



Making Northern Ireland Safer For Everyone Through Professional, Progressive Policing

REPORTED INJURY ROAD TRAFFIC COLLISION STATISTICS 2009



Central Statistics Branch, Operational Support Department

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

Web: www.psnl.police.uk

Tel: 0845 600 800 Ext: 24135 Fax: 028 9092 2998 Email: statistics@psnl.police.uk

Contents

List of figures	3
Foreword	4
1.0 Introduction and Executive summary	5
2.0 Casualties	6
2.1 Summary of casualty figures for 2009 and 2008	8
2.2 Casualties killed or seriously injured by road user class	12
2.3 The main causes of fatal and serious injuries	15
2.4 Seat belt usage	17
2.5 Child casualties	19
3.0 Injury road traffic collisions	20
3.1 Summary of collision figures for 2009 and 2008	22
3.2 Main causes of collisions	23
3.3 Where do collisions occur?	24
3.4 When do fatal and serious collisions occur?	26
3.5 Responsibility for fatal and serious collisions	28
3.6 Type of vehicles involved in injury road traffic collisions	30
3.7 Single vehicle collisions	31
3.8 Road and weather conditions	31
Appendix 1 Detailed tables –2009 data	32
Appendix 2 Collision and casualty trends	53
Appendix 3 Definitions	62

List of figures

- Figure 1 KSI Casualty reduction target for 2012
- Figure 2 Child KSI casualty reduction target for 2012
- Figure 3 Casualties killed or seriously injured by age and sex, 2009
- Figure 4 Casualties killed or seriously injured per 100,000 population by age and sex, 2009
- Figure 5 Casualties killed or seriously injured by most common principal causation factor, 2009
- Figure 6 Casualties killed or seriously injured by road user type, 2009
- Figure 7 Northern Ireland Seat Belt Survey: Percentage of car occupants wearing seat belts (DOE)
- Figure 8 Seat belt usage: Proportion of casualties who were killed or seriously injured, 2009
- Figure 9 Child casualties killed or seriously injured by road user type, 2009
- Figure 10 Child casualties killed or seriously injured by most common principal causation factor, 2009
- Figure 11 Main causes of fatal and serious collisions, 2009
- Figure 12 Road traffic collisions and fatalities by speed limit of road, 2009
- Figure 13 Number of fatal and serious collisions in each Police Area, 2009
- Figure 14 Number of weekday fatal and serious road traffic collisions by hour, 2009
- Figure 14a Number of weekend fatal and serious road traffic collisions by hour, 2009
- Figure 14b Fatal and serious collisions by time of day, 2009
- Figure 15 Number of drivers/riders of motor vehicles involved in KSI collisions by driver licence type and responsibility, 2009
- Figure 16 Number of vehicles involved in injury road traffic collisions, 2009
- Figure 17 KSI collision rate per 1,000 vehicles licensed, 2009
- Figure 18 Number of single vehicle collisions by most common principal causation factor, 2009

Foreword

This report provides a statistical summary of injury road traffic collisions (RTCs) reported to the police during the period 1st January to 31st December 2009. The focus of the report is on casualties and collisions where persons have been killed or seriously injured (KSI), reflecting the target in the Northern Ireland Road Safety Strategy¹ to reduce by a third the number of people killed or seriously injured on Northern Ireland's roads and to reduce by 50% the number of children killed or seriously injured by 2012.

Data Limitations

It should be recognised that the statistics contained in this report only reflect the number of injury collisions that were reported to the police. It is possible that some injury collisions were not brought to the PSNI's attention for a variety of reasons and recent research conducted in England & Wales has identified discrepancies between collision casualty data recorded by the police compared with that sourced from Hospitals. The PSNI can only report on those collisions that are brought to their attention.

Furthermore, the differentiation of a slight collision from a serious collision is not always a straightforward decision, especially for the more minor 'serious injury' types. It should be remembered that the data is collected by operational police officers whose main priority at the scene of the collision is to assist the injured, prevent other collisions from occurring and to gather evidence for a prosecution if any offence has been committed. As a result, there may be a small proportion of collisions that are incorrectly classified in these statistics. This would have been the case in previous years also.

Please note there may be figures referred to in the text of this report that are not included in Appendix 1. Disclosure control has been applied to some tables in line with the requirements of the Code of Practice for Official Statistics. Where this applies cells have been suppressed in order to ensure that the identity of individuals or any private information relating to them is not revealed.

For further information about Northern Ireland injury road traffic collision statistics contact:

Central Statistics Unit,
PSNI Lisnasharragh,
42 Montgomery Road,
Belfast,
BT6 9LD.
Tel:028 9065 0222 ext 24857
Fax: 028 90922998
E-mail: statistics@psni.police.uk

¹ Northern Ireland Road Safety Strategy 2002 – 2012, Published by Department of the Environment 2002

1.0 Introduction and Executive Summary

- The Northern Ireland Road Safety Strategy aims to reduce by one third the number of deaths or serious injuries on Northern Ireland's roads each year, from the 1996 - 2000 average of 1,750, to fewer than 1,200 by 2012. The Strategy also aims to reduce by 50% the number of children killed or seriously injured from the 1996 - 2000 average of 250, to fewer than 125 by 2012.
- Between 2000 and 2009 the number of casualties killed or seriously injured (KSI) fell from 1,957 to 1,150. However, despite this downward trend Northern Ireland compares unfavourably with other UK regions in relation to casualty rates per 100,000 population. Based on the 2009 KSI casualty figures the rate for Northern Ireland stands at 64.3, compared with figures of 44.8, 47.8 and 40.7 for England, Scotland and Wales respectively².
- During 2009 there were 6,251 injury road traffic collisions reported to the police resulting in 115 fatalities, 1,035 people seriously injured and 8,617 people slightly injured.
- Drivers of motor vehicles remained the largest casualty class killed or seriously injured accounting for almost two-fifths (39.9%) of all KSI casualties.
- Excessive speed having regard to conditions also remained the single largest causation factor for killed or seriously injured casualties in 2009 accounting for 15.6% of KSI collisions and 17.3% of KSI casualties.
- One hundred and twenty KSI child casualties were recorded in 2009.

Detailed tables for 2009 and tables containing casualty trends from 2000 – 2009 are included in appendices to the report.

² NI and GB rates are calculated using 2009 mid-year population estimates.

❖ **2.0 CASUALTIES**

Casualties: Key Facts 2009

- ❖ There were 115 fatalities, 1,035 people seriously injured and 8,617 people slightly injured in 2009.
- ❖ The number of fatalities has increased by 7.5% from 107 in 2008 to 115 in 2009. However fatalities have seen a fall of 32.7% from 171 to 115 between 2000 and 2009.
- ❖ The number of KSI casualties has increased by 4.8% from 1,097 in 2008 to 1,150 in 2009. However KSI casualties have seen a fall of 41.2% from 1,957 to 1,150 between 2000 and 2009.
- ❖ Three-quarters (75.7%) of the fatalities on Northern Ireland roads were male.
- ❖ Nearly half (47.5%) of all KSI casualties were aged between 16 and 34.
- ❖ Over half (52.1%) of the pedestrians killed or seriously injured were under 25 years of age.
- ❖ The most common single cause of KSI casualties was excessive speed having regard to conditions (17.3%).

