

Police Service of Northern Ireland

Police Recorded Injury Road Traffic Collisions and Casualties Northern Ireland

Monthly Report

Covering the reporting period
1st January 2015 – 31st October 2015

Published 18th December 2015

Contact: Traffic Statistician, Statistics Branch, Operational Support Department

Lisnasharragh, 42 Montgomery Road, Belfast, Northern Ireland, BT6 9LD

Web: www.psni.police.uk

Tel: 02890 650222 Ext: 24135 Email: statistics@psni.police.uk

Police Recorded Injury Road Traffic Collisions and Casualties in Northern Ireland: Monthly Update to 31st October 2015

Published 18th December 2015

This bulletin presents the most recent injury road traffic casualty statistics relating to collisions recorded by the police for the period 1st January to the 31st October 2015 based on figures that were compiled on 14th December 2015. Any figures recorded from 1st 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 October 2015

Monthly Trends

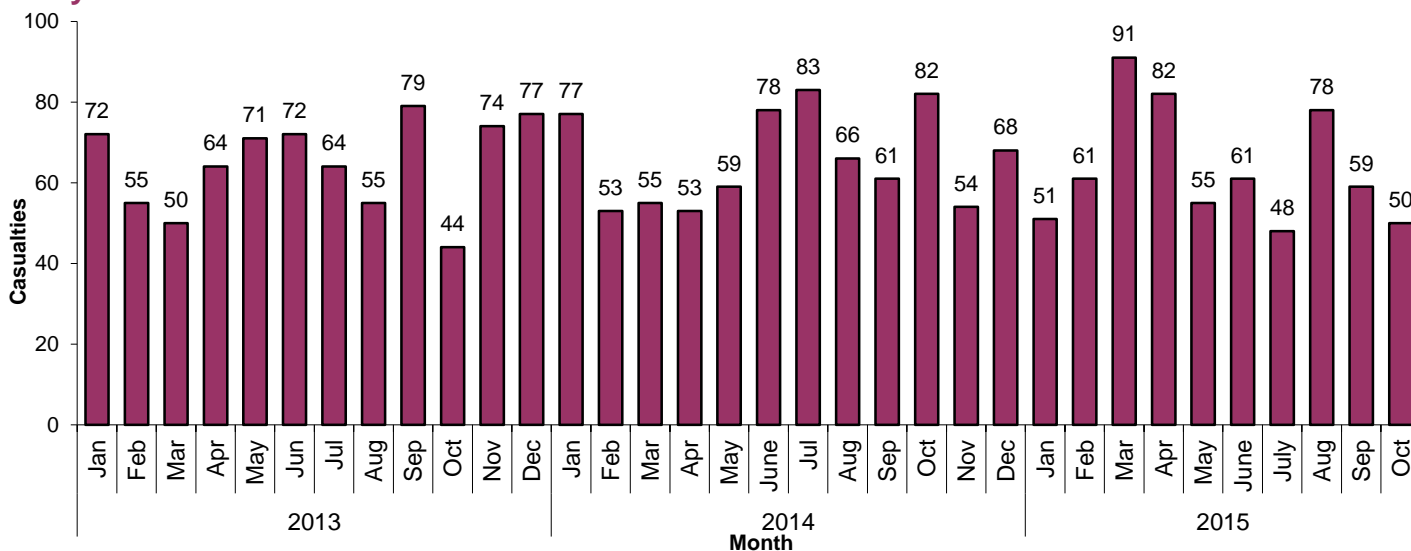
- There were 4,914 collisions recorded between January and October 2015 resulting in a total of 7,789 casualties. This is comprised of 58 fatalities, 578 people seriously injured and a further 7,153 people slightly injured. For the same time period last year there were 4,929 collisions of which there were 7,611 casualties comprised of 69 fatalities, 598 people seriously injured and 6,944 people slightly injured.
- Despite there being 15 fewer collisions reported between January and October 2015 in comparison with the same time period in 2014, there were 178 more casualties recorded. This comprised 209 more people slightly injured, 11 fewer deaths and 20 fewer people seriously injured.
- The 50 people killed or seriously injured in October 2015 is 9 fewer than the previous calendar month of September 2015 and 32 fewer than was recorded in October 2014.

