

Police Recorded Injury Road Traffic Collision Statistics

2016 Key Statistics Report

Covering the reporting period
1st January 2016 – 31st December 2016

Published 31st March 2017

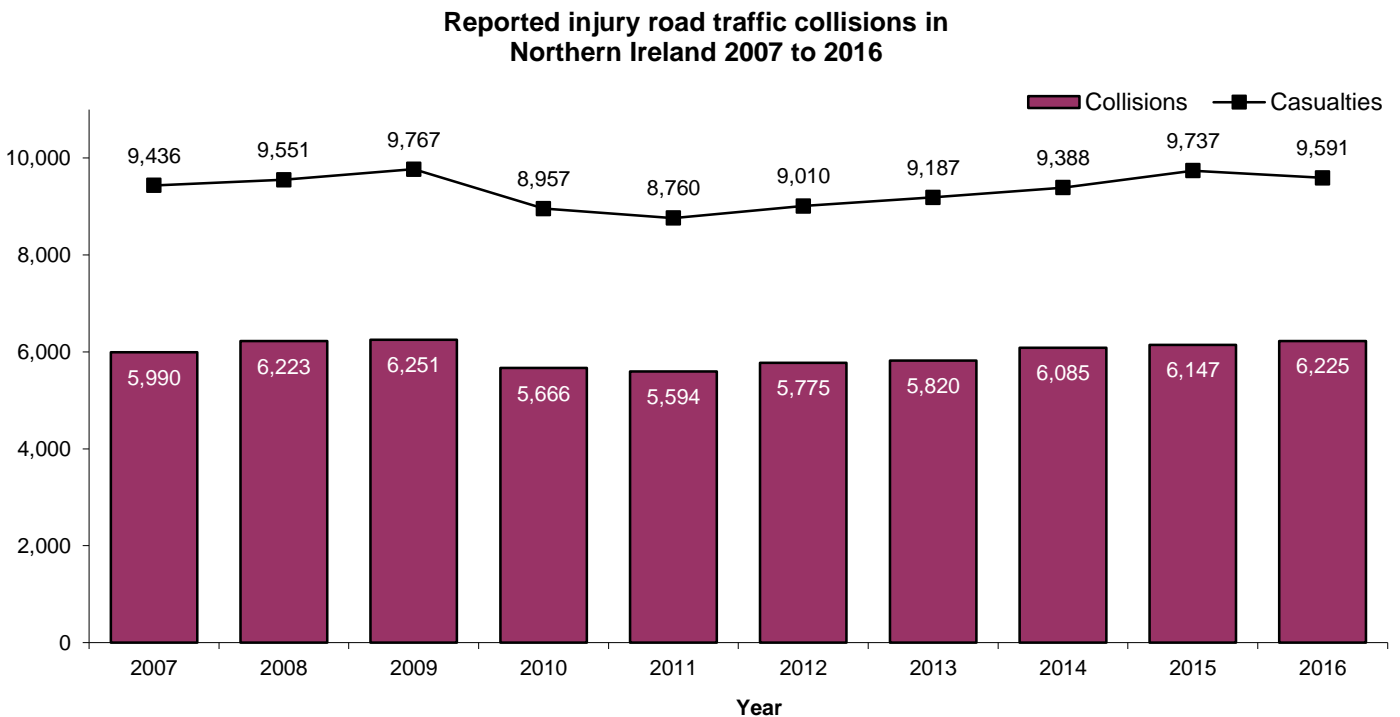
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Key Results 2016

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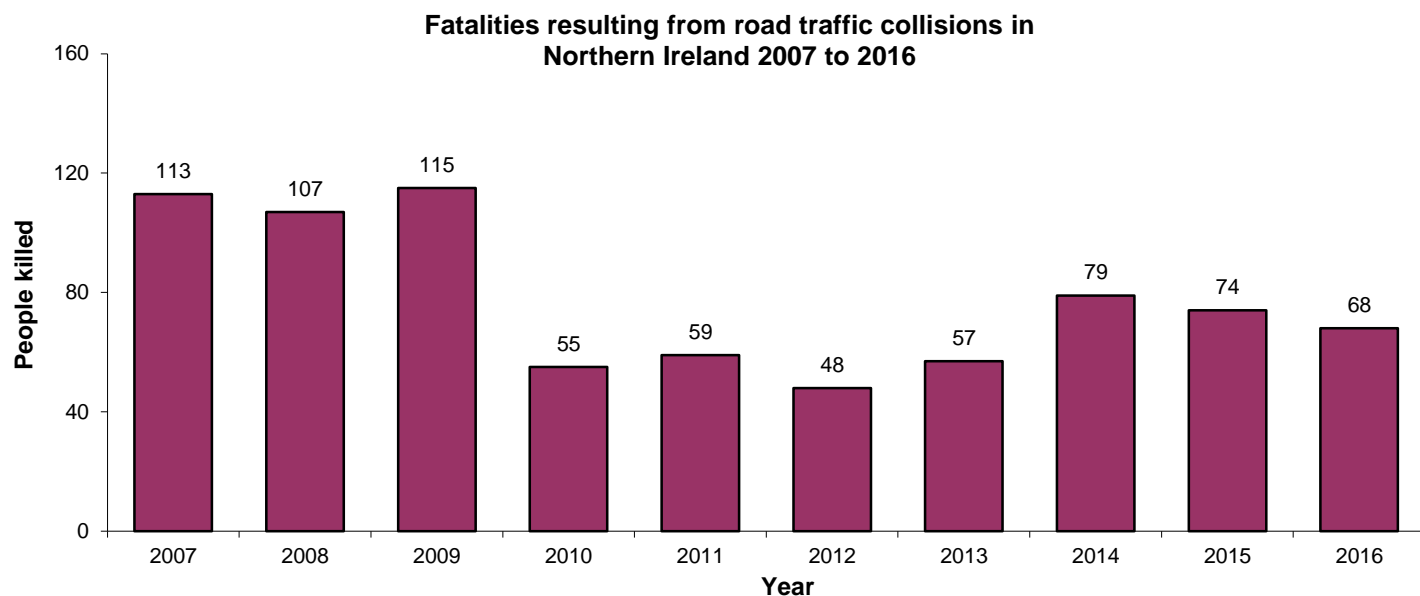
- There were 6,225 injury collisions recorded by the Police Service of Northern Ireland during the calendar year 2016 resulting in a total of 9,591 casualties.
- In 2016, 68 people were killed, 828 people were seriously injured and a further 8,695 people were slightly injured as a result of injury collisions in Northern Ireland.
- The 6,225 injury road traffic collisions recorded in 2016 is the highest number observed since 2009, although the overall number of casualties has reduced from last year with 146 fewer casualties recorded than in 2015.
- The 68 fatalities recorded in 2016 are six fewer deaths than the number recorded in 2015, 47 fewer than 2009 and 304 fewer than 1972 which had the highest annual total of deaths at 372.
- In terms of those killed or seriously injured (KSI casualties), the 896 casualties recorded in 2016 is the most in a calendar year since 2010.
- There were almost 100 more motor vehicle driver KSI casualties in 2016 than in 2015, with the 384 recorded for the year representing the largest number of drivers killed or seriously injured since 2009.
- Pedal cyclists also had the highest number of KSI casualties recorded in a calendar year since 1995. (See Appendix 2).
- In terms of age group, the 133 KSI casualties of older people (those aged 65 and over) recorded in 2016 is the most for this age category in a calendar year since 2003. Older males in particular have increased in number, from 38 recorded in 2015 to 70 this year (a rise of 84.2%).

