

Police Service of Northern Ireland

Police Recorded Injury Road Traffic Collisions and Casualties Northern Ireland

Annual Report covering the period
1st April 2016 to 31st March 2017

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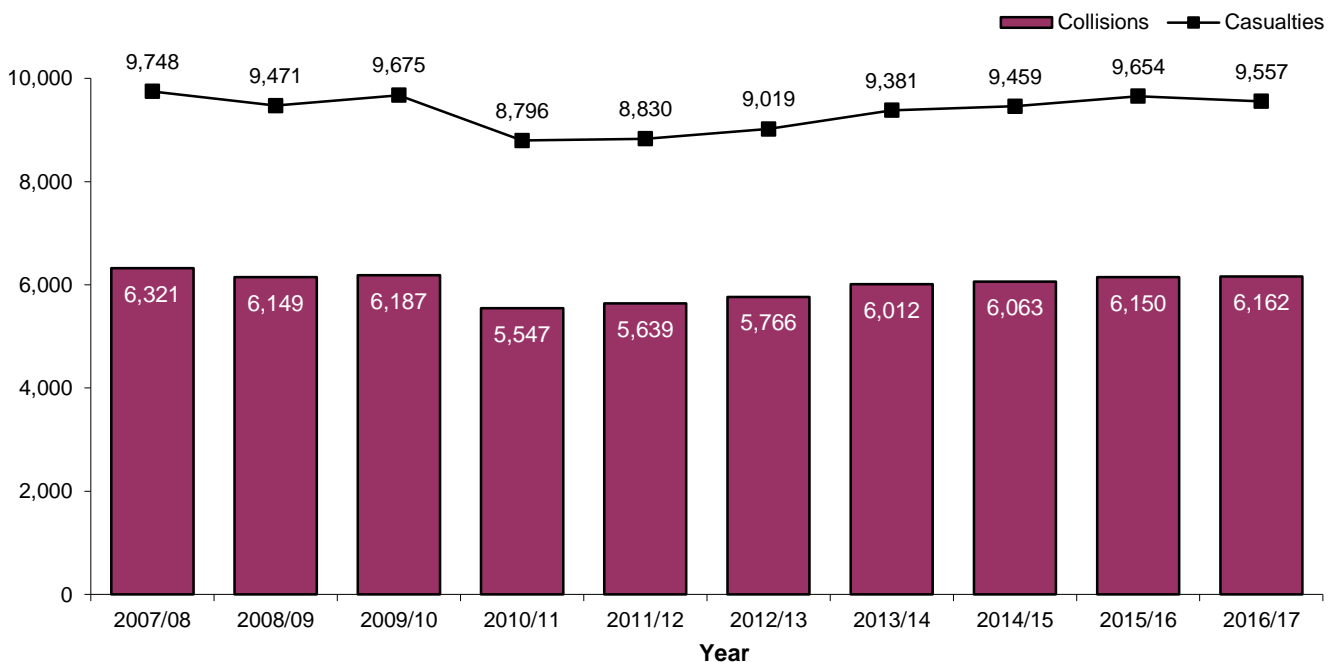


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Key Results 2016/17

- During 2016/17 there were 6,162 injury road traffic collisions recorded by the Police Service of Northern Ireland (PSNI). These collisions resulted in 9,557 casualties of whom 65 were killed, 837 were seriously injured and 8,655 were slightly injured.
- While the number of collisions is the most observed since the 2009/10 financial year, overall casualties reduced by 97 from the 9,654 recorded in 2015/16.
- There were 65 fatalities recorded in 2016/17, 10 fewer than recorded last year but 12 more than the 53 recorded five years ago in 2012/13.
- Deaths amongst drivers are at the highest level since the 2009/10 financial year. The policing district with the highest number of road deaths was Causeway Coast & Glens with 10.
- In terms of those killed or seriously injured (KSI), the 902 recorded in 2016/17 is 120 more than last year and the most KSI casualties recorded in a financial year since 2010/11.
- Males accounted for almost two thirds of those killed or seriously injured (65.1%) in 2016/17 while young people had the highest proportion of KSI casualties by age group with 16 to 24 year olds accounting for 228 (25.3%) of the 902 recorded.
- The 60 pedal cyclists seriously injured in 2016/17 is the most recorded in a financial year for 20 years since 1995/96. In contrast the 81 motorcyclists seriously injured this year is the fewest since 1996/97.
- There were 958 child casualties recorded in 2016/17 in comparison with 919 in 2015/16. There were two child fatalities recorded in 2016/17, four fewer than last year.
- 'Inattention or attention diverted' was the causation factor used most in fatal and serious collisions in 2016/17 with 117 KSI casualties recorded. The next highest was 'impaired by alcohol/drugs – driver/rider' with 88 KSI casualties.

Figure 1: Recorded Injury Road Traffic Collisions 2007/08 – 2016/17



Section 1 – Injury Road Traffic Collisions and Casualties

Overall collisions and casualties

There were 6,162 collisions recorded by PSNI from 1st April 2016 to 31st March 2017 resulting in a total of 9,557 casualties comprising 65 fatalities, 837 people seriously injured and 8,655 people slightly injured. Although 12 more collisions were recorded in 2016/17 than in 2015/16, the overall number of casualties recorded in 2016/17 decreased by 97 from that of the previous year. Over a longer term, injury road traffic collisions and casualties have both decreased from ten years ago with 159 fewer collisions (down 2.5%) and 191 fewer casualties (down 2.0%) recorded in 2016/17 than in 2007/08.