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

	01 January – 31 October 2014					01 January – 31 October 2015*				
	Killed	Seriously injured	KSI ¹	Slightly injured	Total	Killed	Seriously injured	KSI ¹	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	694	749
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	741	800
October	8	74	82	761	843	3	47	50	712	762
Total	69	598	667	6,944	7,611	58	578	636	7,153	7,789

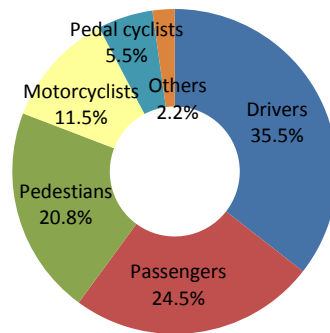
¹ Killed or seriously injured * Figures are provisional and subject to change

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



Casualty Class

Figure 2: Casualties killed or seriously injured by road user type: January to October 2015



- Drivers of motor vehicles were the single largest casualty class from 1st January to 31st October 2015 and accounted for 35.5% of all casualties killed or seriously injured. Passengers accounted for 24.5% of KSI casualties, followed by pedestrians (20.8%), motorcyclists (11.5%) and pedal cyclists (5.5%).
- There has been an overall reduction in the number of casualties amongst vulnerable road users (pedestrians, motorcyclists and pedal cyclists) in comparison with last year. In terms of those killed and seriously injured vulnerable road users decreased by 42 when comparing January to October 2015 with the same time period last year with pedestrian KSI casualties reducing by 3, motorcyclists by 19 and pedal cyclists by 20 (a decrease of 36.4%).

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

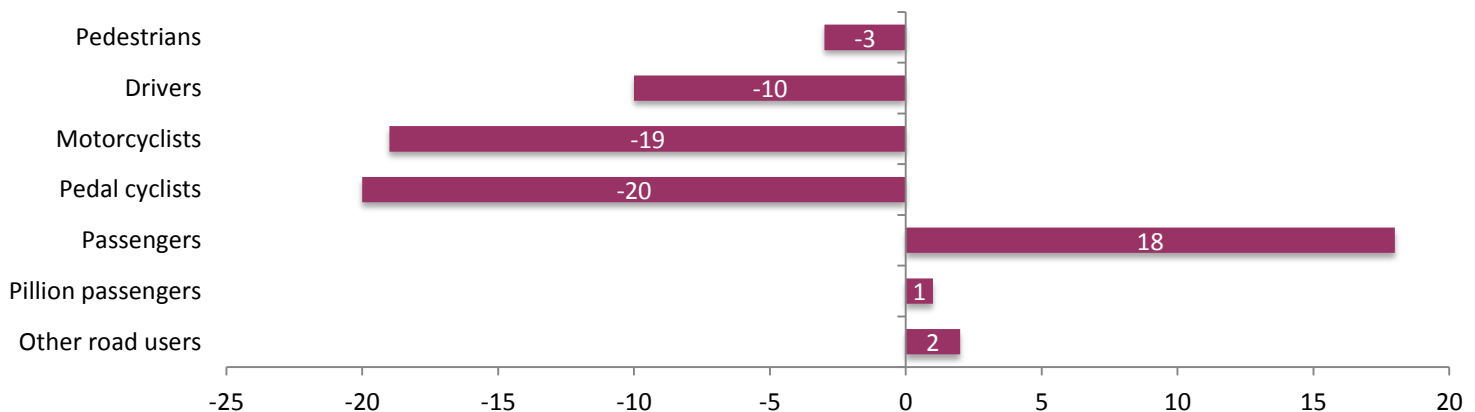


Table 2 Number of police recorded road traffic casualties by road user type: January to October 2015 compared with January to October 2014

	01 January – 31 October 2014					01 January – 31 October 2015*				
	Killed	Seriously injured	KSI ¹	Slightly injured	Total	Killed	Seriously injured	KSI ¹	Slightly injured	Total
Pedestrians	16	119	135	489	624	11	121	132	476	608
Drivers of motor vehicles	25	211	236	3,837	4,073	26	200	226	4,014	4,240
Motorcyclists	11	81	92	162	254	3	70	73	178	251
Pedal cyclists	2	53	55	238	293	0	35	35	197	232
Passengers	12	126	138	2,170	2,308	15	141	156	2,241	2,397
Pillion passengers	1	4	5	5	10	0	6	6	3	9
Other road users	2	4	6	43	49	3	5	8	44	52
Total	69	598	667	6,944	7,611	58	578	636	7,153	7,789

¹ Killed or seriously injured * Figures are provisional and subject to change

Age and gender

- There were 31 fewer people killed or seriously injured between January and October 2015 with the largest decrease being amongst young people (those aged 16 to 24). This age group fell by 12.0% from 183 KSI casualties recorded last year to 161 during the same ten month period this year.
- While all age categories had more people slightly injured recorded during this ten month period than the same period last year only children and those aged 25 to 34 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 63 fewer male KSI casualties recorded between January and October 2015 than the same time period last year (falling by 13.8%). In contrast, there were 32 more females killed or seriously injured during this ten month period than the same time period last year.
- More males than females were killed or seriously injured in each age group between January and October 2015 with the exception of those aged 65 and over. Females accounted for 50 out of the 76 KSI casualties recorded amongst older people so far this year (65.8%).