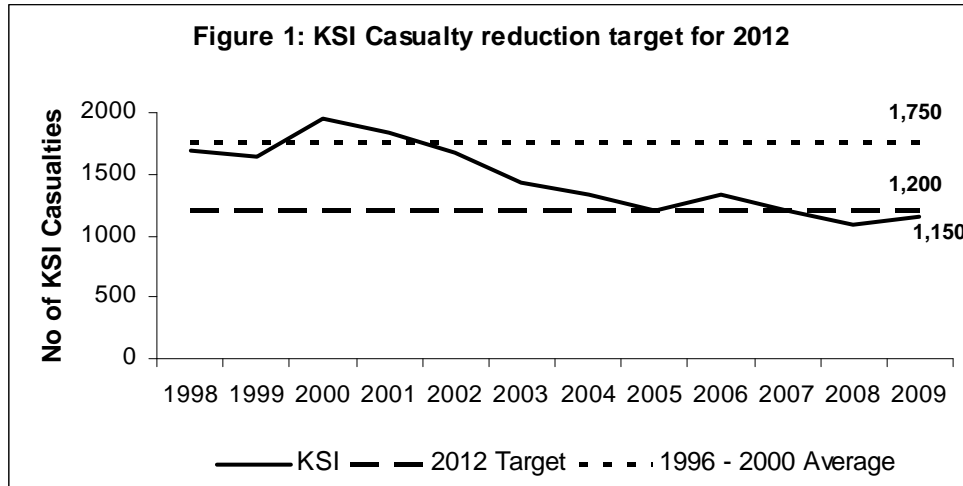
2.1 Summary of casualty figures for 2009 and 2008

2.1.1 Casualties by road user type

	Baseline average (1996-2000)	2008	2009	% change over baseline	% change from last year
Pedestrians					
Killed	38	19	24	-36.8	26.3
Seriously injured	296	193	191	-35.5	-1.0
Slightly injured	865	632	636	-26.5	0.6
All casualties	1,199	844	851	-29.0	0.8
Drivers of motor vehicles					
Killed	64	45	42	-34.4	-6.7
Seriously injured	659	417	417	-36.7	0.0
Slightly injured	5,662	4,472	4,669	-17.5	4.4
All casualties	6,385	4,934	5,128	-19.7	3.9
Motorcyclists					
Killed	9	15	16	77.8	6.7
Seriously injured	95	123	138	45.3	12.2
Slightly injured	217	319	260	19.8	-18.5
All casualties	321	457	414	29.0	-9.4
Pedal cyclists					
Killed	4	2	0	-100.0	-100.0
Seriously injured	54	26	32	-40.7	23.1
Slightly injured	254	178	173	-31.9	-2.8
All casualties	312	206	205	-34.3	-0.5
Passengers					
Killed	35	23	29	-17.1	26.1
Seriously injured	475	215	235	-50.5	9.3
Slightly injured	4,543	2,802	2,817	-38.0	0.5
All casualties	5,053	3,040	3,081	-39.0	1.3
Pillion Passengers					
Killed	1	1	0	-100.0	-100.0
Seriously injured	8	5	7	-12.5	40.0
Slightly injured	15	18	13	-13.3	-27.8
All casualties	24	24	20	-16.7	-16.7
Other road users					
Killed	1	2	4	300.0	100.0
Seriously injured	9	11	15	66.7	36.4
Slightly injured	65	33	49	-24.6	48.5
All casualties	75	46	68	-9.3	47.8
All road users					
Killed	152	107	115	-24.3	7.5
Seriously injured	1,596	990	1,035	-35.2	4.5
Slightly injured	11,621	8,454	8,617	-25.8	1.9
All casualties	13,369	9,551	9,767	-26.9	2.3

2.1.2 The Casualty Reduction Target for 2012

- The Northern Ireland Road Safety Strategy aims at a one-third reduction in the number of deaths or serious injuries on Northern Ireland's roads each year, from the 1996 - 2000 average of 1,750, to fewer than 1,200 by 2012. The target was achieved in 2009 and can be seen in Figure 1.

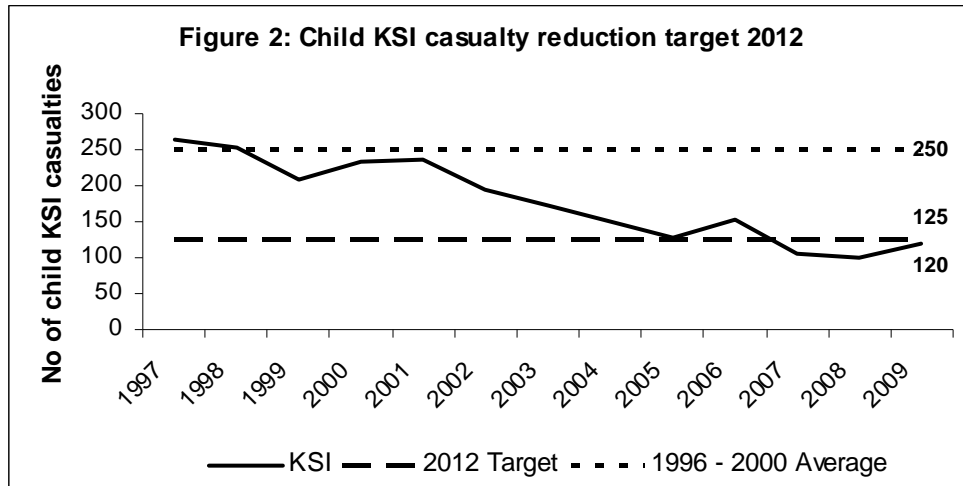


2.1.3 Child casualties by road user type

Children	Baseline average (1996-2000)	2008	2009	% change over baseline	% change from last year
Pedestrians					
Killed	9	3	3	-66.7	0.0
Seriously injured	129	54	68	-47.3	25.9
Slightly injured	396	190	179	-54.8	-5.8
All casualties	534	247	250	-53.2	1.2
Drivers of motor vehicles					
Killed	0	0	0	-	-
Seriously injured	1	0	2	100.0	-
Slightly injured	3	3	1	-66.7	-66.7
All casualties	4	3	3	-25.0	0.0
Motorcyclists					
Killed	0	0	0	-	-
Seriously injured	1	1	3	200.0	200.0
Slightly injured	2	3	1	-50.0	-66.7
All casualties	3	4	4	33.3	0.0
Pedal cyclists					
Killed	1	0	0	-100.0	-
Seriously injured	28	7	11	-60.7	57.1
Slightly injured	142	57	62	-56.3	8.8
All casualties	171	64	73	-57.3	14.1
Passengers					
Killed	5	3	0	-100.0	-100.0
Seriously injured	71	25	26	-63.4	4.0
Slightly injured	1,010	592	611	-39.5	3.2
All casualties	1,086	620	637	-41.3	2.7
Pillion Passengers					
Killed	0	0	0	-	-
Seriously injured	1	1	2	100.0	100.0
Slightly injured	3	2	1	-66.7	-50.0
All casualties	4	3	3	-25.0	0.0
Other road users					
Killed	0	1	1	-	0.0
Seriously injured	2	6	4	100.0	-33.3
Slightly injured	6	4	5	-16.7	25.0
All casualties	8	11	10	25.0	-9.1
All road users					
Killed	15	7	4	-73.3	-42.9
Seriously injured	234	94	116	-50.4	23.4
Slightly injured	1,562	851	860	-44.9	1.1
All casualties	1,811	952	980	-45.9	2.9

