

Police Service of Northern Ireland

# Police Recorded Injury Road Traffic Collisions and Casualties Northern Ireland

## Monthly Report

Covering the reporting period  
1<sup>st</sup> January 2015 – 30<sup>th</sup> November 2015

Published 22<sup>nd</sup> January 2016

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# Police Recorded Injury Road Traffic Collisions and Casualties in Northern Ireland: Monthly Update to 30<sup>th</sup> November 2015

Published 22<sup>nd</sup> January 2016

This bulletin presents the most recent injury road traffic casualty statistics relating to collisions recorded by the police for the period 1<sup>st</sup> January to the 30<sup>th</sup> November 2015 based on figures that were compiled on 19th January 2016. Any figures recorded from 1<sup>st</sup> April 2015 are provisional and will be subject to change until the finalised statistics are published in March 2016.

## Daily update of road death statistics

As part of our commitment to provide users with more timely information, we publish a provisional daily count of road traffic deaths occurring on Northern Ireland's roads giving information of the location, age and gender of each road traffic fatality. This is updated each working day on the [PSNI Website](#); click the link to access the [Daily Fatal Report](#).

## Data quality

The PSNI's statistics on injury road traffic collisions are sourced from PSNI systems that are used to record incidents reported to the police and to manage any subsequent investigations. As such, the statistics are derived from an administrative dataset and we therefore have to apply a variety of checks to ensure that the statistics we report are accurate and reliable. Over the years the PSNI's Statistics Branch has worked closely with PSNI colleagues in designing systems and processes for recording injury RTC statistics to maximise data quality. These include:

- Having a direct link from the PSNI's Command & Control system to the NICHE records management system, allowing us to ensure that details of all injury collisions are received.
- Having a series of status codes established to enable us to identify at which stage in the process each injury RTC incident is at any given time. This ensures that RTC incidents aren't lost or overlooked during the process.
- We have a variety of internal data validation checks that we undertake throughout the year to improve data quality.
- We check the geo-coordinates of all collisions to ensure that there aren't any recorded in the incorrect location.
- We cross reference PSNI RTC fatalities with those recorded by the Coroner's office to check that they match and that we haven't missed any subsequent deaths.

More details of the processes and checks that we have in place can be accessed from the [Traffic Statistics User Guide](#) and the [Quality Report](#), all of which are available on our [website](#).

## National Statistics

*The United Kingdom Statistics Authority has designated these statistics as National Statistics, in accordance with the Statistics and Registration Service Act 2007 and signifying compliance with the Code of Practice for Official Statistics. Designation can be broadly interpreted to mean that the statistics:*

- *meet identified user needs;*
- *are well explained and readily accessible;*
- *are produced according to sound methods; and*
- *are managed impartially and objectively in the public interest.*

*Once statistics have been designated as National Statistics it is a statutory requirement that the Code of Practice shall continue to be observed.*

# Road Traffic Collision Statistics – January to November 2015

## Monthly Trends

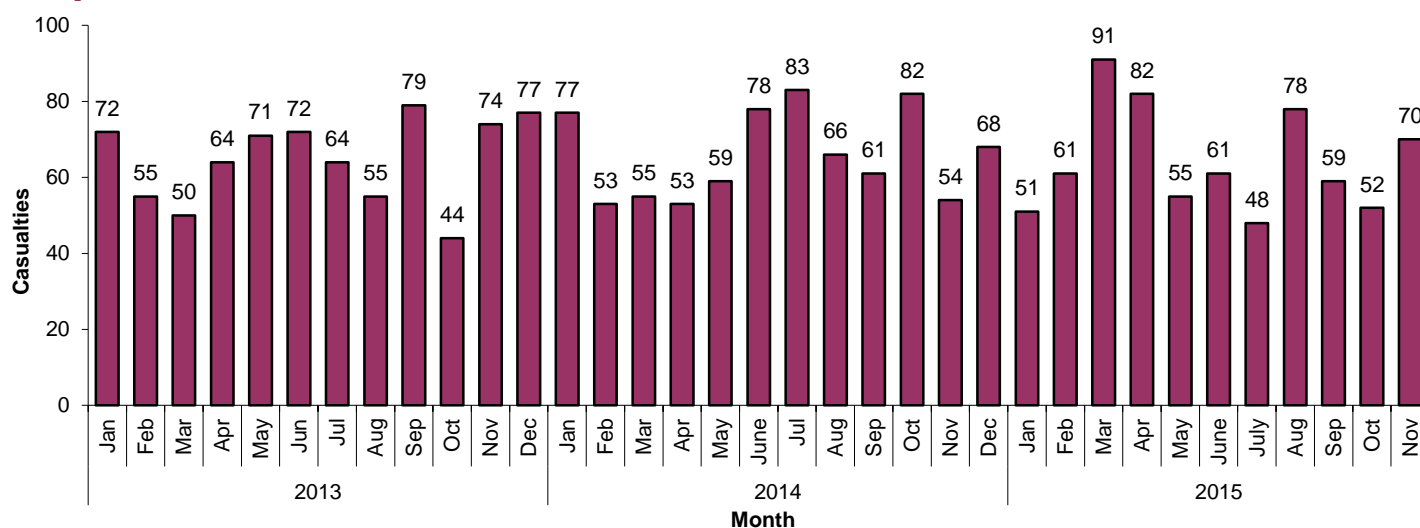
- There were 5,533 collisions recorded between January and November 2015 resulting in a total of 8,779 casualties. This is comprised of 64 fatalities, 644 people seriously injured and a further 8,071 people slightly injured. For the same time period last year there were 5,489 collisions of which there were 8,477 casualties comprised of 73 fatalities, 648 people seriously injured and 7,756 people slightly injured.
- There has been a reduction in the number of KSI casualties with 9 fewer deaths and 4 fewer people seriously injured recorded between January and November 2015 than the same period last year. However, there were 315 more people slightly injured this year than in the same 11 month period in 2014.
- The 880 people slightly injured in November 2015 is the largest number of people slightly injured in a calendar month for 13 years since 911 were recorded in November 2002.