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

Gender	Age Group	01 January – 31 October 2014					01 January – 31 October 2015*				
		Killed	Seriously injured	KSI ¹	Slightly injured	Total	Killed	Seriously injured	KSI ¹	Slightly injured	Total
Male	Under 16	3	36	39	354	393	1	37	38	362	400
	16 - 24	17	109	126	817	943	14	91	105	832	937
	25 - 34	7	72	79	780	859	5	74	79	782	861
	35 - 49	11	84	95	879	974	5	77	82	922	1,004
	50 - 64	5	68	73	530	603	8	55	63	540	603
	65 +	12	29	41	224	265	8	18	26	286	312
	Unknown	0	3	3	20	23	0	0	0	16	16
	Total	55	401	456	3,604	4,060	41	352	393	3,740	4,133
Female	Under 16	0	21	21	312	333	2	22	24	331	355
	16 - 24	3	54	57	757	814	3	53	56	761	817
	25 - 34	0	28	28	728	756	1	33	34	728	762
	35 - 49	0	26	26	777	803	0	37	37	785	822
	50 - 64	3	31	34	481	515	4	38	42	496	538
	65 +	8	35	43	266	309	7	43	50	291	341
	Unknown	0	2	2	18	20	0	0	0	20	20
	Total	14	197	211	3,339	3,550	17	226	243	3,412	3,655
Other ²	Under 16	0	0	0	1	1	0	0	0	1	1
All	Under 16	3	57	60	667	727	3	59	62	694	756
	16 - 24	20	163	183	1,574	1,757	17	144	161	1,593	1,754
	25 - 34	7	100	107	1,508	1,615	6	107	113	1,510	1,623
	35 - 49	11	110	121	1,656	1,777	5	114	119	1,707	1,826
	50 - 64	8	99	107	1,011	1,118	12	93	105	1,036	1,141
	65 +	20	64	84	490	574	15	61	76	577	653
	Unknown	0	5	5	38	43	0	0	0	36	36
	Total²	69	598	667	6,944	7,611	58	578	636	7,153	7,789

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

District

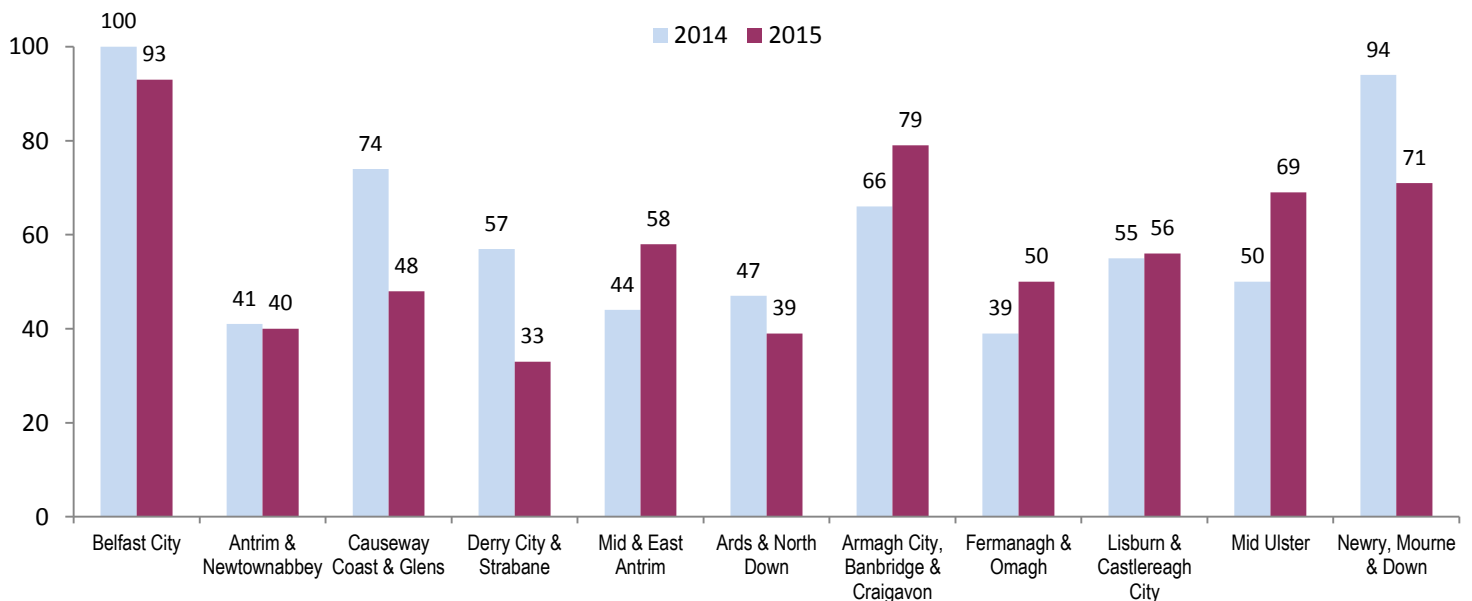
Table 4 Number of police recorded road traffic casualties by injury severity and Police District: January to October 2015 compared with January to October 2014

