

Police Service of Northern Ireland

Police Recorded Injury Road Traffic Collisions and Casualties Northern Ireland

Monthly Report

Covering the reporting period
1st January 2017 – 30th November 2017

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Road Traffic Collision Statistics – January to November 2017

Monthly Trends

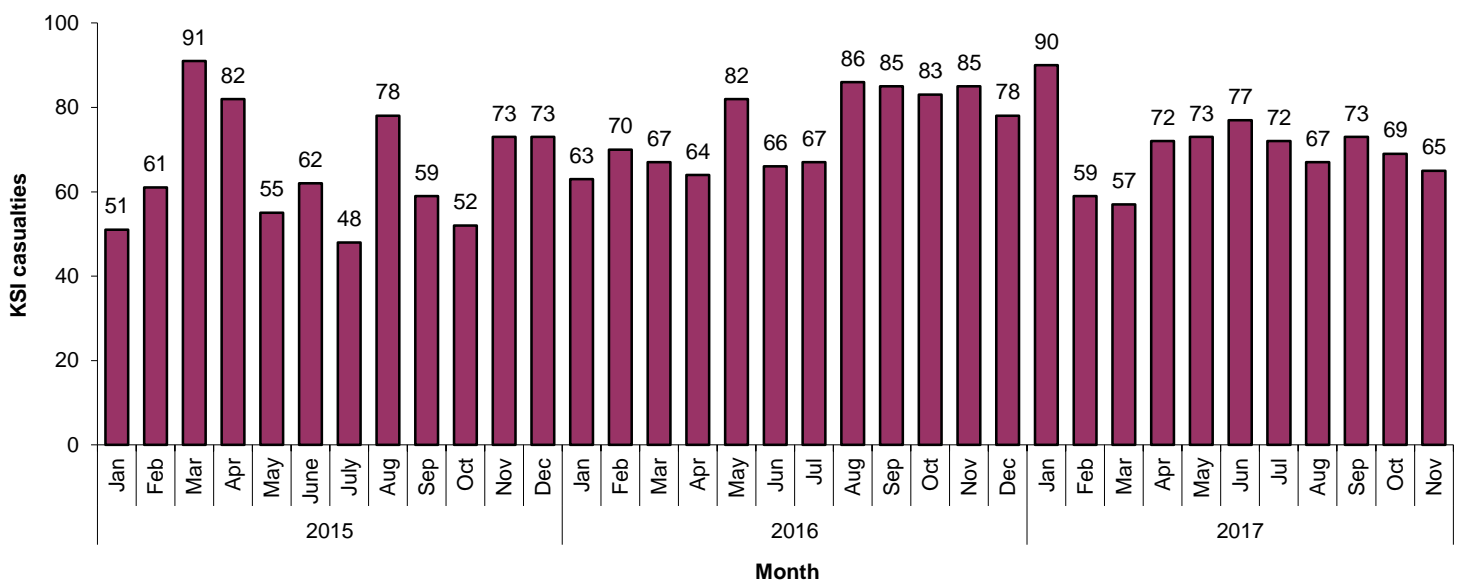
- There were 5,487 collisions recorded by the Police Service of Northern Ireland (PSNI) between January and November 2017 resulting in a total of 8,337 casualties. This comprised 62 fatalities, 712 people seriously injured and a further 7,563 people slightly injured. For the same time period last year there were 5,637 collisions recorded by PSNI, of which there were 8,687 casualties comprising 63 fatalities, 755 people seriously injured and 7,869 people slightly injured.
- There were 150 fewer collisions and 350 fewer casualties recorded between January and November 2017 than the same period last year. In terms of severity of injury those killed or seriously injured (KSI casualties) fell by 44 while the number of people slightly injured fell by 306.
- There were 65 KSI casualties in November 2017, four less than October 2017 and 20 fewer than recorded in November 2016.

Table 1 Police recorded road traffic casualties by injury severity and month: January to November 2017 compared with January to November 2016

	01 January 2016 – 30 November 2016					01 January 2017 – 30 November 2017*				
	Killed	Seriously injured	KSI ¹	Slightly injured	Total	Killed	Seriously injured	KSI ¹	Slightly injured	Total
January	8	55	63	645	708	5	85	90	643	733
February	4	66	70	804	874	3	56	59	667	726
March	2	65	67	650	717	3	54	57	749	806
April	4	60	64	745	809	6	66	72	549	621
May	5	77	82	717	799	5	68	73	690	763
June	5	61	66	758	824	6	71	77	660	737
July	8	59	67	659	726	4	68	72	702	774
August	5	81	86	706	792	8	59	67	732	799
September	8	77	85	731	816	6	67	73	767	840
October	9	74	83	699	782	7	62	69	718	787
November	5	80	85	755	840	9	56	65	686	751
Total	63	755	818	7,869	8,687	62	712	774	7,563	8,337

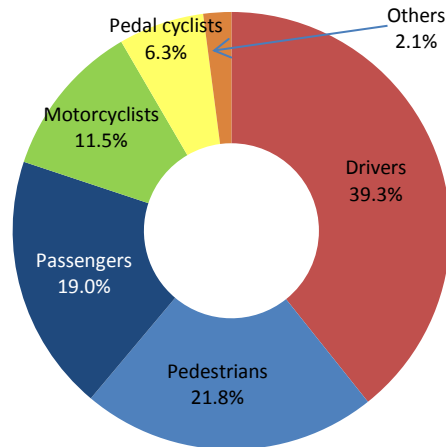
¹ Killed or seriously injured * Figures are provisional and subject to change