**Table 1 Police recorded road traffic casualties by injury severity and month: January to November 2015 compared with January to November 2014**

	01 January – 30 November 2014					01 January – 30 November 2015*				
	Killed	Seriously injured	KSI <sup>1</sup>	Slightly injured	Total	Killed	Seriously injured	KSI <sup>1</sup>	Slightly injured	Total
January	8	69	77	709	786	3	48	51	679	730
February	1	52	53	667	720	4	57	61	726	787
March	7	48	55	750	805	6	85	91	774	865
April	6	47	53	559	612	10	72	82	711	793
May	4	55	59	726	785	3	52	55	695	750
June	10	68	78	815	893	10	51	61	748	809
July	8	75	83	657	740	3	45	48	662	710
August	9	57	66	674	740	8	70	78	706	784
September	8	53	61	626	687	8	51	59	744	803
October	8	74	82	761	843	3	49	52	746	798
November	4	50	54	812	866	6	64	70	880	950
<b>Total</b>	<b>73</b>	<b>648</b>	<b>721</b>	<b>7,756</b>	<b>8,477</b>	<b>64</b>	<b>644</b>	<b>708</b>	<b>8,071</b>	<b>8,779</b>

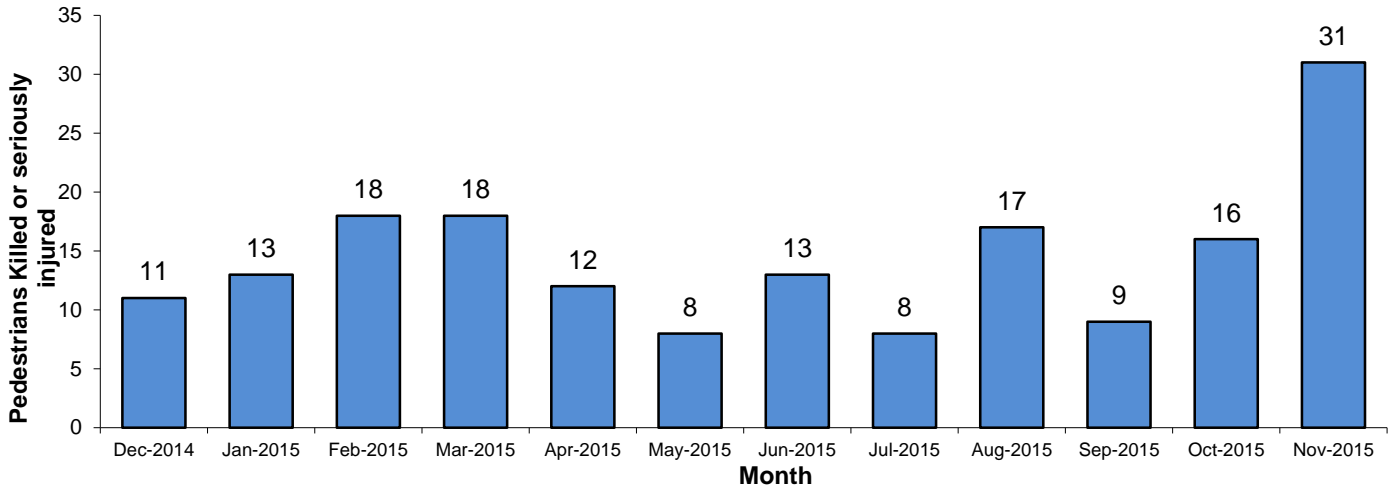
<sup>1</sup> Killed or seriously injured \* Figures are provisional and subject to change

**Figure 1: Casualties killed or seriously injured in road traffic collisions by month: January 2013 to November 2015**



## Casualty Class

Figure 2: Pedestrian KSI Casualties by road user type: December 2014 to November 2015



- There were 31 pedestrians killed or seriously injured during November 2015. This is the highest number of pedestrian KSI casualties recorded in a calendar month for 12 years since November 2003. Figure 2 above shows the number of pedestrian KSIs over the last 12 months.
- There has been a reduction in the number of people killed or seriously injured amongst both pedal cyclists and motorcyclists. Figure 3 below shows that pedal cyclist KSI casualties in particular have fallen by over a third from 61 recorded between January and November 2014 to 38 during this period.

Figure 3: Difference in the number of KSI casualties by road user type: January to November 2015 compared with January to November 2014

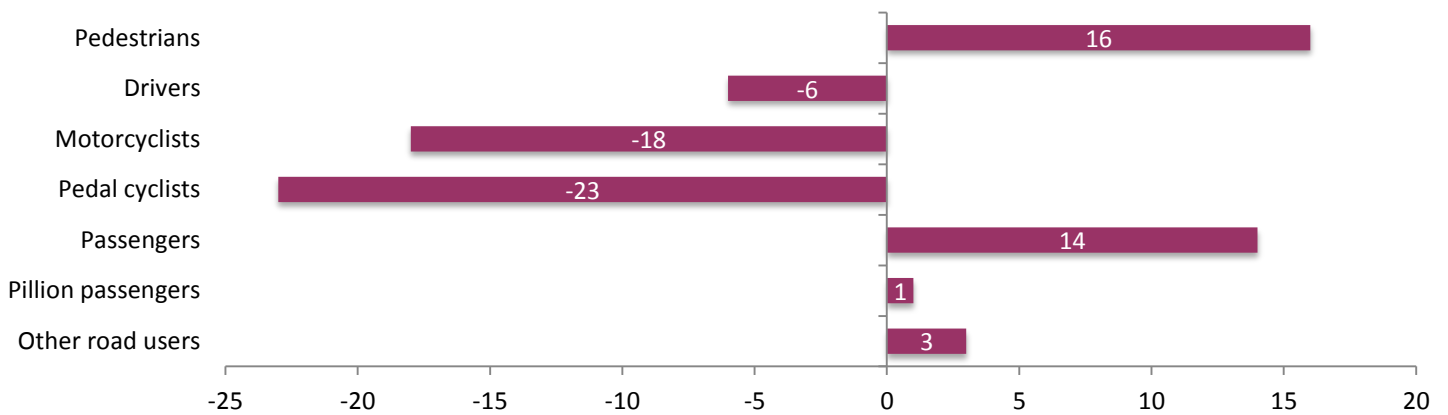


Table 2 Number of police recorded road traffic casualties by road user type: January to November 2015 compared with January to November 2014