District/Area	01 January – 31 October 2014					01 January – 31 October 2015*				
	Killed	Seriously Injured	Total KSI ¹	Slightly Injured	Total	Killed	Seriously Injured	Total KSI ¹	Slightly Injured	Total
Belfast City	6	94	100	1,813	1,913	4	89	93	1,793	1,886
Antrim & Newtownabbey	2	39	41	522	563	4	36	40	559	599
Causeway Coast & Glens	8	66	74	457	531	5	43	48	408	456
Derry City & Strabane	5	52	57	509	566	4	29	33	540	573
Mid & East Antrim	4	40	44	442	486	6	52	58	416	474
North Area Policing	19	197	216	1,930	2,146	19	160	179	1,923	2,102
Ards & North Down	4	43	47	490	537	4	35	39	534	573
Armagh City, Banbridge & Craigavon	7	59	66	651	717	7	72	79	634	713
Fermanagh & Omagh	6	33	39	396	435	6	44	50	458	508
Lisburn & Castlereagh City	6	49	55	582	637	4	52	56	710	766
Mid Ulster	7	43	50	452	502	7	62	69	480	549
Newry, Mourne & Down	14	80	94	630	724	7	64	71	621	692
South Area Policing	44	307	351	3,201	3,552	35	329	364	3,437	3,801
Northern Ireland Total	69	598	667	6,944	7,611	58	578	636	7,153	7,789

¹ Killed or seriously injured * Figures are provisional and subject to change

- Armagh City, Banbridge & Craigavon, Mid Ulster and Newry, Mourne & Down Districts all had 7 road deaths recorded between January and October 2015.
- Mid Ulster District had the largest increase in KSI casualties rising by 19 from 50 recorded between January and October 2014 to 69 recorded during the ten month period in 2015.
- In contrast, Causeway Coast & Glens had the largest decrease in KSI casualties reducing by 26 from 74 recorded between January and October 2014 to 48 this period.

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



Principal causation factors

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

Principal Factor	Total KSI casualties
Inattention or attention diverted	73
Excessive speed having regard to conditions	58
Alcohol/drugs driver rider	58
Wrong course/position	51
Turning right without care	37
Heedless of traffic crossing carriageway	35
Overtaking on offside without care	32
Emerging from minor road without care	31
Crossing or entering road junction without care	25
Other driver/rider factor	25

- The most common principal causation factors for KSI casualties between January and October were 'Inattention or attention diverted (73 KSI casualties), followed by 'Excessive speed having regard to conditions' and 'Impaired by alcohol/drugs – driver/rider' (both with 58 KSI casualties).

Single vehicle collisions

Table 6 Casualties resulting from single vehicle collisions¹ by injury severity and month: January to October 2015 compared with January to October 2014