Figure 1: Casualties killed or seriously injured in road traffic collisions by month January 2015 to November 2017



Casualty Class

Figure 2: Casualties killed or seriously injured by road user type January to November 2017



- The total number of casualties amongst vulnerable road users (pedestrians, motorcyclists and pedal cyclists) decreased by 21 when compared with January to November 2016. Pedestrian and motorcyclist casualties both decreased, by 19 and 4 respectively, while the number of pedal cyclists injured increased by 2.
- In terms of those killed or seriously injured, drivers, pedal cyclists and passengers all decreased in comparison with last year, while pedestrian KSI casualties increased by 6 from 163 recorded between January and November 2016 to 169 for the same period this year (a rise of 3.7%). See Figure 3 below.

Figure 3: Difference in the number of KSI casualties by road user type: January to November 2017 compared with January to November 2016

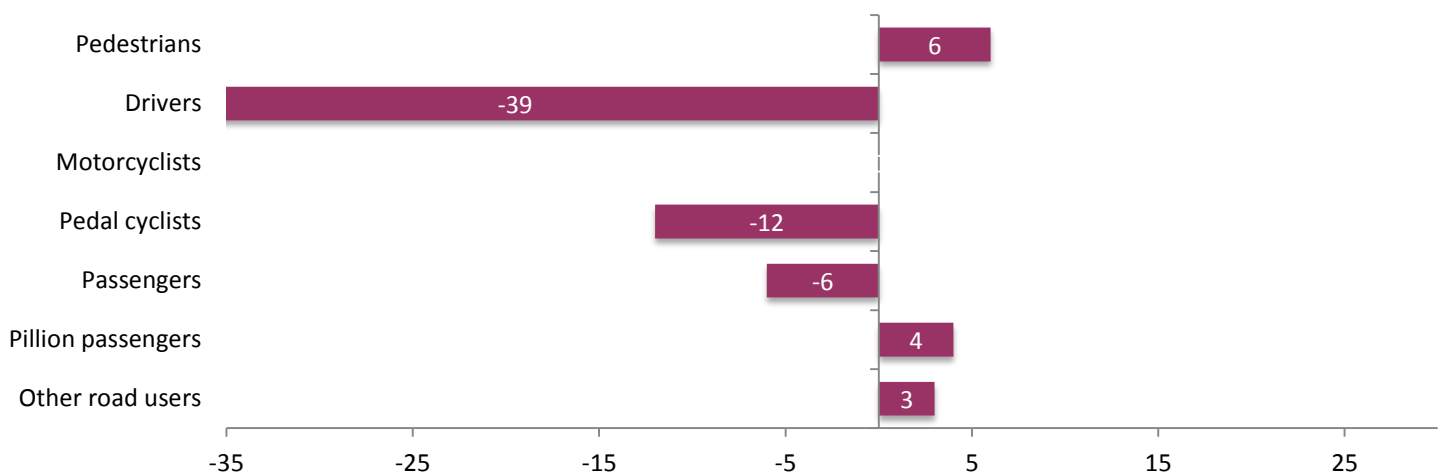


Table 2 Number of police recorded road traffic casualties by road user type: January to November 2017 compared with January to November 2016

	01 January 2016 – 30 November 2016					01 January 2017 – 30 November 2017*				
	Killed	Seriously injured	KSI ¹	Slightly injured	Total	Killed	Seriously injured	KSI ¹	Slightly injured	Total
Pedestrians	14	149	163	498	661	15	154	169	473	642
Drivers of motor vehicles	28	315	343	4,527	4,870	24	280	304	4,377	4,681
Motorcyclists	4	85	89	176	265	9	80	89	172	261
Pedal cyclists	3	58	61	239	300	2	47	49	253	302
Passengers	11	142	153	2,374	2,527	11	136	147	2,243	2,390
Pillion passengers	1	3	4	6	10	0	8	8	7	15
Other road users	2	3	5	49	54	1	7	8	38	46
Total	63	755	818	7,869	8,687	62	712	774	7,563	8,337

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

Age and gender

- As with all casualties, more males than females were killed or seriously injured across all the age groups between January and November 2017.
- The number of young (16-24) male KSI casualties decreased by just over a quarter, from 145 recorded in January to November 2016 to 107 for the same period this year. The age group showing the largest reduction in KSIs for females was 35-49 years, falling from 55 to 42 over the same period.
- Overall, young people and the 35 to 49 age group had 169 (-9.2%) and 160 (-7.7%) fewer casualties respectively between January and November 2016 and January and November 2017.
- The largest increase in the number of overall casualties was among males aged 65 and over, which increased by 32, from 387 between January and November 2016 to 419 for the same time period this year (an increase of 8.3%).