2.1.4 The Child Casualty Reduction Target for 2012

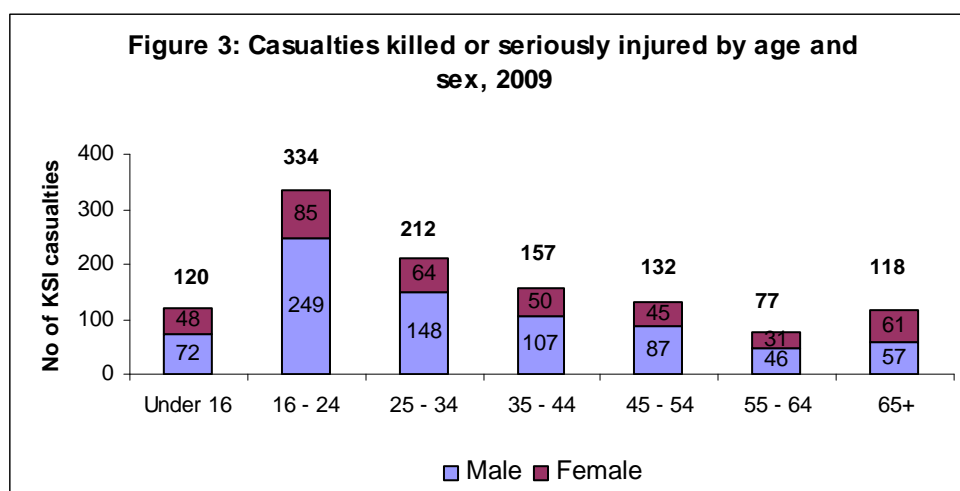
- The Strategy also aims at a 50% reduction in the number of children killed or seriously injured on Northern Ireland's roads each year, from the 1996 - 2000 average of 250, to fewer than 125 by 2012. The target was achieved in 2009 and this is illustrated in Figure 2.



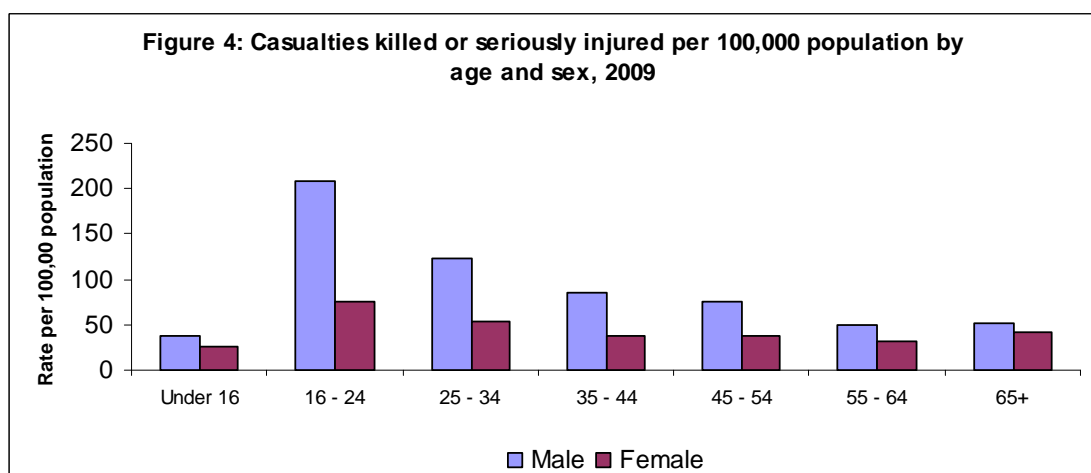
2.2 Casualties killed or seriously injured by road user class

2.2.1 Overview

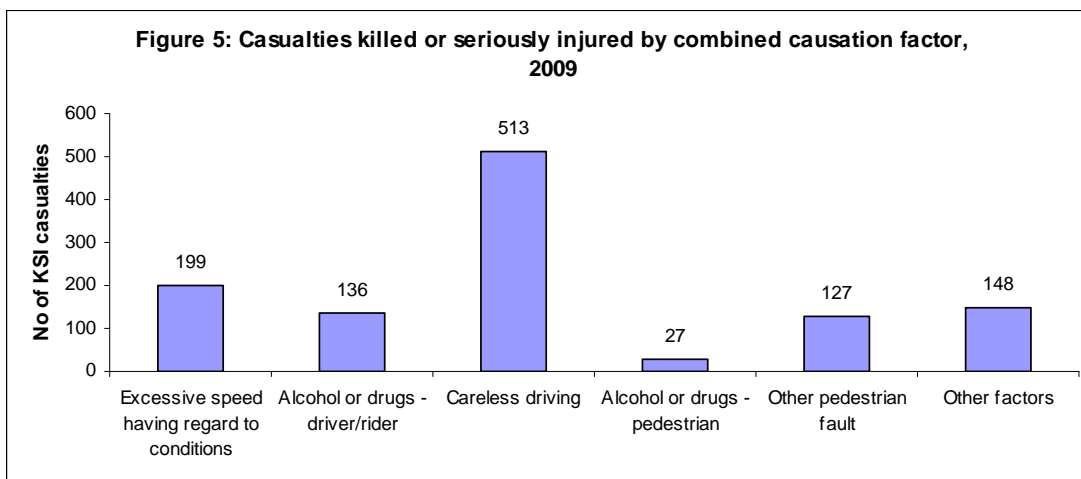
- In 2009 there were 115 fatalities, 1,035 serious injuries and 8,617 slight injuries resulting from road traffic collisions (Appendix 1: Table 1).
- One-third (33.9%) of fatalities were aged 16 – 24 and over one-sixth (17.4%) aged 65+. Males accounted for three-quarters (75.7%) of all fatalities in 2009.
- Almost half of the casualties who were killed or seriously injured were aged between 16 and 34, with 334 (29.0%) aged between 16 and 24 years and 212 (18.4%) between 25 and 34 years. A further 13.7% of KSI casualties were aged 35 - 44. In 2009, 66.6% of casualties killed or seriously injured were male.



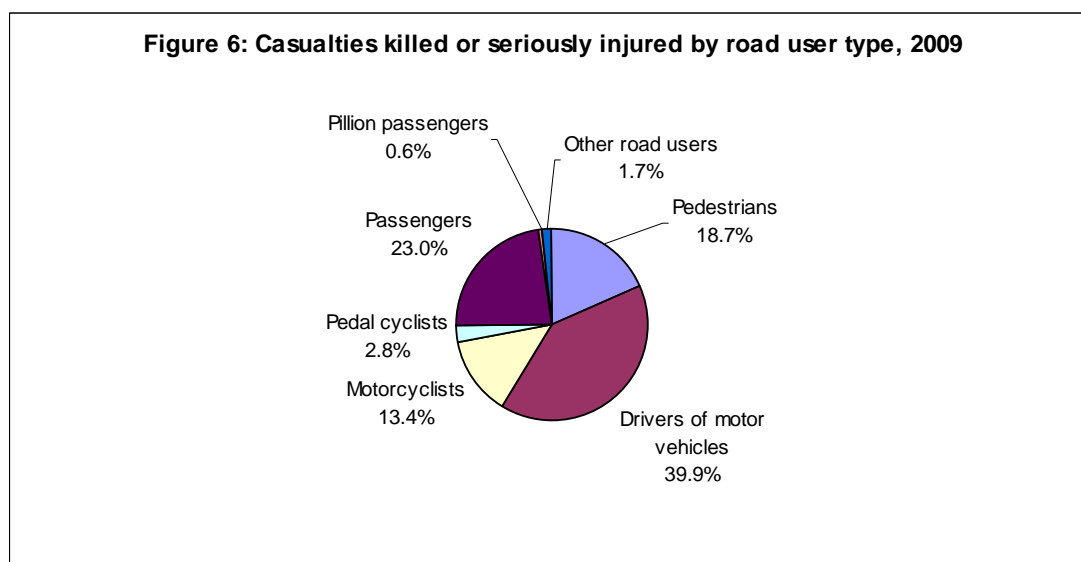
- Males aged 16-24 are most likely to be killed or seriously injured. In 2009 there were 209 male KSI casualties aged 16-24 per 100,000 population. This is followed with males aged 25-34, there were 124 male KSI casualties aged 25-34 per 100,000 population in 2009.