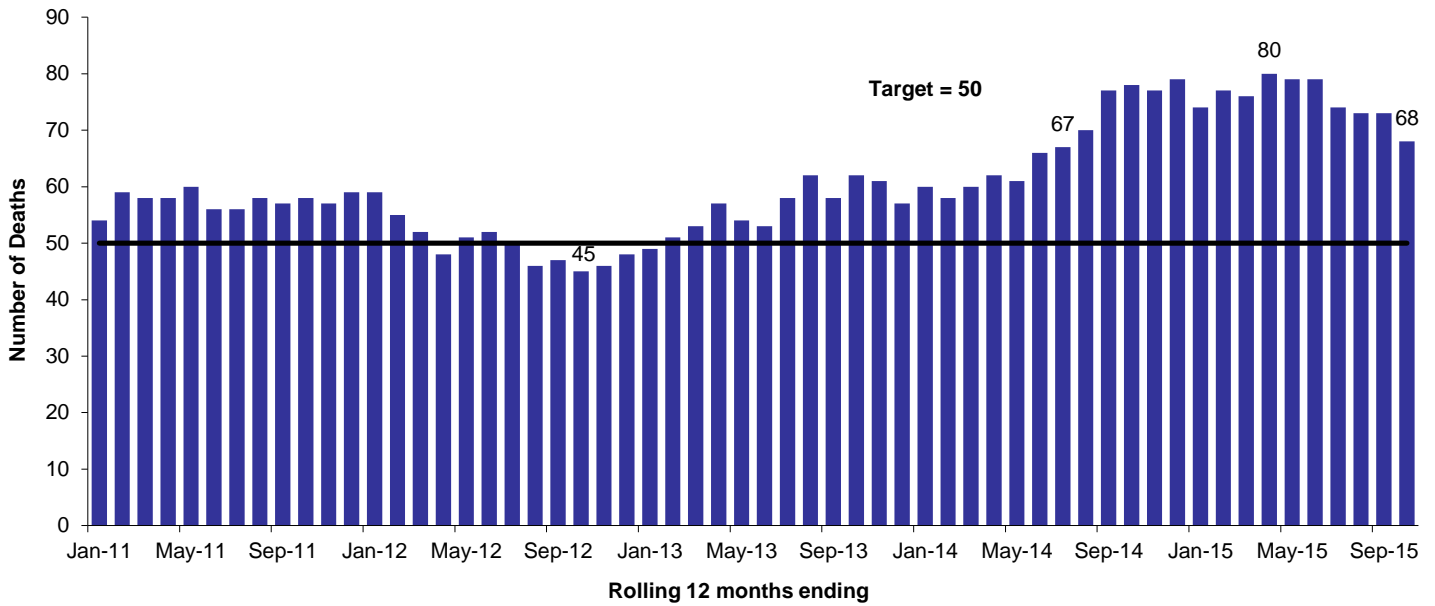
	01 January – 31 October 2014					01 January – 31 October 2015*				
	Killed	Seriously injured	KSI ¹	Slightly injured	Total	Killed	Seriously injured	KSI ¹	Slightly injured	Total
January	1	10	11	99	110	1	8	9	94	103
February	0	7	7	85	92	0	16	16	97	113
March	3	15	18	96	114	2	19	21	81	102
April	1	7	8	57	65	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	86	92
Total	17	138	155	856	1,011	17	128	145	852	997

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

- The 751 single vehicle collisions recorded between January and October 2015 account for 15.3% of the total number of collisions recorded.
- There were 145 people killed or seriously injured as a result of a single vehicle collision between January and October 2015. This is ten fewer than the 155 recorded in the same period last year.
- The 6 KSI casualties provisionally recorded for October 2015 is the lowest level recorded by month for single vehicle collisions for two and a half years since the same number was recorded in March 2013.