Table 3 Number of police recorded road traffic casualties by age and gender: January to November 2017 compared with January to November 2016

	01 January 2016 – 30 November 2016					01 January 2017 – 30 November 2017*				
	Killed	Seriously injured	KSI ¹	Slightly injured	Total	Killed	Seriously injured	KSI ¹	Slightly injured	Total
Male										
Under 16	3	44	47	393	440	3	37	40	385	425
16 - 24	11	134	145	815	960	10	97	107	776	883
25 - 34	7	68	75	846	921	9	75	84	807	891
35 - 49	11	103	114	1,002	1,116	7	100	107	938	1,045
50 - 64	10	78	88	632	720	9	88	97	627	724
65 +	7	55	62	325	387	7	60	67	352	419
Unknown	0	0	0	5	5	0	0	0	17	17
Total	49	482	531	4,018	4,549	45	457	502	3,902	4,404
Female										
Under 16	1	28	29	399	428	1	26	27	350	377
16 - 24	3	57	60	821	881	2	58	60	728	788
25 - 34	2	38	40	824	864	3	32	35	826	861
35 - 49	1	54	55	919	974	3	39	42	843	885
50 - 64	2	44	46	561	607	2	48	50	591	641
65 +	5	52	57	318	375	6	52	58	317	375
Unknown	0	0	0	9	9	0	0	0	4	4
Total	14	273	287	3,851	4,138	17	255	272	3,659	3,931
Not Known										
Not Known	0	0	0	0	0	0	0	0	2	2
All										
Under 16	4	72	76	792	868	4	63	67	736	803
16 - 24	14	191	205	1,636	1,841	12	155	167	1,505	1,672
25 - 34	9	106	115	1,670	1,785	12	107	119	1,633	1,752
35 - 49	12	157	169	1,921	2,090	10	139	149	1,781	1,930
50 - 64	12	122	134	1,193	1,327	11	136	147	1,218	1,365
65 +	12	107	119	643	762	13	112	125	669	794
Unknown	0	0	0	14	14	0	0	0	21	21
Total²	63	755	818	7,869	8,687	62	712	774	7,563	8,337

¹ Killed or seriously injured ². Totals include those where gender or age is unknown. * Figures are provisional and subject to change

District

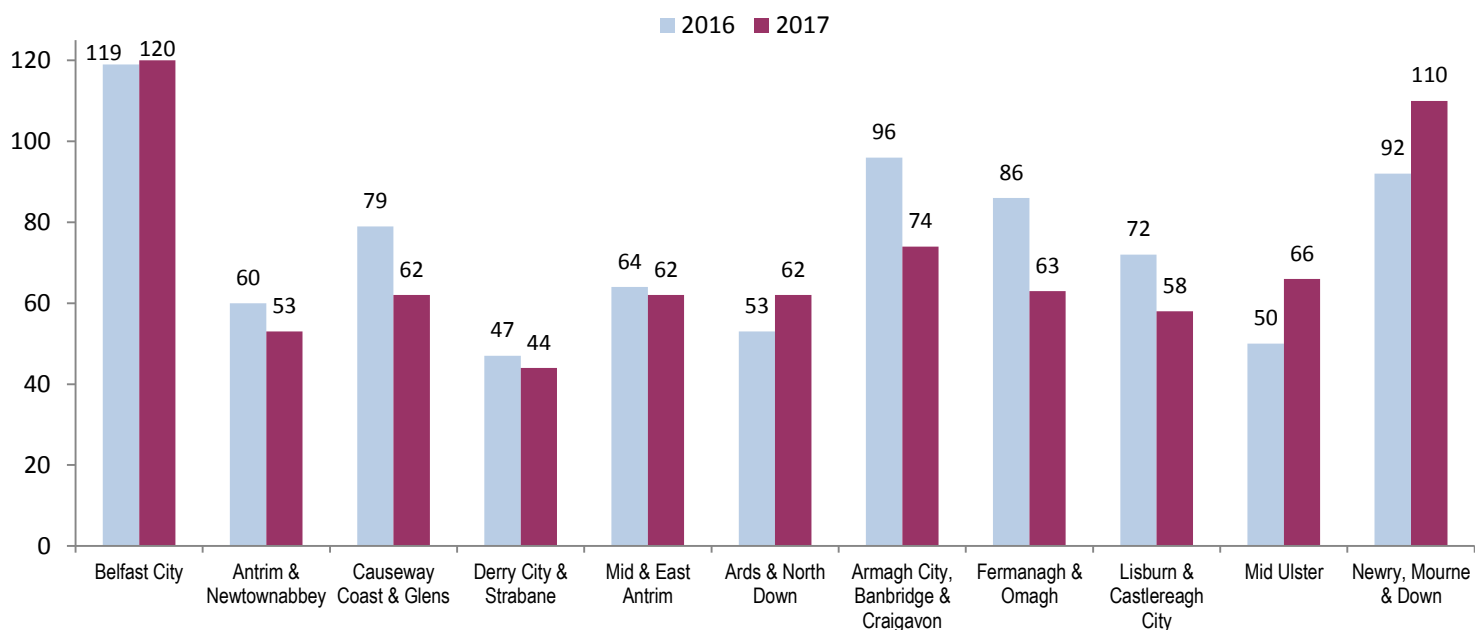
Table 4 Number of police recorded road traffic casualties by injury severity and Police District: January to November 2017 compared with January to November 2016