Fatal and Serious collisions and KSI casualties

The 65 people killed on Northern Ireland’s roads was ten fewer than the 75 killed in 2015/16 and the lowest number of deaths in three years, since 60 were recorded in 2013/14. It also represents a reduction of approximately two fifths on the 110 fatalities recorded ten years ago in 2007/08.

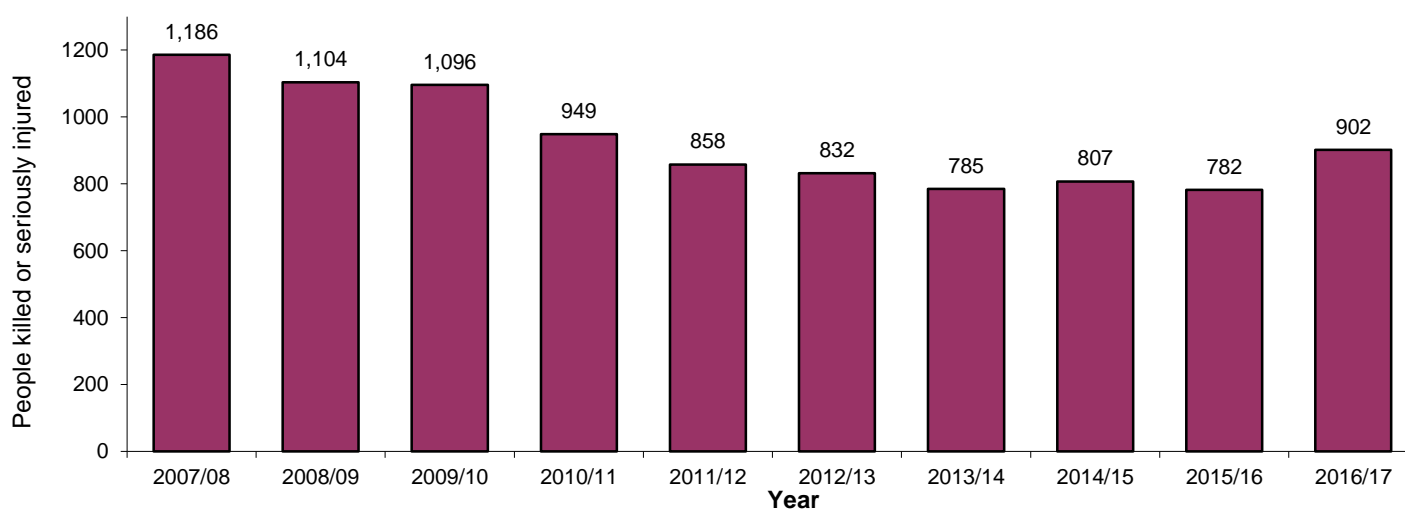
While the previous year’s 2015/16 figure marked an all-time financial year low for both the combined number of fatal and serious collisions and the number of KSI casualties overall, the 902 people killed or seriously injured in 2016/17 is 120 more than last year (up 15.3%) and the first time since 2010/11 that KSI casualties have gone beyond the 900 mark. In comparison with ten years ago though, the 2016/17 figure is 184 fewer fatal and serious collisions and 284 fewer KSI casualties than that of 2007/08 (reductions of 19.5% and 23.9% respectively). See figure 2 below:

Table 1: Recorded Injury Road Traffic Collisions and Casualties 2007/08 – 2016/17

	Collisions				Casualties				
	Fatal Collisions	Serious Collisions	Slight Collisions	All Injury Collisions	Killed	Seriously Injured	Total KSI ¹	Slightly Injured	Total Casualties
2007/08	101	844	5,376	6,321	110	1,076	1,186	8,562	9,748
2008/09	99	813	5,237	6,149	106	998	1,104	8,367	9,471
2009/10	90	793	5,304	6,187	101	995	1,096	8,579	9,675
2010/11	54	736	4,757	5,547	58	891	949	7,847	8,796
2011/12	51	689	4,899	5,639	52	806	858	7,972	8,830
2012/13	50	659	5,057	5,766	53	779	832	8,187	9,019
2013/14	57	611	5,344	6,012	60	725	785	8,596	9,381
2014/15	72	590	5,401	6,063	76	731	807	8,652	9,459
2015/16	69	569	5,512	6,150	75	707	782	8,872	9,654
2016/17	63	698	5,401	6,162	65	837	902	8,655	9,557