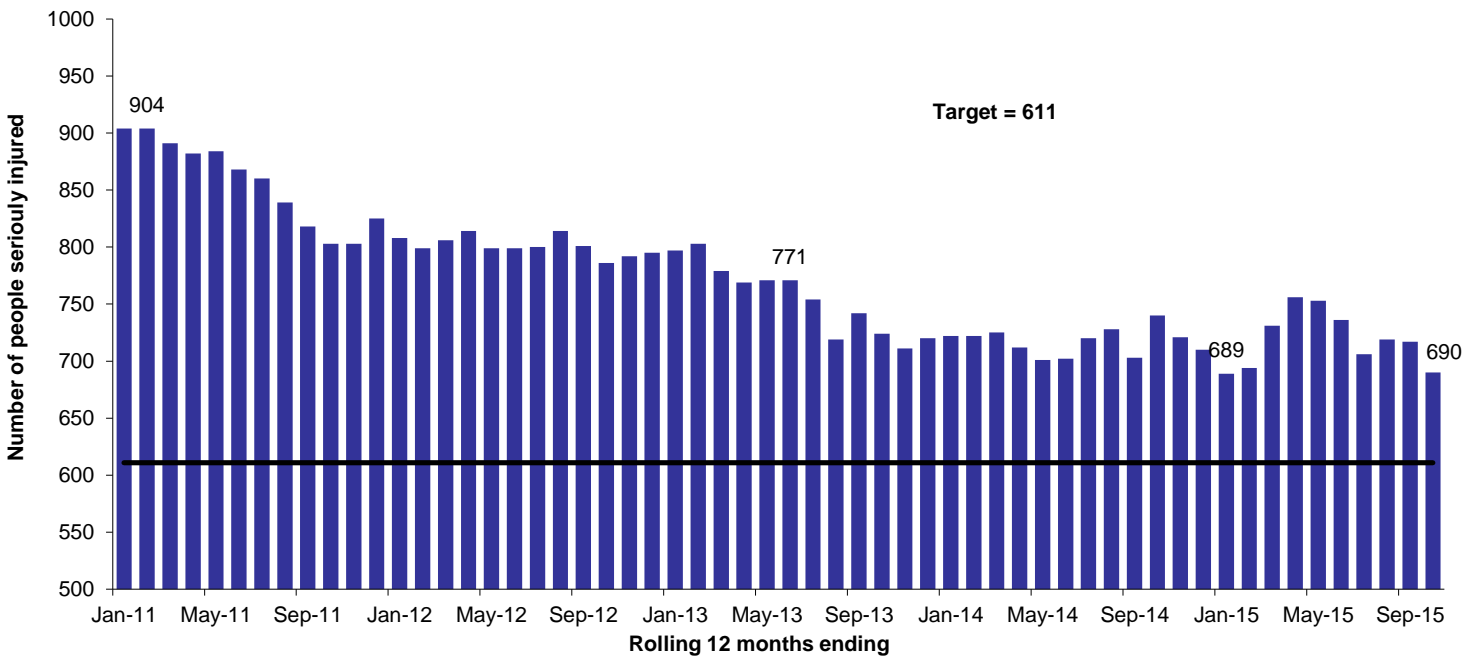
Casualty reduction target for 2020

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



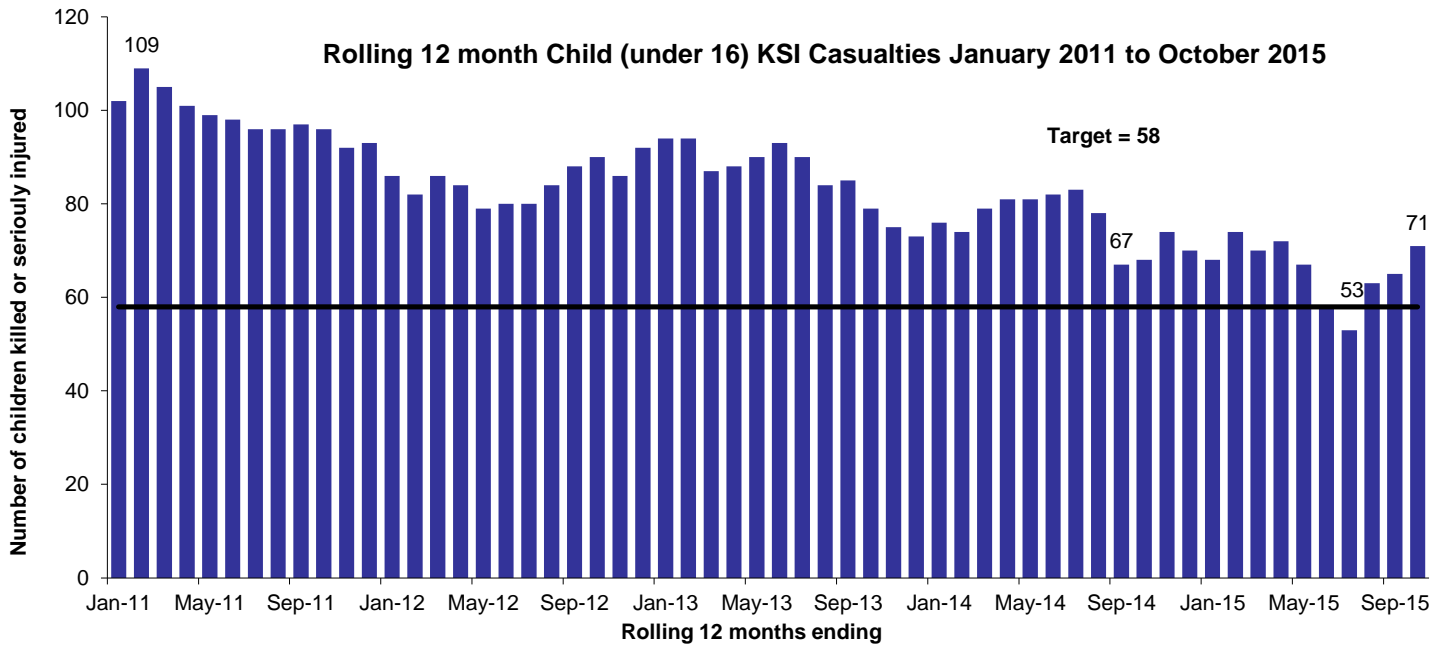
- The Department of Environment's Northern Ireland Road Safety Strategy aims at a 60% reduction on the number of fatalities on Northern Ireland's roads each year, from the 2004 – 2008 average of 126 to fewer than 50 by 2020. The current figure of 68 for the period 1st November 2014 to 31st October 2015 is the lowest number of deaths in a rolling 12 months since the period ending July 2014.