Figure 1



Fatalities

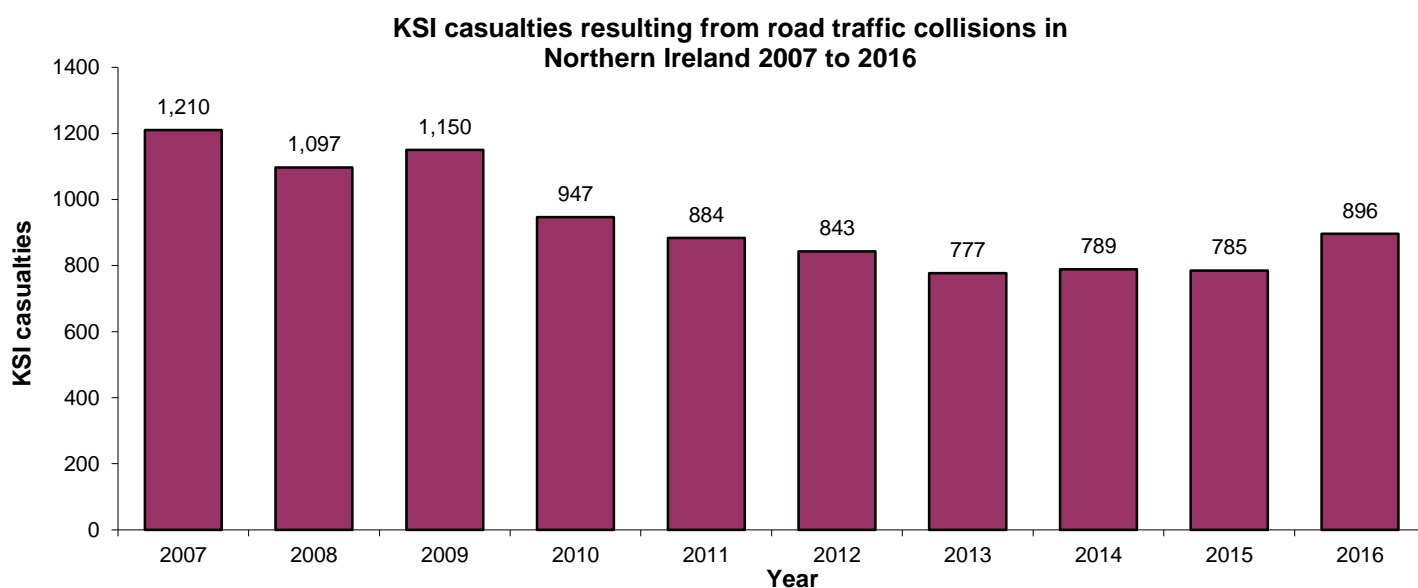
Figure 2



- The number of people killed has decreased for the second year in succession to 68 deaths in 2016. The current total is 45 fewer deaths recorded than ten years ago in 2007 and 304 fewer than the peak of 372 deaths in 1972. (See Appendix 1).
- Drivers of motor vehicles were the largest casualty class for fatalities in 2016, accounting for 31 people killed. This total was unchanged from the previous year and the joint highest recorded since 2009. Pedestrians were the next highest category with 15 fatalities while there were also 12 passengers, 4 motorcyclists, 3 pedal cyclists, 1 pillion-passenger and 2 other road users killed.
- There were 22 vulnerable road users killed in 2016 (defined as pedestrians, motorcyclists and pedal cyclists), which was the lowest number of deaths recorded amongst this group in a calendar year since 2013, when 21 were killed.
- There were 4 fatalities of children (under the age of 16) recorded in 2016 compared with 5 in 2015. Young people had the highest number of people killed by age group in 2016 with 16 road deaths recorded amongst those aged 16 to 24.
- Of the 68 people killed on Northern Ireland's roads in 2016, 54 were male and 14 female.
- The worst month for fatalities was October 2016 when 9 people lost their lives. In contrast there was a period of 30 days between May and June 2016 in which no deaths occurred.
- Of the 11 police Districts, Armagh City, Banbridge and Craigavon along with Fermanagh & Omagh had the highest number of road deaths in 2016 with 10 fatalities recorded in both of these Districts.
- There were 188 deaths recorded in the Republic of Ireland in 2016 which was a 13% increase from the 166 deaths which took place in 2015. The latest figures recorded for Great Britain also showed an increase in the number of deaths recorded, from 1,810 to the year ending September 2015 in compared with 1,767 recorded in the previous year equating to a 2% rise. In contrast, Northern Ireland recorded an 8% reduction in fatalities between 2015 and 2016.

Number of people killed or seriously injured (KSI casualties)

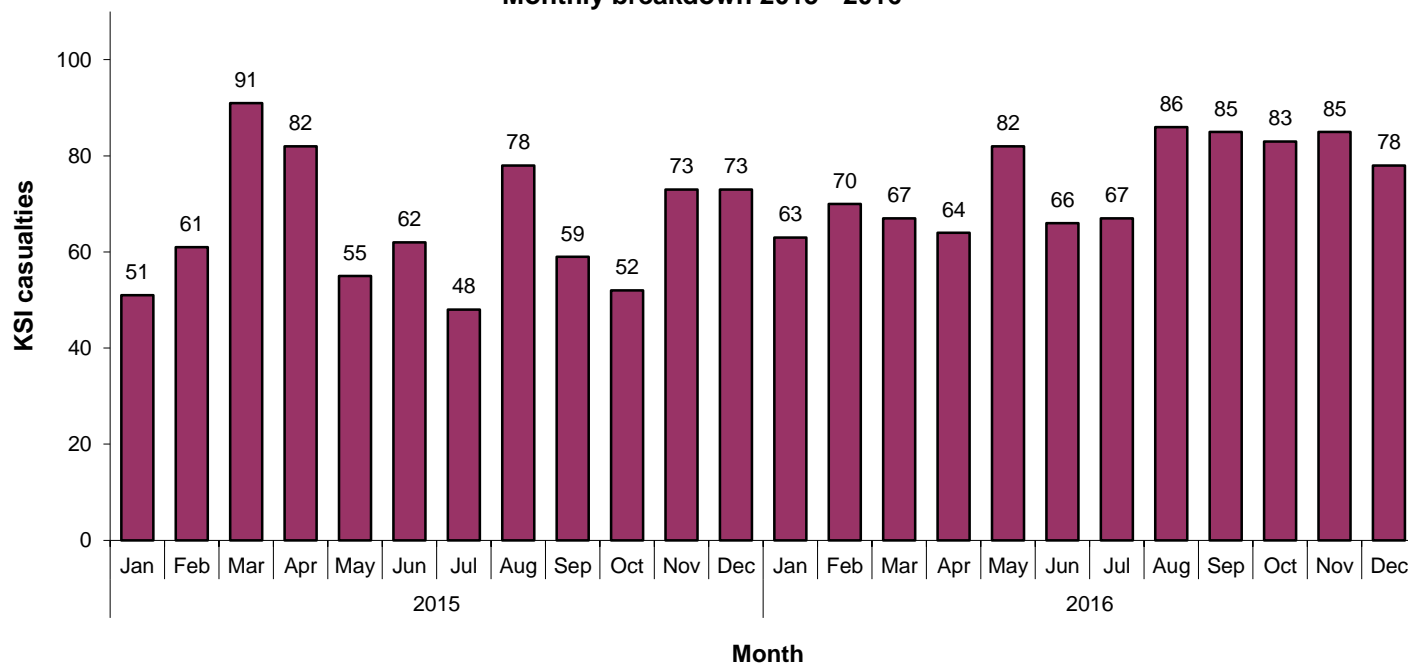
Figure 3



- There were 896 people killed or seriously injured on Northern Ireland's roads in 2016. This is an increase of 111 KSI casualties from 2015 (up 14.1%).
- Despite the 896 KSI casualties in 2016 being the highest level recorded since 2010, 314 fewer people were killed or seriously injured this year than in 2007. It is also 2,364 fewer KSI casualties than the highest level recorded in 1977 (reductions of 26.0% and 72.5% respectively).
- There was a large increase in the number of drivers of motor vehicles who were killed or seriously injured in 2016 in comparison with the previous year. This category rose by 99 (up 34.7%), from 285 KSI casualties in 2015 to 384 in 2016 which was the largest number of KSI casualties of drivers recorded since 2009.
- The 64 pedal cyclists killed or seriously injured in 2016 was 24 more than recorded in 2015 (an increase of 60%) and the highest number of pedal cycle KSI casualties since 72 were killed or seriously injured in 1995. (See Appendix 2).
- Children (those aged under 16) accounted for 82 KSI casualties recorded in 2016 which was 10 more than last year. For young people (aged 16 to 24), the 227 KSI casualties in this age group equated to over a quarter of all casualties killed or seriously injured in 2016.
- There were 133 KSI casualties of older people (aged 65 and over) recorded in 2016, increasing by over a third (35.7%) from the 98 recorded in 2015. Older males in particular showed an increase, up from 38 recorded in 2015 to 70 this year. This is the highest number of males aged 65 and over killed or seriously injured in a calendar year since 2002.
- The majority of KSI casualties were males accounting for approximately two thirds of those recorded in 2016 (583 of the 896 KSI casualties). There were 93 more males (up 19.0%) and 18 more females (an increase of 6.1%) killed or seriously injured in 2016 than last year.
- The most common causation factors for KSI casualties during 2016 were 'inattention or attention diverted' (110 KSI casualties), followed by 'excessive speed having regard to conditions' (93 KSI casualties) and 'wrong course/position' (85 KSI casualties).
- Belfast City District had the highest number of KSI casualties in 2016 with 128. (See Table 5).