¹ Killed or seriously injured

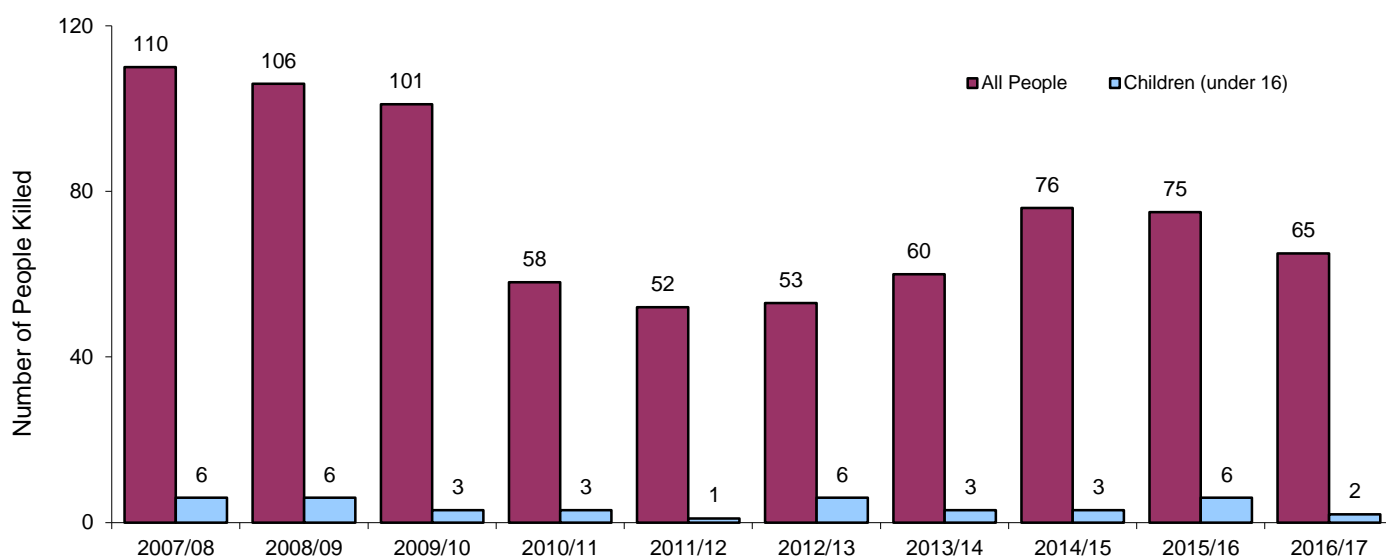
Figure 2: People killed and seriously injured in road Traffic Collisions 2007/08 – 2016/17



Child Fatalities

Figure 3 shows the number of people killed each year in road traffic collisions over the ten year period 2007/08 to 2016/17 and within these the numbers of deaths that involved children under the age of 16. There were 2 children killed in 2016/17, four fewer than in 2015/16.

Figure 3: People Killed in Recorded Injury Road Traffic Collisions 2007/08 – 2016/17



Collisions Involving Children

There were 741 collisions involving child casualties recorded in 2016/17 comprising 2 fatal collisions, 78 serious collisions and 661 slight. The 80 fatal and serious collisions which involved children in 2016/17 was 15 more than 2015/16 but 13 lower than the 93 recorded ten years ago in 2007/08.

Child Casualties

The 958 child casualties recorded this year comprised 2 fatalities, 83 children seriously injured and 873 children slightly injured. While this was the lowest number of child fatalities since 2011/12, it represented the most serious injuries recorded among children in a year over the same period.

In comparison with 10 years ago, the 958 child casualties recorded in 2016/17 was 82 fewer than the 1,040 recorded in 2007/08 with all levels of injury showing a decrease including 4 fewer child fatalities, 20 fewer serious injuries and 58 fewer children slightly injured.

Table 2: Recorded Injury Road Traffic Collisions involving Child Casualties (under 16) 2007/08 – 2016/17

	Collisions involving children				Child Casualties				
	Fatal Collisions	Serious Collisions	Slight Collisions	All Injury Collisions	Killed	Seriously Injured	Total KSI ¹	Slightly Injured	Total Casualties
2007/08	5	88	720	813	6	103	109	931	1,040
2008/09	5	85	694	784	6	96	102	846	948
2009/10	3	103	642	748	3	107	110	811	921
2010/11	3	97	591	691	3	102	105	774	879
2011/12	1	82	664	747	1	85	86	859	945
2012/13	6	79	669	754	6	81	87	954	1,041
2013/14	3	75	675	753	3	76	79	859	938
2014/15	3	62	630	695	3	67	70	820	890
2015/16	6	59	647	712	6	63	69	850	919
2016/17	2	78	661	741	2	83	85	873	958

¹ Killed or seriously injured

Section 2 – Principal Causation Factors

The main principal causation factors for KSI casualties during 2016/17 were ‘inattention or attention diverted’ (117 KSI casualties) followed by ‘impaired by drugs/alcohol – driver rider’ (88 KSI casualties) and ‘excessive speed having regard to conditions’ (87 KSI casualties).

The most common principal causation factors of all injury road traffic collisions in 2016/17 were ‘inattention or attention diverted’ (1,849 casualties), ‘driving too close’ (1,289 casualties) and ‘emerging from a minor road without care’ (741 casualties).