	01 January – 30 November 2014					01 January – 30 November 2015*				
	Killed	Seriously injured	KSI <sup>1</sup>	Slightly injured	Total	Killed	Seriously injured	KSI <sup>1</sup>	Slightly injured	Total
Pedestrians	17	130	147	547	694	15	148	163	530	693
Drivers of motor vehicles	25	230	255	4,295	4,550	28	221	249	4,561	4,810
Motorcyclists	13	82	95	177	272	3	74	77	189	266
Pedal cyclists	3	58	61	262	323	0	38	38	220	258
Passengers	12	140	152	2,424	2,576	15	151	166	2,518	2,684
Pillion passengers	1	4	5	6	11	0	6	6	4	10
Other road users	2	4	6	45	51	3	6	9	49	58
<b>Total</b>	<b>73</b>	<b>648</b>	<b>721</b>	<b>7,756</b>	<b>8,477</b>	<b>64</b>	<b>644</b>	<b>708</b>	<b>8,071</b>	<b>8,779</b>

<sup>1</sup> Killed or seriously injured \* Figures are provisional and subject to change

## Age and gender

- There were 13 fewer people killed or seriously injured between January and November 2015 in comparison with last year. The largest decrease was amongst older people (aged 65 and over) which fell by 9.4% from 96 KSI casualties recorded last year to 87 during the same eleven month period this year.
- While all age categories had more people slightly injured recorded between January and November 2015 than the same period last year only the 25 to 34 and 50 to 64 age groups had more people killed or seriously injured in comparison with last year.
- While males comprise approximately three fifths of those killed or seriously injured, there were 49 fewer male KSI casualties recorded between January and November 2015 than the same time period last year (falling by 10.0%). In contrast, there were 36 more females killed or seriously injured during this period than the same time period last year.
- More males than females were killed or seriously injured in each age group between January and November 2015 with the exception of those aged 65 and over. Females accounted for 54 out of the 87 KSI casualties recorded amongst older people so far this year (62.1%).

**Table 3 Number of police recorded road traffic casualties by age and gender: January to November 2015 compared with January to November 2014**

Gender	Age Group	01 January – 30 November 2014					01 January – 30 November 2015*				
		Killed	Seriously injured	KSI <sup>1</sup>	Slightly injured	Total	Killed	Seriously injured	KSI <sup>1</sup>	Slightly injured	Total
Male	Under 16	4	37	41	401	442	1	41	42	399	441
	16 - 24	17	113	130	903	1,033	15	104	119	951	1,070
	25 - 34	8	79	87	872	959	5	84	89	888	977
	35 - 49	12	95	107	974	1,081	6	83	89	1,042	1,131
	50 - 64	6	69	75	584	659	8	60	68	616	684
	65 +	12	34	46	259	305	10	23	33	315	348
	Unknown	0	3	3	25	28	0	0	0	16	16
	<b>Total</b>	<b>59</b>	<b>430</b>	<b>489</b>	<b>4,018</b>	<b>4,507</b>	<b>45</b>	<b>395</b>	<b>440</b>	<b>4,227</b>	<b>4,667</b>
Female	Under 16	0	26	26	347	373	2	21	23	370	393
	16 - 24	3	54	57	846	903	3	59	62	840	902
	25 - 34	0	32	32	814	846	2	37	39	828	867
	35 - 49	0	29	29	871	900	0	40	40	901	941
	50 - 64	3	33	36	548	584	4	46	50	552	602
	65 +	8	42	50	292	342	8	46	54	336	390
	Unknown	0	2	2	19	21	0	0	0	16	16
	<b>Total</b>	<b>14</b>	<b>218</b>	<b>232</b>	<b>3,737</b>	<b>3,969</b>	<b>19</b>	<b>249</b>	<b>268</b>	<b>3,843</b>	<b>4,111</b>
Other <sup>2</sup>	Under 16	0	0	0	1	1	0	0	0	1	1
All	Under 16	4	63	67	749	816	3	62	65	770	835
	16 - 24	20	167	187	1,749	1,936	18	163	181	1,791	1,972
	25 - 34	8	111	119	1,686	1,805	7	121	128	1,716	1,844
	35 - 49	12	124	136	1,845	1,981	6	123	129	1,943	2,072
	50 - 64	9	102	111	1,132	1,243	12	106	118	1,168	1,286
	65 +	20	76	96	551	647	18	69	87	651	738
	Unknown	0	5	5	44	49	0	0	0	32	32
	<b>Total<sup>2</sup></b>	<b>73</b>	<b>648</b>	<b>721</b>	<b>7,756</b>	<b>8,477</b>	<b>64</b>	<b>644</b>	<b>708</b>	<b>8,071</b>	<b>8,779</b>

<sup>1</sup> Killed or seriously injured <sup>2</sup> Where gender is unknown or recorded as other \* Figures are provisional and subject to change

## District

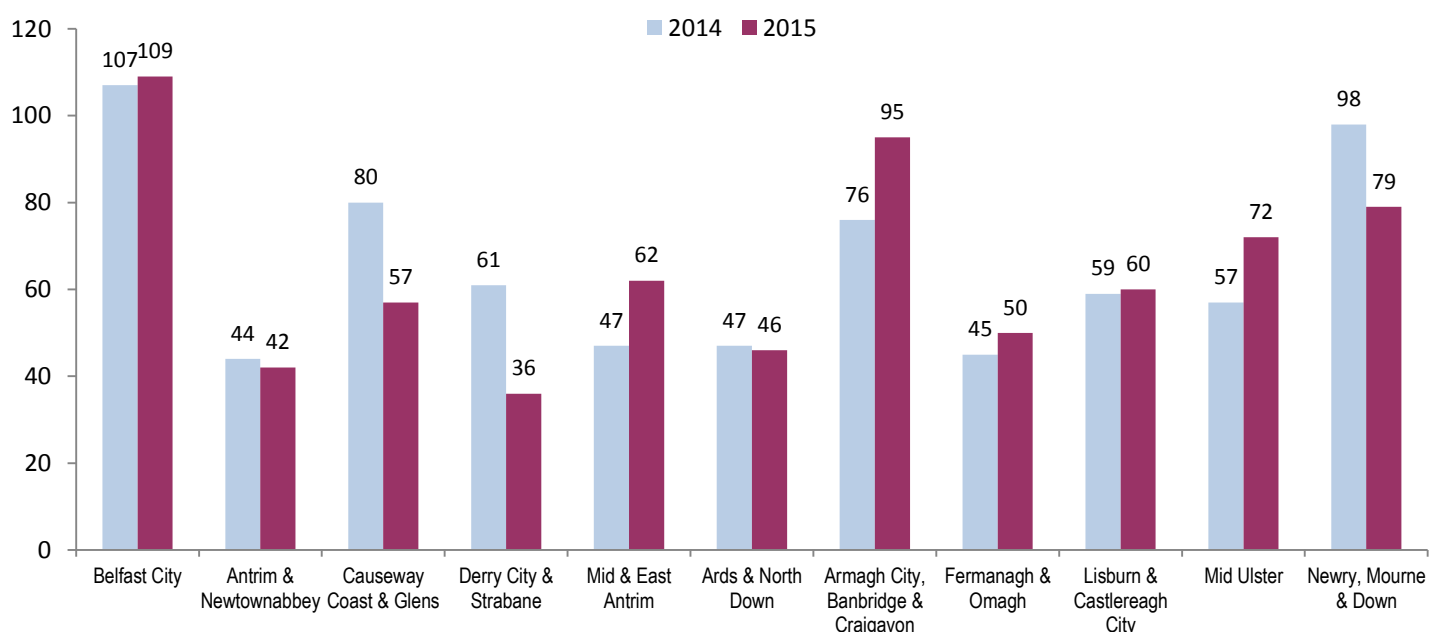
**Table 4 Number of police recorded road traffic casualties by injury severity and Police District: January to November 2015 compared with January to November 2014**

