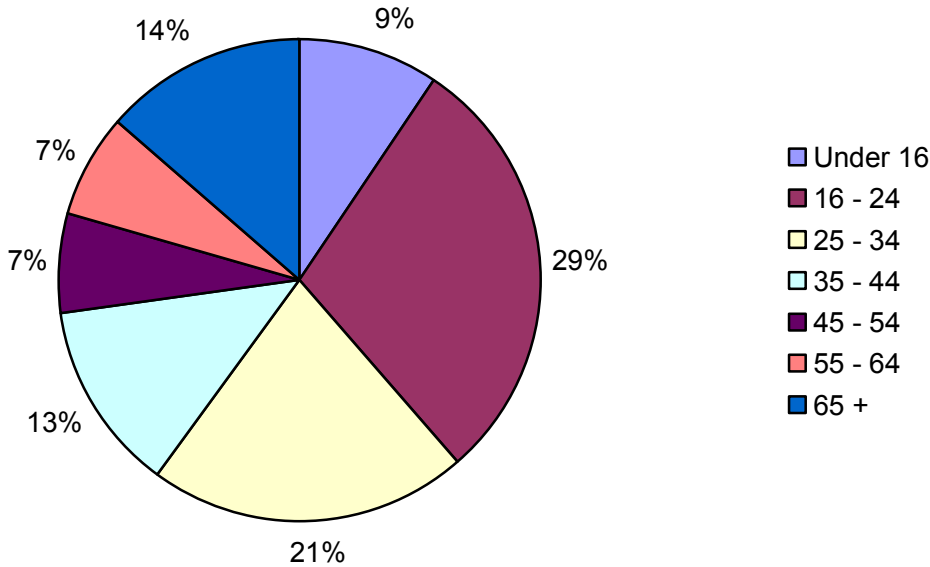
Figure 4 Child fatalities



3.3 What age groups are most at risk?

- The majority of those killed and injured on our roads were young people. 63% of all casualties and 60% of fatalities were less than 35 years (Figure 5).
- The 16–24 year old age group was the biggest single group of fatalities (29%), while those who were 65 or more accounted for a sizeable 14%.

Figure 5 Fatalities by age group



3.3.1 Drivers of motor cars

- Most of the drivers of motor cars who became casualties in road traffic collisions were young people. Almost one third (30%) of driver casualties were aged 25-34, almost a quarter (24%) aged 16-24 and a further 22% were aged 35-44.
- 16-24 year olds accounted for 32% of fatalities and 25-34 year olds for 31% of fatalities among drivers. People aged 65 or more accounted for 9% of fatalities.

3.3.2 Passengers of motor cars

- Younger passengers were particularly at risk in road traffic collisions. Of the total 20,896 passenger casualties over half (54%) were aged under 25.
- Nearly half (46%) of all passengers killed were aged 16-24, while 13% were under 16. Fifteen percent were aged 65+. Together these three groups accounted for almost three-quarters of all car passenger fatalities.

3.3.3 Pedestrians

- Of the total 5,716 pedestrian casualties 44% were aged less than 16 years.
- Among pedestrians, young people aged less than 16 years and people aged 65 or more were most at risk of being fatally injured, accounting for 22% and 26% of pedestrian fatalities respectively.

3.4 Who is most at risk – men or women?

- Men were much more likely than women to become casualties or to be fatally injured. 57% of all casualties and 76% of all fatalities were male. The predominance of males among the fatally injured occurred across all age groups, but was particularly evident in the younger age bands (Figure 6).

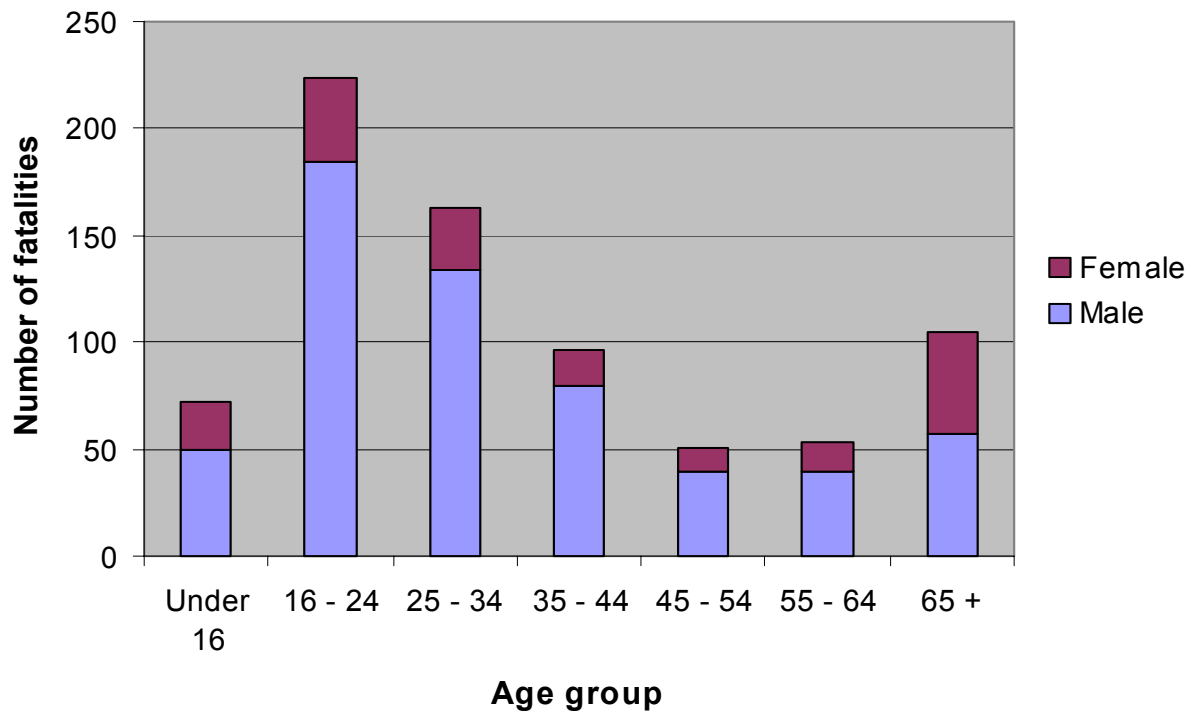
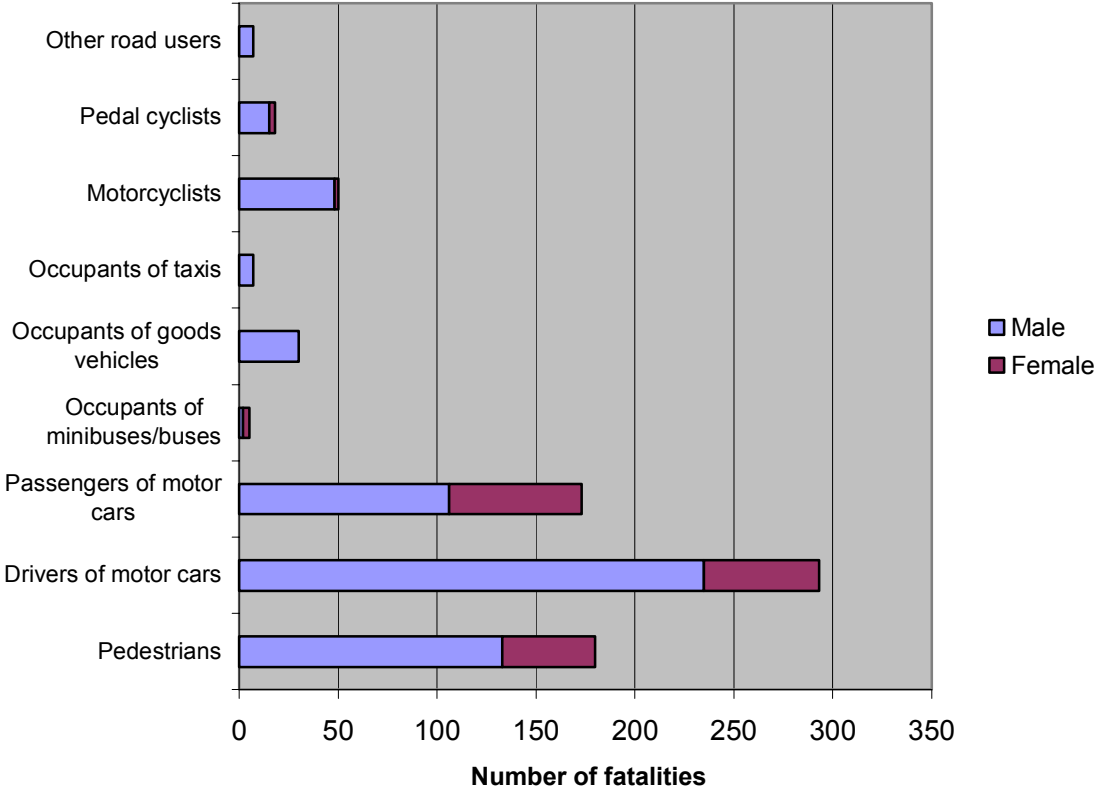


Figure 6 Road collision fatalities by age and sex

- Male casualties outnumbered female casualties in every road user class with the exception of 'passengers of motor cars', where women accounted for 56% of the total.
- The predominance of males among those killed was especially marked among motor cyclists (96% of fatalities were male), pedal cyclists (83% of fatalities were male), drivers of motor cars (80% of fatalities were male) and pedestrians (74% of fatalities were male) (Figure 7).

Figure 7 Road collision fatalities by sex and road user



- Young men were particularly vulnerable on the roads. Almost two-thirds (66%) of deaths among male car drivers occurred among men aged less than 35 years. Of the 235 fatally injured male car drivers 34% were aged 16-24 and a further 31% were aged 25-34. Similarly with male passengers of motor cars, where 80% of fatalities were aged less than 35 years old and motor cyclists, where 67% were less than 35 years.

3.5 When are road users most at risk? - Variation by road user group

- On a daily basis the majority of casualties (67%) occurred between 8am and 7pm when traffic density is high. 78% of all child casualties and 65% of adult casualties occurred between 8am and 7pm.
- 58% of fatally and seriously injured casualties occurred between 8am and 7pm compared to 68% of slightly injured casualties. By contrast fatal and serious casualties were more likely to occur from 7pm through to 8am. Over two fifths (42%) occurred at these times compared to 32% of slight casualties.
- The peak times for casualties were 5pm - 6pm (5,763 casualties), 4pm - 5pm (5212 casualties) and 3pm - 4pm (4946 casualties). There was some variation in the peaks by type of road user as outlined below (3.5.1-3.5.5).

3.5.1 Adult pedestrians

- The majority of adult pedestrian casualties (63%) resulted from collisions that occurred between 11am and 11pm. The peak times for casualties were 4pm - 5pm (228 casualties), 3pm - 4pm (190 casualties), 5pm - 6pm (221 casualties) and 1am - 2am (213 casualties).
- There was some seasonal variation, with most adult pedestrian casualties occurring in autumn and winter. 29% were recorded in the months December to February and 27% between September and November, compared with 20% between June and August and 24% between March and May.

3.5.2 Child pedestrians

- Child pedestrian casualties were most likely to occur between 2pm and 8pm. 66% of all child casualties occurred at this time. The peak times were 3pm - 4pm (385 casualties), 4pm - 5pm (315 casualties) and 5pm - 6pm (277 casualties). During the morning a further peak occurred between 8 and 9 o'clock (167 casualties), coinciding with journeys to school. This latter peak was less marked between June and August during school holidays.
- Most child pedestrian casualties were recorded in the months March to May (28%) and September to November (28%), coinciding with the time when children were most likely to walk to school.

3.5.3 Adult pedal cyclists

- The peak periods for adult pedal cyclist casualties were 8am - 9am (54 casualties), 4pm - 5pm (53 casualties), 5pm - 6pm (53 casualties) and 6pm - 7pm (54 casualties).
- Most adult pedal cyclist casualties were recorded in the summer months from June to August (29%) and least casualties were recorded in the months December to February (21%), which may be a reflection of the number of pedal cyclists using the roads.

3.5.4 Child pedal cyclists

- 54% of all pedal cyclist casualties were children (under 16 years). The peak times for casualties were 5pm - 6pm (122 casualties) followed by 6pm - 7pm (91 casualties) and 7pm - 8pm (96 casualties). The largest proportion of child pedal cyclist casualties was recorded between June and August (41%), coinciding with school holidays. The smallest proportion of child pedal cyclist casualties occurred in the months December to February (12%).

3.5.5 Car occupants

- Most of the casualties (54%) resulted from collisions that occurred between midday and 8pm. The peak periods for casualties included 5pm - 6pm (4,312 casualties), 6pm - 7pm (3,400 casualties), 8am - 9am (3,102 casualties) and 7 - 8pm (3,085 casualties). The morning peak between 8am and 9am was much less evident in the summer months between June and August.
- The majority of car occupant casualties were recorded in the autumn and winter months with 27% in the period September to November and 26% in the months December to February.

3.6 When are road users most at risk? - Variation by cause of collision

3.6.1 Casualties of excessive speed collisions which were attributable to drivers of motor vehicles

- Approximately two thirds (67%) of casualties of excessive speed collisions occurred between Monday and Friday. On these days a morning peak in casualties was observed from 8am - 9am. A further peak occurred between 5pm - 6pm from Monday to Thursday and from 3pm - 4pm on Friday.
- A different pattern was evident on Saturday and Sunday. On Sunday there were two peaks in casualties – one between 2am and 3am and a second peak at 5pm - 6pm. On Saturdays casualties were concentrated in the period from midday through to 11pm. 60% of casualties occurring on Saturdays were at this time.
- Over half of excessive speed collision fatalities (52%) resulted from collisions occurring at the weekend i.e. Saturday and Sunday. A large proportion of these weekend fatalities (36%) occurred between 11pm through to 4am. The comparable figure for Monday to Friday was 19%.

3.6.2 Casualties of careless driving collisions which were attributable to drivers of motor vehicles

- Almost three-quarters (74%) of casualties of careless driving collisions resulted from collisions occurring between Monday and Friday. As with speed related collisions 8am - 9am was a peak time for casualties of careless driving collisions from Monday to Friday. Similarly an afternoon peak occurred between 5pm and 6pm Monday to Thursday and from 4pm to 5pm on Friday.
- On Saturday and Sunday the peak time for casualties resulting from careless driving collisions was in the afternoon, from 1pm to 2pm on Saturday and from 3pm to 4pm on Sunday.
- 73% of fatalities resulting from collisions attributed to careless driving happened between Monday and Friday. The peak times were 7am - 8am, 11am –12pm and the period from 3pm through to 8pm. On Saturday the peak in fatalities was from 6pm to 7pm and on Sunday from 5pm to 6pm.

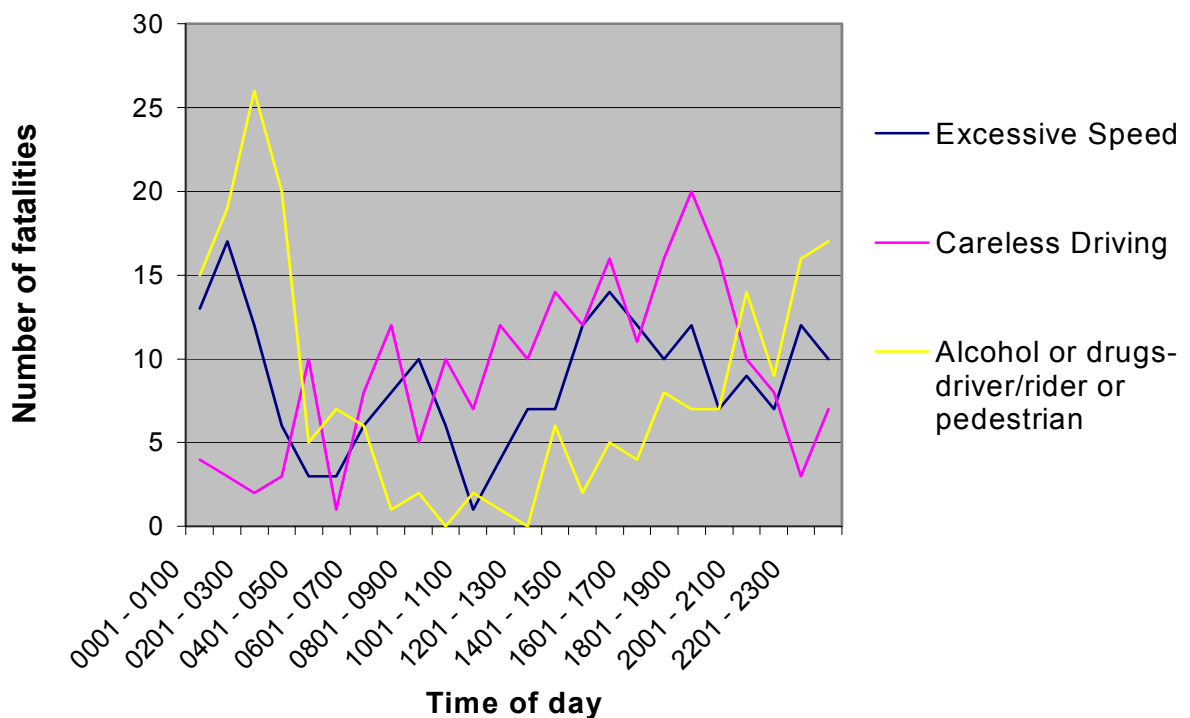
3.6.3 Casualties of alcohol & drugs related collisions which were attributable to drivers of motor vehicles

- Over half (53%) of casualties resulting from driver alcohol and drugs attributed collisions occurred at the weekend. The peak in casualties on Saturday and Sunday was between 1am and 3am. A quarter of all weekend casualties from driver alcohol and drugs related collisions occurred between these times.
- From Monday to Friday most casualties resulting from collisions caused by driver alcohol and drugs, occurred during the period extending from 5pm through to 3am. Over two thirds of all casualties (69%) occurred in this nine hour period from Monday to Friday.
- 63% of fatalities resulting from driver alcohol and drugs attributed collisions occurred at weekends. Fatalities were concentrated in the early morning with a peak from 1am - 2am on Saturday and a peak between 2am – 4am on Sunday. From Monday to Friday peaks occurred at 10pm - 11pm and 12am - 1am.