Area	01 January 2016 – 30 November 2016					01 January 2017 – 30 November 2017*				
	Killed	Seriously injured	KSI ¹	Slightly injured	Total	Killed	Seriously injured	KSI ¹	Slightly injured	Total
Belfast City	3	116	119	2,062	2,181	3	117	120	1803	1,923
Antrim & Newtownabbey	7	53	60	652	712	2	51	53	559	612
Causeway Coast & Glens	7	72	79	564	643	6	56	62	522	584
Derry City & Strabane	7	40	47	566	613	5	39	44	523	567
Mid & East Antrim	3	61	64	449	513	5	57	62	466	528
North Area Policing	24	226	250	2,231	2,481	18	203	221	2070	2,291
Ards & North Down	7	46	53	547	600	4	58	62	586	648
Armagh City, Banbridge & Craigavon	9	87	96	664	760	6	68	74	698	772
Fermanagh & Omagh	8	78	86	434	520	6	57	63	398	461
Lisburn & Castlereagh City	3	69	72	674	746	7	51	58	701	759
Mid Ulster	3	47	50	585	635	5	61	66	548	614
Newry, Mourne and Down	6	86	92	672	764	13	97	110	759	869
South Area Policing	36	413	449	3,576	4,025	41	392	433	3,690	4,123
Northern Ireland Total	63	755	818	7,869	8,687	62	712	774	7,563	8,337

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

- Newry, Mourne & Down had most road deaths by District between January and November 2017 with 13 – almost double that of the next highest recorded and an increase of 7 on the previous year. Mid-Ulster recorded the largest increase in people seriously injured, increasing by 14 from 47 for January to November 2016 to 61 during this period.
- Belfast City and Antrim & Newtownabbey recorded 258 and 100 fewer overall casualties respectively this period compared with January to November 2016, which combined is greater than the overall reduction in casualties recorded this year (350).

Figure 4: Casualties killed or seriously injured by District: January to November 2017 compared with January to November 2016



Principal causation factors

Table 5 Most common principal causation factors of those killed or seriously injured in road traffic collisions: January to November 2017

Principal Factor	Total KSI casualties
Inattention or attention diverted	91
Excessive speed having regard to conditions	81
Alcohol/drugs driver rider	73
Wrong course/position	66
Emerging from minor road without care	47
Turning right without care	46
Heedless of traffic crossing carriageway	44
Overtaking on off-side without care	34
Emerging from private road/entrance without care	25
Crossing or entering road junction without care	23

- The most common principal causation factors for KSI casualties between January and November 2017 were 'Inattention or attention diverted' (91 KSI casualties), followed by 'Excessive speed having regard to conditions' (81 KSI Casualties) and 'Alcohol/drugs driver rider' (73 KSI Casualties).

Single vehicle collisions

Table 6 Casualties resulting from single vehicle collisions¹ by injury severity and month: January to November 2017 compared with January to November 2016

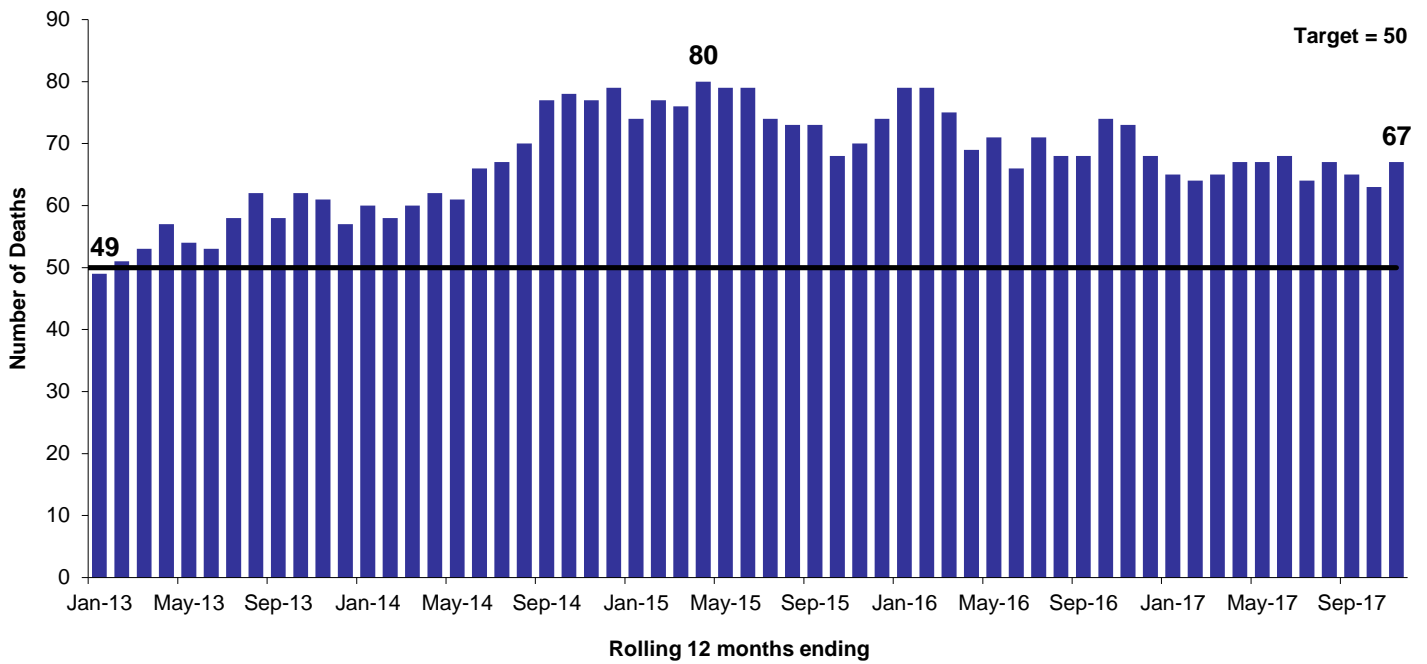
	01 January 2016 – 30 November 2016					01 January 2017 – 30 November 2017*				
	Killed	Seriously injured	KSI ¹	Slightly injured	Total	Killed	Seriously injured	KSI ¹	Slightly injured	Total
January	3	14	17	102	119	2	26	28	49	77
February	2	11	13	98	111	0	10	10	90	100
March	1	14	15	71	86	2	12	14	87	101
April	1	11	12	53	65	4	17	21	45	66
May	1	15	16	68	84	0	10	10	55	65
June	2	21	23	88	111	2	19	21	63	84
July	3	17	20	69	89	1	15	16	91	107
August	1	20	21	75	96	2	8	10	62	72
September	3	11	14	69	83	1	15	16	74	90
October	3	20	23	73	96	2	13	15	88	103
November	1	18	19	99	118	1	13	14	83	97
Total	21	172	193	865	1,058	17	158	175	787	962