District/Area	01 January – 30 November 2014					01 January – 30 November 2015*				
	Killed	Seriously Injured	Total KSI <sup>1</sup>	Slightly Injured	Total	Killed	Seriously Injured	Total KSI <sup>1</sup>	Slightly Injured	Total
<b>Belfast City</b>	<b>6</b>	<b>101</b>	<b>107</b>	<b>2,019</b>	<b>2,126</b>	<b>5</b>	<b>104</b>	<b>109</b>	<b>2,098</b>	<b>2,207</b>
Antrim & Newtownabbey	2	42	44	602	646	4	38	42	618	660
Causeway Coast & Glens	9	71	80	508	588	7	50	57	459	516
Derry City & Strabane	5	56	61	586	647	4	32	36	580	616
Mid & East Antrim	4	43	47	497	544	6	56	62	454	516
<b>North Area Policing</b>	<b>20</b>	<b>212</b>	<b>232</b>	<b>2,193</b>	<b>2,425</b>	<b>21</b>	<b>176</b>	<b>197</b>	<b>2,111</b>	<b>2,308</b>
Ards & North Down	4	43	47	539	586	4	42	46	595	641
Armagh City, Banbridge & Craigavon	7	69	76	722	798	9	86	95	714	809
Fermanagh & Omagh	7	38	45	453	498	6	44	50	506	556
Lisburn & Castlereagh City	8	51	59	647	706	4	56	60	797	857
Mid Ulster	7	50	57	497	554	8	64	72	547	619
Newry, Mourne & Down	14	84	98	686	784	7	72	79	703	782
<b>South Area Policing</b>	<b>47</b>	<b>335</b>	<b>382</b>	<b>3,544</b>	<b>3,926</b>	<b>38</b>	<b>364</b>	<b>402</b>	<b>3,862</b>	<b>4,264</b>
<b>Northern Ireland Total</b>	<b>73</b>	<b>648</b>	<b>721</b>	<b>7,756</b>	<b>8,477</b>	<b>64</b>	<b>644</b>	<b>708</b>	<b>8,071</b>	<b>8,779</b>

<sup>1</sup> Killed or seriously injured \* Figures are provisional and subject to change

- Armagh City, Banbridge & Craigavon had the highest number of road deaths recorded between January and November 2015 with nine. This District also had the largest increase in people seriously injured compared with last year with 17 more recorded during this period than the same eleven months last year.
- In contrast, Derry City & Strabane had the largest decrease in KSI casualties reducing by 25 from 61 recorded between January and November 2014 to 36 this period.

**Figure 4: Casualties killed or seriously injured by District: January to November 2015 compared with January to November 2014**



## Principal causation factors

**Table 5 Most common principal causation factors of those killed or seriously injured in road traffic collisions: January to November 2015**

Principal Factor	Total KSI casualties
Inattention or attention diverted	79
Excessive speed having regard to conditions	67
Alcohol/drugs driver rider	63
Wrong course/position	55
Heedless of traffic crossing carriageway	46
Turning right without care	42
Overtaking on offside without care	37
Emerging from minor road without care	34
Other driver/rider factor	30
Crossing or entering road junction without care	28

- The most common principal causation factors for KSI casualties between January and November were 'Inattention or attention diverted' (79 KSI casualties), followed by 'Excessive speed having regard to conditions' (67 KSI casualties) and 'Impaired by alcohol/drugs – driver/rider' with 63 KSI casualties.

## Single vehicle collisions

**Table 6 Casualties resulting from single vehicle collisions<sup>1</sup> by injury severity and month: January to November 2015 compared with January to November 2014**