3.6.4 Casualties of pedestrian alcohol & drugs related collisions

- 51% of casualties resulting from pedestrian alcohol and drugs attributed collisions occurred at the weekend. The two hours between 1am and 3am were peak times for casualties on Saturday and Sunday. A further peak occurred on Saturday from 10pm to 11pm.
- From Monday to Thursday the peak time for casualties of pedestrian alcohol and drugs related collisions was from 9pm through to midnight. On Friday peaks occurred from 8pm to 10pm and again from 11pm to 1am.
- 56% of fatalities resulting from pedestrian alcohol and drugs attributed collisions occurred at weekends. 85% of these fatalities occurred between 10pm and 4am.

Figure 8 Occurrence of fatalities throughout the day



3.7 Does wearing a seatbelt make a difference?

- Although it is now compulsory to wear a seatbelt in both the front and rear of a car a minority of car occupants fail to do so. Results from the April 2002 Northern Ireland Seatbelt Survey carried out by the Department of the Environment showed an overall seatbelt wearing rate of 88%. The rate for drivers was 90%, for front seat passengers it was 89% and for back seat passengers it was 72%.
- Statistics show that there was a total of 54,827 casualties among occupants of motor cars, motor cars used as taxis and light goods vehicles in Northern Ireland from 1997 to 2001. These are

vehicles in which seatbelts are normally worn. Of these casualties, 43,274 (79%) were known to be wearing seatbelts, 5,052 (9%) were known not to be wearing a seatbelt and for 6,501 (12%) of casualties it was not known whether or not a seatbelt was in use.

3.7.1 Drivers of motor cars, cars used as taxis and goods vehicles

- There were 31,634 casualties in this category in Northern Ireland from 1997 to 2001. Of these, 83% were known to be wearing a seatbelt, 6% were not wearing a seatbelt and for 11% of casualties it was not known whether or not a seatbelt was in use at the time of the collision.
- The figures suggest that wearing a seatbelt reduces the likelihood of a driver casualty being killed or seriously injured. 9% of driver casualties who were wearing a seatbelt were killed or seriously injured compared with 21% of driver casualties who were not wearing a seatbelt. 24% of casualties for whom seatbelt usage is unknown sustained fatal or serious injuries (Figure 9).

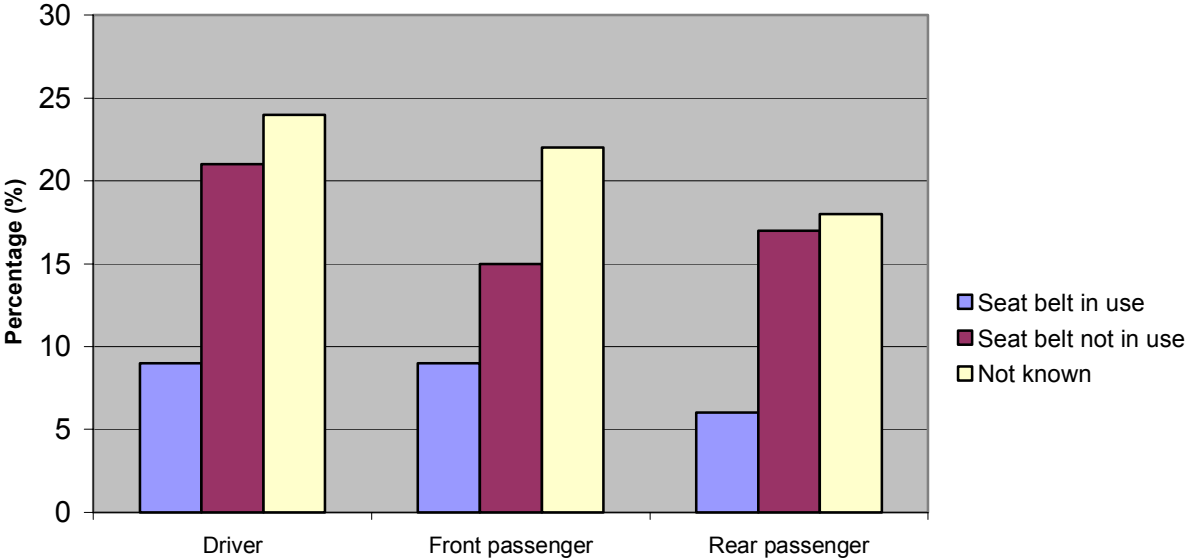
3.7.2 Front passengers of motor cars, cars used as taxis and goods vehicles

- There were 13,815 casualties in this category in Northern Ireland from 1997-2001. Of these, 79% were known to be wearing a seatbelt, 9% were not wearing a seatbelt and for 11% of casualties it was not known whether a seatbelt was in use at the time of the collision.
- As with drivers, the figures suggest that wearing a seatbelt reduces the likelihood of front seat passenger casualties being killed or seriously injured. 9% of front seat passenger casualties who were wearing a seatbelt were killed or seriously injured compared with 15% of those who were not wearing a seatbelt. 22% of casualties for whom seatbelt usage is unknown sustained fatal or serious injuries (Figure 9).

3.7.3 Rear passengers of motor cars, cars used as taxis and goods vehicles

- There were 9,378 casualties in this category in Northern Ireland from 1997-2001. Of these, 63% were known to be wearing a seatbelt, 20% were known not to be wearing a seatbelt and in 16% of cases it was not known whether a seatbelt was in use.
- The figures show that those rear seat passenger casualties who were not wearing a seatbelt were more likely to be killed or seriously injured than those who were wearing a seatbelt. Of the rear seat passenger casualties who were wearing a seatbelt, 6% were killed or seriously injured compared with 17% of those who were not wearing a seatbelt. 18% of casualties for whom seatbelt usage is unknown sustained fatal or serious injuries (Figure 9).

Figure 9 Car and LGV casualties killed or seriously injured, by seat belt usage



3.7.4 Child casualties and seatbelt wearing

- 82% of child casualties who were car and LGV occupants in the period 1997-2001 were wearing a seatbelt, 9% were not wearing a seatbelt and for a further 9% of child casualties it is not known whether a seatbelt was in use at the time of the collision. Among front seat passenger casualties 5% were not wearing a seatbelt, compared to 10% of child casualties who were rear seat passengers.

3.8 Variation in casualties by road type

- Roads in built-up areas, 'urban roads', are regarded as those with a speed limit of 40mph or less. Roads in 'other areas' are those with a speed limit of over 40mph and up to a maximum of 70mph and include, for example, motorways and most rural roads (referred to in the text as 'rural roads'). Fatal collisions are more likely to occur on the faster (mainly rural) roads.
- Of the total 67,411 road traffic collisions casualties, 57% resulted from collisions on urban roads and 43% from collisions on rural roads.
- While rural roads were less likely to have casualties, they had more fatalities than urban roads. Of the total fatalities 26% were on urban roads and 74% were on rural roads.
- Similarly, there were more serious injuries on rural roads. 57% of serious injuries occurred on rural roads compared to 43% on urban roads.
- Of those killed or injured on urban roads, 40% were drivers of motor cars, 29% were passengers of motor cars and 13% were pedestrians. On rural roads, 49% of those killed or injured were drivers of motor cars, 34% were passengers of motor cars and 2% were pedestrians.

4.0 Collisions

- There were 38,076 injury road traffic collisions recorded in the period 1997 to 2001, an average of 7,615 per year.
- Fatal collisions accounted for 2% of all injury collisions, serious collisions for 15% of total collisions while slight collisions accounted for the remaining 83% of collisions.

4.1 Where do road collisions happen?

4.1.1 Urban and rural roads

- Of the 38,076 injury road traffic collisions between 1997 and 2001, 61% occurred on urban roads and 39% on rural roads. In contrast, 28% of fatal collisions occurred on urban roads and 72% on rural roads (Figures 10 and 11).

Figure 10 Road collisions by road type

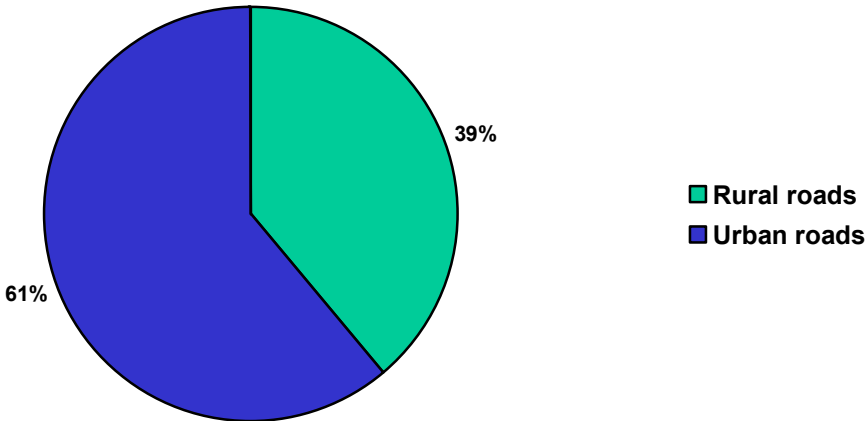
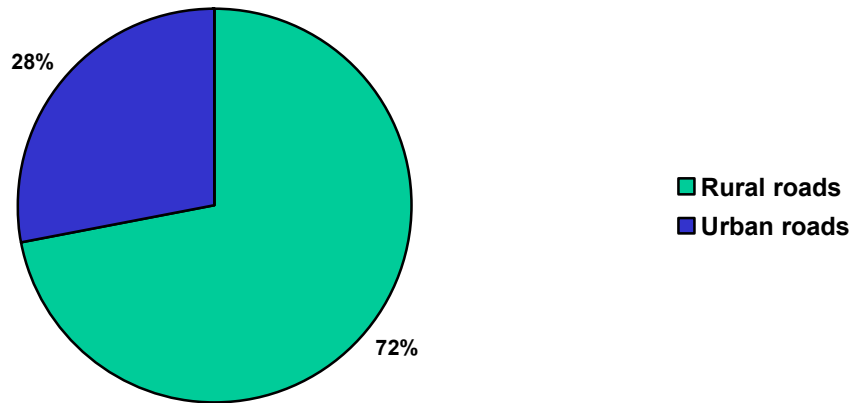


Figure 11 Fatal road collisions by road type



4.1.2 Junction type

- The majority (62%) of road traffic collisions during the period, occurred at or within 20m of a junction. Of these collisions 53% occurred at T-junctions, 12% at crossroads and 11% at private drives or entrances.
- 73% of collisions in urban areas and 44% of those in rural areas occurred at junctions. Table 1 shows the types of junctions at which collisions took place.

Table 1: Road collisions on rural and urban roads : % by junction type

% Road Traffic Collisions at Junctions		
Junction Type	Rural roads	Urban roads
T junction	42	57
Crossroads	13	11
Roundabout	8	11
Private drive/entrance	20	8
Staggered junction	8	4
Multiple junction	1	4
All other junctions	9	6

- In urban areas 62% of fatal collisions at junctions occurred at T-junctions, 10% at crossroads and 5% at private drives/entrances. In rural areas 49% of fatal collisions at junctions occurred at T-junctions, 14% at private drives and 13% at crossroads.

4.2 Weather & light conditions

- Of the 38,076 injury road traffic collisions recorded between 1997 and 2001, 70% occurred during daylight hours and 30% occurred when dark. A similar pattern occurred in both 'urban' and 'rural' areas.
- During both daylight and darkness the majority of road collisions occurred when weather conditions were fine (74% of daylight injury collisions occurred in fine weather; as did 65% of night time injury collisions). 29% of night time injury collisions occurred in rainy conditions compared with 21% of daylight collisions.

4.3 What causes road collisions?

- The three most common principal factors in injury road traffic collisions were due to the behaviour of driver/riders (Table 2). These were:-
 - 'inattention or attention diverted', which accounted for 8,454 collisions and 14,922 casualties;
 - 'emerging from a minor road/driveway without care' which accounted for 4,974 collisions and 9,069 casualties;
 - 'excessive speed having regard to conditions' which accounted for 4,965 collisions and 9,880 casualties;

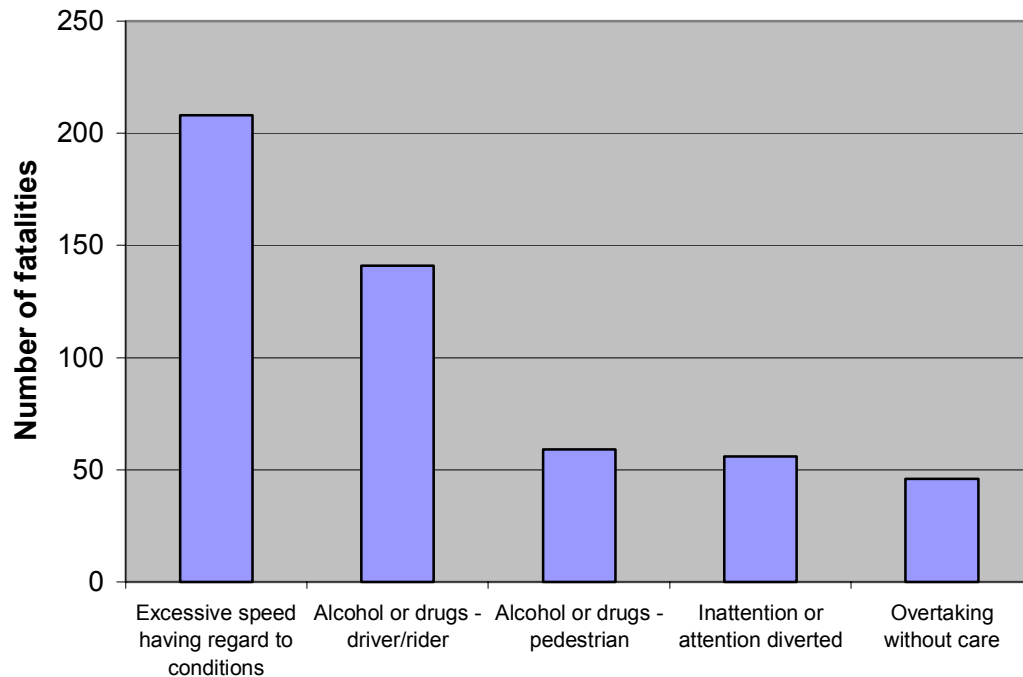
Table 2 Most common principal factors in road collisions

Principal Factor	Number of Injury Road Traffic Collisions
Inattention or attention diverted (driver/rider)	8,454
Emerging from minor road/driveway without care (driver/rider)	4,974
Excessive speed having regard to conditions (driver/rider)	4,965
Turning right without care (driver/rider)	2,043
Alcohol or drugs (driver/rider)	2,009
Overtaking without care (driver/rider)	1,755
Pedestrian heedless of traffic (pedestrian)	1,624
Driving too close (driver/rider)	1,277
Disobeying traffic sign/signal (driver/rider)	1,053
Walk/run movement masked (pedestrian)	921

4.4 What causes road deaths?

- Excessive speed and driver/rider alcohol or drugs were the 2 main causes of road traffic collision fatalities between 1997 and 2001. Of the 764 fatalities in the period, 27% were due to excessive speed and 18% due to driver/rider consumption of alcohol or drugs. Consumption of alcohol or drugs by the pedestrian was responsible for 8%, and inattention on the part of the driver was responsible for a further 7% of deaths on the roads in the period 1997-2001 (Figure 12).

Figure 12 Top five causes of road deaths



4.5 Who is responsible for road collisions?

- Injury collisions that were mainly attributable to drivers/riders, accounted for 84% of all injury collisions and 75% of all fatal and serious collisions. A further 10% of injury collisions and 18% of fatal and serious collisions were due to pedestrians.