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



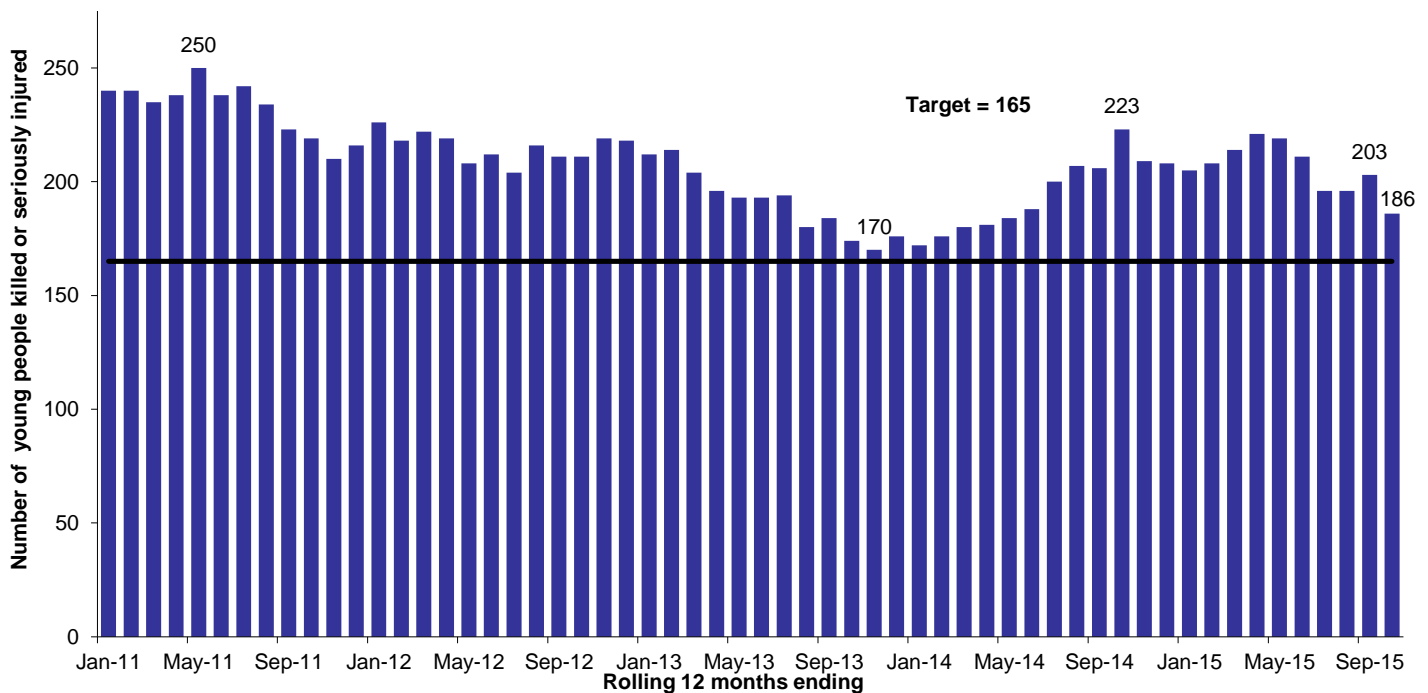
- The Department of Environment's Northern Ireland Road Safety Strategy also aims at a 45% reduction in the number of persons seriously injured on Northern Ireland's roads each year, from the 2004 – 2008 average of 1,111 to fewer than 611 by 2020. The current rolling 12 month figure covering 1st November 2014 to 31st October 2015 provisionally sits at 690, 79 above the target.

Figure 7: Number of children killed or seriously injured on Northern Ireland's Roads – Rolling 12 months January 2011 to October 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 53, the current figure covering the period 1st November 2014 to 31st October 2015 has risen to 71 and provisionally sits 13 more than the target.