- In fatal and serious collisions, excessive speed having regard to conditions was the most common single cause, giving rise to 199 (17.3%) casualties killed or seriously injured. Consumption of alcohol or drugs by drivers or riders was responsible for 136 (11.8%) KSI casualties. (Appendix 1: Table 2).



- In 2009, 39.9% of KSI casualties were drivers of motor vehicles and 23.0% were passengers. Pedestrians accounted for 18.7%, followed by motorcyclists (13.4%) and pedal cyclists (2.8%).



2.2.2 Drivers of motor vehicles

- Over half (51.0%) of drivers of motor vehicles who were killed or seriously injured were aged 16 – 34, with 30.5% aged 16 – 24 years and 20.5% aged 25 – 34 years. Two-thirds (66.7%) of driver KSIs were male (Appendix 1: Table 1).
- Excessive speed having regard to conditions was the most common single cause of fatal and serious injuries to drivers (22.7%). (Appendix 1: Table 2). This was followed by consumption of alcohol or drugs by drivers or riders (14.8%), inattention or attention diverted (8.7%) and wrong course or position (7.8%).

2.2.3 Passengers

- Young people aged 16 - 24 years accounted for two-fifths (40.2%) of passengers who were killed or seriously injured while 25 - 34 year olds accounted for a further 18.9%. Children (under 16) accounted for 9.8% of passenger KSIs. Just over half (51.1%) of passenger KSIs were male (Appendix 1: Table 1).
- Excessive speed having regard to conditions was also the most common single cause of passenger KSIs, being responsible for 27.3% of passengers killed or seriously injured (Appendix 1: Table 2). This was followed by consumption of alcohol or drugs by driver or riders (15.9%) and overtaking on offside without care (7.6%).

2.2.4 Pedestrians

- One-third (33.0%) of all pedestrians who were killed or seriously injured were aged under 16 and a further 17.2% were aged over 65. Three-fifths (61.4%) of pedestrian KSIs were male (Appendix 1: Table 1).
- Over one-quarter (28.8%) of pedestrian KSIs were attributed to a pedestrian heedless of traffic when crossing a carriageway, 13.5% were due to pedestrian walk/run movement masked, consumption of alcohol or drugs by pedestrian accounted for 10.2% and reversing without care accounted for a further 5.1%.

2.2.5 Motorcyclists

- Over half (51.9%) of motorcyclists who were killed or seriously injured were aged 16 – 34 with 27.9% aged 16 – 24 years and 24.0% aged 25 – 34 years. Males accounted for 97.4% of all motorcyclist KSIs in 2009 (Appendix 1: Table 1).
- Alcohol/drugs – driver/rider accounted for 12.3% of motorcyclist KSIs. A further 11.0% of KSI motorcyclist casualties were due to excessive speed having regard to conditions (Appendix 1: Table 2). Inattention or attention diverted accounted for 10.4%, while 9.7% was due to turning right without care.

2.3 The main causes of fatal and serious injuries

2.3.1 Overview

- Excessive speed having regard to conditions was the most common single cause of fatal and serious injuries, giving rise to 17.3% of KSI casualties, while consumption of alcohol or drugs by drivers or riders and inattention or attention diverted were responsible for 11.8% and 9.1% respectively.
- A composite causation factor known as 'careless driving' is created by combining several individual causation factors such as inattention or attention diverted, emerging from a minor road without care and a number of other factors (see 2.3.4). Using this classification, 44.6% of KSI casualties in 2009 were due to careless driving (Appendix 1: Table 5).

2.3.2 Excessive speed having regard to conditions

- During 2009, excessive speed having regard to conditions was responsible for 27 deaths and 172 seriously injured casualties (199 KSI casualties). Over two-thirds (68.8%) of these casualties were male and 47.2% were aged 16 – 24 (Appendix 1: Table 3).
- Males aged 16 – 24 accounted for over half (52.6%) of the male deaths and serious injuries that were due to excessive speed having regard to conditions, compared with 35.5% for females (Appendix 1: Table 3).
- Over half (52.3%) of casualties killed or seriously injured due to excessive speed having regard to conditions were drivers of motor vehicles (Appendix 1: Table 2).
- More than one-third (36.2%) of casualties killed or seriously injured due to excessive speed having regard to conditions were passengers (Appendix 1: Table 2).
- Motorcyclists accounted for 8.5% of casualties who were killed or seriously injured due to excessive speed having regard to conditions (Appendix 1: Table 2).

2.3.3 Consumption of alcohol or drugs by drivers/riders

- During 2009, consumption of alcohol or drugs by drivers or riders was responsible for 21 deaths and 115 seriously injured casualties (136 KSI casualties). Over two-fifths (43.4%) of these casualties were aged 16 – 24 and four-fifths (80.1%) were male (Appendix 1: Table 4).
- Half of casualties killed or seriously injured due to consumption of driver/rider alcohol or drugs were drivers of motor vehicles (50.0%) (Appendix 1: Table 2).
- Passengers account for 30.9% casualties killed or seriously injured due to consumption of alcohol or drugs by drivers or riders (Appendix 1: Table 2).
- Motorcyclists accounted for 14.0% of casualties who were killed or seriously injured due to consumption of alcohol or drugs by drivers and riders and pedestrians accounted for 3.7% (Appendix 1: Table 2).

2.3.4 Careless driving

- The category 'careless driving' is comprised of the following causation factors;
 - disobeyed pedestrian crossing,
 - disobeyed traffic sign/signal,
 - failing to give / giving faulty signal,
 - wrong course position,
 - driving too close,
 - turning right without care,
 - turning left without care,
 - 'U' turning without care,
 - reversing without care,
 - stopping without care,
 - starting without care,
 - overtaking on nearside without care,
 - overtaking on offside without care,
 - changing lane without care,
 - emerging from minor road without care,
 - emerging from private road/entrance without care,
 - crossing/entering road junction without care,
 - inattention or attention diverted,
 - distracted by action inside vehicle,
 - distracted by action outside vehicle,
 - using mobile phone,
 - fatigue.

- During 2009, 'careless driving' accounted for 33 deaths and 480 seriously injured (513 KSI casualties). One-quarter (25.0%) of these casualties were aged 16 – 24 and 65.1% were male (Appendix 1: Table 5).

- Drivers of motor vehicles account for 41.9% of casualties killed or seriously injured due to careless driving and 63.3% of this group were male.

- Passengers accounted for one-fifth (20.9%) of the casualties who were killed or seriously injured due to careless driving (Appendix 1: Table 2).

- Motorcyclists comprised 18.9% and pedestrians 9.7% of the casualties who were killed or seriously injured due to careless driving (Appendix 1: Table 2).

2.4 Seat belt Usage

2.4.1 Seat belt usage among casualties of cars, cars used as taxis and light goods vehicles

- Although the wearing of seat belts (front and rear) is compulsory for car drivers and passengers the results of the April 2010 Northern Ireland Seat Belt Survey carried out by the Department of the Environment³, show that a proportion of car occupants still do not wear seat belts. The overall wearing rate in April 2010 stood at 97% (Figure 7).