4.5.1 Driver/riders of motor vehicles, non motor vehicles, pedal cycles and horses

- The top three factors in collisions that were mainly due to driver/riders were 'inattention or attention diverted', 'emerging from a minor road/driveway without care' and 'excessive speed having regard to conditions'. Together these 3 factors accounted for 58% of all collisions for which driver/riders were responsible.
- 'Inattention or attention diverted' was the primary factor in 8,454 (26%) of the collisions for which driver/riders were primarily responsible. This factor resulted in 56 deaths, 812 serious injuries and 14,054 slight injuries.
- 'Emerging from a minor road/driveway without care' was the principal factor in 4,974 (16%) of the collisions for which driver/riders were responsible. A total of 41 people were killed, 854 seriously injured and 8,174 slightly injured due to collisions caused by drivers/riders emerging from minor roads without care.
- Excessive speed was the principal factor in 4,965 (16%) of the collisions primarily attributable to driver/riders. A total of 208 people were killed and a further 9,672 injured due to this factor, 1,722 of whom were seriously injured.

- Driver/rider alcohol or drugs continues to be a major cause of road traffic collisions. In the period 1997 to 2001, 2,009 collisions, resulting in 141 deaths were due to alcohol or drugs consumption by driver/riders.

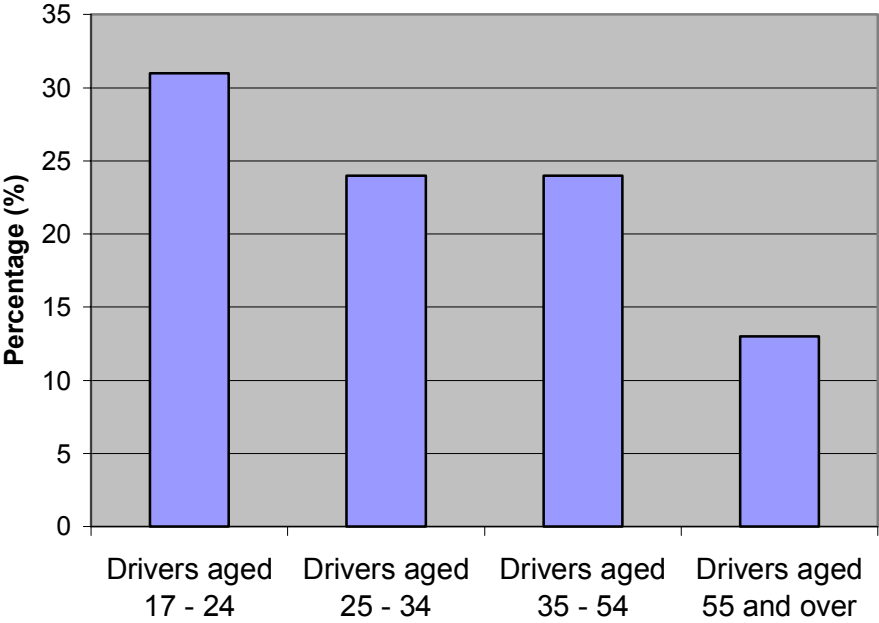
4.5.2 Pedestrians

- The top three factors in collisions which were mainly due to pedestrians were 'pedestrian heedless of traffic', 'walk/run movement masked' and 'pedestrian alcohol or drugs'. Together these three factors accounted for 79% of collisions for which pedestrians were responsible.
- 'Pedestrian heedless of traffic' was the primary factor in 1,624 collisions for which pedestrians were primarily responsible. These collisions resulted in 43 deaths, 458 serious injuries and 1,299 slight injuries.
- 'Walk/run movement masked' was the primary factor in 921 collisions for which pedestrians were primarily responsible. These collisions resulted in 17 deaths, 239 serious injuries and 731 slight injuries.
- 'Pedestrian alcohol or drugs' was the primary factor in 559 collisions for which pedestrians were responsible. These collisions resulted in 59 deaths, 176 serious injuries and 410 slight injuries.

4.6 Road collisions attributable to drivers of motor vehicles, (excluding motor cycles)

- Young drivers were responsible for a large proportion of the fatal and serious collisions attributable to drivers of motor vehicles (other than motorcycles). Drivers aged 17-24 were responsible for 31% of fatal and serious collisions, drivers aged 25-34 for 24% and those aged 35-54 for a further 24% of fatal and serious collisions. In 13% of cases the driver was 55 or more. In the remaining 8% of cases the driver was aged less than 17 or was of unknown age (Figure 13).

Figure 13 Fatal and serious road collisions attributable to drivers of motor vehicles (except motorcycles), by driver age



4.6.1 Road collisions attributable to drivers aged 17-24 years

- Collisions attributable to drivers aged 17–24 years were most likely to be caused by excessive speed. 41% of the fatal and serious collisions for which young drivers were responsible were due to excessive speed. These resulted in 125 fatalities. A further 14% of the fatal and serious collisions for which young drivers were responsible were due to consumption of alcohol or drugs by the driver/rider. These were responsible for 47 deaths.

4.6.2 Road collisions attributable to drivers aged 25-34 years

- Fatal and serious collisions attributable to drivers aged 25-34 were also most likely to be caused by excessive speed. 28% of the fatal and serious collisions for which drivers aged 25-34 were responsible were due to excessive speed. These accounted for 42 deaths. A further 16% of the fatal and serious collisions for which drivers aged 25-34 were responsible were due to consumption of alcohol or drugs by the drivers. These collisions resulted in 46 deaths.

4.6.3 Road collisions attributable to drivers aged 35-54 years

- Fatal and serious collisions attributable to drivers aged 35-54 were most likely to be caused by excessive speed (accounting for 19% of these collisions), followed by emerging from a minor road/driveway without care (accounting for 17% of these collisions).

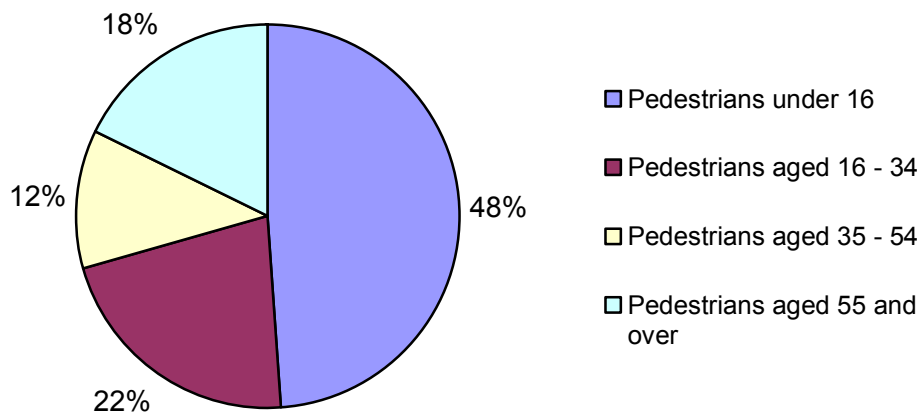
4.6.4 Road collisions attributable to drivers aged 55+

- Emerging from minor roads/driveways or inattention caused most fatal and serious collisions for which older drivers over 55 years were responsible. These two factors together accounted for 46% of all fatal and serious collisions for which older drivers were responsible.

4.7 Road collisions attributable to pedestrians

- 10% of all injury road traffic collisions were due to pedestrians who were themselves injured.
- Most (56%) of these 3,846 collisions were caused by pedestrians aged under 16. Similarly almost half (49%) of the fatal and serious collisions attributable to pedestrians were due to child pedestrians (Figure 14).

Figure 14 Fatal and serious road traffic collisions attributable to pedestrians, by pedestrian age



4.7.1 Road collisions attributable to child pedestrians

- In fatal and serious collisions attributable to child pedestrians 40% were caused by 'pedestrians heedless of traffic when crossing carriageway' and a further 29% by 'walk/run movement masked'. These resulted in 23 deaths.

4.7.2 Road collisions attributable to pedestrians aged 16-54 years

- A different factor emerges as the main cause of fatal and serious collisions due to older pedestrians. Almost half (46%) of those attributable to pedestrians aged 16-34 were due to pedestrian alcohol or drugs, causing 30 deaths. Similarly, of fatal and serious collisions attributable to pedestrians aged 35-54, 52% were due to pedestrian alcohol or drugs, causing 19 deaths.

4.7.3 Road collisions attributable to pedestrians aged 55+

- Fatal and serious collisions attributable to older pedestrians were due mainly to pedestrians being 'heedless of traffic when crossing carriageway' which accounted for 56% of the fatal and serious collisions attributable to pedestrians aged over 55, and 23 deaths.

4.8 Road collisions attributable to pedal cyclists

- Pedal cyclists were responsible for 841 injury road traffic collisions of which 170 (20%) were fatal or serious collisions.

4.8.1 Road collisions attributable to pedal cyclists aged less than 16 years

- Of the 170 fatal and serious collisions for which pedal cyclists were responsible, 74% were attributed to riders less than 16 years. These accounted for 73% of the casualties who were killed or seriously injured.
- In 36% of fatal and serious collisions attributable to riders under 16 the primary factor was 'emerging from a minor road/driveway without care' and in a further 27% of cases the primary factor was 'inattention or attention diverted'.

4.8.2 Road collisions attributable to pedal cyclists aged 16+ years

- Adult pedal cyclists were responsible for 42 fatal and serious collisions. 17% of these were due to inattention, 14% were due to excessive speed and 12% were caused by overtaking without care.

4.9 Road collisions attributable to motorcyclists

- Motorcyclists were responsible for 772 injury road traffic collisions between 1997 and 2001 of which 317 (41%) were fatal or serious collisions.
- Motorcyclists from the age groups 16-24 accounted for 36%, and those aged 25-34 for 34% of fatal and serious collisions. Those aged 35-54 accounted for a further 21% of fatal and serious collisions. Of the remaining collisions, 4% were due to riders aged 55 or more and 5% were due to drivers of unknown age or aged under 16

4.9.1 Road collisions attributable to motor cyclists aged 16-24 years

- 'Excessive speed having regard to conditions' was the most common principal factor in collisions attributable to 16-24 year old motorcyclists, accounting for 25% of fatal and serious collisions. 'Overtaking without care' was the second most common factor responsible for road collisions attributable to motor cyclists aged 16-24, accounting for 18% of fatal and serious collisions. 'Inattention or attention diverted' accounted for 15% of fatal and serious collisions.

4.9.2 Road collisions attributable to motor cyclists aged 25-34

- In collisions attributable to riders aged 25-34 the most common principal factor was 'overtaking without care' which was responsible for 35% of fatal and serious collisions. Excessive speed was responsible for 28% of fatal and serious collisions in this age group.

4.9.3 Road collisions attributable to motor cyclists aged 35-54 years

- 'Overtaking without care' was the most common principal factor in collisions attributable to 35-54 year old motor cyclists, accounting for 33% of fatal and serious collisions. 'Excessive speed' was the second most common factor responsible for road collisions attributable to motor cyclists aged 35-54, accounting for 27% of fatal and serious collisions. 'Inattention or attention diverted' accounted for 12% of fatal and serious collisions.

4.10 Excessive speed collisions – who is responsible and who are the casualties?

- There were 208 fatalities resulting from excessive speed collisions attributable to drivers of motor vehicles in the period 1997-2001.

4.10.1 Male driver/rider responsible

- 87% of the fatalities caused by excessive speed, resulted from collisions where a male driver/rider was responsible. 88% of the fatalities were occupants of motor vehicles and 7% were motorcyclists.
- 17-24 year old male drivers were responsible for 66% of deaths resulting from excessive speed collisions attributable to male driver/riders. 25-34 year olds were responsible for a further 23% of fatalities.

4.10.2 Female driver/rider responsible

- In the period 1997-2001 female driver/riders were responsible for 12% of the 208 fatalities resulting from excessive speed collisions. 96% of the fatalities caused by female driver/riders were occupants of motor vehicles.
- The largest proportion of fatalities, (52%), resulting from collisions attributable to excessive speed on the part of female drivers/riders, were caused by 17-24 year old women.

4.11 Careless driving collisions – who is responsible and who are the casualties?

- A total of 220 fatalities were due to careless driving by drivers of motor vehicles between 1997 and 2001.

4.11.1 Male driver/rider responsible

- Most of the fatalities resulting from collisions attributable to careless driving were caused by male drivers/riders (75%). Of these fatalities 77% were occupants of motor vehicles and 12% were motor cyclists.
- While excessive speed collision fatalities attributed to male driver/rider were more likely to be caused by 17-24 year olds, the proportion of fatalities attributable to careless driving by male drivers/riders was more evenly spread over the age groups. 17-24 year olds were responsible for 29%, those aged 25-34 for 27%, those aged 55+ were responsible for 23% and 35-54 year olds for 21% of deaths resulting from careless driving collisions, attributable to male drivers/riders.

4.11.2 Female driver/rider responsible

- There were substantially fewer fatalities (or casualties) resulting from careless driving collisions caused by female driver/riders. Overall they accounted for 23% of all fatalities resulting from careless driving. Over three quarters (76%) of fatalities caused by female driver/riders who were driving carelessly, were occupants of motor vehicles.
- 25-34 year old female driver/riders were responsible for 26% of fatalities due to careless driving by female drivers, those aged 35-54 for 32%, those aged 55+ for 20% and those aged 17-24 years for 22% of fatalities.

4.12 Collisions caused by driver/rider alcohol or drugs –who is responsible and who are the casualties?

- A total of 140 fatalities were due to consumption of alcohol or drugs by drivers/riders of motor vehicles between 1997 and 2001. Almost all (85%) of the fatalities were occupants of motor vehicles.

4.12.1 Male driver/rider responsible

- The majority of fatalities resulting from collisions attributable to driver/rider alcohol or drugs were caused by male driver/rider (93%).
- For collisions attributable to male driver/riders the greatest proportion of fatalities (36%) resulted from collisions attributable to males aged 17-24. The number of fatalities decreased thereafter as the age of the driver increased, to 2% attributable to males aged 55+.

4.12.2 Female driver/rider responsible

- 7% of fatalities resulting from collisions attributable to driver/rider alcohol or drugs were attributable to women

4.13 Single Vehicle Collisions

- Single vehicle collisions are those involving only one vehicle of any type, with no other vehicle or pedestrian involved. Between 1997 and 2001 there were 4,005 single vehicle collisions involving motor vehicles.

4.13.1 When are single vehicle collisions most likely to occur?

- 39% of single vehicle collisions occurred at the weekend compared with 27% of all road traffic collisions. Single vehicle collisions on Saturday and Sunday were concentrated in a period between midnight and 4am. Thirty percent occurred at this time, compared with 15% of road traffic collisions as a whole.
- The pattern of single vehicle collisions at the weekend contrasted with the pattern during the week when only 15% of such collisions occurred between midnight and 4am. The peak times for single vehicle collisions from Monday to Friday were 8am – 9am, 9pm – 10pm and 10pm – 11pm. Almost one fifth (18%) of single vehicle collisions during the week occurred at these times.

4.13.2 What causes single vehicle collisions?

- 36% of single vehicle collisions were caused by excessive speed, with driver/rider alcohol or drugs and inattention being responsible for a further 16% and 9% respectively.
- Excessive speed accounted for 51% of fatal single vehicle collisions while driver alcohol or drugs accounted for 32%. 44% of serious single vehicle collisions were due to excessive speed, in comparison to driver alcohol or drugs which caused 20% of serious single vehicle collisions.

5.0 Conclusions

- In addition to highlighting the overall scale of the injury road traffic collision problem in Northern Ireland the analysis has identified groups who are particularly at risk on our roads. For example, almost two-thirds (66%) of deaths among male car drivers occurred among men aged less than 35 years; 76% of all fatalities were male; 96% of motor cyclist fatalities were male; 83% of pedal cyclist fatalities were male and 80% of car driver fatalities were male. Among pedestrians, children and people aged 65+ accounted for almost half of fatalities.
- The research also identified the significance of excessive speed among young drivers, especially males, as a cause of fatal and serious collisions and the significance of pedestrian alcohol or drugs as a factor in fatal and serious collisions attributable to pedestrians.
- It is hoped that the findings will play a role in informing policy making and targeting campaigns aimed at reducing injury road traffic collisions.

ANNEX 1: DEFINITIONS

DEFINITIONS

Collision	Collision 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 an 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, severe cuts and lacerations or severe general shock requiring medical treatment.
Slight Injury	An injury of a minor character such as a sprain, bruise or cut not judged to be severe, or slight shock requiring roadside attention.
Casualty	A person who sustains a slight, serious or fatal injury.
Vehicles Involved In Collisions	Vehicles whose drivers or passengers are injured, 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.
Motor Vehicles	All vehicles except pedal cycles.
Children	Under 16 years of age.
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.
Passengers	Occupants of vehicles other than the driver or rider.
Pedal Cyclists	Includes children riding toy cycles on the carriageway and the first rider of a tandem.
Motorcyclists	Includes riders of two-wheeled motor vehicles, motorcycle combinations, scooters and mopeds.
Built-up areas	Areas in which roads have a speed limit of 40mph or less.
Urban roads	Urban roads are regarded as roads which have a speed limit of 40mph or less.
Rural roads	Rural roads are regarded as those with a speed limit of over 40mph and up to a maximum of 70mph, including motorways and most rural roads.
Single vehicle collision	A single vehicle collision is one that involves only one vehicle of any type, with no other vehicle or pedestrian involved.