¹ Defined as a collision which results in casualties to the occupants of one vehicle only and where no other party was involved

* Figures are provisional and subject to change

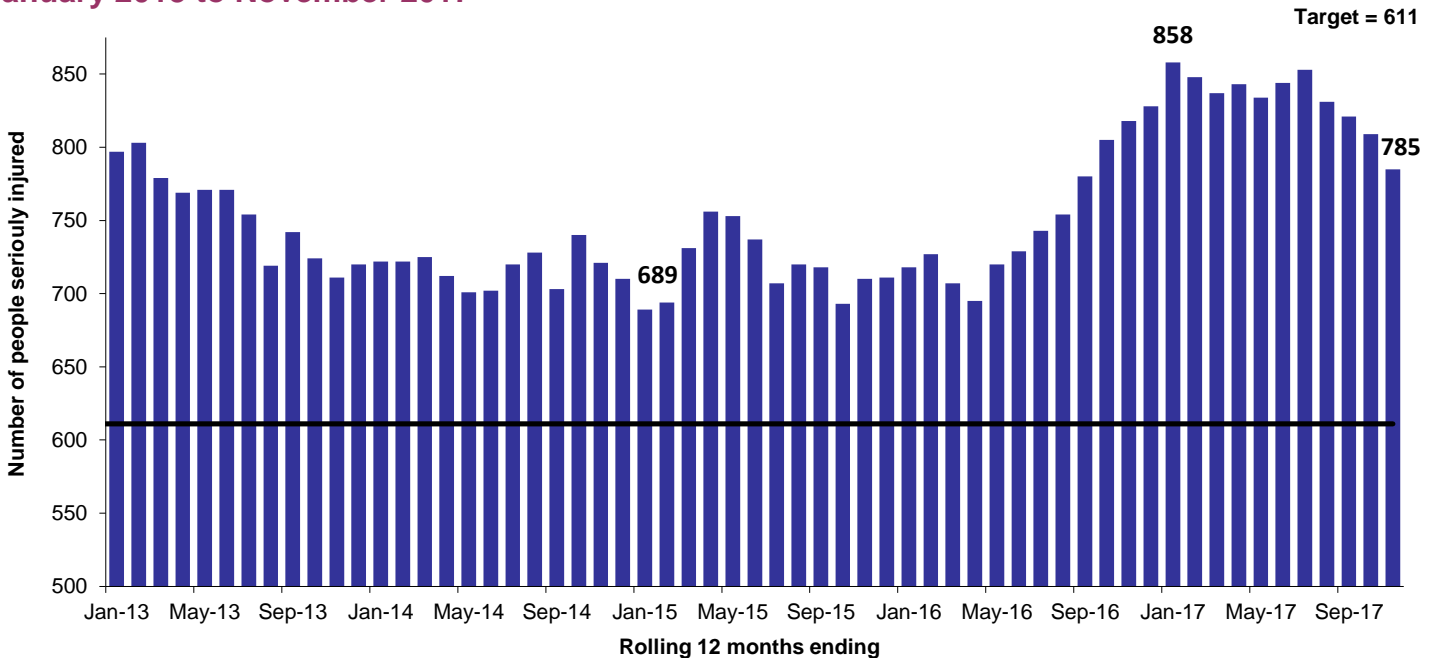
- The 752 single vehicle collisions recorded between January and November 2017 accounted for 13.7% of the total number of collisions recorded during this period.
- There were 96 fewer single vehicle collision casualties recorded between January and November 2017 than in the same period last year. This comprised four fewer deaths, fourteen fewer people seriously injured and 78 fewer people slightly injured.
- The 28 people killed or seriously injured as a result of a single vehicle collision in January 2017 was the highest total by month since September 2010 when 34 KSI casualties were recorded.