Figure 4

**KSI casualties resulting from road traffic collisions in Northern Ireland
Monthly breakdown 2015 - 2016**



- The trend in KSI casualties by month over the last two years (Figure Four above) shows that July 2015 had the fewest number of KSI casualties with 48, while March 2015 had the most with 91. The highest monthly total in 2016 was for August when 86 people were killed or seriously injured.
- Seventy-two more people were killed or seriously injured between July and December 2016 than in the first six months of the year. Conversely there were fewer KSI casualties recorded in the second half of 2015 than the previous six months.
- The average number of people killed or seriously injured per month in 2016 was 75, compared with an average of 101 in 2007. This equates to a reduction of 26 fewer KSI casualties per month compared with that of ten years ago.

Table 1 Recorded Injury Road Traffic Collisions and Casualties 2007-2016

| | Number of injury Collisions | | | | Casualties | | | | |
|------|-----------------------------|--------------------|-------------------|-----------------------|------------|-------------------|-------|------------------|------------------|
| | Fatal Collisions | Serious Collisions | Slight Collisions | All Injury Collisions | Killed | Seriously Injured | KSI | Slightly Injured | Total Casualties |
| 2007 | 105 | 838 | 5,047 | 5,990 | 113 | 1,097 | 1,210 | 8,226 | 9,436 |
| 2008 | 98 | 814 | 5,311 | 6,223 | 107 | 990 | 1,097 | 8,454 | 9,551 |
| 2009 | 104 | 826 | 5,321 | 6,251 | 115 | 1,035 | 1,150 | 8,617 | 9,767 |
| 2010 | 51 | 726 | 4,889 | 5,666 | 55 | 892 | 947 | 8,010 | 8,957 |
| 2011 | 57 | 706 | 4,831 | 5,594 | 59 | 825 | 884 | 7,876 | 8,760 |
| 2012 | 45 | 669 | 5,061 | 5,775 | 48 | 795 | 843 | 8,167 | 9,010 |
| 2013 | 55 | 615 | 5,150 | 5,820 | 57 | 720 | 777 | 8,410 | 9,187 |
| 2014 | 74 | 577 | 5,434 | 6,085 | 79 | 710 | 789 | 8,599 | 9,388 |
| 2015 | 69 | 570 | 5,508 | 6,147 | 74 | 711 | 785 | 8,952 | 9,737 |
| 2016 | 65 | 689 | 5,471 | 6,225 | 68 | 828 | 896 | 8,695 | 9,591 |

Principal causation factors

The most common principal causation factors associated with injury road traffic collisions reported to the police during 2016 are presented in the table below. In this table those casualties who were killed or seriously injured are grouped together and labelled as KSI casualties.

Table 2 Most Common Principal Causation Factors in Road Traffic Collisions - 2016

| Principal Factor | Number of Injury Collisions | Casualties | | |
|--|-----------------------------|------------|------------------|------------------|
| | | KSI | Slightly Injured | Total Casualties |
| Inattention or attention diverted | 1,238 | 110 | 1,804 | 1,914 |
| Driving too close | 782 | 22 | 1,211 | 1,233 |
| Emerging from minor road without care | 472 | 53 | 702 | 755 |
| Excessive speed having regard to conditions | 312 | 93 | 426 | 519 |
| Alcohol/drugs driver rider | 296 | 81 | 426 | 507 |
| Turning right without care | 288 | 42 | 462 | 504 |
| Crossing or entering road junction without care | 274 | 39 | 411 | 450 |
| Wrong course/position | 253 | 85 | 363 | 448 |
| Emerging from private road/entrance without care | 179 | 21 | 252 | 273 |
| Changing lane without care | 169 | 8 | 235 | 243 |

- The most common principal causation factors for KSI casualties during 2016 were 'inattention or attention diverted' (110 KSI casualties), followed by 'excessive speed having regard to conditions' (93 KSI casualties) and 'wrong course/position' (85 KSI casualties).
- The most common principal causation factors for all casualties were 'inattention or attention diverted' (1,914 casualties) followed by 'driving too close' (1,233 casualties) and 'emerging from minor road without care' (755 casualties). These 3 categories alone make up over two fifths of the causation factors used for all collisions in 2016.

Road traffic collisions casualty breakdown

Figure 5 Overall casualties by road user type - 2016

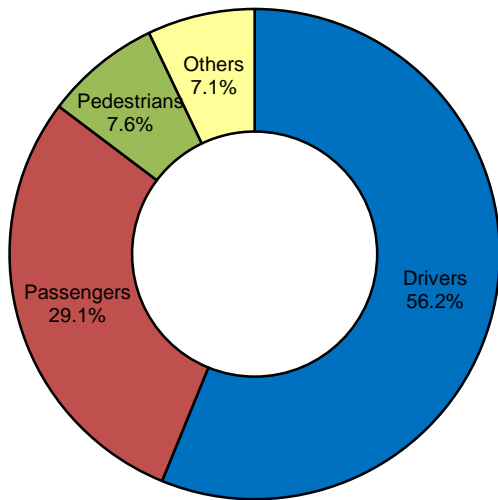
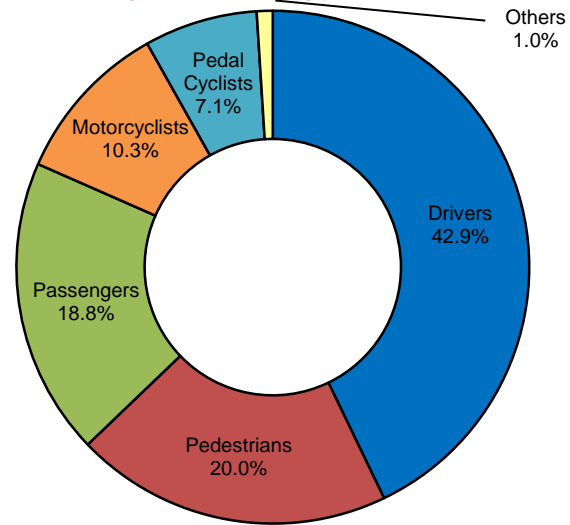
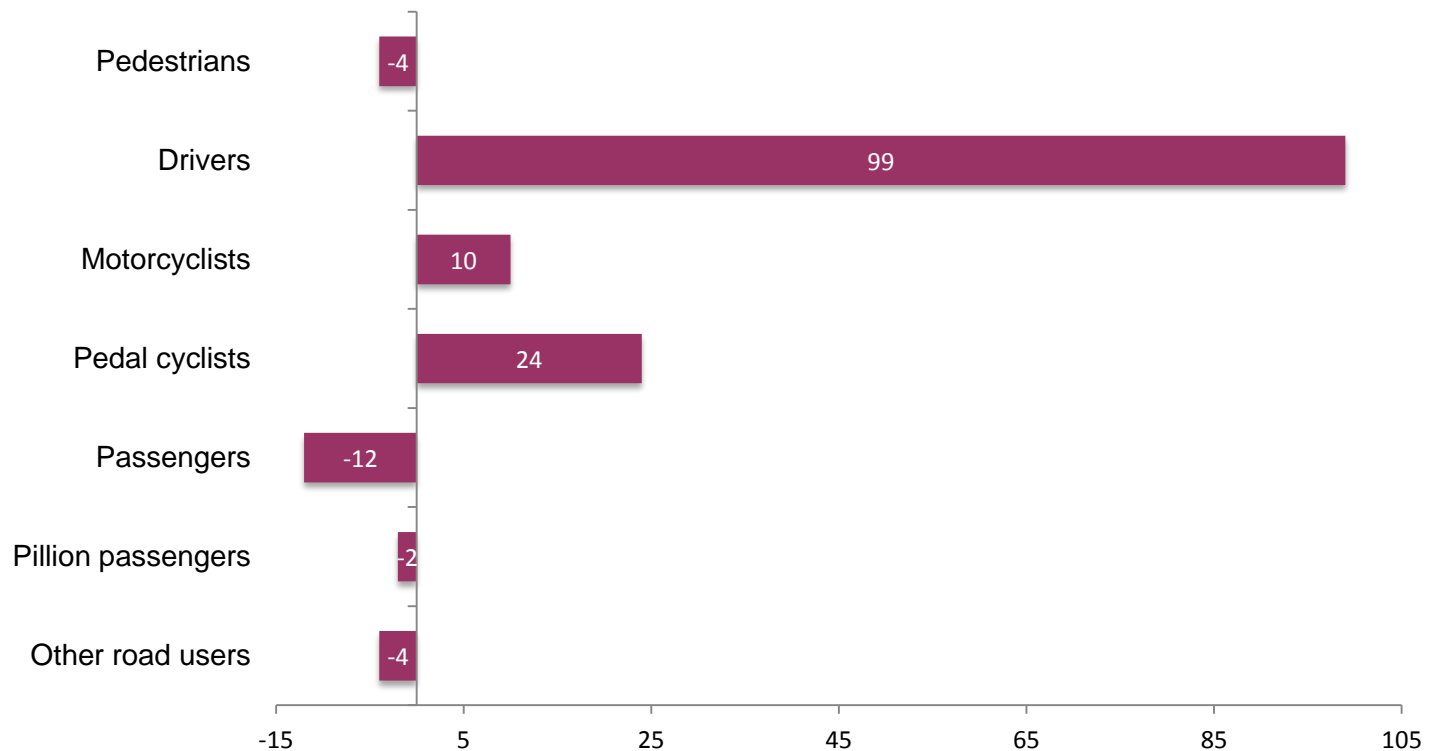