Figure 7: Northern Ireland Seat Belt Survey: Percentage of car occupants wearing seat belts (DOE)³				
		April 2008	April 2009	April 2010
Driver		96%	97%	98%
Front Seat Passenger		95%	96%	97%
Rear Seat Passenger		91%	93%	92%
Of which				
	Under 1 Year	99%	98%	98%
	1-4 years	96%	95%	96%
	5-9 years	94%	95%	91%
	10-13 years	93%	96%	92%
Overall wearing rate		95%	96%	97%

- During 2009 there were 7,884 casualties who were occupants of cars, cars used as taxis and light goods vehicles. These are vehicles in which seat belts are normally worn. Sixty-nine of these casualties were fatally injured of which 20 (29.0%) were not wearing a seatbelt. In a further 13.0% of cases it was not known whether a seatbelt was in use (Appendix 1: Table 6).

2.4.2 Drivers

- There were 5,023 casualties among drivers of vehicles in which a seat belt is normally worn. Of these 79.8% were wearing a seat belt at the time of the collision, 3.2% were not wearing a seat belt and for the remaining 17.1% it was unknown whether or not a seat belt was in use (Appendix 1: Table 6).
- The likelihood of a driver casualty being killed in a collision greatly increases when not wearing a seat belt. In 2009, 0.6% of driver casualties who were wearing a seatbelt sustained fatal injuries, compared to 7.5% of driver casualties who were not wearing a seat belt. Similarly, 7.9% of driver casualties were killed or seriously injured when wearing a seat belt compared to 23.3% of those not wearing a seat belt.

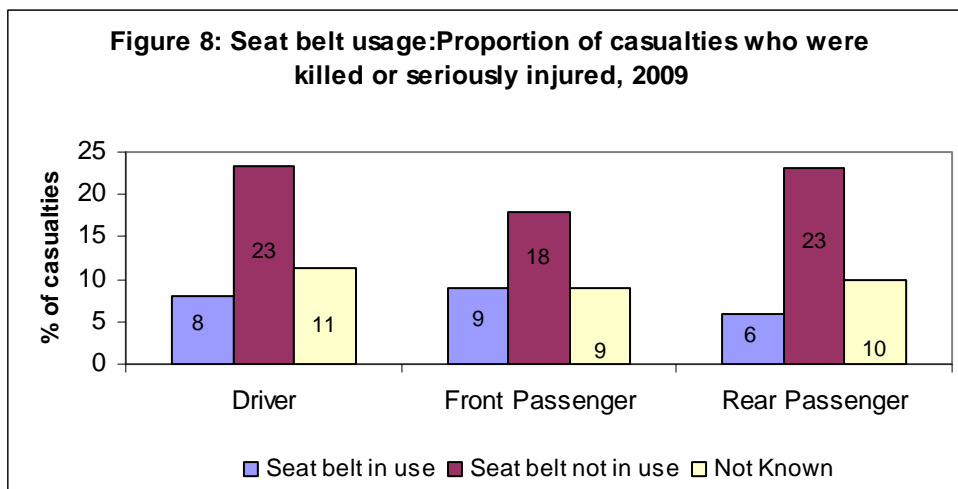
³ Northern Ireland Seatbelt Survey Report, April 2010. Prepared by Central Survey Unit of the Northern Ireland Statistics and Research Agency on behalf of DOE.

2.4.3 Front seat passengers

- A total of 1,772 front seat passengers were casualties in vehicles in which a seat belt is normally worn of whom 77.0% were wearing a seat belt and 6.3% were not wearing a seat belt.
- Of the front seat passenger casualties wearing a seat belt 0.7% were killed compared to 1.8% of those not wearing a seat belt. Of front seat passenger casualties who were wearing a seatbelt 9.0% sustained fatal or serious injuries compared to 18.0% who were not wearing a seatbelt.

2.4.4 Rear seat passengers

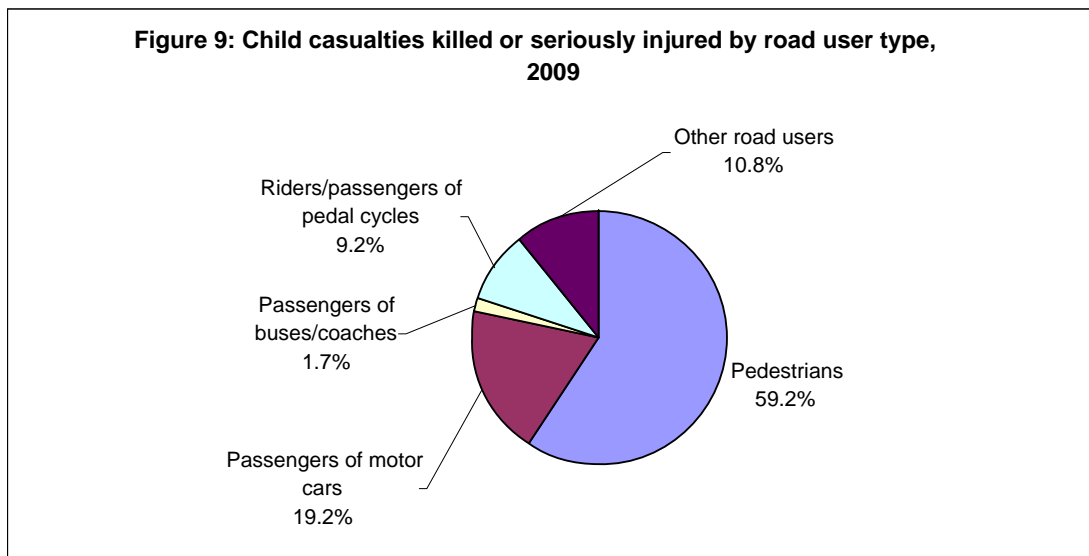
- Results from the seat belt survey show that the wearing rates among rear seat passengers remains at a lower level than those recorded for drivers and front seat passengers.
- A total of 1,089 rear seat passengers were casualties in vehicles in which a seat belt is normally worn. Of the rear seat passenger casualties 74.4% were wearing a seat belt at the time of the collision and 5.9% were not wearing a seat belt.
- Of those rear seat passengers wearing a seat belt at the time of the collision 0.6% were killed compared to 9.4% of those who were not wearing a seat belt. Overall, 6.3% of rear seat passenger casualties were killed or seriously injured when a seat belt was in use compared with 23.4% of those who were not wearing a seat belt at the time of the collision.