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Table 1 Road Traffic Collision Casualties by Age, Road User and Severity: 1997 - 2001

	Under 16	16 - 24	25 - 34	35 - 44	45 - 54	55 - 64	65+	Total
Pedestrians								
Killed	39	26	20	14	17	18	46	180
Seriously Injured	609	214	134	110	82	80	200	1,429
Slightly Injured	1,858	637	470	359	234	213	336	4,107
Total	2,506	877	624	483	333	311	582	5,716
Drivers of motor cars								
Killed	2	95	91	44	21	13	27	293
Seriously Injured	9	887	765	612	343	206	228	3,050
Slightly Injured	14	6,189	8,020	5,693	3,274	1,727	1,223	26,140
Total	25	7,171	8,876	6,349	3,638	1,946	1,478	29,483
Passengers of motor cars								
Killed	22	80	18	11	5	11	26	173
Seriously Injured	323	835	319	183	132	120	158	2,070
Slightly Injured	4,267	5,735	3,470	2,010	1,296	911	964	18,653
Total	4,612	6,650	3,807	2,204	1,433	1,042	1,148	20,896
Occupants of minibuses/buses								
Killed	-	-	-	2	1	1	1	5
Seriously Injured	8	12	16	20	13	5	14	88
Slightly Injured	540	373	318	257	151	105	156	1,900
Total	548	385	334	279	165	111	171	1,993
Occupants of goods vehicles								
Killed	1	6	10	8	2	3	-	30
Seriously Injured	10	91	143	114	48	15	7	428
Slightly Injured	71	554	1,321	879	367	123	41	3,356
Total	82	651	1,474	1,001	417	141	48	3,814
Occupants of taxis								
Killed	-	-	1	5	-	1	-	7
Seriously Injured	5	21	16	29	13	6	3	93
Slightly Injured	117	373	440	352	242	87	34	1,645
Total	122	394	457	386	255	94	37	1,745
Motorcyclists								
Killed	1	14	18	11	4	1	1	50
Seriously Injured	11	190	199	105	27	12	3	547
Slightly Injured	12	555	353	185	75	23	15	1,218
Total	24	759	570	301	106	36	19	1,815
Pedal cyclists								
Killed	7	1	3	1	1	3	2	18
Seriously Injured	128	29	37	25	19	9	10	257
Slightly Injured	623	154	130	92	63	41	33	1,136
Total	758	184	170	118	83	53	45	1,411
Other road users¹								
Killed	-	2	2	-	-	2	2	8
Seriously Injured	22	29	19	14	5	8	4	101

Slightly Injured	67	101	120	73	25	24	19	429
Total	89	132	141	87	30	34	25	538

All road users

Killed	72	224	163	96	51	53	105	764
Seriously Injured	1,125	2,308	1,648	1,212	682	461	627	8,063
Slightly Injured	7,569	14,671	14,642	9,900	5,727	3,254	2,821	58,584
Total	8,766	17,203	16,453	11,208	6,460	3,768	3,553	67,411

1 Includes occupants of tractors, motor caravans, ambulances, fire engines and invalid carriages, horse riders and passengers of pedal and motorcycles.

Table 2 Male Road Traffic Collision Casualties by Age, Road User and Severity: 1997 – 2001

	Under 16	16 - 24	25 - 34	35 – 44	45 - 54	55 - 64	65+	Total
Pedestrians								
Killed	27	22	18	12	15	14	25	133
Seriously Injured	409	152	104	79	56	37	70	907
Slightly Injured	1,123	359	291	233	131	120	151	2,408
Total	1,559	533	413	324	202	171	246	3,448
Drivers of motor cars								
Killed	2	80	73	33	14	11	22	235
Seriously Injured	7	656	477	352	191	124	153	1,960
Slightly Injured	13	3,655	4,180	3,010	1,789	1,034	855	14,536
Total	22	4,391	4,730	3,395	1,994	1,169	1,030	16,731
Passengers of motor cars								
Killed	15	60	10	9	4	3	5	106
Seriously Injured	168	480	170	85	39	30	28	1,000
Slightly Injured	1,983	2,737	1,618	894	372	186	195	7,985
Total	2,166	3,277	1,798	988	415	219	228	9,091
Occupants of minibuses/buses								
Killed	-	-	-	1	-	1	-	2
Seriously Injured	7	8	12	16	10	2	4	59
Slightly Injured	279	173	205	171	78	40	26	972
Total	286	181	217	188	88	43	30	1,033
Occupants of goods vehicles								
Killed	1	6	10	8	2	3	-	30
Seriously Injured	6	83	130	109	46	15	7	396
Slightly Injured	47	502	1,222	842	344	115	37	3,109
Total	54	591	1,362	959	392	133	44	3,535
Occupants of taxis								
Killed	-	-	1	5	-	1	-	7
Seriously Injured	3	8	9	20	9	6	1	56
Slightly Injured	59	171	297	261	169	58	13	1,028
Total	62	179	307	286	178	65	14	1,091
Motorcyclists								
Killed	1	14	17	11	3	1	1	48
Seriously Injured	11	179	191	104	26	11	3	525
Slightly Injured	12	512	331	181	72	21	14	1,143
Total	24	705	539	296	101	33	18	1,716
Pedal cyclists								
Killed	4	1	3	1	1	3	2	15
Seriously Injured	102	25	35	23	17	7	8	217
Slightly Injured	504	132	113	80	51	34	30	944
Total	610	158	151	104	69	44	40	1,176
Other road users¹								
Killed	-	1	2	-	-	2	2	7

Seriously Injured	16	14	11	8	4	8	4	65
Slightly Injured	47	77	98	62	24	20	18	346
Total	63	92	111	70	28	30	24	418

All road users

Killed	50	184	134	80	39	39	57	583
Seriously Injured	729	1,605	1,139	796	398	240	278	5,185
Slightly Injured	4,067	8,318	8,355	5,734	3,030	1,628	1,339	32,471
Total	4,846	10,107	9,628	6,610	3,467	1,907	1,674	38,239

1 Includes occupants of tractors, motor caravans, ambulances, fire engines and invalid carriages, horse riders and passengers of pedal and motorcycles.

Table 3 Female Road Traffic Collision Casualties by Age, Road User and Severity: 1997 - 2001

	Under 16	16 - 24	25 - 34	35 - 44	45 - 54	55 - 64	65+	Total
Pedestrians								
Killed	12	4	2	2	2	4	21	47
Seriously Injured	200	62	30	31	26	43	130	522
Slightly Injured	735	278	179	126	103	93	185	1,699
Total	947	344	211	159	131	140	336	2,268
Drivers of motor cars								
Killed	-	15	18	11	7	2	5	58
Seriously Injured	2	231	288	260	152	82	75	1,090
Slightly Injured	1	2,534	3,840	2,683	1,485	693	368	11,604
Total	3	2,780	4,146	2,954	1,644	777	448	12,752
Passengers of motor cars								
Killed	7	20	8	2	1	8	21	67
Seriously Injured	155	355	149	98	93	90	130	1,070
Slightly Injured	2,284	2,998	1,852	1,116	924	725	769	10,668
Total	2,446	3,373	2,009	1,216	1,018	823	920	11,805
Occupants of minibuses/buses								
Killed	-	-	-	1	1	-	1	3
Seriously Injured	1	4	4	4	3	3	10	29
Slightly Injured	261	200	113	86	73	65	130	928
Total	262	204	117	91	77	68	141	960
Occupants of goods vehicles								
Seriously Injured	4	8	13	5	2	-	-	32
Slightly Injured	24	52	99	37	23	8	4	247
Total	28	60	112	42	25	8	4	279
Occupants of taxis								
Seriously Injured	2	13	7	9	4	-	2	37
Slightly Injured	58	202	143	91	73	29	21	617
Total	60	215	150	100	77	29	23	654
Motorcyclists								
Killed	-	-	1	-	1	-	-	2
Seriously Injured	-	11	8	1	1	1	-	22
Slightly Injured	-	43	22	4	3	2	1	75
Total	-	54	31	5	5	3	1	99
Pedal cyclists								
Killed	3	-	-	-	-	-	-	3
Seriously Injured	26	4	2	2	2	2	2	40
Slightly Injured	119	22	17	12	12	7	3	192
Total	148	26	19	14	14	9	5	235
Other road users¹								
Killed	-	1	-	-	-	-	-	1
Seriously Injured	6	15	8	6	1	-	-	36
Slightly Injured	20	24	22	11	1	4	1	83
Total	26	40	30	17	2	4	1	120

All road users

Killed	22	40	29	16	12	14	48	181
Seriously Injured	396	703	509	416	284	221	349	2,878
Slightly Injured	3,502	6,353	6,287	4,166	2,697	1,626	1,482	26,113
Total	3,920	7,096	6,825	4,598	2,993	1,861	1,879	29,172

1 Includes occupants of tractors, motor caravans, ambulances, fire engines and invalid carriages, horse riders and passengers of pedal and motorcycles.

Table 4 Child Casualties of Road Traffic Collisions : NI 1997 - 2001

	Not a school pupil	Pupil not on journey to/from school	Pupil on journey to/from school	Total
Pedestrians				
Killed	10	20	9	39
Seriously Injured	105	390	114	609
Slightly Injured	299	1,154	405	1,858
Total	414	1,564	528	2,506
Drivers of motor cars				
Killed	1	1	-	2
Seriously Injured	3	6	-	9
Slightly Injured	-	13	1	14
Total	4	20	1	25
Passengers of motor cars				
Killed	10	11	1	22
Seriously Injured	95	205	23	323
Slightly Injured	1,100	2,701	466	4,267
Total	1,205	2,917	490	4,612
Occupants of minibuses/buses				
Seriously Injured	1	1	6	8
Slightly Injured	26	110	404	540
Total	27	111	410	548
Occupants of goods vehicles				
Killed	-	1	-	1
Seriously Injured	2	6	2	10
Slightly Injured	16	49	6	71
Total	18	56	8	82
Occupants of taxis				
Seriously Injured	2	3	-	5
Slightly Injured	25	52	40	117
Total	27	55	40	122
Motorcyclists				
Killed	-	1	-	1
Seriously Injured	1	10	-	11
Slightly Injured	-	12	-	12
Total	1	23	-	24
Pedal cyclists				
Killed	-	7	-	7
Seriously Injured	9	113	6	128
Slightly Injured	42	548	33	623
Total	51	668	39	758
Other road users¹				
Seriously Injured	3	19	-	22
Slightly Injured	6	61	-	67

Total	9	80	-	89
All ages				
Killed	21	41	10	72
Seriously Injured	221	753	151	1,125
Slightly Injured	1,514	4,700	1,355	7,569
Total	1,756	5,494	1,516	8,766

1 Includes occupants of tractors, motor caravans, ambulances, fire engines and invalid carriages, horse riders and passengers of pedal and motorcycles.

Table 5 Road Traffic Collision Casualties by Month, Severity and Time: 1997 - 2001

Time	March - May			June - August			September - November			December - February						
	Killed	Seriously Injured	Slightly Injured	Total	Killed	Seriously Injured	Slightly Injured	Total	Killed	Seriously Injured	Slightly Injured	Total				
													Killed	Seriously Injured	Slightly Injured	Total
0001 - 0100	10	45	252	307	9	55	276	340	6	63	279	348	8	35	188	231
0101 - 0200	12	65	259	336	13	69	302	384	13	71	367	451	4	63	302	369
0201 - 0300	9	45	256	310	12	61	286	359	10	80	270	360	9	61	275	345
0301 - 0400	11	65	144	220	8	48	195	251	5	31	146	182	7	37	175	219
0401 - 0500	6	27	88	121	6	32	106	144	6	18	115	139	2	15	108	125
0501 - 0600	3	20	56	79	4	24	77	105	1	18	80	99	5	24	86	115
0601 - 0700	2	17	96	115	5	26	98	129	6	42	125	173	11	38	140	189
0701 - 0800	4	78	432	514	8	60	358	426	4	70	496	570	6	73	494	573
0801 - 0900	9	84	987	1,080	5	59	541	605	7	148	1,325	1,480	8	102	986	1,096
0901 - 1000	6	74	600	680	4	53	483	540	7	56	778	841	5	76	704	785
1001 - 1100	1	68	601	670	6	63	537	606	4	92	644	740	4	67	573	644
1101 - 1200	6	64	629	699	8	66	576	650	3	78	667	748	3	89	730	822
1201 - 1300	4	91	778	873	8	98	638	744	6	72	863	941	7	67	867	941
1301 - 1400	9	89	945	1,043	4	99	850	953	6	101	964	1,071	12	95	923	1,030
1401 - 1500	12	117	986	1,115	10	130	1,026	1,166	10	132	1,059	1,201	7	109	948	1,064
1501 - 1600	7	140	1,095	1,242	14	118	995	1,127	12	145	1,133	1,290	14	128	1,145	1,287
1601 - 1700	10	143	1,158	1,311	7	143	1,067	1,217	11	127	1,242	1,380	10	135	1,159	1,304
1701 - 1800	2	152	1,114	1,268	8	133	1,242	1,383	19	212	1,386	1,617	18	187	1,290	1,495
1801 - 1900	18	124	966	1,108	10	134	979	1,123	9	137	928	1,074	12	137	968	1,117
1901 - 2000	7	123	835	965	9	145	853	1,007	13	146	876	1,035	7	109	887	1,003
2001 - 2100	12	98	706	816	12	147	648	807	8	111	816	935	7	86	731	824
2101 - 2200	8	74	573	655	5	80	544	629	7	98	649	754	11	93	578	682
2201 - 2300	10	82	368	460	7	75	454	536	5	49	478	532	13	100	429	542
2301 - 2400	10	80	291	381	11	63	298	372	3	50	332	385	12	44	236	292
Total	188	1,965	14,215	16,368	193	1,981	13,429	15,603	181	2,147	16,018	18,346	202	1,970	14,922	17,094

Table 6 Child Casualties by Month, Severity and Time: 1997 – 2001

Time	March – May			June – August			September – November			December - February			
	Killed	Seriously Slightly		Killed	Seriously Slightly		Killed	Seriously Slightly		Killed	Seriously Slightly		
		Injured	Total		Injured	Total		Injured	Total		Injured	Total	Injured
0001 - 0100	1	3	19	23	29	-	2	6	8	1	1	7	9
0101 - 0200	2	1	7	10	5	-	1	8	9	-	1	5	6
0201 - 0300	1	-	4	5	7	1	5	4	10	-	2	5	7
0301 - 0400	-	1	-	1	3	-	1	2	3	-	-	4	4
0401 - 0500	-	1	2	3	1	-	-	2	2	-	-	-	-
0501 - 0600	-	-	5	5	2	-	-	2	2	-	-	1	1
0601 - 0700	-	1	2	3	1	-	-	2	2	-	-	2	2
0701 - 0800	-	2	29	31	16	-	5	19	24	-	3	13	16
0801 - 0900	-	17	163	180	39	1	25	261	287	1	15	154	170
0901 - 1000	-	6	50	56	48	1	4	82	87	-	8	89	97
1001 - 1100	-	4	44	48	75	1	11	70	82	1	4	53	58
1101 - 1200	-	8	77	85	78	-	2	72	74	-	9	73	82
1201 - 1300	-	12	95	107	125	2	8	101	111	-	4	91	95
1301 - 1400	-	13	111	124	170	2	12	89	103	2	16	114	132
1401 - 1500	2	13	159	174	204	1	22	151	174	-	20	136	156
1501 - 1600	-	51	244	295	203	3	22	244	269	4	36	234	274
1601 - 1700	4	38	202	244	220	1	29	202	232	2	26	163	191
1701 - 1800	-	39	166	205	232	2	36	184	222	4	31	168	203
1801 - 1900	3	32	186	221	216	1	28	153	182	1	17	154	172
1901 - 2000	2	30	145	177	210	1	25	133	159	1	18	102	121
2001 - 2100	2	22	126	150	148	1	19	87	107	3	13	69	85
2101 - 2200	-	9	55	64	103	-	8	64	72	1	6	62	69
2201 - 2300	-	7	35	42	61	1	4	31	36	1	4	44	49
2301 - 2400	-	4	11	15	25	-	3	9	12	1	1	7	9
Total	17	314	1,937	2,268	1,904	19	272	1,978	2,269	23	235	1,750	2,008