Figure 5: Number of people killed on Northern Ireland's Roads – Rolling 12 months January 2013 to November 2017



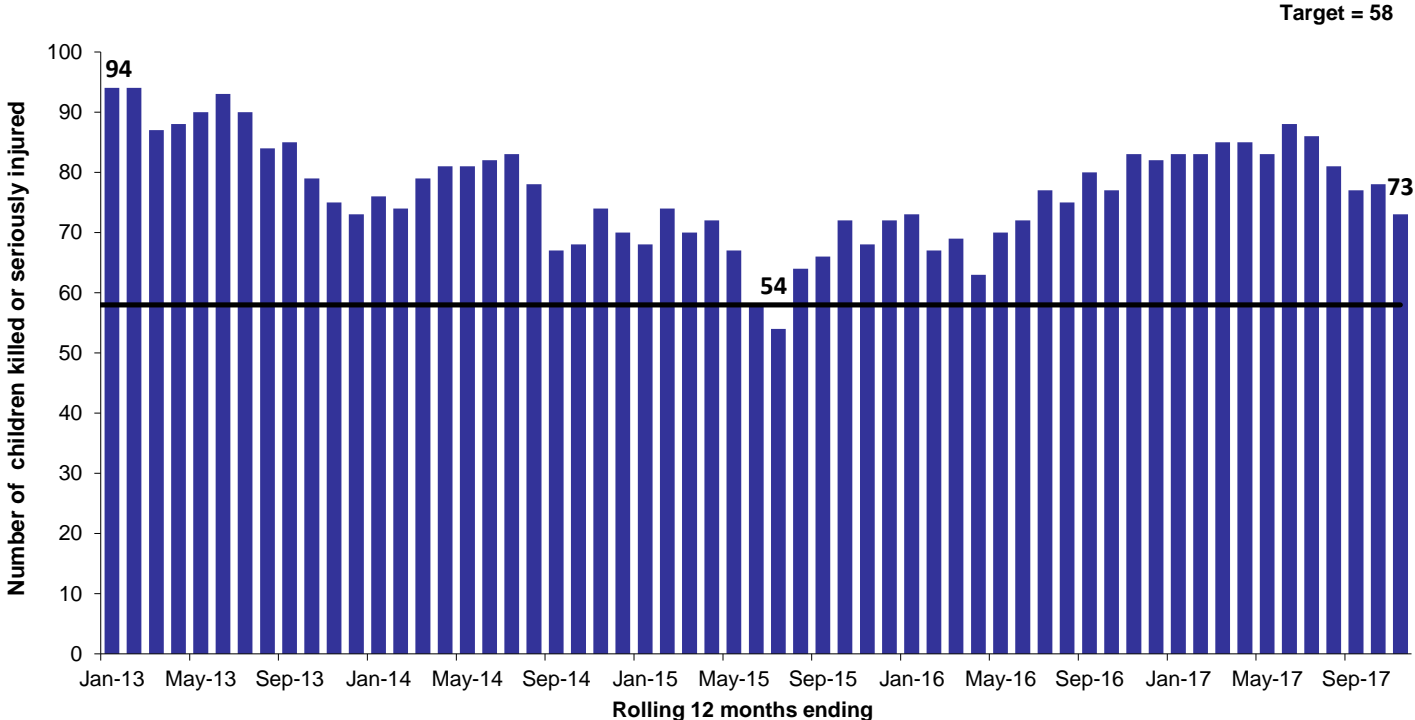
- The Department for Infrastructure's Northern Ireland Road Safety Strategy aims at a 60% reduction on the number of fatalities on Northern Ireland's roads each year, from the 2004 – 2008 average of 126 to fewer than 50 by 2020. Although, this figure has dipped below this target achieving 49 for the 12 month period ending January 2013, the current figure of 67 for the period 1st December 2016 to 30th November 2017 is 17 deaths above the target.

Figure 6: Number of people seriously injured on Northern Ireland's Roads – Rolling 12 months January 2013 to November 2017



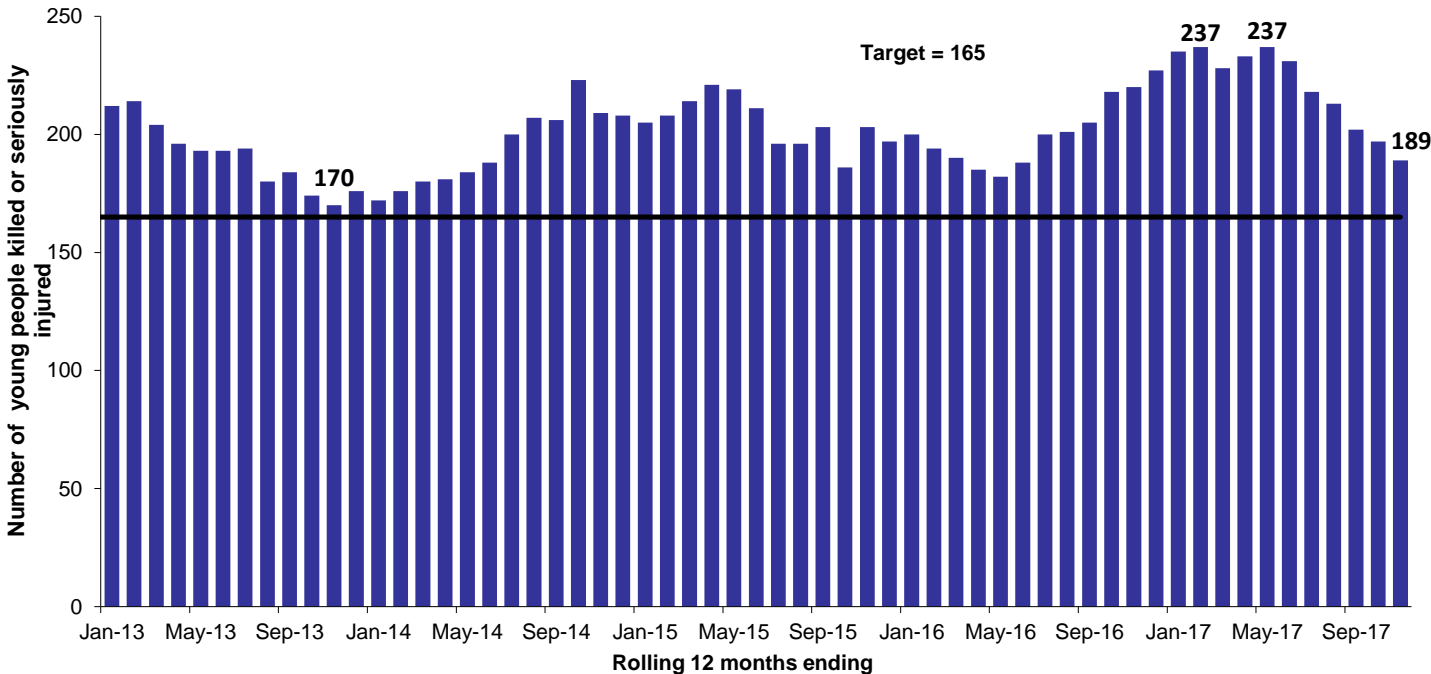
- The Department for Infrastructure's Northern Ireland Road Safety Strategy also aims at a 45% reduction in the number of people seriously injured on Northern Ireland's roads each year, from the 2004 – 2008 average of 1,111 to fewer than 611 by 2020. The current rolling 12 month figure covering 1st December 2016 to 30th November 2017 provisionally sits at 785, which is 174 more people seriously injured than the 2020 target level.