Table 3: Most Common Principal Causation Factors in Road Traffic Collisions - 2016/17

Principal Factor	Number of Injury Collisions	Casualties		
		Total KSI ¹	Slightly Injured	Total Casualties
Inattention or attention diverted	1,187	117	1,732	1,849
Driving too close	798	20	1,269	1,289
Emerging from minor road without care	471	49	692	741
Crossing or entering road junction without care	314	34	493	527
Alcohol/drugs driver rider	312	88	439	527
Turning right without care	284	49	445	494
Excessive speed having regard to conditions	264	87	364	451
Wrong course/position	248	80	360	440
Emerging from private road/entrance without care	176	23	243	266
Overtaking on offside without care	168	45	243	288

¹ Killed or seriously injured

Principal Causation Factors for Child Casualties

Table 4 below presents the main principal causation factors for collisions resulting in child casualties in 2016/17. The most common principal causation factor for child casualties who were either killed or seriously injured (KSIs) was ‘heedless of traffic crossing carriageway’ (20 child KSI casualties) followed by ‘walk/run movement masked’ with 15 and ‘wrong course/position’ with 7.

The most common principal causation factors associated with all child casualties involved in road traffic collisions in 2016/17 were ‘inattention or attention diverted’ (184 child casualties), ‘driving too close’ (127 child casualties) and ‘heedless of traffic crossing carriageway’ (69 child casualties).

Table 4: Most Common Principal Causation Factors in Road Traffic Collisions involving Child Casualties (under 16) 2016/17

Principal Factor	Number of Injury Collisions	Casualties		
		Total KSI ¹	Slightly Injured	Total Casualties
Inattention or attention diverted	142	6	178	184
Driving too close	92	2	125	127
<i>Heedless of traffic crossing carriageway²</i>	65	20	49	69
Emerging from minor road without care	40	0	62	62
Wrong course/position	35	7	40	47
<i>Walk/run movement masked²</i>	34	15	20	35
Turning right without care	33	4	43	47
Crossing or entering road junction without care	33	0	43	43
<i>Walking or running onto carriageway²</i>	27	4	24	28
Emerging from private road/entrance without care	25	4	30	34

¹ Killed or seriously injured

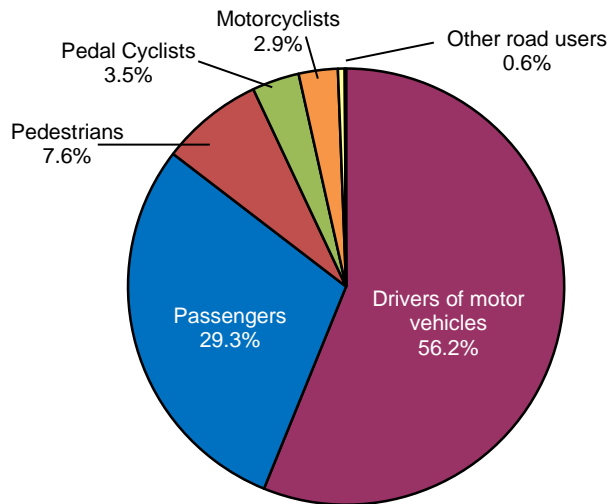
² Pedestrian factors

Section 3 – Road Traffic Collisions Casualty Breakdown

Road Traffic Collision Casualties by Road User Type

Figure 4 below shows the proportion of casualties by road user type resulting from road traffic collisions in 2016/17. Drivers of motor vehicles accounted for the largest proportion of casualties (56.2%) followed by passengers (29.3%), pedestrians (7.6%), pedal cyclists (3.5%) and motorcyclists (2.9%). This is very similar to 2015/16 except for a slight increase in the proportion of driver and pedal cyclist casualties which rose by 0.9% and 0.5% respectively. This has been offset by a slight decrease in passengers and pedestrians (down by 0.7%, and 0.3% respectively) from that of last year's figure.

Figure 4: Casualties in Injury Recorded Road Traffic Collisions by Type of Road User 2016/17



Road Traffic Collision Child Casualties by Road User Type

Passengers (72.0%) made up the largest class of all child casualties in 2016/17, followed by pedestrians (21.6%) and pedal cyclists (5.8%). It is interesting to note that while over three quarters (77.4%) of children slightly injured this year were passengers (accounting for the large proportion of child casualties), over three quarters (75.3%) of children killed or seriously injured in 2016/17 were pedestrians. The accompanying spreadsheet to this report provides a breakdown of child casualties by road user type while Figures 5 and 6 present all child casualties and KSI casualties of children by road user type respectively for 2016/17.