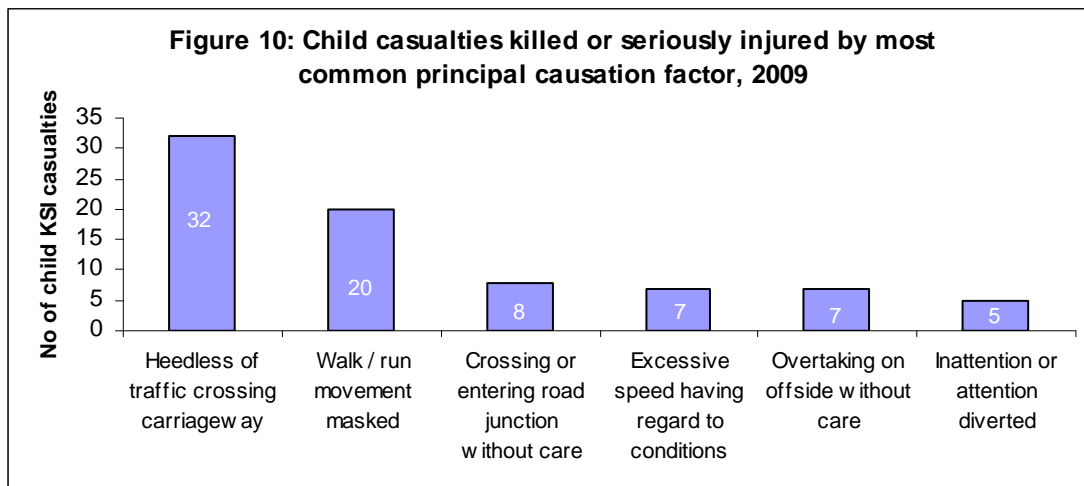
2.5 Child casualties

2.5.1 Overview

- There were 4 fatalities, 116 serious injuries and 860 slight injuries among children (aged under 16) during 2009.
- Almost three-fifths (59.2%) of child casualties killed or seriously injured were pedestrians, 19.2% were passengers of motor cars and 9.2% were riders or passengers of pedal cyclists (Appendix 1: Table 7).



- The most common cause of fatal or serious injuries among children was heedless of traffic by pedestrians when crossing carriageways (26.7%).



- Approximately one in seven child casualties were pupils on a journey to or from school at the time of the collision (132 casualties). Pedestrians accounted for over two-fifths (42.4%) of this group. This was followed by passengers of motor cars (33.3%) and a further 22.7% were passengers of buses/coaches. (Appendix 1: Table 7).

❖ **3.0 INJURY ROAD TRAFFIC COLLISIONS**

Collisions: Key Facts 2009

- ❖ During 2009, 104 fatal collisions, 826 serious collisions and 5,321 slight collisions were recorded.
- ❖ The number of fatal collisions increased by 6.1% from 98 in 2008 to 104 in 2009 but seen a decrease of 30.2% from 149 in 2000 to 104 in 2009.
- ❖ The number of fatal and serious collisions increased by 2.0% from 912 in 2008 to 930 in 2009 but seen a decrease of 34.7% from 1,424 in 2000 to 930 in 2009.
- ❖ Outside Belfast (122), Lisburn Policing Area (70) had the greatest number of fatal and serious injury collisions followed by Fermanagh (58), Newry and Mourne (52) and Ballymena (44).
- ❖ Collisions on roads with speed limit greater than 40mph accounted for two-fifths (40.0%) of all collisions, but 74.0% of fatal collisions.
- ❖ Three-quarters (75.5%) of fatal and serious injury collisions were primarily attributable to driver / rider behaviour.
- ❖ Single vehicle collisions account for 33.7% of fatal collisions.
- ❖ Over two-thirds (71.6%) of fatal and serious collisions occurred in fine weather.

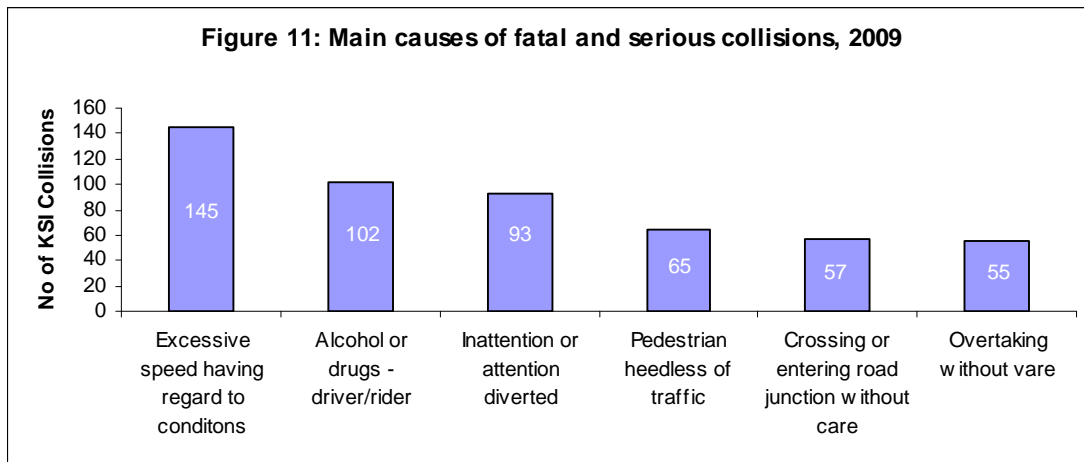
3.1 Summary of collision figures for 2009 and 2008

	2008	2009	Percentage change (%)
Fatal collisions	98	104	6.1
Serious injury collisions	814	826	1.5
Slight injury collisions	5,311	5,321	0.2
Total injury road traffic collisions	6,223	6,251	0.4
Fatal collisions due to excessive speed having regard to conditions	31	23	-25.8
Serious collisions due to excessive speed having regard to conditions	114	122	7.0
Slight collisions due to excessive speed having regard to conditions	407	485	19.2
Total collisions due to excessive speed having regard to conditions	552	630	14.1
Fatal collisions due to driver/rider alcohol/drugs	17	18	5.9
Serious collisions due to driver/rider alcohol/drugs	86	84	-2.3
Slight collisions due to driver/rider alcohol/drugs	213	214	0.5
Total collisions due to driver/rider alcohol/drugs	316	316	0.0
Fatal collisions due to careless driving	34	32	-5.9
Serious collisions due to careless driving	362	394	8.8
Slight collisions due to careless driving	3,661	3,639	-0.6
Total collisions due to careless driving	4,057	4,065	0.2

(See Appendix 1 for detailed tables containing figures for 2009)

3.2 Main causes of collisions

- There were 6,251 road traffic collisions in 2009 of which 14.9% resulted in a fatal or serious injury. Drivers/riders were deemed responsible for 75.5% of fatal and serious injury collisions.
- Of those fatal and serious injury collisions where driver/rider was deemed responsible three-fifths (60.8%) were attributed to careless driving, one in five (20.7%) to excessive speed having regard to conditions and 14.5% to alcohol/drugs – driver/rider. (Appendix 1: Table 8).

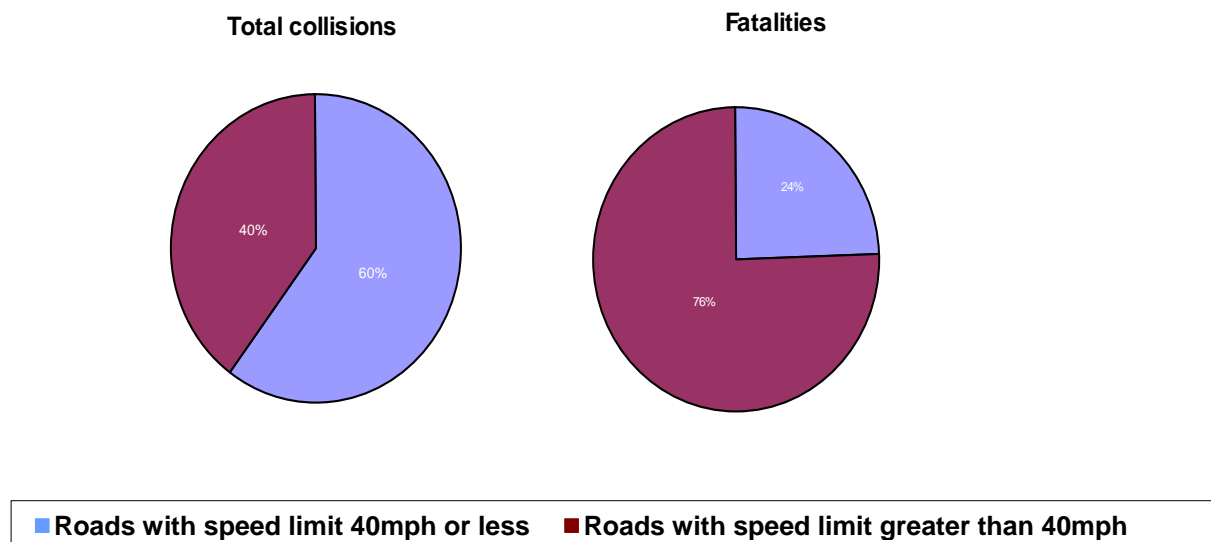


- The most common cause of **all** collisions occurring in 2009 was inattention or attention diverted (15.8%). This was followed by driving too close (10.5%) and excessive speed having regard to conditions (10.1%).