Figure 7: Number of children killed or seriously injured on Northern Ireland’s Roads – Rolling 12 months January 2013 to November 2017



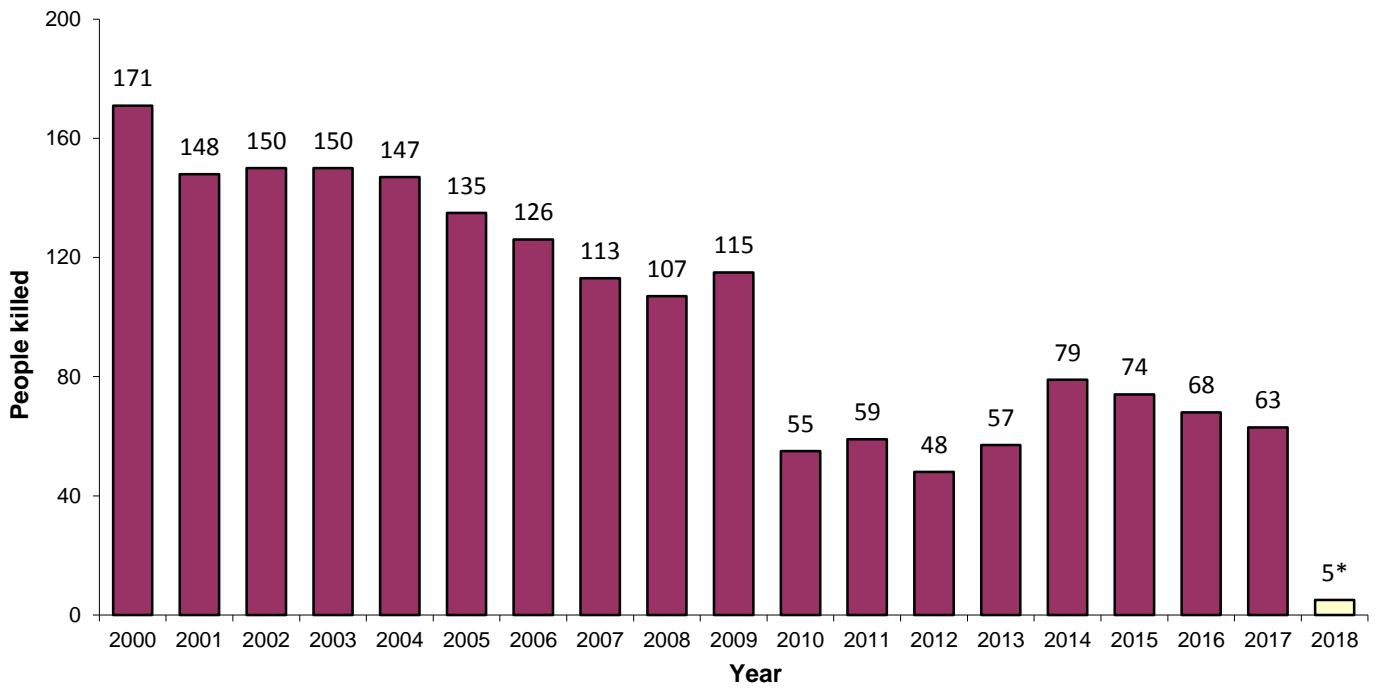
- The Road Safety Strategy has set a target of 55% reduction in the number of children killed or seriously injured on Northern Ireland’s roads each year, from the 2004 – 2008 average of 128 to fewer than 58 by 2020. The current rolling figure of 73 to the end of November 2017 is 15 above the target.