Figure 5 All Child casualties by road user type - 2016/17

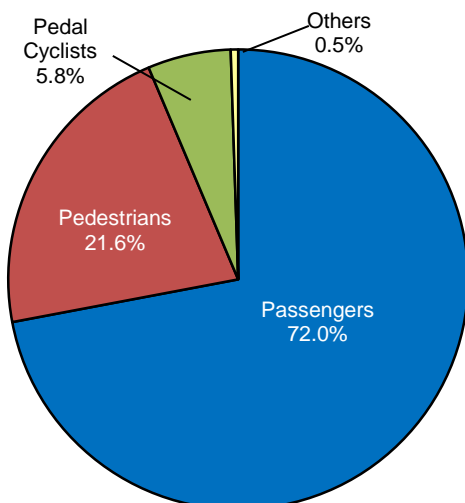
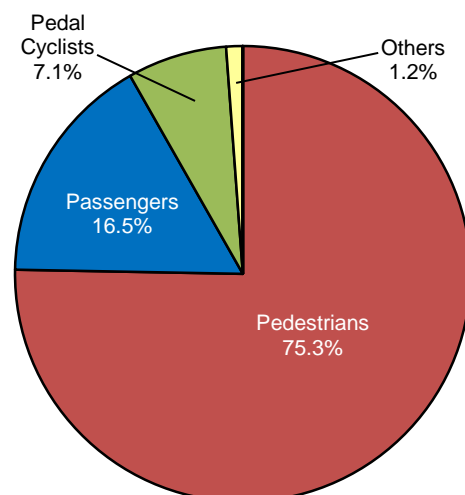


Figure 6 Child KSI Casualties only by road user type - 2016/17



Trends in Casualty Road User Type over the Last 5 Years

Table 5: Casualties by Type of Road User and Severity 2012/13 – 2016/17

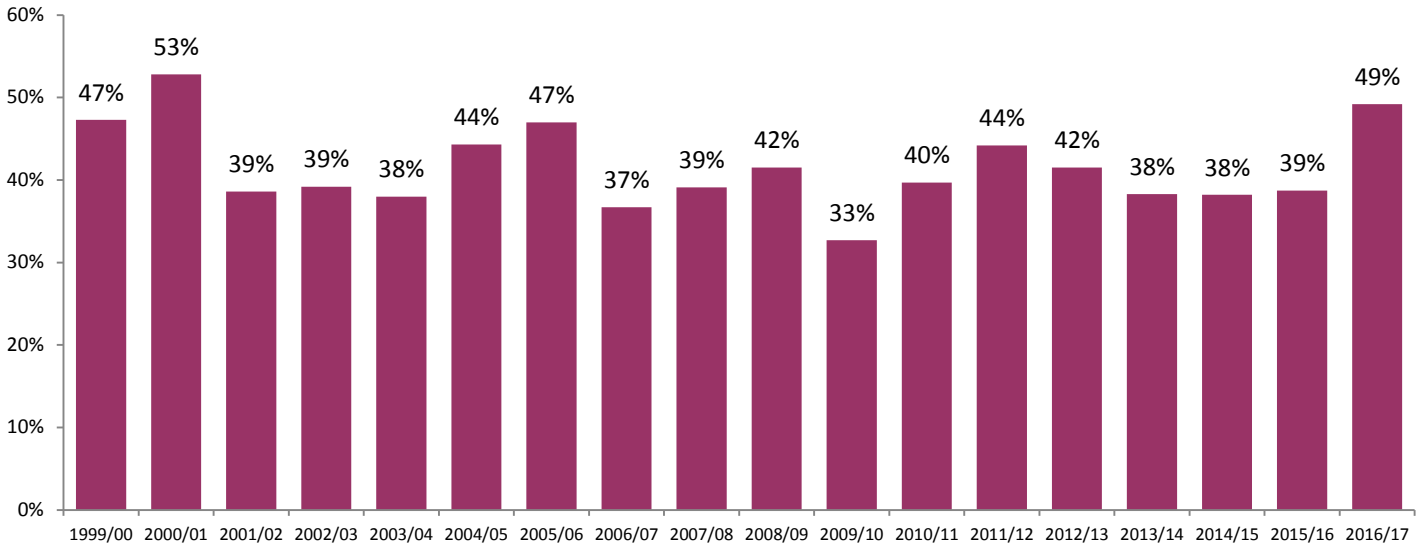
Type of Road User ¹	2012/13	2013/14	2014/15	2015/16	2016/17
Fatalities:					
Pedestrians	11	11	16	18	15
Drivers of motor vehicles	22	23	29	29	32
Motorcyclists	4	10	13	5	4
Pedal cyclists	3	3	3	1	2
Passengers	12	12	12	19	9
Pillion passengers	0	0	1	0	1
Other road users	1	1	2	3	2
Total	53	60	76	75	65
Seriously Injured:					
Pedestrians	187	158	144	158	177
Drivers of motor vehicles	287	278	278	248	354
Motorcyclists	89	89	84	83	81
Pedal cyclists	57	42	57	46	60
Passengers	143	140	159	159	160
Pillion passengers	3	6	4	6	2
Other road users	13	12	5	7	3
Total	779	725	731	707	837
KSI Casualties²:					
<i>Pedestrians</i>	198	169	160	176	192
<i>Drivers of motor vehicles</i>	309	301	307	277	386
<i>Motorcyclists</i>	93	99	97	88	85
<i>Pedal cyclists</i>	60	45	60	47	62
<i>Passengers</i>	155	152	171	178	169
<i>Pillion passengers</i>	3	6	5	6	3
<i>Other road users</i>	14	13	7	10	5
Total	832	785	807	782	902
Slightly Injured:					
Pedestrians	596	639	594	594	538
Drivers of motor vehicles	4,458	4,722	4,798	5,062	4,981
Motorcyclists	173	215	196	196	189
Pedal cyclists	202	244	246	244	270
Passengers	2,704	2,722	2,763	2,718	2,631
Pillion passengers	9	10	7	4	6
Other road users	45	44	48	54	40
Total	8,187	8,596	8,652	8,872	8,655
All Casualties:					
Pedestrians	794	808	754	770	730
Drivers of motor vehicles	4,767	5,023	5,105	5,339	5,367
Motorcyclists	266	314	293	284	274
Pedal cyclists	262	289	306	291	332
Passengers	2,859	2,874	2,934	2,896	2,800
Pillion passengers	12	16	12	10	9
Other road users	59	57	55	64	45
Total	9,019	9,381	9,459	9,654	9,557