3.3 Where do collisions occur?

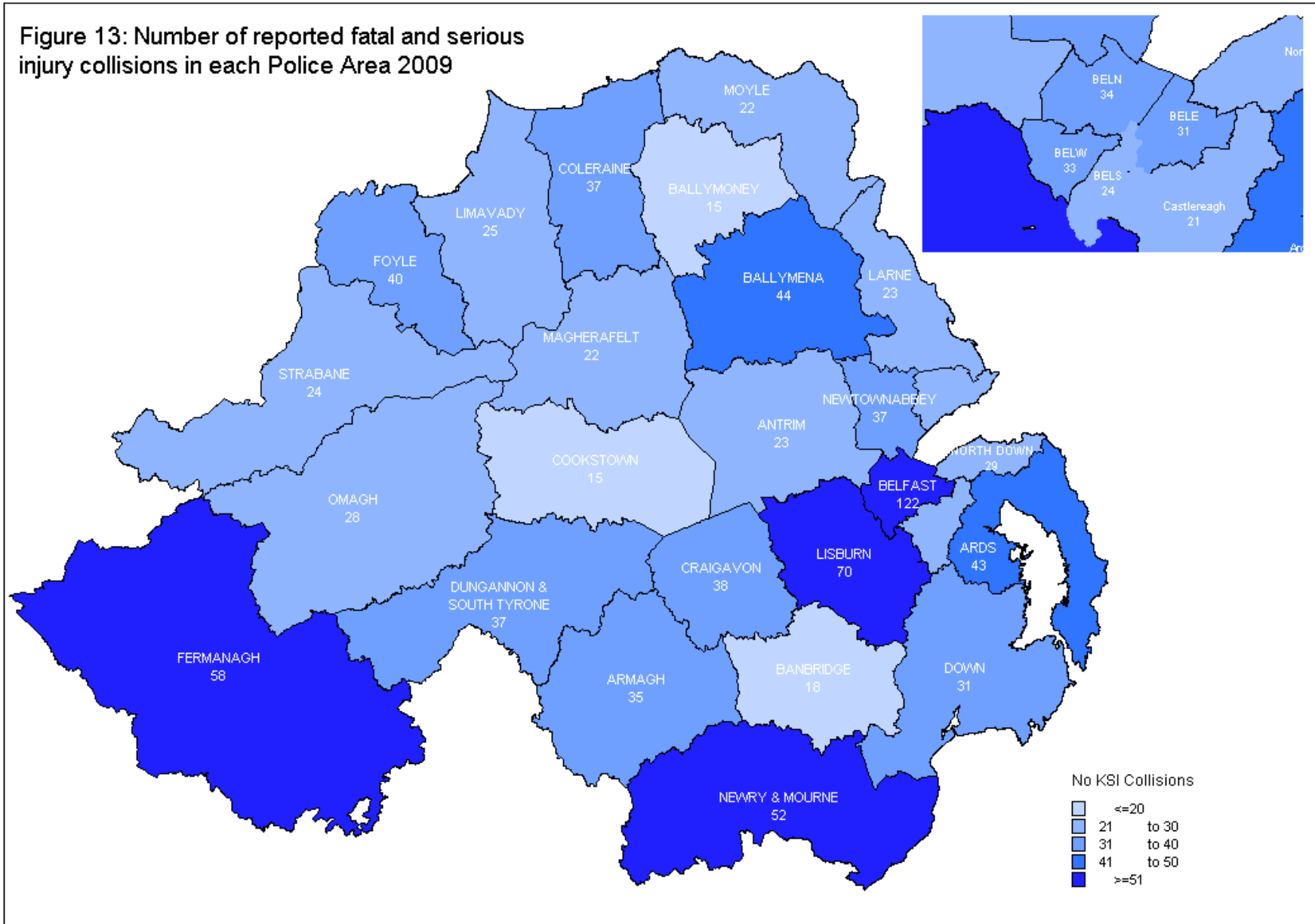
- Of all injury collisions, 63.0% occurred at or within 20m of a junction. In general, injury collisions were more prevalent on roads with a speed limit of 40 mph or less. Fatal collisions, however, were most likely to occur on roads with a speed limit of above 40 mph (Appendix 1: Table 9).
- Of the 6,251 injury collisions recorded by the police in 2009, 60.0% occurred on roads with a speed limit of 40 mph or less and 40.0% occurred on roads with a speed limit of above 40 mph. The 2,501 collisions on roads with a speed limit of over 40 mph accounted for 43.2% of total casualties and 75.7% of all fatalities in 2009. (Appendix 1: Table 9).

Figure 12: Road traffic collisions and fatalities by speed limit of road, 2009



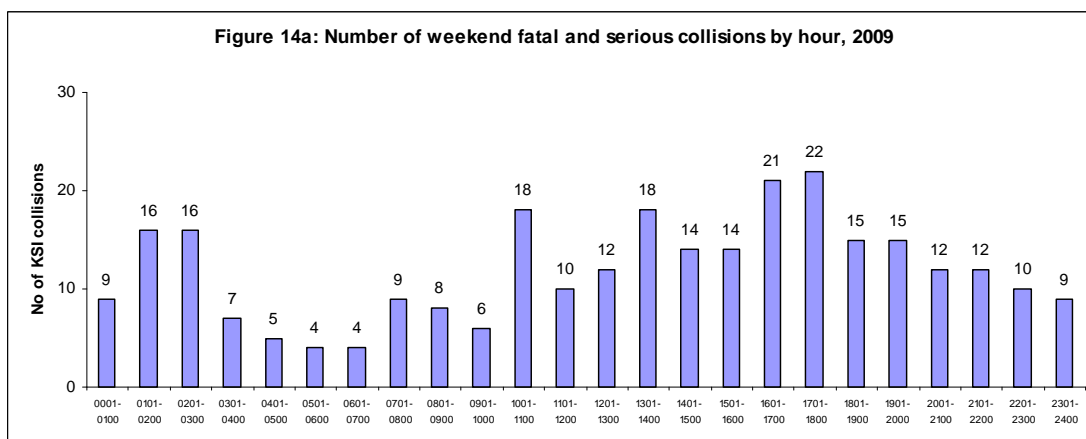
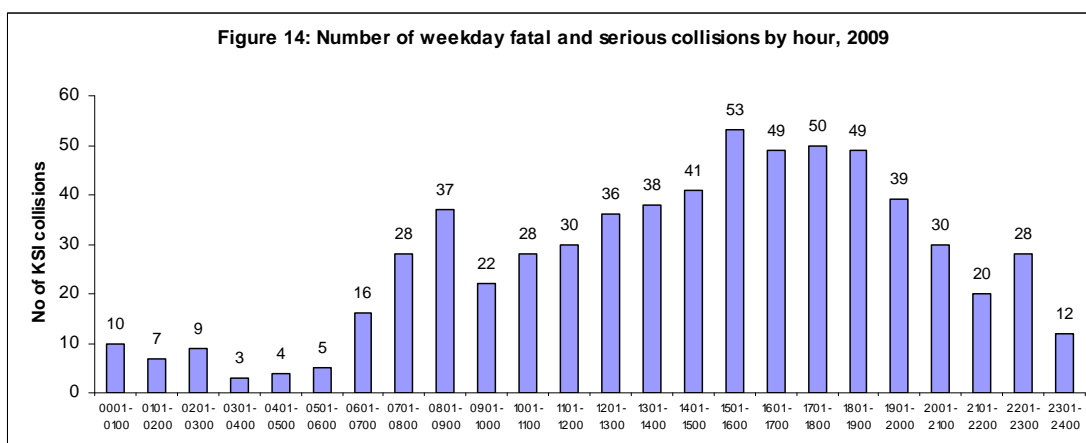
- Figure 13 illustrates the number of fatal and serious collisions in each Police Area in 2009. Lisburn (70) had the greatest number of fatal and serious collisions, followed by Fermanagh (58), Newry and Mourne (52) and Ballymena (44).