Figure 6 KSI Casualties by road user type - 2016



- Drivers of motor vehicles accounted for the largest proportion of overall casualties (56.2%) followed by passengers (29.1%) and pedestrians (7.6%) while pedal cyclists, motorcyclists, pillion passengers and other road users made up the remaining 7.1%.
- In terms of KSI casualties, drivers accounted for over two fifths of those killed or seriously injured (42.9%), followed by pedestrians (20.0%), passengers (18.8%), motorcyclists (10.3%) and pedal cyclists (7.1%).

Figure 7: Difference in the number of KSI Casualties by road user type in 2016 compared with 2015



- Figure 7 above shows that there was a large increase in the number of driver KSI casualties recorded between 2015 and 2016, up by 99 to 384 while motorcyclists and pedal cyclists also increased by 10 and 24 respectively. The largest decrease was of passengers which decreased by 12 from 180 to 168.

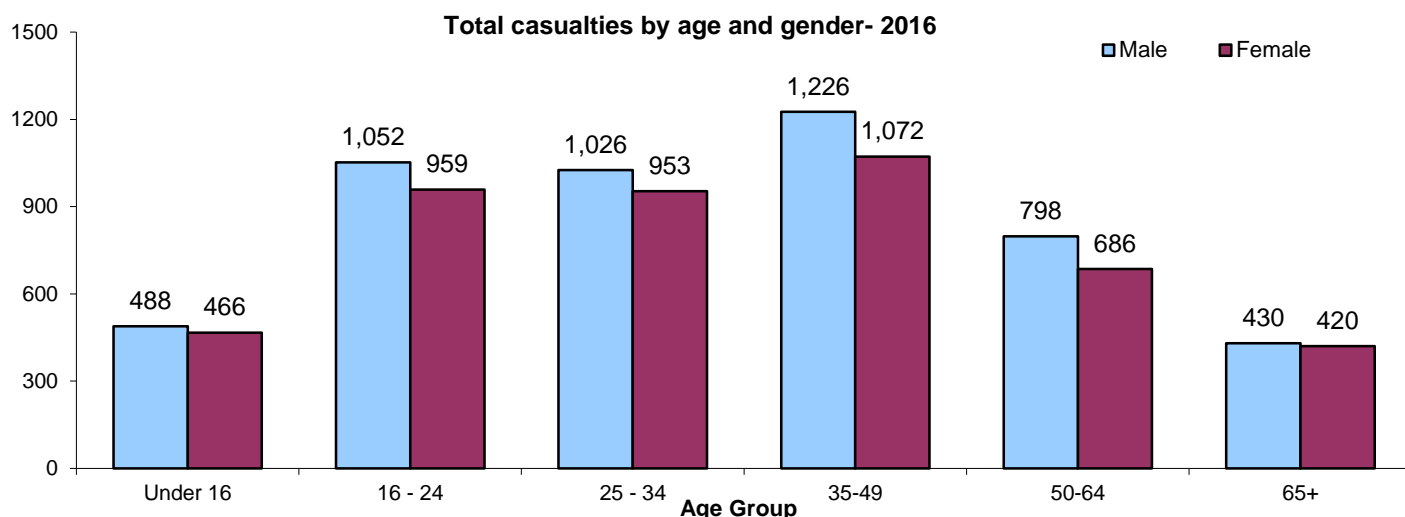
Table 3 Type of Road User 2012 – 2016

| Type of Road User ¹ | 2012 | 2013 | 2014 | 2015 | 2016 |
|--------------------------------|--------------|--------------|--------------|--------------|--------------|
| Fatalities: | | | | | |
| Pedestrians | 9 | 7 | 18 | 19 | 15 |
| Drivers of motor vehicles | 21 | 22 | 30 | 31 | 31 |
| Motorcyclists | 4 | 10 | 13 | 4 | 4 |
| Pedal cyclists | 2 | 4 | 3 | 0 | 3 |
| Passengers | 10 | 13 | 12 | 17 | 12 |
| Pillion passengers | 0 | 0 | 1 | 0 | 1 |
| Other road users | 2 | 1 | 2 | 3 | 2 |
| Totals | 48 | 57 | 79 | 74 | 68 |
| Seriously Injured: | | | | | |
| Pedestrians | 182 | 162 | 140 | 164 | 164 |
| Drivers of motor vehicles | 294 | 271 | 263 | 254 | 353 |
| Motorcyclists | 96 | 91 | 84 | 78 | 88 |
| Pedal cyclists | 55 | 42 | 59 | 40 | 61 |
| Passengers | 155 | 136 | 155 | 163 | 156 |
| Pillion passengers | 3 | 5 | 4 | 6 | 3 |
| Other road users | 10 | 13 | 5 | 6 | 3 |
| Totals | 795 | 720 | 710 | 711 | 828 |
| KSI: | | | | | |
| Pedestrians | 191 | 169 | 158 | 183 | 179 |
| Drivers of motor vehicles | 315 | 293 | 293 | 285 | 384 |
| Motorcyclists | 100 | 101 | 97 | 82 | 92 |
| Pedal cyclists | 57 | 46 | 62 | 40 | 64 |
| Passengers | 165 | 149 | 167 | 180 | 168 |
| Pillion passengers | 3 | 5 | 5 | 6 | 4 |
| Other road users | 12 | 14 | 7 | 9 | 5 |
| Totals | 843 | 777 | 789 | 785 | 896 |
| Slightly Injured: | | | | | |
| Pedestrians | 613 | 610 | 611 | 604 | 552 |
| Drivers of motor vehicles | 4,425 | 4,577 | 4,786 | 5,071 | 5,003 |
| Motorcyclists | 189 | 210 | 192 | 202 | 193 |
| Pedal cyclists | 220 | 210 | 271 | 239 | 266 |
| Passengers | 2,670 | 2,750 | 2,685 | 2,781 | 2,625 |
| Pillion passengers | 11 | 11 | 7 | 4 | 6 |
| Other road users | 39 | 42 | 47 | 51 | 50 |
| Totals | 8,167 | 8,410 | 8,599 | 8,952 | 8,695 |
| All Casualties: | | | | | |
| Pedestrians | 804 | 779 | 769 | 787 | 731 |
| Drivers of motor vehicles | 4,740 | 4,870 | 5,079 | 5,356 | 5,387 |
| Motorcyclists | 289 | 311 | 289 | 284 | 285 |
| Pedal cyclists | 277 | 256 | 333 | 279 | 330 |
| Passengers | 2,835 | 2,899 | 2,852 | 2,961 | 2,793 |
| Pillion passengers | 14 | 16 | 12 | 10 | 10 |
| Other road users | 51 | 56 | 54 | 60 | 55 |
| Totals | 9,010 | 9,187 | 9,388 | 9,737 | 9,591 |