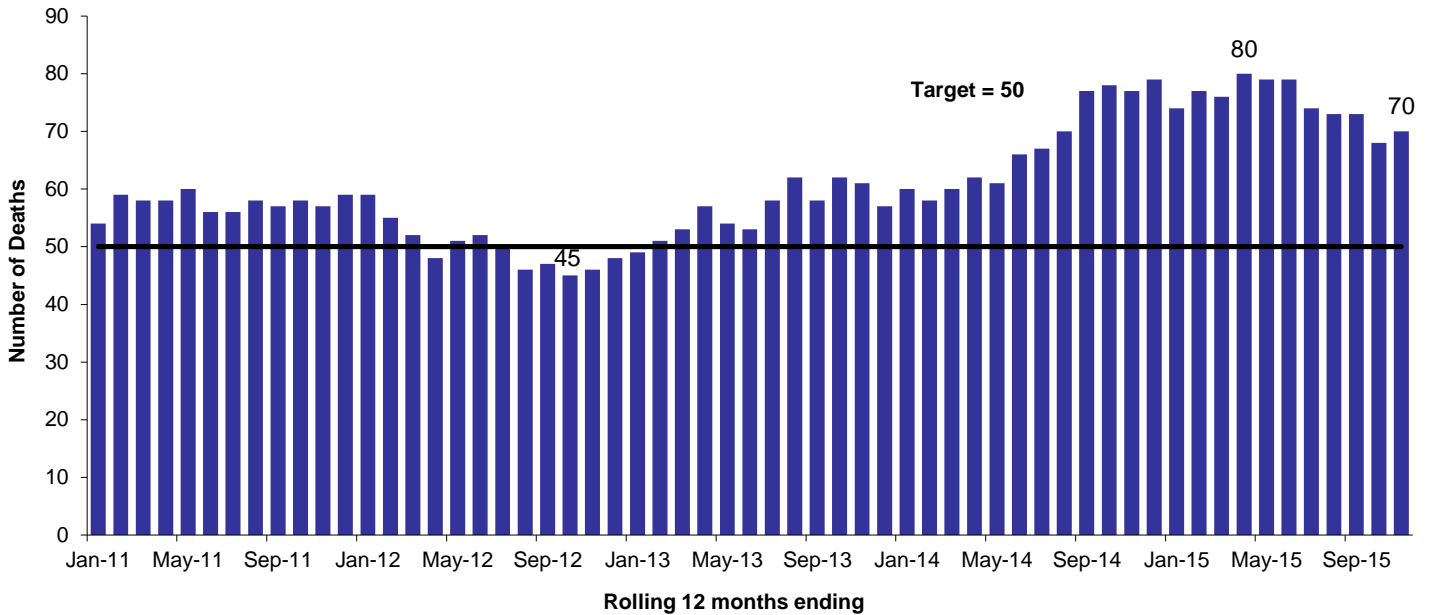
	01 January – 30 November 2014					01 January – 30 November 2015*				
	Killed	Seriously injured	KSI <sup>1</sup>	Slightly injured	Total	Killed	Seriously injured	KSI <sup>1</sup>	Slightly injured	Total
January	1	10	11	99	110	1	8	9	94	103
February	0	7	7	85	92	0	16	16	97	113
March	3	15	18	96	114	2	19	21	81	102
April	1	7	8	57	65	2	12	14	79	93
May	1	20	21	88	109	1	14	15	58	73
June	2	13	15	105	120	4	19	23	96	119
July	1	18	19	83	102	1	8	9	95	104
August	2	15	17	86	103	1	14	15	83	98
September	2	12	14	60	74	5	12	17	83	100
October	4	21	25	97	122	0	6	6	90	96
November	0	12	12	109	121	1	4	5	108	113
<b>Total</b>	<b>17</b>	<b>150</b>	<b>167</b>	<b>965</b>	<b>1,132</b>	<b>18</b>	<b>132</b>	<b>150</b>	<b>964</b>	<b>1,114</b>

<sup>1</sup> Defined as a collision which involves no other party other than the vehicle itself \* Figures are provisional and subject to change

- The 838 single vehicle collisions recorded between January and November 2015 account for 15.1% of the total number of collisions recorded. There were 150 KSI casualties as a result of a these collisions during this period, 17 fewer than the same period last year.
- Although there were more people slightly injured in a single vehicle collision in November than in any other month in 2015, the 5 KSI casualties provisionally recorded for this month is the lowest level recorded by month for single vehicle collisions since this variable began to be collated in 1996.

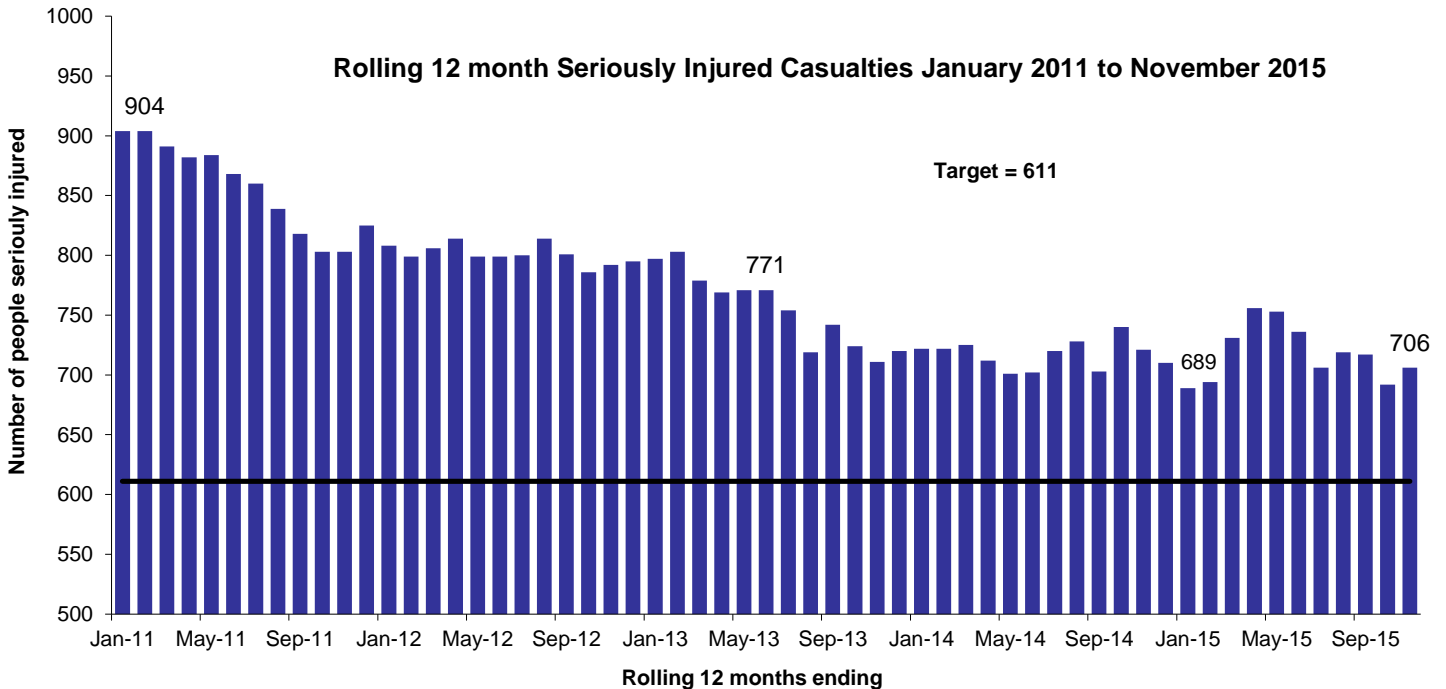
## Casualty reduction target for 2020

**Figure 5: Number of people killed on Northern Ireland's Roads – Rolling 12 months January 2011 to November 2015**



- The Department of Environment's Northern Ireland Road Safety Strategy aims at a 60% reduction on the number of fatalities on Northern Ireland's roads each year, from the 2004 – 2008 average of 126 to fewer than 50 by 2020. Although, this figure has dipped below this target achieving 45 for the 12 month period ending October 2012, the current figure of 70 for the period 1<sup>st</sup> December 2014 to 30<sup>th</sup> November 2015 is 20 deaths above the target.