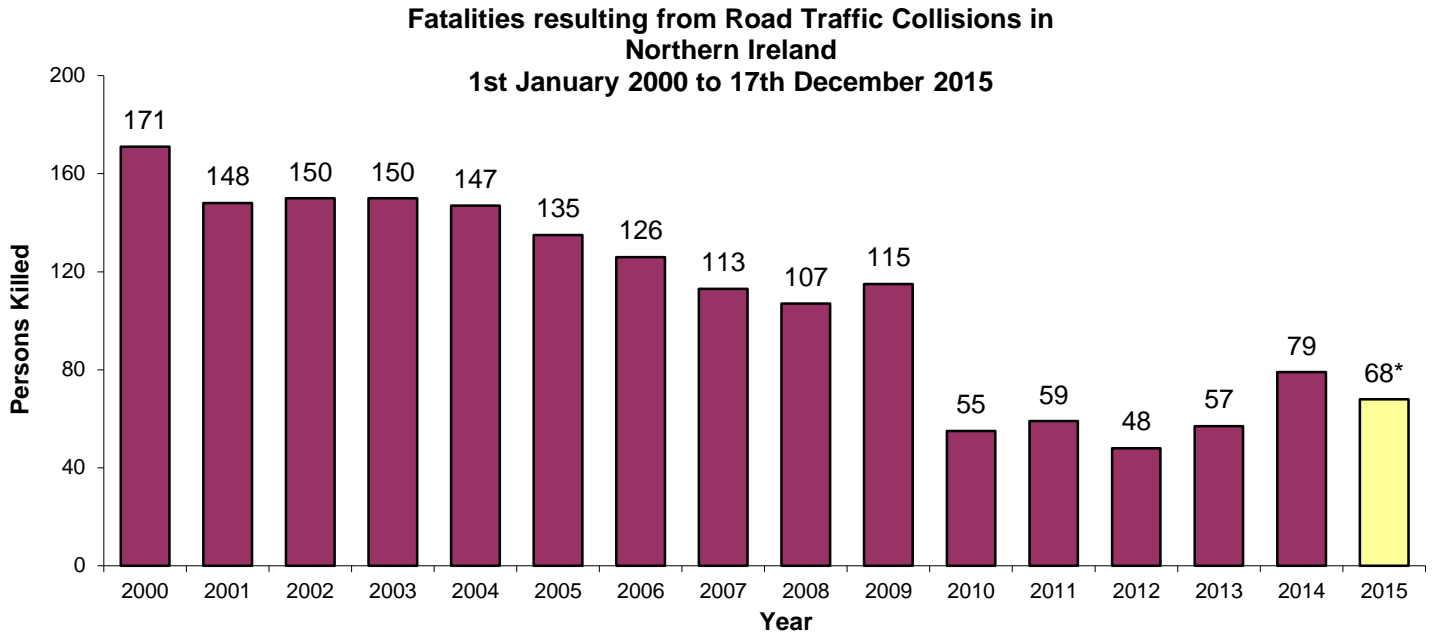
Figure 8: Number of young people (16-24) killed or seriously injured on Northern Ireland's Roads – Rolling 12 months January 2011 to October 2015



- 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 October 2015 is provisionally 17 fewer than last month at 186 and sits 21 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 17th December 2015

- 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). In 2015 to the 17th December there have been 68 people killed which is eight less than the same period in 2014.
- Of the 68 road deaths occurring so far in 2015, 37 (54.4%) occurred on rural roads (defined as where the speed limit is over 40 miles per hour excluding motorways and dual carriageways) while 19 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 data¹ and (ii) survey data from The Travel Survey for Northern Ireland².

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

² The Travel Survey for Northern Ireland 2012-2014
<https://www.drdni.gov.uk/publications/travel-survey-northern-ireland-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 27th November 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 rd July 2015	Apr-15	488	10	72	692	774
Reported 31 st July 2015	Apr-15	499	10	72	705	787
	May-15	436	3	50	667	720
Reported 28 th 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 th 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 rd 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 th 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 th 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
Scale of Revision (Latest month compared with initial report)						
	Apr-15	13 (2.7%)	0	0	19 (2.7%)	19 (2.5%)
	May-15	20 (4.6%)	0	2 (4.0%)	27 (4.0%)	29 (4.0%)
	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	16 (3.3%)	0	3 (6.3%)	17 (2.3%)	20 (2.6%)

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

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

www.dft.gov.uk

www.pacts.org.uk

www.trl.co.uk

www.doeni.gov.uk

Recorded road traffic collision and casualty definitions

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

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

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

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

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

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

Children: 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