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

Road traffic collisions disaggregated by age and gender

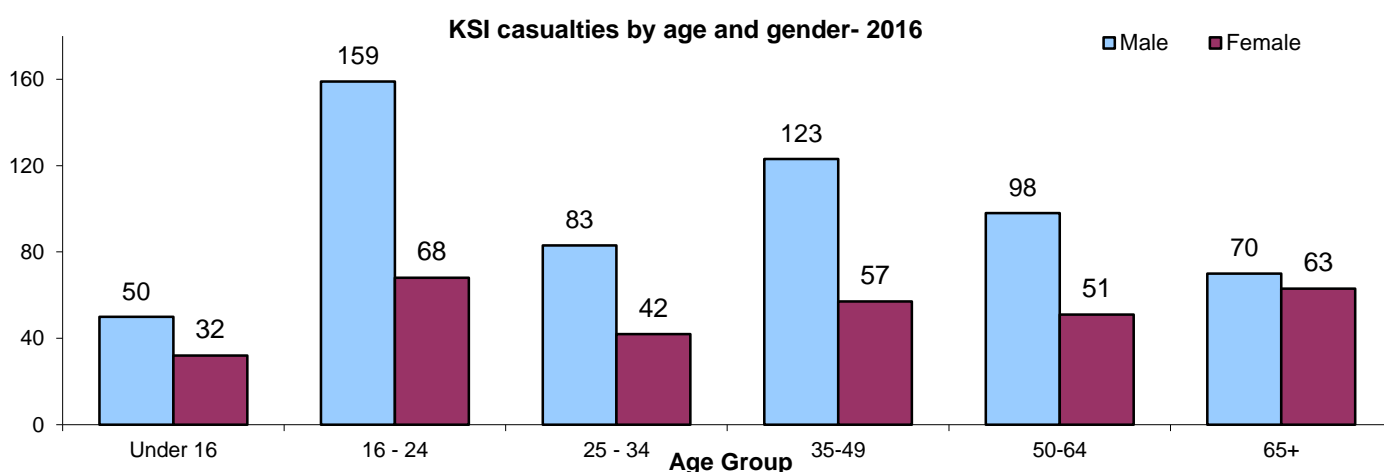
Figure 8



¹ Chart does not include those where gender is unknown

- The gender split for all traffic casualties in 2016 was 52.4% male compared to 47.6% female. This was very similar to the proportion observed in 2015.
- The highest proportion of casualties was from the 35 to 49 age category which accounted for almost a quarter of all casualties recorded in 2016.
- There were more male casualties recorded than females for each age category in 2016.

Figure 9



¹ Chart does not include those where gender is unknown

- Males accounted for approximately two thirds of all KSI casualties recorded in 2016 (representing 65.1%).
- The highest proportion of those killed or seriously injured in 2016 were from those aged 16 to 24 with over a quarter of KSI casualties coming from this age group during the year.
- There were more males killed or seriously injured than females for all age groups in 2016. The proportion of males to female KSI casualties ranged from 70.0% for the 16 to 24 age group to 52.6% for the 65+ age group.
- Further breakdown of casualty information as well as casualties by severity and location (by Police District) are available in Tables 4 and 5 overleaf.

Table 4 Road traffic casualties by age and gender 2016 compared with 2015

| | 2015 | | | | | 2016 | | | | |
|--------------------------|-----------|-------------------|------------------|------------------|--------------|-----------|-------------------|------------------|------------------|--------------|
| | Killed | Seriously injured | KSI ¹ | Slightly injured | Total | Killed | Seriously injured | KSI ¹ | Slightly injured | Total |
| Male | | | | | | | | | | |
| Under 16 | 3 | 44 | 47 | 443 | 490 | 3 | 47 | 50 | 438 | 488 |
| 16 - 24 | 15 | 115 | 130 | 1,066 | 1,196 | 13 | 146 | 159 | 893 | 1,052 |
| 25 - 34 | 5 | 93 | 98 | 986 | 1,084 | 8 | 75 | 83 | 943 | 1,026 |
| 35 - 49 | 8 | 90 | 98 | 1,149 | 1,247 | 13 | 110 | 123 | 1,103 | 1,226 |
| 50 - 64 | 11 | 68 | 79 | 689 | 768 | 10 | 88 | 98 | 700 | 798 |
| 65 + | 11 | 27 | 38 | 346 | 384 | 7 | 63 | 70 | 360 | 430 |
| Unknown | 0 | 0 | 0 | 19 | 19 | 0 | 0 | 0 | 5 | 5 |
| Total | 53 | 437 | 490 | 4,698 | 5,188 | 54 | 529 | 583 | 4,442 | 5,025 |
| Female | | | | | | | | | | |
| Under 16 | 2 | 23 | 25 | 408 | 433 | 1 | 31 | 32 | 434 | 466 |
| 16 - 24 | 3 | 64 | 67 | 939 | 1,006 | 3 | 65 | 68 | 891 | 959 |
| 25 - 34 | 2 | 41 | 43 | 898 | 941 | 2 | 40 | 42 | 911 | 953 |
| 35 - 49 | 0 | 44 | 44 | 1,001 | 1,045 | 1 | 56 | 57 | 1,015 | 1,072 |
| 50 - 64 | 5 | 51 | 56 | 621 | 677 | 2 | 49 | 51 | 635 | 686 |
| 65 + | 9 | 51 | 60 | 370 | 430 | 5 | 58 | 63 | 357 | 420 |
| Unknown | 0 | 0 | 0 | 15 | 15 | 0 | 0 | 0 | 10 | 10 |
| Total | 21 | 274 | 295 | 4,252 | 4,547 | 14 | 299 | 313 | 4,253 | 4,566 |
| Other² | | | | | | | | | | |
| Under 16 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 |
| All | | | | | | | | | | |
| Under 16 | 5 | 67 | 72 | 853 | 925 | 4 | 78 | 82 | 872 | 954 |
| 16 - 24 | 18 | 179 | 197 | 2,005 | 2,202 | 16 | 211 | 227 | 1,784 | 2,011 |
| 25 - 34 | 7 | 134 | 141 | 1,884 | 2,025 | 10 | 115 | 125 | 1,854 | 1,979 |
| 35 - 49 | 8 | 134 | 142 | 2,150 | 2,292 | 14 | 166 | 180 | 2,118 | 2,298 |
| 50 - 64 | 16 | 119 | 135 | 1,310 | 1,445 | 12 | 137 | 149 | 1,335 | 1,484 |
| 65 + | 20 | 78 | 98 | 716 | 814 | 12 | 121 | 133 | 717 | 850 |
| Unknown | 0 | 0 | 0 | 34 | 34 | 0 | 0 | 0 | 15 | 15 |
| Total | 74 | 711 | 785 | 8,952 | 9,737 | 68 | 828 | 896 | 8,695 | 9,591 |