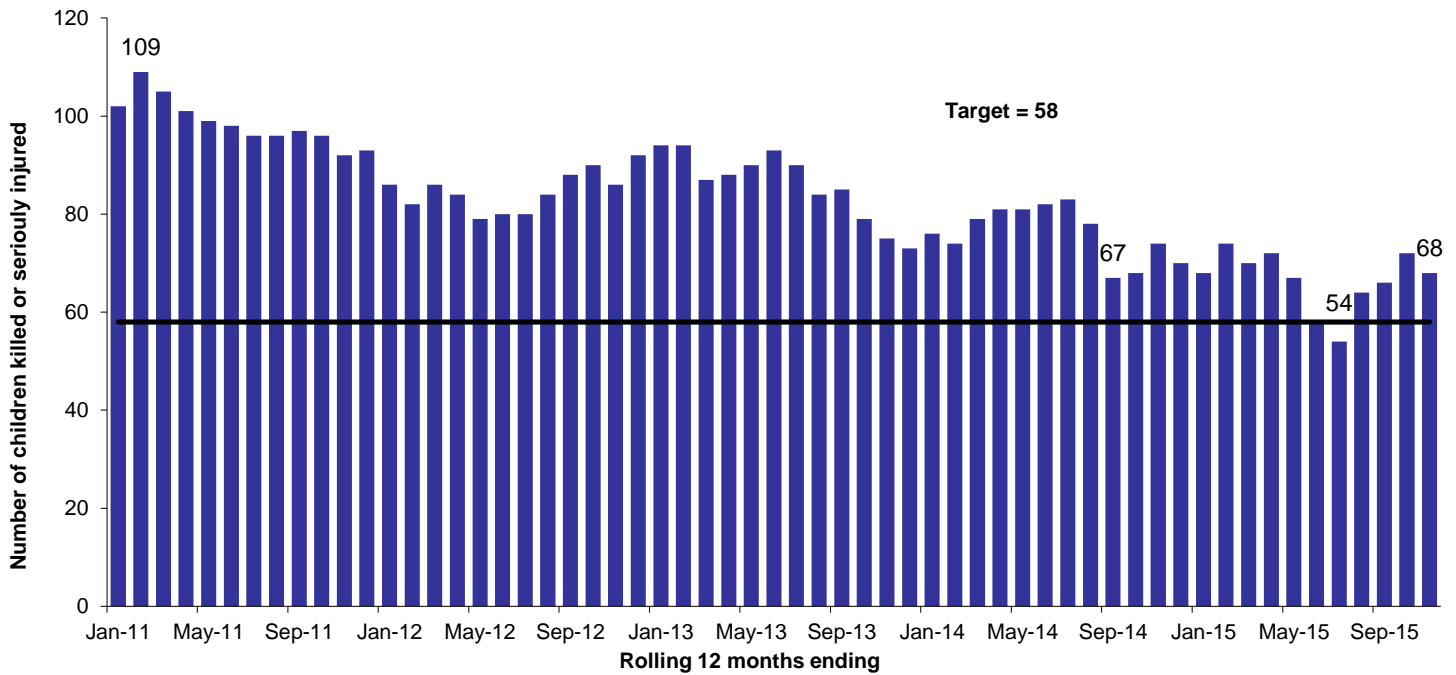
**Figure 6: Number of people seriously injured on Northern Ireland's Roads – Rolling 12 months January 2011 to November 2015**



- The Department of Environment's Northern Ireland Road Safety Strategy also aims at a 45% reduction in the number of persons seriously injured on Northern Ireland's roads each year, from the 2004 – 2008 average of 1,111 to fewer than 611 by 2020. The current rolling 12 month figure covering 1<sup>st</sup> December 2014 to 30<sup>th</sup> November 2015 provisionally sits 95 above the target at 706.