¹ 'Passengers' include pedal cycle passengers. 'Other road users' include drivers/riders and passengers of 'other vehicles' (e.g. tractors, invalid vehicles, horse-drawn carriages) ² Killed or seriously injured

Fatalities

Out of the 65 road fatalities in 2016/17, 32 were drivers (49.2%). This is the highest proportion of the total deaths since 2000/2001, when 86 out of 163 deaths (52.8%) were drivers. (See Figure 7 below). Pedestrians had the next highest number of fatalities in 2016/17 with 15 while the 9 deaths of passengers and 4 of motorcyclists is the joint lowest number of deaths annually for both these categories since records were collated.

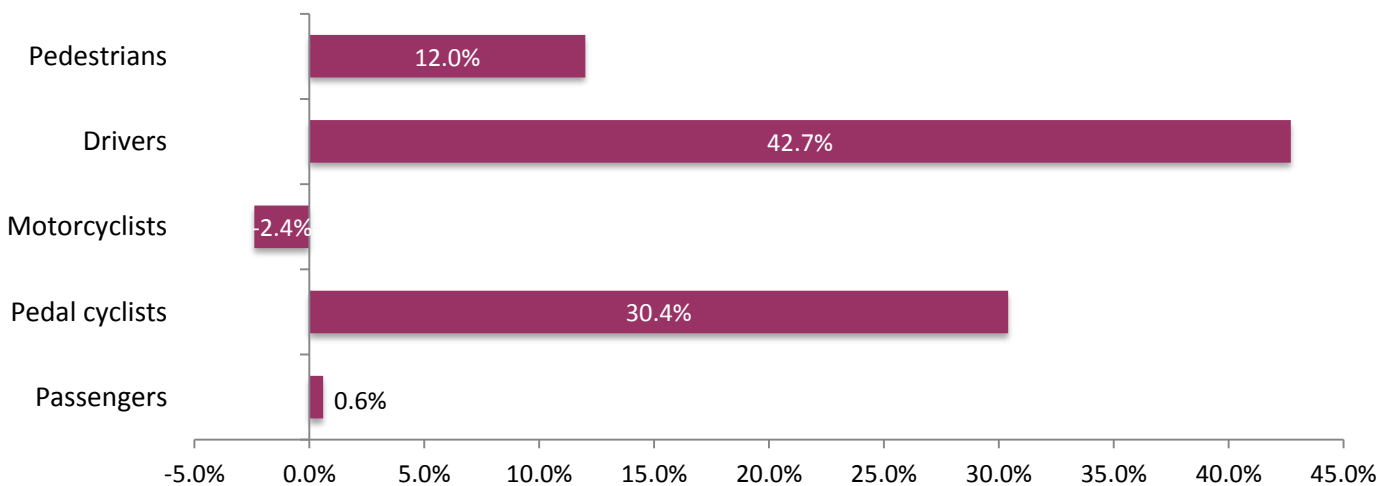
Figure 7: The number of drivers killed as a proportion of the total number of deaths 1999/00 – 2016/17



People Seriously Injured

When comparing people seriously injured in 2016/17 with 2015/16, there has been an increase in those seriously injured amongst all the main road user categories with the exception of motorcyclists, which decreased slightly to 81. This was the lowest annual total since 64 motorcyclists were seriously injured in 1996/97. In contrast the number of drivers seriously injured since last year increased by 106 (up 42.7%), the number of pedestrians by 19 (up 12.0%) and pedal cyclists by 14 (up 30.4%). (See Figure 8 below). In fact, the 60 pedal cyclists seriously injured in 2016/17 was the most pedal cyclists seriously injured in a financial year for 20 years since 66 were recorded in 1995/96.