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

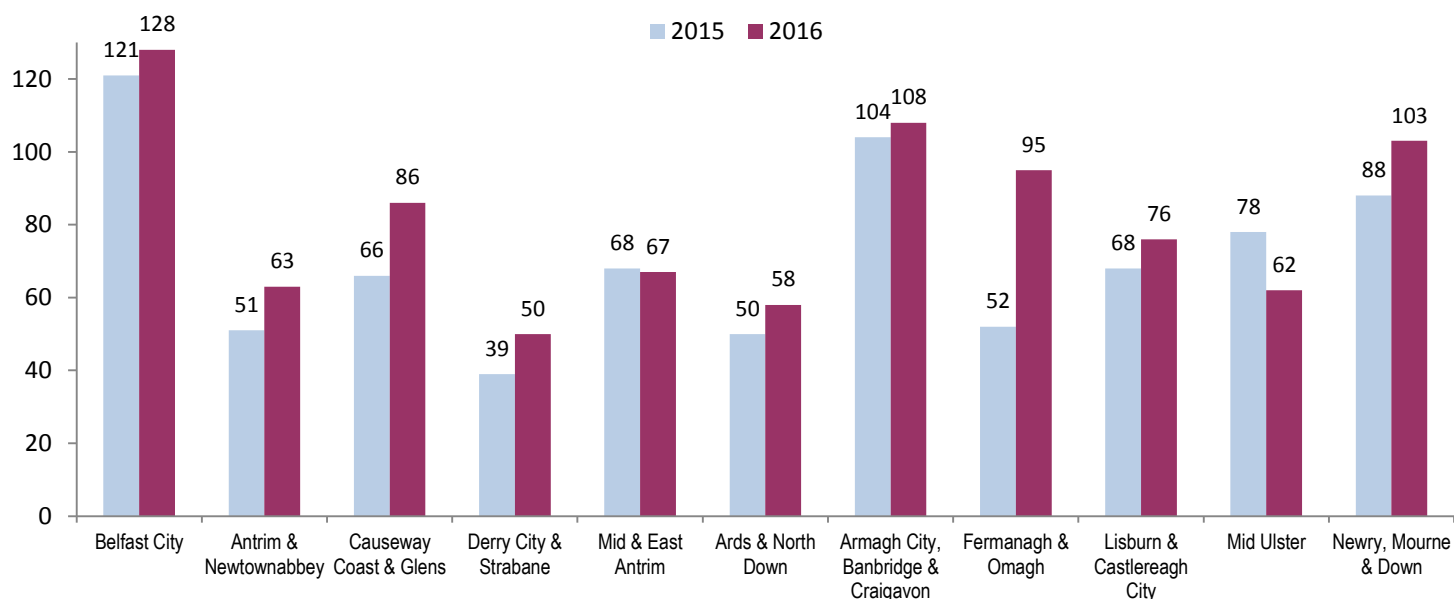
Table 5 Road traffic casualties by Police District and Area 2016 compared with 2015

| District/Area | 2015 | | | | | 2016 | | | | |
|------------------------------------|-----------|-------------------|------------------------|------------------|--------------|-----------|-------------------|------------------------|------------------|--------------|
| | Killed | Seriously Injured | Total KSI ¹ | Slightly Injured | Total | Killed | Seriously Injured | Total KSI ¹ | Slightly Injured | Total |
| Belfast City | 6 | 115 | 121 | 2,331 | 2,452 | 3 | 125 | 128 | 2,238 | 2,366 |
| Antrim & Newtownabbey | 6 | 45 | 51 | 698 | 749 | 8 | 55 | 63 | 709 | 772 |
| Causeway Coast & Glens | 8 | 58 | 66 | 523 | 589 | 8 | 78 | 86 | 603 | 689 |
| Derry City & Strabane | 4 | 35 | 39 | 635 | 674 | 7 | 43 | 50 | 633 | 683 |
| Mid & East Antrim | 6 | 62 | 68 | 519 | 587 | 3 | 64 | 67 | 486 | 553 |
| North Area Policing | 24 | 200 | 224 | 2,375 | 2,599 | 26 | 240 | 266 | 2,431 | 2,697 |
| Ards & North Down | 5 | 45 | 50 | 656 | 706 | 7 | 51 | 58 | 621 | 679 |
| Armagh City, Banbridge & Craigavon | 9 | 95 | 104 | 795 | 899 | 10 | 98 | 108 | 765 | 873 |
| Fermanagh & Omagh | 8 | 44 | 52 | 558 | 610 | 10 | 85 | 95 | 496 | 591 |
| Lisburn & Castlereagh City | 5 | 63 | 68 | 863 | 931 | 3 | 73 | 76 | 744 | 820 |
| Mid Ulster | 9 | 69 | 78 | 596 | 674 | 3 | 59 | 62 | 632 | 694 |
| Newry, Mourne & Down | 8 | 80 | 88 | 778 | 866 | 6 | 97 | 103 | 768 | 871 |
| South Area Policing | 44 | 396 | 440 | 4,246 | 4,686 | 39 | 463 | 502 | 4,026 | 4,528 |
| Northern Ireland Total | 74 | 711 | 785 | 8,952 | 9,737 | 68 | 828 | 896 | 8,695 | 9,591 |

- Armagh City, Banbridge & Craigavon along with Fermanagh & Omagh had the highest number of fatalities recorded by District in 2016 with 10 each, while Mid Ulster had 6 fewer deaths recorded in 2016 than in 2015.
- Mid & East Antrim and Mid Ulster were the only Districts to decrease the number of KSI casualties in comparison with last year with Mid Ulster decreasing by 16 (down 20.5%). In contrast, Fermanagh & Omagh had the largest increase in those killed or seriously injured with 43 more recorded in 2016 than 2015 (an increase of 82.7%).
- Causeway Coast & Glens had the largest increase in overall casualties in comparison with last year. This District increased by 100 casualties exactly, rising from 589 recorded in 2015 to 689 this year.