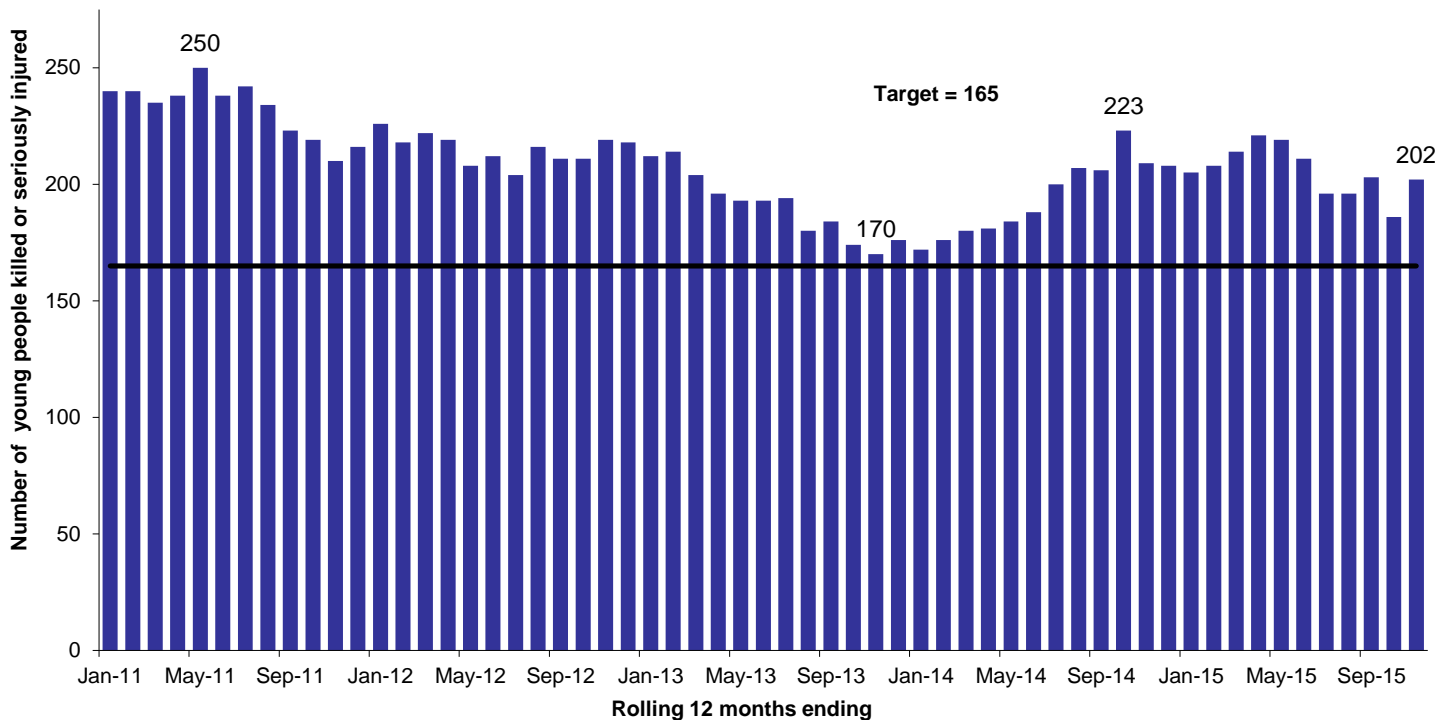


**Figure 7: Number of children killed or seriously injured on Northern Ireland's Roads – Rolling 12 months January 2011 to November 2015**



- The Road Safety Strategy has set a target of 55% reduction in the number of children killed or seriously injured on Northern Ireland's roads each year, from the 2004 – 2008 average of 128 to fewer than 58 by 2020. Although this was achieved in July 2015 with 54, the current figure covering the period 1<sup>st</sup> December 2014 to 30<sup>th</sup> November 2015 is 68 and provisionally sits 10 more than the target.

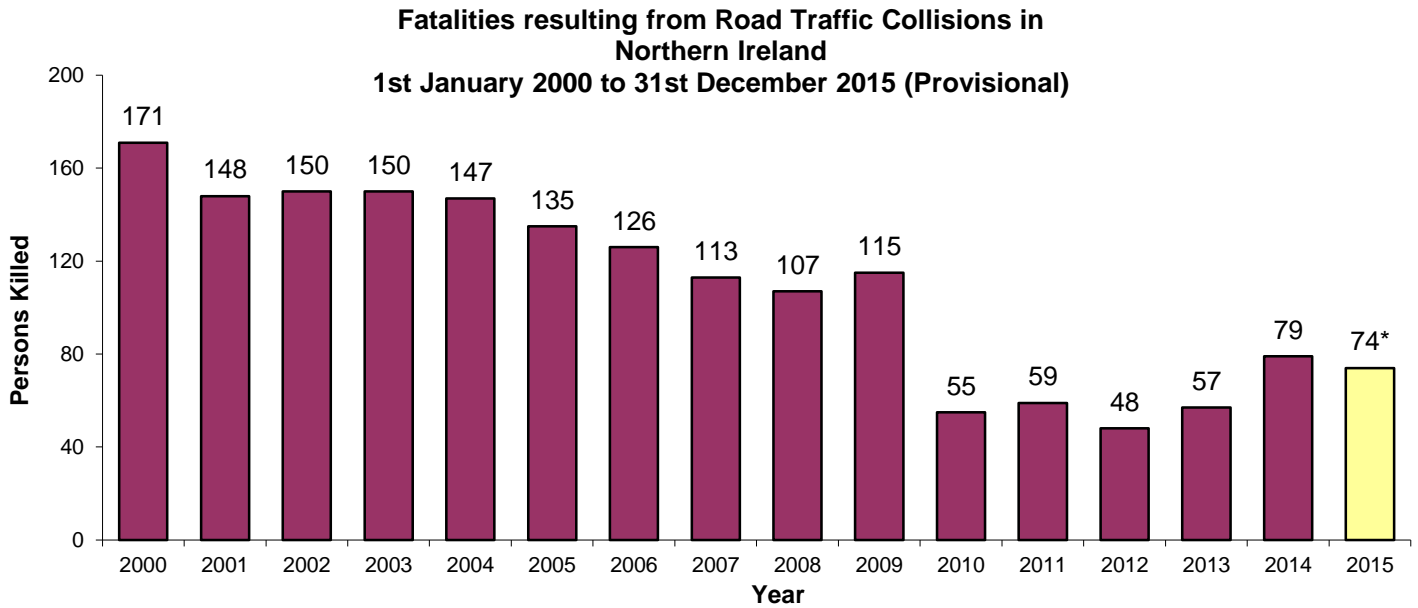
**Figure 8: Number of young people (16-24) killed or seriously injured on Northern Ireland's Roads – Rolling 12 months January 2011 to November 2015**



- The Strategy also has a target of a 55% reduction in the number of young people (aged 16-24) killed or seriously injured on Northern Ireland's roads each year, from the 2004 – 2008 average of 366 to fewer than 165 by 2020. The current figure to the end of November 2015 is provisionally 16 more than last month at 202 and 37 KSI casualties above the target.

## Fatalities

Figure 9: Number of people killed on Northern Ireland's roads – 2000 to 2015\*



\* Provisional fatality figure up to the 31st December 2015. This figure will be finalised on the 24<sup>th</sup> March 2016.

- The number of people killed in road traffic collisions in the years up to and including 2009 was consistently above 100 and then in 2010, there was an unprecedented reduction in which fatalities fell to 55 (a reduction of 52%). This figure has fluctuated around this level until increasing to 79 deaths in 2014 (up 38.6% from 2013). Provisionally, there have been 74 deaths recorded in 2015, five fewer than the total number recorded in 2014.
- Of the 74 road deaths occurring in 2015, 41 (55.4%) occurred on rural roads (defined as where the speed limit is over 40 miles per hour excluding motorways and dual carriageways) while 21 occurred on urban roads (40 miles per hour or less) and 12 occurred on motorways or dual carriageways. The [Daily Fatal Report](#) on the [PSNI website](#) provides more information.

## Notes

### Strengths and Limitations of the data

#### Strengths

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

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

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

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

#### Limitations

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

The data used as the basis for these statistics are therefore not a complete record of all personal injury road accidents, and this should be kept in mind when using and analysing the figures. However, police data on road accidents (STATS 19), whilst not perfect, remain the most detailed, complete and reliable single source of information on road casualties, in particular for monitoring trends over time.