Table 7 Adult Casualties by Month, Severity and Time: 1997 - 2001

Time	March - May			June - August			September - November			December - February						
0001 - 0100	9	42	233	284	8	50	253	311	6	61	273	340	7	34	181	222
0101 - 0200	10	64	252	326	13	68	298	379	13	70	359	442	4	62	297	363
0201 - 0300	8	45	252	305	12	58	282	352	9	75	266	350	9	59	270	338
0301 - 0400	11	64	144	219	7	47	194	248	5	30	144	179	7	37	171	215
0401 - 0500	6	26	86	118	6	32	105	143	6	18	113	137	2	15	108	125
0501 - 0600	3	20	51	74	4	23	76	103	1	18	78	97	5	24	85	114
0601 - 0700	2	16	94	112	5	26	97	128	6	42	123	171	11	38	138	187
0701 - 0800	4	76	403	483	8	59	343	410	4	65	477	546	6	70	481	557
0801 - 0900	9	67	824	900	5	57	504	566	6	123	1,064	1,193	7	87	832	926
0901 - 1000	6	68	550	624	4	46	442	492	6	52	696	754	5	68	615	688
1001 - 1100	1	64	557	622	5	58	468	531	3	81	574	658	3	63	520	586
1101 - 1200	6	56	552	614	8	62	502	572	3	76	595	674	3	80	657	740
1201 - 1300	4	79	683	766	6	77	536	619	4	64	762	830	7	63	776	846
1301 - 1400	9	76	834	919	4	78	701	783	4	89	875	968	10	79	809	898
1401 - 1500	10	104	827	941	9	102	851	962	9	110	908	1,027	7	89	812	908
1501 - 1600	7	89	851	947	12	89	823	924	9	123	889	1,021	10	92	911	1,013
1601 - 1700	6	105	956	1,067	7	115	875	997	10	98	1,040	1,148	8	109	996	1,113
1701 - 1800	2	113	948	1,063	6	115	1,030	1,151	17	176	1,202	1,395	14	156	1,122	1,292
1801 - 1900	15	92	780	887	9	110	788	907	8	109	775	892	11	120	814	945
1901 - 2000	5	93	690	788	9	114	674	797	12	121	743	876	6	91	785	882
2001 - 2100	10	76	580	666	11	105	543	659	7	92	729	828	4	73	662	739
2101 - 2200	8	65	518	591	5	61	460	526	7	90	585	682	10	87	516	613
2201 - 2300	10	75	333	418	7	65	403	475	4	45	447	496	12	96	385	493
2301 - 2400	10	76	280	366	10	60	277	347	3	47	323	373	11	43	229	283
Total	171	1,651	12,278	14,100	180	1,677	11,525	13,382	162	1,875	14,040	16,077	179	1,735	13,172	15,086

Table 8 Adult Pedestrian Casualties by Month, Severity and Time: 1997 - 2001

Time	March - May			June - August			September - November			December - February						
	Killed	Seriously Injured		Killed	Seriously Injured		Killed	Seriously Injured		Killed	Seriously Injured					
		Slightly Injured	Total		Slightly Injured	Total		Slightly Injured	Total		Slightly Injured	Total				
0001 - 0100	2	10	17	29	2	11	22	35	1	7	18	26	-	4	17	21
0101 - 0200	3	15	24	42	2	9	32	43	3	17	39	59	-	23	46	69
0201 - 0300	3	6	13	22	6	12	32	50	2	14	19	35	1	11	40	52
0301 - 0400	3	6	8	17	2	9	7	18	1	4	7	12	2	7	9	18
0401 - 0500	3	2	3	8	-	1	5	6	-	1	4	5	-	1	3	4
0501 - 0600	-	-	2	2	-	-	2	2	1	1	1	3	1	1	1	3
0601 - 0700	-	-	1	1	-	-	-	1	-	-	4	4	-	3	4	7
0701 - 0800	-	6	8	14	-	2	5	7	-	7	15	22	1	6	19	26
0801 - 0900	1	9	34	44	1	4	16	21	-	7	32	39	1	14	36	51
0901 - 1000	2	8	26	36	1	3	23	27	-	5	22	27	1	5	30	36
1001 - 1100	-	11	29	40	1	3	23	27	1	7	30	38	2	12	24	38
1101 - 1200	-	12	26	38	-	6	24	30	-	9	36	45	2	15	28	45
1201 - 1300	1	3	31	35	2	6	38	46	3	11	39	53	2	4	27	33
1301 - 1400	1	10	30	41	1	12	23	36	-	9	30	39	-	5	29	34
1401 - 1500	1	14	38	53	1	3	29	33	2	13	32	47	1	10	29	40
1501 - 1600	-	17	36	53	1	8	33	42	-	9	35	44	2	13	36	51
1601 - 1700	1	11	35	47	-	15	30	45	1	13	50	64	2	13	57	72
1701 - 1800	-	8	24	32	1	7	29	37	6	21	44	71	5	23	53	81
1801 - 1900	1	6	27	34	-	2	15	17	3	16	35	54	5	19	39	63
1901 - 2000	-	13	37	50	-	11	17	28	1	11	34	46	1	14	30	45
2001 - 2100	2	8	36	46	-	1	10	11	3	9	28	40	3	18	30	51
2101 - 2200	3	8	15	26	2	7	14	23	3	15	27	45	3	16	20	39
2201 - 2300	4	8	18	30	1	8	17	26	-	9	19	28	6	13	14	33
2301 - 2400	5	2	20	27	4	5	15	24	1	9	16	26	3	8	13	24
Total	36	193	538	767	29	145	461	635	32	224	616	872	44	258	634	936

Table 9 Child Pedestrian Casualties by Month, Severity and Time: 1997 - 2001

Time	March - May			June - August			September - November			December - February			
	Killed	Injured	Slightly Injured	Total	Killed	Injured	Slightly Injured	Total	Killed	Injured	Slightly Injured	Total	
0001 - 0100	-	-	1	1	1	1	2	-	1	-	-	1	
0101 - 0200	-	-	1	1	1	2	2	-	-	-	-	1	
0201 - 0300	-	-	1	1	-	-	-	-	1	-	-	1	
0701 - 0800	-	-	3	3	-	1	1	-	3	-	3	4	
0801 - 0900	-	9	36	45	-	1	10	1	9	1	10	44	
0901 - 1000	-	1	8	9	-	1	3	1	2	-	3	10	
1001 - 1100	-	2	3	5	-	-	9	1	5	-	2	9	
1101 - 1200	-	4	10	14	-	-	15	-	-	-	1	7	
1201 - 1300	-	8	23	31	-	9	17	-	4	-	4	26	
1301 - 1400	-	8	26	34	-	15	20	2	6	-	8	27	
1401 - 1500	-	5	44	49	-	15	38	1	17	-	13	48	
1501 - 1600	-	34	100	134	-	14	48	2	18	3	23	97	
1601 - 1700	2	24	65	91	-	15	44	1	19	1	19	72	
1701 - 1800	-	25	50	75	-	10	57	1	16	3	18	76	
1801 - 1900	2	21	46	69	1	14	43	1	19	-	13	52	
1901 - 2000	2	20	39	61	-	13	44	1	14	1	8	37	
2001 - 2100	1	9	36	46	1	16	30	1	14	2	4	22	
2101 - 2200	-	5	12	17	-	7	21	-	5	-	2	12	
2201 - 2300	-	4	8	12	-	3	8	-	3	1	1	9	
2301 - 2400	-	3	1	4	1	2	-	-	1	1	-	1	
Total	7	182	513	702	6	138	406	13	157	13	132	410	555

Table 10 Adult Pedal Cyclist Casualties by Month, Severity and Time: 1997 - 2001

Time	March - May			June - August			September - November			December - February			
	Killed	Seriously Injured	Slightly Injured Total	Killed	Seriously Injured	Slightly Injured Total	Killed	Seriously Injured	Slightly Injured Total	Killed	Seriously Injured	Slightly Injured Total	
0001 - 0100	-	-	-	1	-	1	-	-	-	-	-	-	
0101 - 0200	-	-	-	1	-	1	-	1	-	-	1	-	
0201 - 0300	-	1	1	-	-	-	-	-	-	-	1	1	
0301 - 0400	-	-	1	-	-	-	-	1	-	1	-	1	
0501 - 0600	-	-	-	1	-	1	-	-	-	-	-	-	
0601 - 0700	-	-	-	1	-	1	1	-	3	4	-	3	
0701 - 0800	-	1	3	11	1	12	-	3	9	12	2	12	
0801 - 0900	-	3	15	5	1	6	-	2	17	19	2	12	
0901 - 1000	-	-	10	5	-	6	-	2	10	12	2	6	
1001 - 1100	-	-	8	6	3	9	-	2	8	10	3	8	
1101 - 1200	-	2	8	13	2	15	-	3	10	13	1	7	
1201 - 1300	-	2	9	9	3	12	-	3	12	15	2	5	
1301 - 1400	-	-	5	16	3	19	-	2	6	8	-	12	
1401 - 1500	-	2	7	8	2	11	-	1	9	9	2	3	
1501 - 1600	-	3	10	13	6	21	1	1	6	8	-	5	
1601 - 1700	-	3	14	11	4	15	1	3	11	15	2	6	
1701 - 1800	-	6	12	13	3	16	-	2	8	10	-	9	
1801 - 1900	-	2	6	15	3	18	-	1	10	11	-	17	
1901 - 2000	1	3	13	9	3	12	-	3	4	7	1	6	
2001 - 2100	1	3	9	6	5	11	-	-	11	11	-	6	
2101 - 2200	-	-	5	1	2	3	-	-	2	2	-	1	
2201 - 2300	-	1	1	1	-	1	-	-	6	6	-	1	
2301 - 2400	-	-	1	-	-	-	-	-	1	1	-	1	
Total	2	32	119	153	4	146	3	29	143	175	2	105	134

Table 11 Child Pedal Cyclist Casualties by Month, Severity and Time: 1997 - 2001

Time	March - May			June - August			September - November			December - February		
	Killed	Seriously Injured	Slightly Injured	Total	Killed	Seriously Injured	Slightly Injured	Total	Killed	Seriously Injured	Slightly Injured	Total
0501 - 0600	-	-	1	1	-	-	1	-	-	-	-	-
0601 - 0700	-	-	1	1	-	-	-	-	-	-	-	-
0701 - 0800	-	1	-	-	-	-	1	1	-	-	-	-
0801 - 0900	-	4	1	3	-	1	7	7	1	1	2	2
0901 - 1000	-	-	1	8	-	1	7	3	-	-	-	-
1001 - 1100	-	3	5	5	-	1	3	4	1	-	1	1
1101 - 1200	-	4	9	11	-	2	4	4	-	2	2	2
1201 - 1300	-	5	12	16	2	2	16	2	-	3	3	3
1301 - 1400	-	7	16	18	-	2	18	7	-	6	6	6
1401 - 1500	-	7	16	20	-	4	16	5	-	1	10	10
1501 - 1600	-	15	17	22	-	5	17	14	-	1	15	16
1601 - 1700	1	5	21	25	-	4	21	18	1	1	15	17
1701 - 1800	-	30	35	38	-	3	35	22	1	3	14	18
1801 - 1900	1	4	32	39	-	7	32	13	-	-	9	9
1901 - 2000	-	5	39	46	-	7	39	13	-	-	6	6
2001 - 2100	-	1	30	47	-	17	30	6	-	1	1	1
2101 - 2200	-	1	6	7	-	1	6	2	-	-	-	-
2201 - 2300	-	4	6	6	-	-	6	1	-	-	-	-
2301 - 2400	-	1	-	-	-	-	-	-	-	-	-	-
Total	2	41	167	210	2	56	255	144	3	7	81	91

Table 12 Car Occupant Casualties by Month, Severity and Time: 1997 - 2001

Time	March - May			June - August			September - November			December - February		
	Killed	Injured	Slightly Injured Total	Killed	Injured	Slightly Injured Total	Killed	Injured	Slightly Injured Total	Killed	Injured	Slightly Injured Total
0001 - 0100	8	32	186	6	41	216	3	46	195	6	29	140
0101 - 0200	8	43	187	10	48	218	9	47	274	4	37	194
0201 - 0300	6	37	171	6	43	202	7	53	183	8	46	187
0301 - 0400	8	45	119	6	36	156	4	22	91	5	27	117
0401 - 0500	3	23	59	2	26	73	6	17	78	2	14	73
0501 - 0600	3	19	40	4	19	54	17	17	45	4	10	56
0601 - 0700	2	13	67	2	21	72	4	33	90	8	25	95
0701 - 0800	3	49	322	5	38	254	4	39	360	3	53	357
0801 - 0900	8	52	732	3	36	401	4	105	958	5	68	730
0901 - 1000	3	45	436	2	41	349	5	29	601	4	59	506
1001 - 1100	1	37	457	4	46	400	2	58	463	1	45	438
1101 - 1200	6	28	481	6	31	414	3	53	512	1	56	599
1201 - 1300	2	63	595	2	62	474	2	41	653	4	48	710
1301 - 1400	3	50	752	1	47	655	2	67	759	11	65	746
1401 - 1500	8	65	771	7	84	800	2	63	834	4	70	758
1501 - 1600	6	56	784	7	64	725	8	93	824	9	69	839
1601 - 1700	6	79	891	6	85	817	6	69	923	5	86	886
1701 - 1800	1	70	845	6	66	957	10	123	1,101	8	115	1,010
1801 - 1900	13	75	794	6	78	754	5	81	711	7	92	784
1901 - 2000	3	70	646	4	86	677	10	94	706	2	69	718
2001 - 2100	7	73	563	7	94	501	3	76	613	2	56	605
2101 - 2200	4	52	421	1	56	425	3	69	517	7	64	492
2201 - 2300	4	60	313	6	48	368	5	28	395	5	79	346
2301 - 2400	3	56	213	6	54	233	2	37	273	8	36	208
Total	119	1,192	10,845	115	1,250	10,195	109	1,360	12,159	123	1,318	11,594
												13,035

Table 13 Casualties Resulting From Excessive Speed Collisions¹ by Day, Severity and Time: 1997 - 2001

Time	Monday – Thursday			Friday			Saturday			Sunday						
	Killed	Seriously Injured	Slightly Injured	Total	Killed	Seriously Injured	Slightly Injured	Total	Killed	Seriously Injured	Slightly Injured	Total				
													Killed	Seriously Injured	Slightly Injured	Total
0001 - 0100	3	27	79	109	2	3	21	26	2	11	57	70	6	16	50	72
0101 - 0200	5	36	74	115	-	3	23	26	7	23	62	92	5	16	73	94
0201 - 0300	2	14	55	71	-	6	13	19	6	25	44	75	4	24	91	119
0301 - 0400	1	20	34	55	-	-	2	2	-	16	38	54	5	13	65	83
0401 - 0500	-	9	25	34	-	2	12	14	3	16	18	37	-	11	20	31
0501 - 0600	-	6	7	13	-	-	2	2	-	3	8	11	3	5	21	29
0601 - 0700	1	18	35	54	1	5	8	14	1	5	22	28	3	11	13	27
0701 - 0800	4	31	154	189	-	12	49	61	3	4	23	30	1	2	11	14
0801 - 0900	3	54	330	387	2	22	96	120	4	3	34	41	1	6	18	25
0901 - 1000	4	25	228	257	-	10	61	71	1	4	32	37	1	5	16	22
1001 - 1100	1	36	183	220	-	2	49	51	-	15	54	69	-	11	54	65
1101 - 1200	2	25	142	169	-	5	56	61	1	12	66	79	1	8	60	69
1201 - 1300	3	36	228	267	3	9	73	85	1	13	78	92	-	4	56	60
1301 - 1400	4	24	208	236	-	7	89	96	2	17	85	104	1	11	57	69
1401 - 1500	5	33	187	225	2	14	63	79	2	12	73	87	3	12	89	104
1501 - 1600	3	30	279	312	6	24	93	123	2	19	62	83	3	17	73	93
1601 - 1700	3	68	326	397	1	15	90	106	4	24	73	101	4	9	62	75
1701 - 1800	3	77	357	437	-	15	89	104	4	25	69	98	3	24	84	111
1801 - 1900	7	50	274	331	1	16	90	107	2	17	74	93	2	10	88	100
1901 - 2000	4	59	217	280	1	18	67	86	1	22	72	95	1	10	60	71
2001 - 2100	5	44	265	314	-	14	72	86	1	21	76	98	3	14	48	65
2101 - 2200	5	44	191	240	-	19	81	100	2	16	70	88	-	20	41	61
2201 - 2300	6	39	183	228	1	18	40	59	4	11	46	61	1	11	29	41
2301 - 2400	5	32	110	147	1	8	30	39	-	14	42	56	4	8	25	37
Total	79	837	4,171	5,087	21	247	1,269	1,537	53	348	1,278	1,679	55	278	1,204	1,537

¹ Attributable to drivers of motor vehicles and motorcyclists.