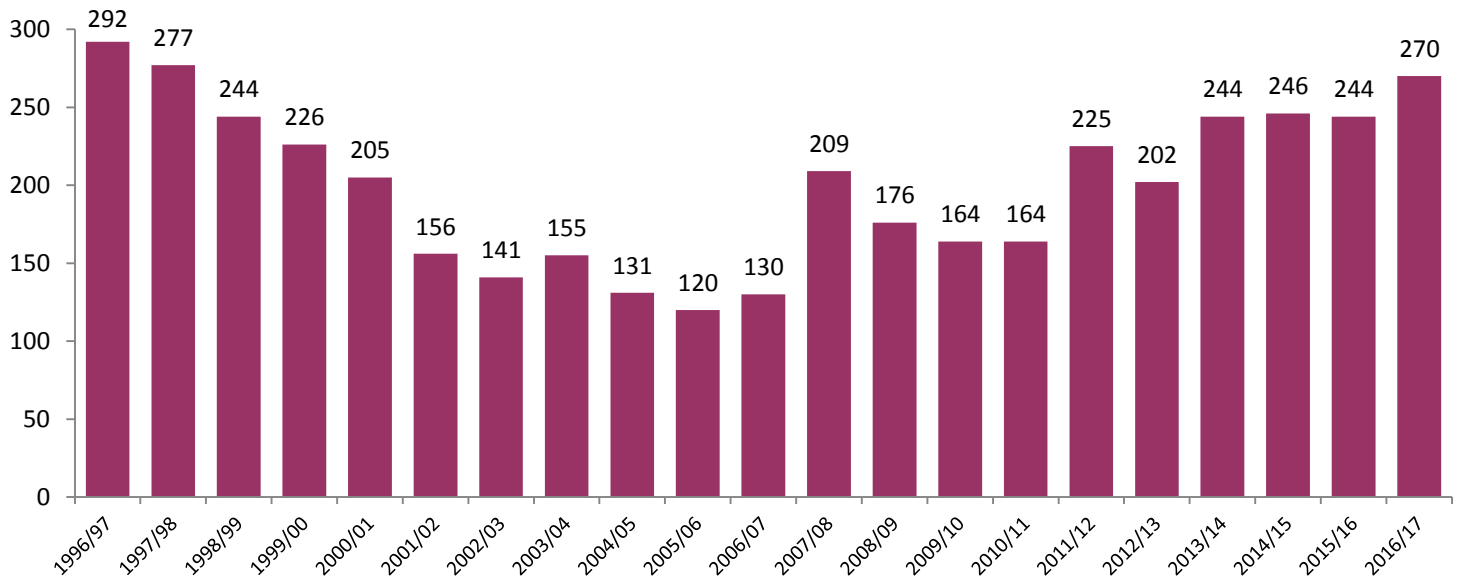
Figure 8: Percentage change of people seriously injured amongst the main road user types when comparing 2015/16 with 2016/17



People Slightly Injured

The decrease in people slightly injured since 2015/16 was reflected across all the main road user categories with the exception of pedal cyclists, which increased by 26 to 270. (See Figure 9). As with people seriously injured, this is the highest number recorded among pedal cyclists since the 1990's perhaps reflecting the increased popularity of cycling as a method of transport or sporting pursuit and the vulnerability of this road user.

Figure 9: Pedal cyclists slightly injured 1996/97 – 2016/17



Gender and age of road traffic collision casualties

Fatalities

Of the 65 people killed on Northern Ireland's roads in 2016/17, 52 were male and 13 were female. Most of the fatalities were from the 50 to 64 age group (24.6%).

People Seriously Injured

Approximately two thirds of those seriously injured during 2016/17 were male. The majority of those who were seriously injured were aged 16-24 (25.7%).

People Slightly Injured

Similar proportions of males and females were slightly injured in 2016/17 (51.3% and 48.7% respectively). Almost one quarter of those sustaining slight injuries were from the 35 to 49 age group.

Table 6: Casualties in Recorded Injury Road Traffic Collisions by Severity of Injury and Age Group 2015/16 and 2016/17

	2015/16					2016/17				
	Killed	Seriously Injured	Total KSI ¹	Slightly Injured	Total	Killed	Seriously Injured	Total KSI ¹	Slightly Injured	Total
Male										
Under 16	4	42	46	427	473	2	47	49	441	490
16 - 24	17	111	128	1,047	1,175	11	145	156	890	1,046
25 - 34	5	77	82	957	1,039	9	77	86	932	1,018
35 - 49	12	89	101	1,129	1,230	10	111	121	1,082	1,203
50 - 64	7	77	84	697	781	13	92	105	699	804
65 +	11	36	47	343	390	7	63	70	387	457
Unknown	0	0	0	17	17	0	0	0	7	7
Total	56	432	488	4,617	5,105	52	535	587	4,438	5,025
Female										
Under 16	2	21	23	421	444	0	36	36	432	468
16 - 24	4	58	62	946	1,008	2	70	72	848	920
25 - 34	3	43	46	898	944	1	38	39	911	950
35 - 49	0	46	46	997	1,043	1	53	54	1,002	1,056
50 - 64	3	54	57	616	673	3	47	50	658	708
65 +	7	53	60	369	429	6	58	64	356	420
Unknown	0	0	0	6	6	0	0	0	10	10
Total	19	275	294	4,253	4,547	13	302	315	4,217	4,532
All²										
Under 16	6	63	69	850	919	2	83	85	873	958
16 - 24	21	169	190	1,993	2,183	13	215	228	1,738	1,966
25 - 34	8	120	128	1,855	1,983	10	115	125	1,843	1,968
35 - 49	12	135	147	2,126	2,273	11	164	175	2,084	2,259
50 - 64	10	131	141	1,313	1,454	16	139	155	1,357	1,512
65 +	18	89	107	712	819	13	121	134	743	877
Unknown	0	0	0	23	23	0	0	0	17	17
Total	75	707	782	8,872	9,654	65	837	902	8,655	9,557

¹ Killed or seriously injured ² Total includes those where gender is unknown, transgender or unassigned

Section 4 – Road Traffic Casualties by District and Area

The Police Areas have changed to reflect the new 11 Local Government Districts from 1st April 2015. Table 7 shows a breakdown of 2015/16 and 2016/17 collision statistics for this geography.