Figure 8: Number of young people (16-24) killed or seriously injured on Northern Ireland’s Roads – Rolling 12 months January 2013 to November 2017



- The Strategy also has a target of a 55% reduction in the number of young people (16-24) killed or seriously injured on Northern Ireland’s roads each year, from the 2004 – 2008 average of 366 to fewer than 165 by 2020. The current figure to the end of November 2017 provisionally sits at 189, the lowest that it has been since June 2016 when 188 were recorded.

Figure 9 Number of people killed on Northern Ireland's Roads – 2000 to 2017*



* Provisional fatality figure up to the 24th January 2018

- 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 52.2%). This figure fluctuated around this level before increasing to 79 deaths in 2014 (up 38.6% from 2013) and reducing again gradually to 63 deaths in 2017. Up to 24th January 2018 there have been 5 people killed, three more than the same time period in 2017.
- Of the 5 road deaths occurring in 2018, 3 (60%) occurred on rural roads (defined as where the speed limit is over 40 miles per hour excluding motorways and dual carriageways) while 2 occurred on urban roads (40 miles per hour or less). The Daily Fatal Report on the [PSNI website](#) provides more information.

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've produced interactive maps plotted with fatal, serious and slight collisions. These are available by calendar year from 2007 on the [NINIS website](#) with 2016 collisions data having just recently been published on this web page.

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.

Comparing this monthly bulletin with previous publications in 2017/18, the following revisions have been made:

Police recorded road traffic collision casualty figures by month						
		Collisions	Casualties			
	Month	No of injury collisions	Killed	Seriously Injured	Slightly Injured	Total casualties
Reported 23 rd June 2017	Apr-17	383	6	63	517	586
Reported 28 th July 2017	Apr-17	400	6	66	542	614
	May-17	506	5	67	669	741
Reported 25 th August 2017	Apr-17	402	6	66	544	616
	May-17	517	5	67	682	754
	Jun-17	465	6	62	619	687
Reported 29 th September 2017	Apr-17	405	6	66	549	621
	May-17	520	5	68	685	758
	Jun-17	488	6	70	649	725
	Jul-17	472	4	65	670	739
Reported 26 th October 2017	Apr-17	405	6	66	549	621
	May-17	521	5	68	686	759
	Jun-17	492	6	71	652	729
	Jul-17	484	4	67	685	756
	Aug-17	483	8	56	689	753
Reported 24 th November 2017	Apr-17	405	6	66	549	621
	May-17	522	5	68	688	761
	Jun-17	494	6	71	658	735
	Jul-17	489	4	67	697	768
	Aug-17	508	8	58	719	785
	Sep-17	533	6	57	724	787
Reported 22 nd December 2017	Apr-17	405	6	66	549	621
	May-17	522	5	68	690	763
	Jun-17	496	6	71	660	737
	Jul-17	492	4	68	700	772
	Aug-17	514	8	59	726	793
	Sep-17	560	6	63	753	822
	Oct-17	500	7	60	701	768
Reported 26 th January 2018	Apr-17	405	6	66	549	621
	May-17	522	5	68	690	763
	Jun-17	496	6	71	660	737
	Jul-17	493	4	68	702	774
	Aug-17	517	8	59	732	799
	Sep-17	570	6	67	767	840
	Oct-17	517	7	62	718	787
	Nov-17	516	9	56	686	751

Scale of Revision (Latest month compared with initial report)						
	Apr-17	22 (5.7%)	0	3 (4.8%)	32 (6.2%)	35 (6.0%)
	May-17	16 (3.2%)	0	1 (1.5%)	21 (3.1%)	22 (3.0%)
	Jun-17	31 (6.7%)	0	9 (14.5%)	41 (6.6%)	50 (7.3%)
	Jul-17	21 (4.4%)	0	3 (4.6%)	32 (4.8%)	35 (4.5%)
	Aug-17	34 (7.0%)	0	3 (5.4%)	43 (6.2%)	46 (6.1%)
	Sep-17	37 (6.9%)	0	10 (17.5%)	43 (5.9%)	53 (6.7%)
	Oct-17	17 (3.4%)	0	2 (3.3%)	17 (2.4%)	19 (2.5%)

Comparisons with Great Britain

Results from the most recent period covered by the Department for Transport statistical releases (published 28th September 2017) refer to the 2016 calendar year. Key points from the publication are as below:

- There were 1,792 reported road deaths in 2016, an increase of 4 per cent compared with 2015. This is the highest annual total since 2011. There were 44 per cent fewer fatalities in 2016 compared with 2006.
- There were 24,101 people seriously injured in reported road traffic accidents in 2016. However, comparisons of this figure with earlier years should be interpreted with caution due to changes in systems for severity reporting by some police forces.
- There was a total of 181,384 casualties of all severities in 2016. This is around 3 per cent lower than 2015 and is the lowest level on record.

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/648081/rrcqb2016-01.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

The PSNI Statistics Branch will publish a more detailed 2017 annual report in June 2018. 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 <https://www.infrastructure-ni.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;
- People pushing bicycles or other vehicles or operating pedestrian-controlled vehicles;
- People leading or herding animals;
- Occupants of prams or wheelchairs;
- People who alight safely from vehicles and are subsequently injured;
- People pushing or pulling a vehicle;
- People other than cyclists holding on to the back of a moving vehicle

Map of new Northern Ireland Policing Districts