Table 14 Casualties Resulting From Careless Driving Collisions¹ by Day, Severity and Time: 1997 - 2001

Time	Monday - Thursday			Friday			Saturday			Sunday						
	Killed	Seriously Injured	Slightly Injured	Total	Killed	Seriously Injured	Slightly Injured	Total	Killed	Seriously Injured	Slightly Injured	Total				
0001 - 0100	2	11	155	168	-	11	44	55	1	19	111	131	1	7	73	81
0101 - 0200	1	15	111	127	-	3	43	46	1	13	98	112	1	21	163	185
0201 - 0300	1	16	82	99	-	4	32	36	-	14	77	91	1	8	160	169
0301 - 0400	1	17	54	72	-	-	12	12	1	8	54	63	1	10	94	105
0401 - 0500	7	3	14	24	1	-	6	7	-	-	16	16	2	6	24	32
0501 - 0600	1	8	34	43	-	1	4	5	-	12	28	40	-	6	30	36
0601 - 0700	7	24	130	161	1	3	51	55	-	3	26	29	-	8	16	24
0701 - 0800	10	110	854	974	2	26	218	246	-	16	67	83	-	4	32	36
0801 - 0900	5	118	1,968	2,091	-	48	525	573	-	16	103	119	-	4	46	50
0901 - 1000	7	89	1,277	1,373	1	31	304	336	1	14	148	163	1	15	86	102
1001 - 1100	2	74	981	1,057	2	23	259	284	3	27	296	326	-	17	95	112
1101 - 1200	10	89	1,107	1,206	1	26	289	316	-	26	337	363	1	19	173	193
1201 - 1300	6	110	1,178	1,294	1	27	361	389	1	30	424	455	2	18	304	324
1301 - 1400	8	113	1,361	1,482	2	30	511	543	3	40	548	591	1	15	274	290
1401 - 1500	8	128	1,556	1,692	-	48	533	581	3	62	521	586	1	38	355	394
1501 - 1600	7	139	1,683	1,829	4	54	583	641	3	43	393	439	2	30	388	420
1601 - 1700	7	115	1,962	2,084	3	55	596	654	-	45	414	459	1	21	285	307
1701 - 1800	8	208	2,283	2,499	2	59	552	613	2	26	381	409	4	37	309	350
1801 - 1900	8	137	1,366	1,511	2	36	400	438	9	46	410	465	1	29	339	369
1901 - 2000	11	138	1,262	1,411	1	30	375	406	1	27	326	354	3	28	256	287
2001 - 2100	7	83	877	967	-	31	308	339	2	39	269	310	1	25	236	262
2101 - 2200	6	73	782	861	1	23	197	221	-	19	202	221	1	16	190	207
2201 - 2300	1	52	551	604	-	32	189	221	2	23	133	158	-	14	93	107
2301 - 2400	5	42	277	324	-	16	79	95	-	18	122	140	2	13	72	87
Total	136	1,912	21,905	23,953	24	617	6,471	7,112	33	586	5,504	6,123	27	409	4,093	4,529

¹ Attributable to drivers of motor vehicles and motorcyclists.

Table 15 Casualties Resulting From Driver Alcohol and Drug Attributed Collisions1 by Day, Severity and Time: 1997 - 2001

Time	Monday - Thursday			Friday			Saturday			Sunday						
	Killed	Seriously Injured	Slightly Injured	Total	Killed	Seriously Injured	Slightly Injured	Total	Killed	Seriously Injured	Slightly Injured	Total				
0001 - 0100	5	25	71	101	1	1	37	39	4	14	76	94	3	14	38	55
0101 - 0200	2	25	107	134	1	5	46	52	8	27	95	130	1	24	109	134
0201 - 0300	2	18	78	98	2	1	20	23	4	39	92	135	7	21	122	150
0301 - 0400	3	15	44	62	-	6	17	23	5	24	27	56	8	28	91	127
0401 - 0500	1	3	50	54	-	-	9	9	1	14	68	83	1	13	65	79
0501 - 0600	1	4	19	24	1	-	2	3	1	14	26	41	3	4	37	44
0601 - 0700	2	4	20	26	-	3	6	9	2	5	20	27	2	4	14	20
0701 - 0800	1	6	37	44	-	-	5	5	-	8	12	20	-	3	17	20
0801 - 0900	1	3	24	28	-	1	12	13	-	4	17	21	1	5	7	13
0901 - 1000	-	1	16	17	-	1	11	12	-	-	15	15	-	3	12	15
1001 - 1100	-	2	16	18	-	3	10	13	-	5	22	27	2	7	8	17
1101 - 1200	-	3	5	8	-	1	1	2	1	10	14	25	2	1	7	8
1201 - 1300	-	-	4	4	-	-	8	8	-	1	12	13	-	-	4	4
1301 - 1400	-	2	19	21	2	2	12	16	2	7	16	25	1	6	16	23
1401 - 1500	-	7	63	70	1	-	1	2	-	2	16	18	1	1	7	9
1501 - 1600	-	6	45	51	-	2	14	16	4	5	16	25	1	4	7	12
1601 - 1700	1	9	19	29	-	1	19	20	2	3	36	41	1	2	21	24
1701 - 1800	1	7	76	84	1	5	26	32	-	11	25	36	3	5	16	24
1801 - 1900	5	8	59	72	-	15	24	39	2	9	40	51	-	6	24	30
1901 - 2000	2	13	68	83	-	5	49	54	1	8	60	69	4	15	51	70
2001 - 2100	4	19	56	79	-	13	34	47	3	20	59	82	3	13	41	57
2101 - 2200	1	7	90	98	-	4	17	21	2	8	37	47	1	5	55	61
2201 - 2300	5	12	83	100	2	1	34	37	1	13	24	38	-	16	33	49
2301 - 2400	2	9	59	70	2	12	55	69	2	8	34	44	-	4	17	21
Total	39	208	1,128	1,375	13	82	469	564	45	259	859	1,163	43	204	819	1,066

1 Attributable to drivers of motor vehicles and motorcyclists.

Table 16 Casualties Resulting From Pedestrian Alcohol and Drug Attributed Collisions by Day, Severity and Time: 1997 - 2001

Time	Monday - Thursday			Friday			Saturday			Sunday						
	Killed	Seriously Injured	Slightly Injured	Total	Killed	Seriously Injured	Slightly Injured	Total	Killed	Seriously Injured	Slightly Injured	Total				
0001 - 0100	1	4	10	15	-	3	10	13	-	3	2	5				
0101 - 0200	1	8	9	18	-	2	2	4	3	13	22	38				
0201 - 0300	2	3	8	13	-	-	3	3	5	5	14	24				
0301 - 0400	-	2	2	4	-	1	1	2	2	2	3	7				
0401 - 0500	-	-	-	-	-	-	-	-	-	-	2	2				
0501 - 0600	1	-	1	2	-	-	-	-	-	1	1	2				
0601 - 0700	-	1	-	1	-	-	-	-	-	-	-	-				
0701 - 0800	-	1	-	1	-	-	-	-	-	1	1	2				
0801 - 0900	-	-	2	2	-	-	-	-	-	-	-	-				
1001 - 1100	-	-	2	2	-	-	2	2	-	-	-	-				
1101 - 1200	-	-	1	1	-	-	-	-	-	-	1	1				
1201 - 1300	-	-	2	2	-	-	1	1	-	-	-	-				
1301 - 1400	-	-	4	4	1	-	3	4	-	-	2	2				
1401 - 1500	-	3	2	5	-	-	2	2	-	-	-	-				
1501 - 1600	-	2	8	10	-	1	1	2	-	1	-	1				
1601 - 1700	-	3	9	12	-	-	3	3	-	-	1	1				
1701 - 1800	1	3	7	11	-	1	4	5	1	1	3	5				
1801 - 1900	-	3	9	12	-	3	-	3	-	4	5	9				
1901 - 2000	-	4	14	18	-	3	2	5	-	1	5	6				
2001 - 2100	2	2	11	15	2	2	9	13	-	3	11	14				
2101 - 2200	4	5	14	23	-	4	10	14	1	3	11	15				
2201 - 2300	2	13	7	22	1	1	5	7	4	7	15	26				
2301 - 2400	3	7	10	20	5	1	12	18	2	3	9	14				
Total	17	64	132	213	9	22	70	101	18	48	108	174				
													15	42	100	157

Table 17 Use of Seatbelts in Road Traffic Collisions 1 : 1997 - 2001

	Killed			Seriously Injured			Slightly Injured			
	Under 16	16 - 34	35 - 54 55 and over	Under 16	16 - 34	35 - 54 55 and over	Under 16	16 - 34	35 - 54 55 and over	Total
Driver										
Seat belt in use	-	73	35	20	128	2	1,111	755	350	2,218
Seat belt not in use 2	1	62	24	9	96	4	191	80	25	300
Not known 3	1	57	15	13	86	3	451	212	76	742
Total	2	192	74	42	310	9	1,753	1,047	451	3,260
Front passenger										
Seat belt in use	4	17	7	15	43	89	448	193	172	902
Seat belt not in use 2	3	26	3	5	37	14	111	32	7	164
Not known 3	3	22	3	6	34	24	202	56	34	316
Total	10	65	13	26	114	127	761	281	213	1,382
Rear passenger										
Seat belt in use	6	7	-	2	15	115	165	32	39	351
Seat belt not in use 2	6	25	1	6	38	51	172	37	18	278
Not known 3	1	8	2	3	14	44	181	28	14	267
Total	13	40	3	11	67	210	518	97	71	896

1 Only applicable for casualties travelling in motor cars, motor cars used as taxis and goods vehicles (3.5 tonnes or less).

2 Includes casualties legally exempt from wearing seatbelts.

3 For example, where casualties have been removed from their vehicles before police arrive at the scene.

Table 18 Road Traffic Collision Casualties by Severity, Road Area and Road User: 1997 - 2001

	Killed	Seriously Injured	Slightly Injured	Total
Urban Roads				
Pedestrians	94	1,226	3,744	5,064
Drivers of motor cars	45	887	14,420	15,352
Passengers of motor cars	31	653	10,392	11,076
Occupants of minibuses/buses	1	39	1,255	1,295
Occupants of goods vehicles	7	116	1,737	1,860
Occupants of taxis	3	59	1,361	1,423
Motorcyclists	13	305	929	1,247
Pedal cyclists	5	179	978	1,162
Other road users	2	36	189	227
Total	201	3,500	35,005	38,706
Rural Roads				
Pedestrians	86	203	363	652
Drivers of motor cars	248	2,163	11,720	14,131
Passengers of motor cars	142	1,417	8,261	9,820
Occupants of minibuses/buses	4	49	645	698
Occupants of goods vehicles	23	312	1,619	1,954
Occupants of taxis	4	34	284	322
Motorcyclists	37	242	289	568
Pedal cyclists	13	78	158	249
Other road users	6	65	240	311
Total	563	4,563	23,579	28,705
All Roads				
Pedestrians	180	1,429	4,107	5,716
Drivers of motor cars	293	3,050	26,140	29,483
Passengers of motor cars	173	2,070	18,653	20,896
Occupants of minibuses/buses	5	88	1,900	1,993
Occupants of goods vehicles	30	428	3,356	3,814
Occupants of taxis	7	93	1,645	1,745
Motorcyclists	50	547	1,218	1,815
Pedal cyclists	18	257	1,136	1,411
Other road users	8	101	429	538
Total	764	8,063	58,584	67,411

Table 19 Road Traffic Collisions by Junction Type, Road Area and Severity: 1997 - 2001

	Roundabout	T-junction	Y-junction	Crossroads	Staggered Junction	Multiple Junction	Slip Road	Private Drive/ Entrance	Other Junction	Not at or within 20m of junction	Total	
Urban Roads												
Fatal Collisions	5	61	3	10	5	3	1	5	6	93	192	
Serious Collisions	122	1,167	46	207	82	62	18	121	53	1,000	2,878	
Slight Collisions	1,696	8,544	370	1,657	526	545	199	1,177	316	5,170	20,200	
Total	1,823	9,772	419	1,874	613	610	218	1,303	375	6,263	23,270	
Rural Roads												
Fatal Collisions	1	63	3	17	12	3	7	18	5	369	498	
Serious Collisions	26	483	49	175	104	18	33	230	22	1,827	2,967	
Slight Collisions	479	2,178	190	663	376	70	189	1,038	108	6,050	11,341	
Total	506	2,724	242	855	492	91	229	1,286	135	8,246	14,806	
All Roads												
Fatal Collisions	6	124	6	27	17	6	8	23	11	462	690	
Serious Collisions	148	1,650	95	382	186	80	51	351	75	2,827	5,845	
Slight Collisions	2,175	10,722	560	2,320	902	615	388	2,215	424	11,220	31,541	
Total	2,329	12,496	661	2,729	1,105	701	447	2,589	510	14,509	38,076	

Table 20 Road Traffic Collisions by Road Area and Conditions of Light, Weather and Road Surface: 1997 - 2001

	Daylight							Dark					All Collisions		
	Fine			Glaring Sun			Total	Fine			Glaring Sun			Total	
	Rain	Snow	Fog	Rain	Snow	Fog	Total	Rain	Snow	Fog	Other Sun	Other		Total	
Urban Roads															
Dry	10,160	9	-	5	231	53	10,458	3,046	6	1	11	-	35	3,099	13,557
Wet/damp	2,013	2,917	26	9	131	156	5,252	1,451	1,954	11	8	-	166	3,590	8,842
Snow	5	1	38	-	1	1	46	2	2	28	1	-	2	35	81
Frost/ice	76	8	9	3	13	34	143	79	7	7	4	-	54	151	294
Flood (Surface water > 1")	2	25	-	-	-	-	27	-	10	-	-	-	-	10	37
Slippery (after dry spell)	78	80	-	-	14	3	175	37	17	-	1	-	8	63	238
Other road conditions	68	37	-	-	1	53	159	21	9	-	1	-	31	62	221
Total	12,402	3,077	73	17	391	300	16,260	4,636	2,005	47	26	-	296	7,010	23,270
Rural Roads															
Dry	5,127	6	-	14	196	23	5,366	1,477	1	-	13	-	9	1,500	6,866
Wet/damp	1,758	2,144	21	50	104	101	4,178	921	1,141	9	39	1	129	2,240	6,418
Snow	13	-	59	-	-	1	73	3	1	40	-	-	-	44	117
Frost/ice	176	16	10	7	21	58	288	139	19	17	10	-	92	277	565
Flood (Surface water > 1")	6	72	-	-	-	1	79	5	38	-	-	-	-	43	122
Slippery (after dry spell)	113	114	-	-	6	1	234	70	29	-	-	-	6	105	339
Other road conditions	153	109	-	2	6	23	293	41	27	-	3	-	15	86	379
Total	7,346	2,461	90	73	333	208	10,511	2,656	1,256	66	65	1	251	4,295	14,806
All Roads															
Dry	15,287	15	-	19	427	76	15,824	4,523	7	1	24	-	44	4,599	20,423
Wet/damp	3,771	5,061	47	59	235	257	9,430	2,372	3,095	20	47	1	295	5,830	15,260
Snow	18	1	97	-	1	2	119	5	3	68	1	-	2	79	198
Frost/ice	252	24	19	10	34	92	431	218	26	24	14	-	146	428	859
Flood (Surface water > 1")	8	97	-	-	-	1	106	5	48	-	-	-	-	53	159
Slippery (after dry spell)	191	194	-	-	20	4	409	107	46	-	1	-	14	168	577
Other road conditions	221	146	-	2	7	76	452	62	36	-	4	-	46	148	600
Total	19,748	5,538	163	90	724	508	26,771	7,292	3,261	113	91	1	547	11,305	38,076

Table 21 Principal Factors in Road Traffic Collisions: 1997 - 2001

	Total Collisions	Fatal and Serious Collisions	Resulting Casualties			
			Killed	Seriously Injured	Slightly Injured	Total Casualties
Driver/Rider Fault1						
Inattention or attention diverted	8,454	675	56	812	14,054	14,922
Emerging from minor road/driveway without care	4,974	655	41	854	8,174	9,069
Excessive speed having regard to conditions	4,965	1,283	208	1,722	7,950	9,880
Turning right without care	2,043	342	16	471	3,631	4,118
Alcohol or drugs - driver/rider	2,009	564	141	754	3,288	4,183
Overtaking without care	1,755	389	46	521	2,726	3,293
Driving too close	1,277	47	1	72	2,337	2,410
Disobeyed traffic sign/signal	1,053	178	13	246	1,946	2,205
Wrong course/position	764	185	25	255	1,156	1,436
Changing lane without care	630	40	1	46	964	1,011
Reversing without care	583	63	4	63	755	822
Crossing or entering road junction without care	390	34	-	45	620	665
Starting without care	365	35	2	43	512	557
U turning without care	353	62	6	84	585	675
Inexperienced with type of vehicle in use	210	45	2	60	289	351
Turning left without care	202	20	1	22	271	294
Fatigue	151	65	13	72	195	280
Misjudging speed/distance	131	11	2	15	218	235
Physical/mental illness or injury - driver/rider	129	45	5	54	168	227
Stopping without care	127	6	-	6	222	228
Disobeyed pedestrian crossing	99	19	-	22	98	120
Dazzled by headlights	71	14	2	14	116	132
Opening door without care - driver	65	6	-	6	68	74
Failing to give or giving faulty signal	63	8	-	16	112	128
Distracted by action inside vehicle	58	5	1	11	96	108
Unfamiliar with location - driver/rider	50	7	-	10	93	103
Junction overshoot	46	14	-	17	73	90
Distracted by action outside vehicle	43	3	-	3	79	82
Pedal cyclist wearing dark clothing	6	-	-	-	6	6
Pedal cyclist riding with head down	1	1	-	1	-	1
Other driver/rider factor	837	108	5	124	1,464	1,593
Total	31,904	4,929	591	6,441	52,266	59,298
Passenger Fault						
Slipping or falling - passenger	50	10	2	8	46	56
Opening door without care - passenger	31	4		4	30	34
Alcohol or drugs - passenger	24	9		10	22	32
Physical/mental illness or injury - passenger	5	1		1	4	5
Other passenger factor	59	14		15	57	72
Total	169	38	2	38	159	199
Pedestrian Fault						
Pedestrian heedless of traffic	1,624	487	43	458	1,299	1,800
Walk/run movement masked	921	249	17	239	731	987
Alcohol or drugs - pedestrian	559	222	59	176	410	645
Lack of supervision/escaping from custody	348	99	6	94	265	365
Walking or running onto carriageway - not crossing	109	32		32	82	114
Using pedestrian crossing without care	106	27	2	25	88	115
Slipping or falling - pedestrian	48	14	1	14	36	51
Holding onto vehicle	43	19	2	17	24	43
Playing on carriageway	42	14		14	30	44