Table 7: Casualties in Recorded Injury Road Traffic Collisions by Severity of Injury, District and Area 2015/16 and 2016/17

Policing District/ Area	2015/16					2016/17				
	Killed	Seriously Injured	Total KSI ¹	Slightly Injured	Total	Killed	Seriously Injured	Total KSI ¹	Slightly Injured	Total
Belfast City	5	102	107	2,290	2,397	3	141	144	2,238	2,382
Antrim & Newtownabbey	5	51	56	711	767	8	49	57	675	732
Causeway Coast & Glens	9	66	75	549	624	10	75	85	628	713
Derry City & Strabane	4	33	37	631	668	6	45	51	620	671
Mid & East Antrim	5	57	62	545	607	3	66	69	440	509
North Area Policing	23	207	230	2,436	2,666	27	235	262	2,363	2,625
Ards & North Down	5	48	53	655	708	7	61	68	621	689
Armagh City, Banbridge & Craigavon	9	97	106	763	869	8	89	97	750	847
Fermanagh & Omagh	7	42	49	518	567	9	80	89	488	577
Lisburn & Castlereagh City	5	75	80	849	929	3	66	69	765	834
Mid Ulster	10	57	67	610	677	4	63	67	605	672
Newry, Mourne & Down	11	79	90	751	841	4	102	106	825	931
South Area Policing	47	398	445	4,146	4,591	35	461	496	4,054	4,550
Northern Ireland Total	75	707	782	8,872	9,654	65	837	902	8,655	9,557

¹ Killed or seriously injured

Location of Casualties

Outside of Belfast City District which accounted for approximately a quarter of all road traffic casualties with 2,382 (24.9%), the next highest District was Newry, Mourne & Down with 931 (9.7%) followed by Armagh City, Banbridge & Craigavon with 847 (8.9%). Mid & East Antrim had the fewest casualties recorded with 509 (5.3%) in 2016/17.

Location of Fatalities

In 2016/17 the greatest number of fatalities took place in Causeway Coast & Glens District where there were 10 road deaths recorded during the year followed by Fermanagh & Omagh with 9. Antrim & Newtownabbey had the largest increase in fatalities rising by three deaths from 5 recorded in 2015/16 to 8 in 2016/17 while conversely Newry, Mourne & Down had the largest decrease, falling by seven from 11 recorded in 2015/16 to 4 this year.

Location of Serious Casualties

Belfast City had the most people seriously injured by District in 2016/17 with 141 casualties recorded. This District also had the largest increase in the number of serious injuries over the last year rising by 39 from 102 recorded in 2015/16. Antrim & Newtownabbey, Armagh City, Banbridge & Craigavon and Lisburn & Castlereagh were the only three Districts to have fewer people seriously injured in 2016/17 than 2015/16.

Notes

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

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

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

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

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

User Guide

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

Daily Fatal Spreadsheet

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

Maps of Collision Locations

We have been working with our partner agencies to improve the information on the locations of collisions that we provide and together with NINIS (Northern Ireland Neighbourhood Information Service) we have produced interactive maps plotted with fatal, serious and slight collisions over the past eight years, available on the [NINIS website](#). The 2016 collisions data will be made available on this webpage in July 2017.

Quality

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

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

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

Strengths and Limitations of the data

Strengths

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

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

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

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

Limitations

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

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

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

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

² The Travel Survey for Northern Ireland 2012-2014
<https://www.drdni.gov.uk/publications/travel-survey-northern-ireland-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, people injured in certain types of collisions may be less likely to report these to the police e.g. casualties resulting from collisions where no motor vehicle is involved (cyclists falling off their bikes or colliding with pedestrians).

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

Revisions

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

Comparisons with Great Britain

Results from the most recent period covered by the Department for Transport statistical releases (published 2nd February 2017) refer to the year ending September 2016. Key points from the publication are as below:

- In the year ending September 2016, there were 1,810 reported road fatalities, a 2 per cent increase from 1,767 in the previous year.
- A total of 25,160 people were killed or seriously injured (KSI casualties) in the year ending September 2016, up by 6 per cent from the previous year.
- There were 182,560 casualties of all severities in the year ending September 2016, down by 4 per cent from the previous year.

<https://www.gov.uk/government/statistics/reported-road-casualties-great-britain-provisional-estimates-july-to-september-2016>

Additional Data

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

Further Information

The PSNI Statistics Branch will publish a more detailed 2016 annual report in June 2017. This report will provide detailed information on casualties, causation, location, conditions and comparisons with other areas. If you have anything that you would like to see included in this report, please feel free to contact us, details are provided on the cover page.

Further Research

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

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

Recorded road traffic collision and casualty definitions

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

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

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

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

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

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

Children: People under 16 years of age.

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

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

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

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

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

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

Pillion passengers: Passenger on a moped or motorcycle.

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

Pedestrians: Include

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

Map of new Northern Ireland Policing Districts