One of the main limitations of police recorded injury road traffic collision statistics, as mentioned above, is the extent to which they represent the true level of injury road traffic collisions and casualties that occur within the UK. Extensive research has been conducted within GB in order to get an estimate of the level of this under-reporting. The research has generally focused on 2 sources of comparable information, (i) hospital admissions data<sup>1</sup> and (ii) survey data from The Travel Survey for Northern Ireland<sup>2</sup>.

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

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

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

In Northern Ireland, police recorded fatal and serious injury collision casualties (KSI's) for 2014/15 equate to approximately 61% of the comparable figures on road casualties obtained from hospital admission statistics over the same period, up from 57% in the previous year.

The Travel Survey for Northern Ireland indicates that 68% of persons involved in at least one road accident in which there was an injury made police aware of the collision, either by attending at the scene or reporting afterwards. (The confidence interval around this was +/- 8%).

The Department of Regional Development produce the Travel Survey for Northern Ireland which collects information on how and why people travel within Northern Ireland. The survey uses three years of data to ensure the analysis is robust.

## Revisions

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

Comparing this monthly bulletin with the previous one, published 18<sup>th</sup> December 2015, the following revisions have been made:

Police recorded road traffic collision casualty figures by month						
	Month	Collisions	Casualties			
		No of injury collisions	Killed	Seriously Injured	Slightly Injured	Total casualties
Reported 3 <sup>rd</sup> July 2015	Apr-15	488	10	72	692	774
Reported 31 <sup>st</sup> July 2015	Apr-15	499	10	72	705	787
	May-15	436	3	50	667	720
Reported 28 <sup>th</sup> August 2015	Apr-15	500	10	72	706	788
	May-15	449	3	52	683	738
	Jun-15	483	10	49	698	757
Reported 25 <sup>th</sup> September 2015	Apr-15	501	10	72	711	793
	May-15	454	3	52	691	746
	Jun-15	501	10	50	729	789
	Jul-15	412	3	43	615	661
Reported 23 <sup>rd</sup> October 2015	Apr-15	501	10	72	711	793
	May-15	456	3	52	694	749
	Jun-15	514	10	51	748	809
	Jul-15	427	3	43	643	689
	Aug-15	465	8	68	659	735
Reported 27 <sup>th</sup> November 2015	Apr-15	501	10	72	711	793
	May-15	456	3	52	694	749
	Jun-15	514	10	51	748	809
	Jul-15	438	3	45	662	710
	Aug-15	495	8	70	702	780
	Sep-15	485	8	48	724	780
Reported 18 <sup>th</sup> December 2015	Apr-15	501	10	72	711	793
	May-15	456	3	52	694	749
	Jun-15	514	10	51	748	809
	Jul-15	438	3	45	662	710
	Aug-15	497	8	70	706	784
	Sep-15	501	8	51	741	800
	Oct-15	496	3	47	712	762
Reported 22 <sup>nd</sup> January 2016	Apr-15	501	10	72	711	793
	May-15	457	3	52	695	750
	Jun-15	514	10	51	748	809
	Jul-15	438	3	45	662	710
	Aug-15	497	8	70	706	784
	Sep-15	503	8	51	744	803
	Oct-15	522	3	49	746	798
	Nov-15	590	6	64	880	950

Scale of Revision (Latest month compared with initial report)						
	Apr-15	13 (2.7%)	0	0	19 (2.7%)	19 (2.5%)
	May-15	21 (4.8%)	0	2 (4.0%)	28 (4.2%)	30 (4.2%)
	Jun-15	31 (6.4%)	0	2 (4.1%)	50 (7.2%)	52 (6.9%)
	Jul-15	26 (6.3%)	0	2 (4.7%)	47 (7.6%)	49 (7.4%)
	Aug-15	32 (6.9%)	0	2 (2.9%)	47 (7.1%)	49 (6.7%)
	Sep-15	18 (3.7%)	0	3 (6.3%)	20 (2.8%)	23 (2.9%)
	Oct-15	26 (5.2%)	0	2 (4.3%)	34 (4.8%)	36 (4.7%)

## Comparisons with Great Britain

Results from the most recent period covered by the Department for Transport statistical releases (published 5th November 2015) refer to the rolling 12 month period ending June 2015. Key points from the publication are as below:

- Road deaths decreased by 2% compared to the year ending June 2014, to 1,700
- There were 22,830 killed or seriously injured (KSI) casualties, a 7% decrease compared with the previous year.
- There were 180,500 reported road casualties of all severities, 7% lower than the year ending June 2014.
- Between April and June 2015:
  - There were 400 road deaths, a 7% decrease from the same quarter in 2014
  - KSI casualties decreased by 11% with slightly injured casualties and overall total casualties both falling by 12% compared with the same quarter in 2014.

[https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/473850/quarterly-estimates-april-to-june-2015.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/473850/quarterly-estimates-april-to-june-2015.pdf)

## Additional Data

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

## Further Information

Further information is available in the [Police Recorded Injury Road Traffic Collision Statistics Northern Ireland User Guide](#) on the [PSNI website](#).

Also note that PSNI Statistics Branch will publish more detailed 2015 annual reports in March and June 2016. These reports will provide detailed information on casualties, causation, location, conditions and comparisons with other areas. If you have anything that you would like to see included in these reports, please feel free to contact us, details are provided on the cover page.

## Further Research

Research into road traffic collisions and casualties can be directed by visiting:

[www.roadsafetyobservatory.com](http://www.roadsafetyobservatory.com)

[www.dft.gov.uk](http://www.dft.gov.uk)

[www.pacts.org.uk](http://www.pacts.org.uk)

[www.trl.co.uk](http://www.trl.co.uk)

[www.doeni.gov.uk](http://www.doeni.gov.uk)

## Recorded road traffic collision and casualty definitions

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

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

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

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

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

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

**Children:** Persons under 16 years of age.

**Vehicles Involved:** Vehicles whose occupants are injured, vehicles suffering damage, vehicles that contribute to the collision, and horses being ridden at the time of the collision. Vehicles that collide after the initial impact causing injury are not included unless they aggravate the degree of injury or lead to further casualties.

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

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

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

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

**Pillion passengers:** Passenger on a moped or motorcycle.

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

**Pedestrians:** Include

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