Physical/mental illness or injury - pedestrian	41	15	5	10	32	47
Pedestrian wearing dark clothing	8	3	1	2	5	8
Boarding a PCV	2				2	2
Other pedestrian factor	70	18		20	62	82
Total	3,921	1,199	136	1,101	3,066	4,303

Vehicle Defects

Defective brakes	94	13	6	19	172	197
Insecure load	69	7	2	10	82	94
Tyre blow-out before impact	43	5		9	73	82
Defective tyres	24	10	1	13	31	45
Defective steering/suspension	16	8	1	14	23	38
Defective rear lights	12	5		6	17	23
Overhanging load	9	1		1	15	16
Overladen	5	2		4	7	11
Unattended vehicle running away	4				7	7
Defective front lights	1				1	1
Other vehicle factor	151	26	4	30	201	235
Total	428	77	14	106	629	749

Obstructions

Vegetation	18	3		4	26	30
Stationary vehicle	4	1		1	4	5
Road signs or furniture	3	1		1	4	5
Buildings, fences or walls	2				7	7
Skip	1				1	1
Other obstruction	35	4		5	52	57
Total	63	9	0	11	94	105

Physical/Road

Slippery road due to factors other than weather	236	53		73	380	453
Bend	48	2		2	83	85
Flooding	37	6		6	45	51
Road surface in need of repair	17	4		5	23	28
Road works in progress	13	1		3	21	24
Defective manhole cover	6	1		1	7	8
Temporary traffic lights	1				1	1
Speed control hump	1				1	1
Other road factor	99	10	2	13	178	193
Total	458	77	2	103	739	844

Weather

Ice, frost or snow	547	93	6	128	859	993
Glaring sun	59	18	2	17	60	79
Strong wind	23	4		5	29	34
Heavy rain	15	4		9	18	27
Fog or mist	14	3		4	37	41
Total	658	122	8	163	1,003	1,174

Miscellaneous

Animal on carriageway (other than dog)	322	56	4	69	426	499
Dog on carriageway	85	11		13	113	126
Other miscellaneous factor	45	5		5	58	63
No apparent cause/ cause not traced	23	12	7	13	31	51
Total	475	84	11	100	628	739

All Factors 38,076 6,535 764 8,063 58,584 67,411

1 Includes drivers/riders of motor vehicles, motor cycles, pedal cycles, ridden horses and non-motor vehicles.

Table 22 Principal Factors in Collisions Attributable to Drivers1 by Collision Type, Casualty Severity and Driver Age: 1997 - 2001

	Total Collisions	Fatal and Serious Collisions	Resulting Casualties			
			Killed	Seriously Injured	Slightly Injured	Total Casualties
17 - 24						
Excessive speed having regard to conditions	1,909	567	125	823	3,216	4,164
Inattention or attention diverted	1,811	144	12	190	3,319	3,521
Emerging from minor road/driveway without care	959	123	12	180	1,781	1,973
Alcohol or drugs - driver/rider	657	191	47	292	1,151	1,490
Turning right without care	419	69	2	109	776	887
Overtaking without care	407	105	14	157	703	874
Driving too close	303	6	-	10	669	679
Disobeyed traffic sign/signal	201	42	3	71	388	462
Changing lane without care	107	6	-	7	180	187
Inexperienced with type of vehicle in use	100	15	1	24	178	203
All other factors	711	127	18	173	1,259	1,450
Total	7,584	1,395	234	2,036	13,620	15,890
25 - 34						
Inattention or attention diverted	2,122	140	16	172	3,767	3,955
Excessive speed having regard to conditions	1,165	297	42	390	1,845	2,277
Emerging from minor road/driveway without care	1,048	107	4	144	1,825	1,973
Alcohol or drugs - driver/rider	587	168	46	215	946	1,207
Turning right without care	453	61	2	93	848	943
Overtaking without care	384	78	13	109	650	772
Driving too close	377	17	-	22	697	719
Disobeyed traffic sign/signal	192	31	1	42	362	405
Changing lane without care	147	7	-	9	231	240
Reversing without care	139	18	3	15	173	191
All other factors	765	122	17	159	1,233	1,409
Total	7,379	1,046	144	1,370	12,577	14,091

Reversing without care	111	16		24	180	204
Disobeyed traffic sign/signal	82	7	10	110	120	120
Changing lane without care	81	7	8	143	151	151
Turning right without care	58	12	18	115	135	135
Alcohol or drugs - driver/rider	748	77	1	1,294	1,390	1,390
All other factors	3,042	350	10	4,827	4,827	5,258
Total	30,284	4,438	549	5,957	50,843	57,349

All ages

1 Drivers of all motor vehicles except motorcycles.

Table 23 Principal Factors in Collisions Attributable to Pedestrians1 by Collision Type, Casualty Severity and Pedestrian Age: 1997 - 2001

	Total Collisions	Fatal and Serious Collisions	Resulting Casualties			
			Killed	Seriously Injured	Slightly Injured	Total Casualties
Under 16						
Heedless of traffic when crossing carriageway	831	235	11	233	660	904
Walk/run movement masked	695	166	12	157	568	737
Lack of supervision/escaping from custody	339	97	6	92	252	350
Walking or running onto carriageway - not crossing	88	29	-	29	62	91
Using pedestrian crossing without care	49	9	-	9	44	53
Holding onto vehicle	40	16	2	14	24	40
Playing on carriageway	39	11	-	11	30	41
Slipping or falling - pedestrian	24	4	-	4	20	24
Heedless of traffic when standing or walking in carriageway	22	5	-	5	17	22
Alcohol or drugs - pedestrian	5	4	-	4	2	6
All other factors	23	5	-	5	19	24
Total	2,155	581	31	563	1,698	2,292
16 - 34						
Alcohol or drugs - pedestrian	312	117	30	94	232	356
Heedless of traffic when crossing carriageway	254	70	2	69	205	276
Walk/run movement masked	115	29	1	31	95	127
Heedless of traffic when standing or walking in carriageway	43	9	1	9	44	54
Using pedestrian crossing without care	27	6	-	6	24	30
Physical/mental illness or injury - pedestrian	15	6	1	5	9	15
Walking or running onto carriageway - not crossing	11	3	-	3	9	12
Slipping or falling - pedestrian	8	4	-	4	5	9
Wearing dark clothing	4	1	-	1	3	4
Playing on carriageway	3	3	-	3	-	3
All other factors	15	7	-	6	12	18

Total	807	255	35	231	638	904
35 - 54						
Alcohol or drugs - pedestrian	168	73	19	57	110	186
Headless of traffic when crossing carriageway	122	35	4	31	102	137
Walk/run movement masked	42	15	-	15	30	45
Headless of traffic when standing or walking in carriageway	19	4	-	4	17	21
Using pedestrian crossing without care	12	3	-	3	11	14
Physical/mental illness or injury - pedestrian	9	4	1	3	6	10
Walking or running onto carriageway - not crossing	5	-	-	-	5	5
Slipping or falling - pedestrian	4	2	-	2	2	4
Wearing dark clothing	3	2	1	1	1	3
Lack of supervision/escaping from custody	1	-	-	-	2	2
All other factors	8	2	-	2	6	8
Total	393	140	25	118	292	435
55 and over						
Headless of traffic when crossing carriageway	292	118	23	98	199	320
Alcohol or drugs - pedestrian	69	27	10	20	58	88
Walk/run movement masked	68	39	4	36	36	76
Using pedestrian crossing without care	16	9	2	7	7	16
Headless of traffic when standing or walking in carriageway	15	8	2	6	10	18
Physical/mental illness or injury - pedestrian	12	5	3	2	8	13
Slipping or falling - pedestrian	9	4	1	4	6	11
Other pedestrian factor	7	-	-	-	7	7
Walking or running onto carriageway - not crossing	3	-	-	-	3	3
Total	491	210	45	173	334	552
All ages	3,846	1,186	136	1,085	2,962	4,183

1 Does not include Collisions caused by pedestrians who were themselves uninjured.

Table 24 Principal Factors in Collisions Attributable to Pedal Cyclists by Collision Type, Casualty Severity and Rider Age: 1997 - 2001

	Total Collisions	Fatal and Serious Collisions	Resulting Casualties			
			Killed	Seriously Injured	Slightly Injured	Total Casualties
Under 16						
Inattention or attention diverted	261	34	1	34	240	275
Emerging from minor road/driveway without care	188	45	1	44	159	204
Wrong course/position	41	9	-	9	36	45
Excessive speed having regard to conditions	29	6	-	6	24	30
Disobeyed traffic sign/signal	24	9	2	8	19	29
Turning right without care	20	3	-	3	22	25
Inexperienced with type of vehicle in use	8	3	1	2	5	8
Turning left without care	4	1	-	1	4	5
Crossing or entering road junction without care	4	-	-	-	4	4
Overtaking without care	3	2	-	2	1	3
All other factors	54	13	-	13	44	57
Total	636	125	5	122	558	685
16 - 24						
Inattention or attention diverted	25	2	-	2	25	27
Wrong course/position	12	2	1	1	11	13
Emerging from minor road/driveway without care	10	3	-	3	9	12
Excessive speed having regard to conditions	7	4	-	4	4	8
Turning right without care	5	1	-	1	4	5
Overtaking without care	5	-	-	-	5	5
Disobeyed traffic sign/signal	4	-	-	-	4	4
Changing lane without care	2	1	-	1	1	2
Crossing or entering road junction without care	2	-	-	-	2	2
Alcohol or drugs - driver/rider	2	-	-	-	2	2
All other factors	10	3	-	5	7	12
Total	84	16	1	17	74	92

25 - 34									
Inattention or attention diverted	13	-	-	-	-	-	16	16	16
Overtaking without care	5	3	-	3	-	3	3	3	6
Emerging from minor road/driveway without care	4	-	-	-	-	4	4	4	4
Other driver/rider factor	4	1	-	1	-	3	3	3	4
Disobeyed traffic sign/signal	3	-	-	-	-	3	3	3	3
Wrong course/position	3	1	-	1	-	3	3	3	4
Turning right without care	2	-	-	-	-	3	3	3	3
Excessive speed having regard to conditions	2	2	-	2	-	-	-	2	2
Pedal cyclist wearing dark clothing	2	-	-	-	-	2	2	2	2
U turning without care	1	-	-	-	-	1	1	1	1
All other factors	3	1	-	1	-	2	2	2	3
Total	42	8	-	8	-	40	40	40	48

35 - 54									
Inattention or attention diverted	7	3	-	3	-	4	4	4	7
Overtaking without care	6	1	-	1	-	6	6	6	7
Wrong course/position	5	1	-	1	-	5	5	5	6
Turning right without care	4	1	-	1	-	3	3	3	4
Changing lane without care	4	1	-	1	-	4	4	4	5
Alcohol or drugs - driver/rider	4	1	-	1	-	7	7	7	8
Disobeyed traffic sign/signal	1	-	-	-	-	1	1	1	1
Turning left without care	1	1	-	1	-	-	-	1	1
Emerging from minor road/driveway without care	1	-	-	-	-	1	1	1	1
Crossing or entering road junction without care	1	1	-	1	-	-	-	1	1
Other driver/rider factor	5	2	-	2	-	4	4	4	6
Total	39	12	-	11	-	35	35	35	47

55 and over									
Inattention or attention diverted	6	2	1	2	1	4	4	4	7
Changing lane without care	4	-	-	-	-	4	4	4	4
Emerging from minor road/driveway without care	4	-	-	-	-	4	4	4	4
Turning right without care	3	-	-	-	-	3	3	3	3
Alcohol or drugs - driver/rider	3	1	1	1	1	3	3	3	4
Disobeyed traffic sign/signal	2	1	1	1	1	1	1	1	2
Crossing or entering road junction without care	2	1	-	1	-	1	1	1	2

Wrong course/position	1	-	-	1	1
Overtaking without care	1	1	1	-	1
Other driver/rider factor	3	-	3	3	3
Total	29	6	4	24	31
Unknown					
Wrong course/position	3	1	1	2	3
Emerging from minor road/driveway without care	2	1	1	2	3
Disobeyed traffic sign/signal	1	-	-	1	1
Overtaking without care	1	-	-	1	1
Crossing or entering road junction without care	1	-	-	1	1
Inattention or attention diverted	1	-	-	1	1
Other driver/rider factor	2	1	1	1	2
Total	11	3	3	9	12
All ages	841	170	165	740	915

Table 25 Principal Factors in Collisions Attributable to Motorcyclists by Collision Type, Casualty Severity and Rider Age: 1997 - 2001

	Total Collisions	Fatal and Serious Collisions	Resulting Casualties			
			Killed	Seriously Injured	Slightly Injured	Total Casualties
16 - 24						
Excessive speed having regard to conditions	70	29	7	27	61	95
Overtaking without care	66	20	1	22	64	87
Inattention or attention diverted	63	17	-	17	62	79
Inexperienced with type of vehicle in use	30	8	-	8	28	36
Alcohol or drugs - driver/rider	22	11	3	8	13	24
Turning right without care	14	6	-	6	11	17
Disobeyed traffic sign/signal	13	3	-	4	14	18
Emerging from minor road/driveway without care	13	3	-	4	15	19
Wrong course/position	12	6	-	6	9	15
Driving too close	10	1	-	1	12	13
All other factors	28	10	1	11	25	37
Total	341	114	12	114	314	440
25 - 34						
Overtaking without care	59	37	2	38	59	99
Excessive speed having regard to conditions	54	30	6	27	33	66
Inattention or attention diverted	31	10	-	10	28	38
Alcohol or drugs - driver/rider	17	12	6	8	11	25
Inexperienced with type of vehicle in use	11	5	-	5	7	12
Disobeyed traffic sign/signal	6	3	-	3	3	6
Emerging from minor road/driveway without care	5	-	-	-	6	6
Misjudging speed/distance	3	1	-	1	2	3
Driving too close	3	1	-	2	2	4
Turning right without care	3	1	-	2	4	6
All other factors	21	7	-	8	19	27
Total	213	107	14	104	174	292

35 - 54									
Overtaking without care	40	22	1	24	28	53			
Excessive speed having regard to conditions	33	18	2	17	39	58			
Inattention or attention diverted	20	8	-	8	18	26			
Wrong course/position	5	3	-	3	2	5			
Driving too close	5	1	-	1	8	9			
Alcohol or drugs - driver/rider	4	4	1	3	4	8			
Disobeyed traffic sign/signal	3	3	1	4	2	7			
Turning right without care	3	-	-	-	3	3			
Stopping without care	3	-	-	-	3	3			
Emerging from minor road/driveway without care	3	2	-	2	1	3			
All other factors	14	6	-	7	9	16			
Total	133	67	5	69	117	191			

55 and over						
Overtaking without care	9	2	1	2	9	12
Inattention or attention diverted	5	2	-	2	4	6
Excessive speed having regard to conditions	4	3	-	3	5	8
Turning right without care	2	2	-	2	-	2
Emerging from minor road/driveway without care	2	2	-	2	-	2
Crossing or entering road junction without care	2	1	-	1	1	2
Driving too close	1	-	-	-	1	1
Stopping without care	1	-	-	-	1	1
Changing lane without care	1	-	-	-	2	2
Inexperienced with type of vehicle in use	1	-	-	-	1	1
Other driver/rider factor	1	-	-	-	1	1
Total	29	12	1	12	25	38

Under 16 and Unknown						
Inattention or attention diverted	13	3	-	3	11	14
Wrong course/position	12	5	-	6	9	15
Inexperienced with type of vehicle in use	10	3	-	3	9	12
Emerging from minor road/driveway without care	5	2	1	1	4	6
Excessive speed having regard to conditions	4	2	-	2	2	4
Driving too close	3	-	-	-	3	3