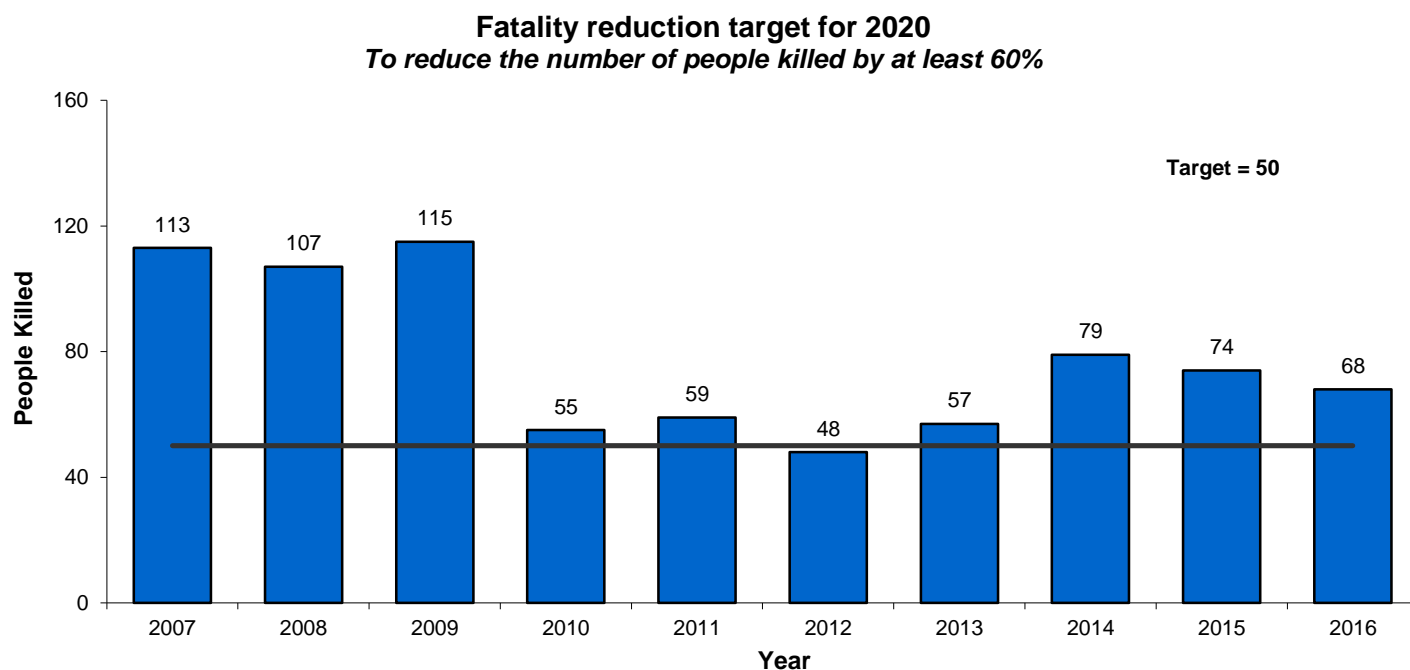
Figure 10

KSI Casualties by Police District



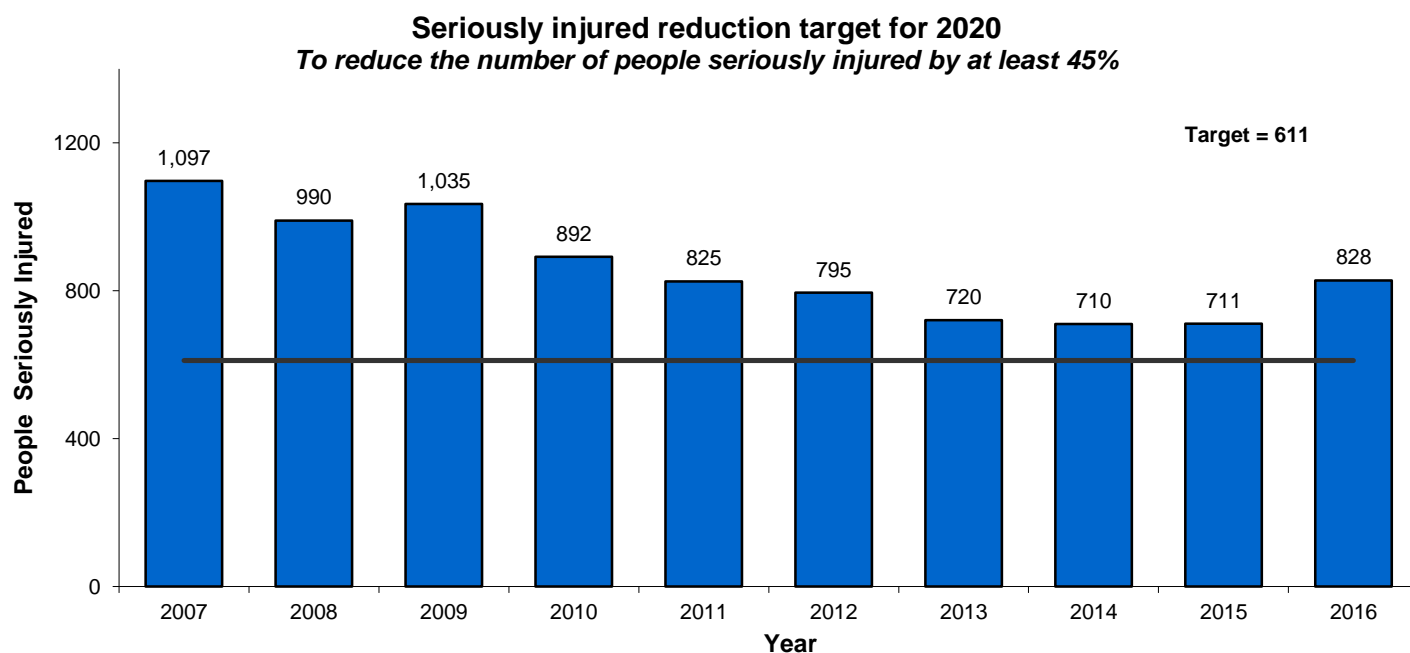
Update on Northern Ireland's Road Safety Strategy

Figure 11



- 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. This figure has already dipped below this target in 2012 with 48 fatalities. The 2016 figure of 68 fatalities has decreased for the second year in a row from 79 recorded in 2014 and 74 in 2015. However, it is 18 deaths higher than the 2020 target.

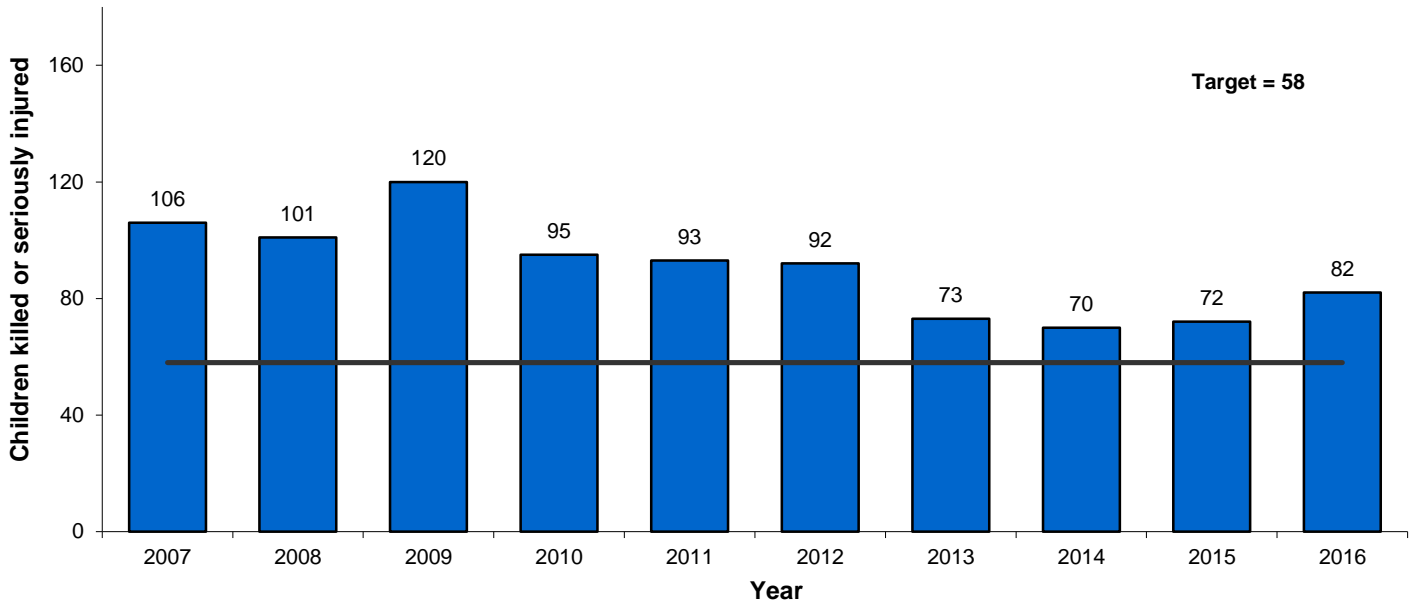
Figure 12



- 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. There were 828 people seriously injured in 2016 which is 117 more than 2015 and the first time this figure has increased beyond 800 since 2011.

Figure 13

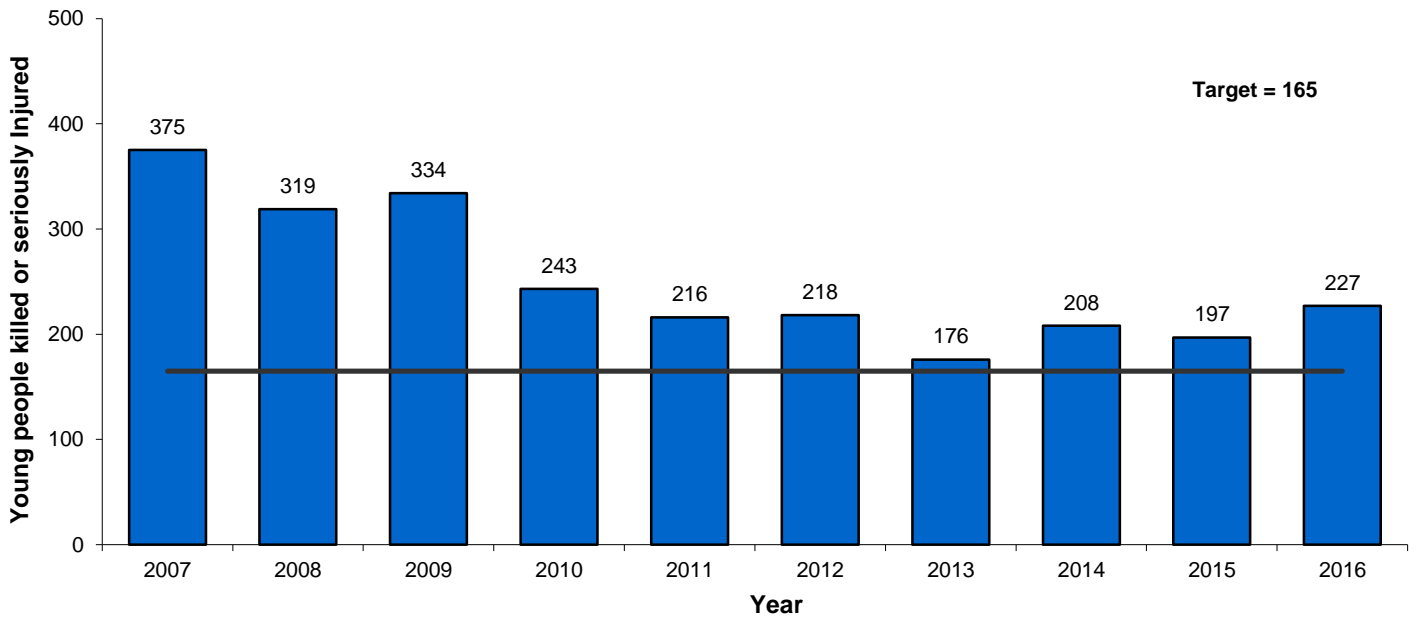
Child (under 16) KSI casualty reduction target for 2020
To reduce the number of children KSI by at least 55%



- 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. This figure had actually dipped under this level in the rolling 12 month period ending July 2015 but the final 2016 total of 82 child KSI casualties is 24 more than the target.

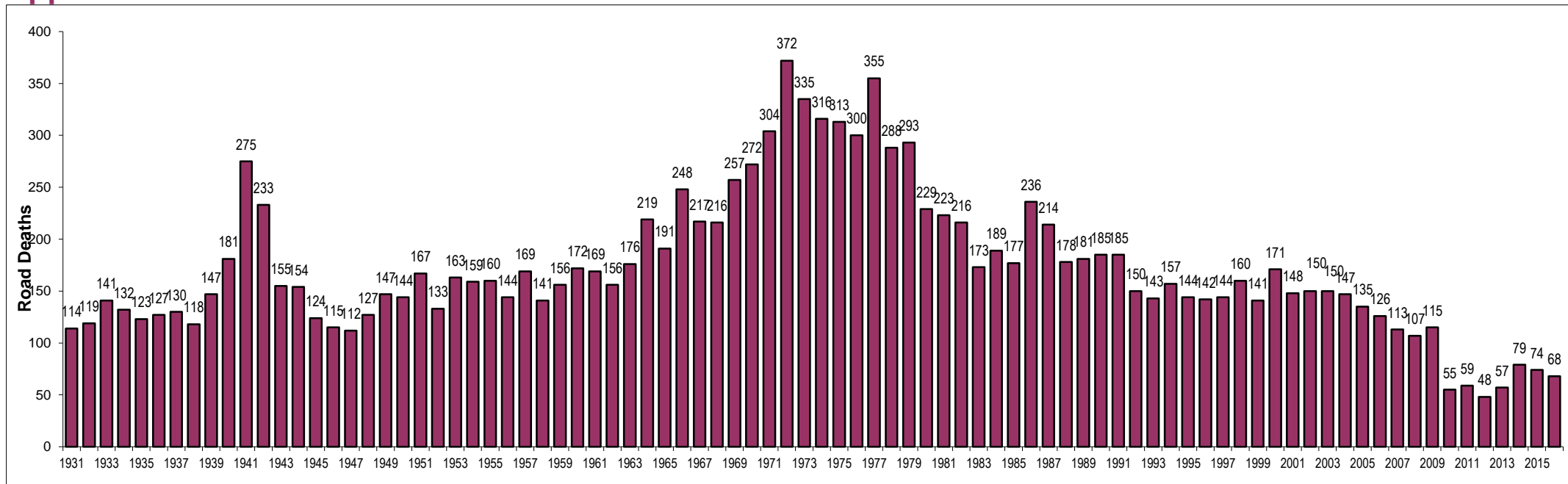
Figure 14

Young people (16-24) KSI casualty reduction target for 2020
To reduce the number of young people KSI by at least 55%

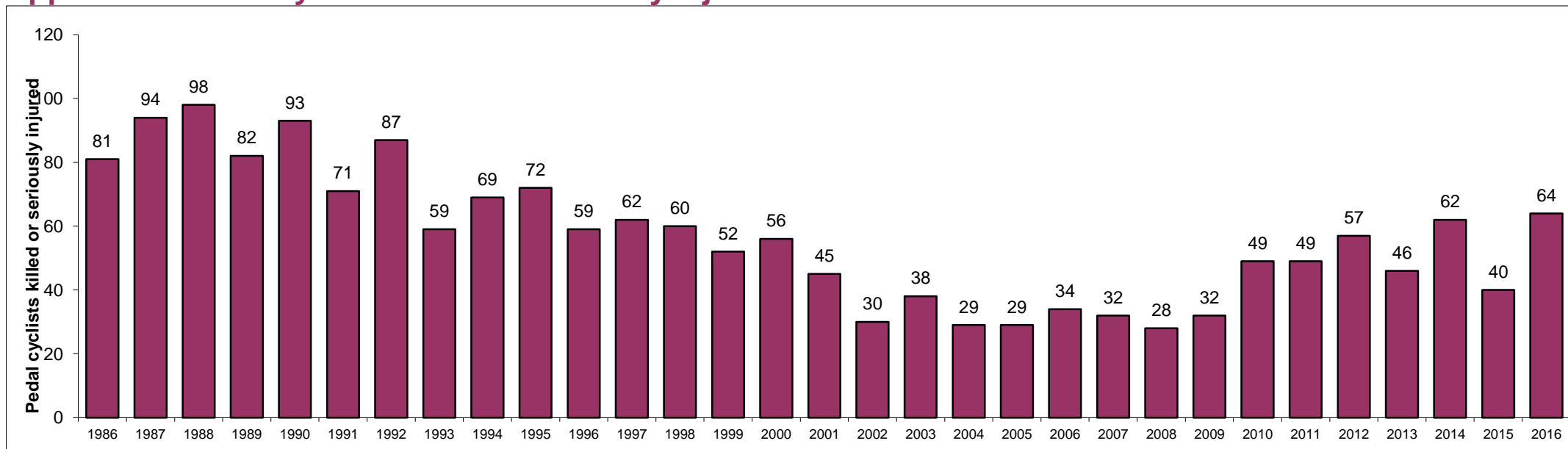


- The Strategy also has a target of a 55% reduction in the number of young people (aged 16-24) killed or seriously injured on Northern Ireland's roads each year, from the 2004 – 2008 average of 366 to fewer than 165 by 2020. There were 227 KSI casualties recorded of young people in 2016 which is 30 more than the 2015 figure of 197 and the highest figure for this category since 2010.

Appendix 1 Road Deaths on Northern Ireland's Roads 1931 - 2016



Appendix 2 Pedal cyclists killed or seriously injured on Northern Ireland's Roads 1986 – 2016



Appendix 3 - Summary of casualty figures from 1931 – 2016

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

Appendix 3 - Summary of casualty figures from 1931 – 2016 continued

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

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

Notes

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

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

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

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

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

User Guide

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

Daily Fatal Spreadsheet

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

Maps of Collision Locations

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