Overtaking without care	3	-	-	-	-	3	3
Disobeyed pedestrian crossing	1	-	-	-	-	1	1
Disobeyed traffic sign/signal	1	-	-	-	-	1	1
Misjudging speed/distance	1	1	1	1	1	-	1
All other factors	3	1	1	1	4	5	5
Total	56	17	17	17	47	65	65
All ages	772	317	33	316	677	1,026	1,026

Table 26 Casualties Resulting From Excessive Speed Collisions by Road User Class, Severity and by Sex and Age of Driver/Rider1 Responsible: 1997 - 2001

Resulting Casualties	Male Drivers/Riders Responsible by Age						Total
	Under 17	17 - 24	25 - 34	35 - 54	55 and over	Unknown	
Occupants of motor vehicles							
Killed	-	107	35	13	3	1	159
Seriously Injured	18	704	315	214	27	34	1,312
Slightly Injured	60	2,633	1,335	1,067	274	361	5,730
Total	78	3,444	1,685	1,294	304	396	7,201
Motorcyclists							
Killed	-	6	5	2	-	-	13
Seriously Injured	1	25	29	16	3	1	75
Slightly Injured	5	35	25	19	-	3	87
Total	6	66	59	37	3	4	175
Pedal cyclists							
Killed	-	1	-	-	-	-	1
Seriously Injured	-	-	1	-	-	3	4
Slightly Injured	-	3	1	-	-	4	8
Total	-	4	2	-	-	7	13
Pedestrians							
Killed	-	5	1	2	-	-	8
Seriously Injured	1	9	5	3	-	7	25
Slightly Injured	4	14	10	10	1	27	66
Total	5	28	16	15	1	34	99
Others							
Slightly Injured	-	-	1	-	2	1	4
Total	-	-	1	-	2	1	4
All casualties							
Killed	-	119	41	17	3	1	181
Seriously Injured	20	738	350	233	30	45	1,416
Slightly Injured	69	2,685	1,372	1,096	277	396	5,895
Total	89	3,542	1,763	1,346	310	442	7,492
Resulting Casualties	Female Drivers/Riders Responsible by Age						Total
	Under 17	17 - 24	25 - 34	35 - 54	55 and over	Unknown	
Occupants of motor vehicles							
Killed	-	13	6	5	-	-	24
Seriously Injured	-	110	66	61	12	-	249
Slightly Injured	2	576	500	420	81	12	1,591
Total	2	699	572	486	93	12	1,864
Motorcyclists							
Killed	-	-	1	-	-	-	1
Seriously Injured	-	1	1	-	-	-	2

Slightly Injured	-	5	1	2	1	-	9
Total	-	6	3	2	1	-	12
Pedal cyclists							
Killed	-	-	-	-	-	-	-
Seriously Injured	-	-	-	-	-	-	-
Slightly Injured	-	-	-	1	-	-	1
Total	-	-	-	1	-	-	1
Pedestrians							
Killed	-	-	-	-	-	-	-
Seriously Injured	-	1	-	2	2	-	5
Slightly Injured	-	1	3	-	2	1	7
Total	-	2	3	2	4	1	12
Others							
Slightly Injured	-	-	-	-	-	-	-
Total	-	-	-	-	-	-	-
All casualties							
Killed	-	13	7	5	-	-	25
Seriously Injured	-	112	67	63	14	-	256
Slightly Injured	2	582	504	423	84	13	1,608
Total	2	707	578	491	98	13	1,889

Unknown Drivers/Riders

35 - 54 Unknown Total

Resulting Casualties

Occupants of motor vehicles

Killed	-	1	1
Seriously Injured	-	26	26
Slightly Injured	3	372	375
Total	3	399	402

Motorcyclists

Slightly Injured	-	2	2
Total	-	2	2

Pedestrians

Killed	-	1	1
Seriously Injured	-	12	12
Slightly Injured	-	42	42
Total	-	55	55

All casualties

Killed	-	2	2
Seriously Injured	-	38	38
Slightly Injured	3	416	419
Total	3	456	459

1 Drivers of motor vehicles and motorcyclists.

Table 27 Casualties Resulting From Careless Driving Collisions by Road User Class, Severity and by Sex and Age of Driver/Rider1 Responsible: 1997 - 2001

	Male Drivers/Riders Responsible by Age						Total
	Under 17	17 - 24	25 - 34	35 - 54	55 and over	Unknown	
Resulting Casualties							
Occupants of motor vehicles							
Killed	-	36	31	29	31	0	127
Seriously Injured	20	591	442	509	367	36	1,965
Slightly Injured	80	5,797	6,052	6,798	3,801	985	23,513
Total	100	6,424	6,525	7,336	4,199	1,021	25,605
Motorcyclists							
Killed	1	7	4	4	4	0	20
Seriously Injured	14	85	93	81	38	3	314
Slightly Injured	31	188	161	189	114	25	708
Total	46	280	258	274	156	28	1,042
Pedal cyclists							
Killed	-	1	1	0	0	0	2
Seriously Injured	-	7	10	19	6	5	47
Slightly Injured	-	39	49	56	44	24	212
Total	-	47	60	75	50	29	261
Pedestrians							
Killed	-	4	8	2	3	0	17
Seriously Injured	1	27	29	25	14	20	116
Slightly Injured	1	88	110	159	86	118	562
Total	2	119	147	186	103	138	695
Others							
Slightly Injured	-	0	0	2	1	0	3
Total	-	0	0	2	1	0	3
All casualties							
Killed	1	48	44	35	38	0	166
Seriously Injured	35	710	574	634	425	64	2,442
Slightly Injured	112	6,112	6,372	7,204	4,046	1,152	24,998
Total	148	6,870	6,990	7,873	4,509	1,216	27,606

	Female Drivers/Riders Responsible by Age						Total
	Under 17	17 - 24	25 - 34	35 - 54	55 and over	Unknown	
Resulting Casualties							
Occupants of motor vehicles							
Killed	-	8	11	13	6	0	38
Seriously Injured	-	185	187	264	156	2	794
Slightly Injured	7	2,693	3,114	3,563	1,453	100	10,930
Total	7	2,886	3,312	3,840	1,615	102	11,762
Motorcyclists							
Killed	-	3	0	1	3	0	7
Seriously Injured	-	18	22	35	14	0	89
Slightly Injured	1	50	57	93	36	3	240

Total	1	71	79	129	53	3	336
Pedal cyclists							
Killed	-	0	1	0	1	0	2
Seriously Injured	-	4	2	7	4	0	17
Slightly Injured	-	17	19	30	18	8	92
Total	-	21	22	37	23	8	111
Pedestrians							
Killed	-	0	1	2	0	0	3
Seriously Injured	-	4	14	14	5	4	41
Slightly Injured	-	24	34	60	29	30	177
Total	-	28	49	76	34	34	221
All casualties							
Killed	-	11	13	16	10	0	50
Seriously Injured	-	211	225	320	179	6	941
Slightly Injured	8	2,784	3,224	3,746	1,536	141	11,439
Total	8	3,006	3,462	4,082	1,725	147	12,430

Unknown Drivers/Riders

17 - 24	25 - 34	35 - 54	55 and over	Unknown	Total
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Resulting Casualties

Occupants of motor vehicles

Killed	-	-	-	-	3	3
Seriously Injured	1	-	-	-	81	82
Slightly Injured	5	5	7	1	1,304	1,322
Total	6	5	7	1	1,388	1,407

Motorcyclists

Killed	-	-	-	-	-	-
Seriously Injured	1	-	-	-	9	10
Slightly Injured	-	-	-	-	39	39
Total	1	-	-	-	48	49

Pedal cyclists

Killed	-	-	-	-	-	-
Seriously Injured	-	-	-	-	16	16
Slightly Injured	-	-	-	-	53	53
Total	-	-	-	-	69	69

Pedestrians

Killed	-	-	-	-	1	1
Seriously Injured	-	-	-	-	33	33
Slightly Injured	-	-	1	-	121	122
Total	-	-	1	-	155	156

All casualties

Killed	-	-	-	-	4	4
Seriously Injured	2	-	-	-	139	141
Slightly Injured	5	5	8	1	1,517	1,536
Total	7	5	8	1	1,660	1,681

1 Drivers of motor vehicles and motorcyclists.

Table 28 Casualties Resulting From Alcohol/Drug Attributed Collisions by Road User Class, Severity and by Sex and Age of Driver/Rider1 Responsible: 1997 - 2001

	Male Drivers/Riders Responsible by Age						Total
	Under 17	17 - 24	25 - 34	35 - 54	55 and over	Unknown	
Resulting Casualties							
Occupant of motor vehicles							
Killed	2	40	38	26	3	-	109
Seriously Injured	11	259	185	134	32	2	623
Slightly Injured	48	1,062	854	734	126	41	2,865
Total	61	1,361	1,077	894	161	43	3,597
Motorcyclists							
Killed	1	2	6	1	-	-	10
Seriously Injured	-	8	7	4	1	-	20
Slightly Injured	-	8	7	4	1	-	20
Total	1	18	20	9	2	-	50
Pedal cyclists							
Killed	-	2	-	-	-	-	2
Seriously Injured	-	4	-	1	-	-	5
Slightly Injured	-	5	1	1	1	-	8
Total	-	11	1	2	1	-	15
Pedestrians							
Killed	-	3	4	2	-	-	9
Seriously Injured	-	13	10	12	-	-	35
Slightly Injured	2	21	9	22	3	4	61
Total	2	37	23	36	3	4	105
All casualties							
Killed	3	47	48	29	3	-	130
Seriously Injured	11	284	202	151	33	2	683
Slightly Injured	50	1,096	871	761	131	45	2,954
Total	64	1,427	1,121	941	167	47	3,767

	Female Drivers/Riders Responsible by Age				Total
	17 - 24	25 - 34	35 - 54	55 and over	
Resulting Casualties					
Occupant of motor vehicles					
Killed	2	4	4	-	10
Seriously Injured	16	19	25	3	63
Slightly Injured	62	79	132	13	286
Total	80	102	161	16	359
Motorcyclists					
Killed	-	-	-	-	-
Seriously Injured	-	-	-	-	-
Slightly Injured	2	1	1	-	4
Total	2	1	1	-	4
Pedestrians					

Killed	-	-	-	-	-
Seriously Injured	-	2	-	-	2
Slightly Injured	-	2	1	-	3
Total	-	4	1	-	5
All casualties					
Killed	2	4	4	-	10
Seriously Injured	16	21	25	3	65
Slightly Injured	64	82	134	13	293
Total	82	107	163	16	368

Unknown Drivers/Riders

17 - 24 25 - 34 Unknown Total

Resulting Casualties

Occupant of motor vehicles

Killed	-	-	-	-
Seriously Injured	-	-	4	4
Slightly Injured	4	4	19	27
Total	4	4	23	31

Pedestrians

Killed	-	-	-	-
Seriously Injured	-	-	1	1
Slightly Injured	-	-	1	1
Total	-	-	2	2

All casualties

Killed	-	-	-	-
Seriously Injured	-	-	5	5
Slightly Injured	4	4	20	28
Total	4	4	25	33

1 Drivers of motor vehicles and motorcyclists.

Table 29 Single Vehicle Road Traffic Collisions – Time and Day of Occurrence: 1997 - 2001

Time	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Total
0001 - 0100	36	22	12	31	27	38	40	206
0101 - 0200	21	18	18	30	23	57	67	234
0201 - 0300	16	7	12	19	17	64	75	210
0301 - 0400	12	9	7	10	15	45	81	179
0401 - 0500	10	7	2	13	9	26	40	107
0501 - 0600	8	10	10	11	6	15	35	95
0601 - 0700	13	12	9	14	15	31	27	121
0701 - 0800	25	21	27	30	30	30	21	184
0801 - 0900	31	28	34	24	41	34	26	218
0901 - 1000	16	19	20	25	24	16	19	139
1001 - 1100	18	17	26	22	21	19	8	131
1101 - 1200	10	16	18	17	15	16	14	106
1201 - 1300	18	10	19	18	20	35	17	137
1301 - 1400	14	15	13	16	28	22	18	126
1401 - 1500	14	14	21	17	22	26	22	136
1501 - 1600	19	28	31	22	27	25	35	187
1601 - 1700	16	16	26	19	23	32	32	164
1701 - 1800	26	19	20	30	31	31	33	190
1801 - 1900	21	31	17	18	25	32	40	184
1901 - 2000	25	23	25	26	28	36	34	197
2001 - 2100	32	19	36	24	8	50	21	190
2101 - 2200	20	24	23	38	29	30	31	195
2201 - 2300	22	34	21	26	35	36	30	204
2301 - 2400	16	25	23	21	23	33	24	165
Total	459	444	470	521	542	779	790	4,005

Table 30 All Injury Road Traffic Collisions - Time and Day of Occurrence: 1997 - 2001

Time	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Total
0001 - 0100	85	54	48	75	79	174	135	650
0101 - 0200	80	45	47	71	73	227	256	799
0201 - 0300	57	28	29	45	49	186	282	676
0301 - 0400	38	30	15	25	30	103	187	428
0401 - 0500	22	23	9	23	18	69	88	252
0501 - 0600	18	16	21	25	13	44	69	206
0601 - 0700	53	39	47	53	55	62	48	357
0701 - 0800	226	213	247	214	218	100	51	1,269
0801 - 0900	459	454	517	456	473	153	65	2,577
0901 - 1000	302	289	281	323	310	163	72	1,740
1001 - 1100	222	234	254	246	240	260	112	1,568
1101 - 1200	239	228	250	275	272	334	146	1,744
1201 - 1300	298	261	294	278	337	402	216	2,086
1301 - 1400	281	274	303	291	441	425	228	2,243
1401 - 1500	343	340	346	363	449	433	300	2,574
1501 - 1600	406	399	424	432	548	369	305	2,883
1601 - 1700	434	464	471	483	581	393	261	3,087
1701 - 1800	503	517	549	577	511	353	296	3,306
1801 - 1900	293	351	346	395	401	384	306	2,476
1901 - 2000	297	291	331	346	366	333	254	2,218
2001 - 2100	233	224	242	259	305	305	240	1,808
2101 - 2200	170	205	177	191	216	211	179	1,349
2201 - 2300	119	147	129	167	184	165	131	1,042
2301 - 2400	77	93	83	102	134	145	104	738
Total	5,255	5,219	5,460	5,715	6,303	5,793	4,331	38,076

Table 31 Single Vehicle Road Traffic Collisions by Causation Factor: 1997 - 2001

Causation factor	Fatal Accidents	Serious Accidents	Slight Accidents	Total
Excessive speed having regard to conditions	100	471	876	1,447
Alcohol or drugs - Driver/Rider	64	215	348	627
Inattention or attention diverted	5	79	294	378
Ice, frost or snow	5	57	218	280
Animal on carriageway (other than dog)	2	42	222	266
Slippery road due to factors other than weather		21	79	100
Inexperienced with type of vehicle	1	24	63	88
Fatigue	7	34	45	86
Physical/mental illness or injury - Driver/Rider	2	19	31	52
Dog on carriageway		9	42	51
Other passenger factor		10	36	46
Other driver/rider factor	2	5	36	43
Slipping or falling - Passenger		5	38	43
Stopping without care		4	38	42
Tyre blowout before impact		3	30	33
Starting without care		3	29	32
Other vehicle factor		4	26	30
Flooding		6	20	26
Overtaking on offside without care		4	20	24
Alcohol or drugs - Passenger		9	14	23
Other obstruction factor		3	19	22
Other miscellaneous factor		1	21	22
Dazzled by headlights	1	4	16	21
Defective brakes	2	1	12	15
Road surface in need of repair		3	12	15
Junction overshoot		5	9	14
Insecure load	1	1	12	14
Defective tyres		6	8	14
Strong wind		2	12	14
Other road factor	2		10	12
Vegetation		3	8	11
Unfamiliar with location		2	8	10
Distracted by action inside vehicle	1	1	6	8
Defective steering/suspension		4	4	8
Glaring sun		4	4	8
Road works in progress			7	7
Fog or mist		1	6	7
Driving too close			6	6
Reversing without care		2	4	6
No apparent cause/cause not traced	2	2	1	5
Changing lane without care		1	4	5
Physical/mental illness or injury - Passenger		1	4	5
Defective manhole cover		1	4	5
Wrong course/position			4	4
Opening door without care - Passenger		1	3	4
Turning right without care		1	2	3
Overtaking on nearside without care		2	1	3
Misjudging speed/distance		1	1	2
Turning left without care		1	1	2
Crossing or entering road junction without care			2	2
Distracted by action outside vehicle			2	2
Heavy rain			2	2
Failing to give or giving faulty signal		1		1

U turning without care			1	1
Emerging from minor road without care			1	1
Pedal cyclist wearing dark clothing			1	1
Overladen	1			1
Unattended vehicle running away			1	1
Stationary vehicle			1	1
Skip			1	1
Road signs or furniture			1	1
Speed control hump			1	1
Total	197	1,080	2,728	4,005