Figure 13: Number of reported fatal and serious injury collisions in each Police Area 2009



3.4 When do fatal and serious collisions occur?

- Taking the week as a whole, the greatest number of fatal and serious collisions occurred between 5pm and 6pm (72 collisions, 7.7%).
- There were obvious contrasts between the pattern of collisions at weekends and during the working week. Of all fatal and serious collisions between Monday and Friday, 10.1% occurred between 7am and 9am compared to 5.9% on Saturday or Sunday. Between 3pm and 5pm on Monday to Friday 15.8% of fatal and serious collisions occurred compared to 12.2% on Saturday or Sunday (Appendix 1: Table 12a).
- However, at weekends there was a greater tendency for fatal and serious collisions to occur early in the morning with 16.8% of weekend collisions occurring between midnight and 4am compared to 4.5% from Monday to Friday (Appendix 1:Table 12a).
- Of all fatal collisions, 43.3% occurred on a Saturday or Sunday and 30.8% of fatal and serious collisions occurred on Saturday or Sunday.



Another way of illustrating the variation in collisions by time of day and day of week is shown below –

Figure 14b: Fatal and serious collisions by time of day, 2009

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	
0001 - 0100	7	0	1	1	1	3	6	0001 - 0100
0101 - 0200	1	4	0	2	0	10	6	0101 - 0200
0201 - 0300	4	3	1	1	0	3	13	0201 - 0300
0301 - 0400	0	0	0	1	2	4	3	0301 - 0400
0401 - 0500	1	0	1	0	2	2	3	0401 - 0500
0501 - 0600	2	2	1	0	0	2	2	0501 - 0600
0601 - 0700	5	1	2	5	3	3	1	0601 - 0700
0701 - 0800	7	5	9	3	4	4	5	0701 - 0800
0801 - 0900	13	6	8	3	7	5	3	0801 - 0900
0901 - 1000	4	6	3	7	2	3	3	0901 - 1000
1001 - 1100	14	3	6	3	2	8	10	1001 - 1100
1101 - 1200	9	5	5	6	5	8	2	1101 - 1200
1201 - 1300	7	8	7	10	4	11	1	1201 - 1300
1301 - 1400	7	6	9	5	11	15	3	1301 - 1400
1401 - 1500	9	10	12	6	4	4	10	1401 - 1500
1501 - 1600	8	8	8	15	14	5	9	1501 - 1600
1601 - 1700	12	11	8	7	11	12	9	1601 - 1700
1701 - 1800	9	12	9	11	9	17	5	1701 - 1800
1801 - 1900	9	9	9	10	12	7	8	1801 - 1900
1901 - 2000	4	8	12	10	5	10	5	1901 - 2000
2001 - 2100	6	4	14	4	2	5	7	2001 - 2100
2101 - 2200	2	6	2	5	5	9	3	2101 - 2200
2201 - 2300	7	4	6	4	7	8	2	2201 - 2300
2301 - 2400	1	2	3	1	5	7	2	2301 - 2400
	Mon	Tue	Wed	Thu	Fri	Sat	Sun	

- In terms of collisions involving child KSI casualties, the peak hours were between 3pm and 7pm when half (50.0%) of all fatal and serious collisions involving child casualties took place (Appendix 1: Table 12c). Of all fatal and serious collisions involving child KSI casualties 18.1% took place on a Tuesday, with May having the greatest proportion of such collisions (12.1%) (Appendix 1: Table 12d).

3.5 Responsibility for fatal and serious collisions

- In 2009, three-quarters (75.5%) of fatal and serious injury road traffic collisions and 76.9% of KSI casualties were primarily attributable to driver/rider behaviour. (Appendix 1: Table 8)

3.5.1 Driver / Rider

- In fatal and serious collisions for which drivers/riders were primarily responsible, excessive speed having regard to conditions was the principal cause of 145 collisions. This factor resulted in 27 fatalities and 172 seriously injured casualties.
- Alcohol/drugs – driver/rider was the main cause of 102 fatal and serious collisions, resulting in 21 fatalities and 115 seriously injured casualties.
- Inattention or attention diverted is also a major factor in fatal and serious collisions. It was the primary cause of 93 fatal and serious collisions in 2009. This factor resulted in 6 fatalities and 99 seriously injured casualties.

3.5.2 Pedestrians

- Of all fatal and serious collisions in 2009, 15.3% were primarily attributable to pedestrians. Pedestrian heedless of traffic was the principal factor in 45.8% (65) of these collisions and resulted in 4 fatalities and 63 seriously injured casualties.
- Walk/run movement masked was the principal factor in a further 19.0% (27) fatal and serious collisions for which pedestrians were responsible, resulting in 29 KSI casualties.
- The consumption of alcohol or drugs by pedestrians resulted in 15.5% (22) fatal and serious collisions with 6 fatalities and 21 seriously injured casualties.

3.5.3 Responsibility for road traffic collisions involving children

- Over half of the 116 fatal and serious collisions involving child KSI casualties were caused by pedestrians (55.2%). The most common cause of these collisions was pedestrians heedless of traffic followed by walk/run movement masked.
- Behaviour of drivers / riders accounted for 41.4% of fatal and serious collisions involving child KSI casualties. The most common causes of these were crossing or entering road junction without care (16.7%).

3.5.4 Driving Licence type

- In total, there were 1,474 drivers of motor vehicles involved in fatal and serious collisions during 2009.
- The vast majority of these drivers (1,020, 69.2%) had an unrestricted driving licence. Of these, 44.2% were deemed responsible for the fatal or serious collision they were involved in.

- Of the 53 drivers with an L driver licence involved in a fatal and serious collision 26 (49.1%) were deemed responsible for the collision. For R drivers involved in fatal and serious collisions this seen an increase to 61.3% who were deemed responsible for the collision.
- Of the 41 drivers without a licence involved in a fatal and serious collision 37 (90.2%) were deemed responsible for the collision.

Figure 15: Number of driver/riders of motor vehicles involved in KSI collisions by driver licence type and responsibility, 2009

	Unknown		L driver		R driver		Unrestricted		No licence		Other		Total	
	N	%	N	%	N	%	N	%	N	%	N	%	N	%
Driver/rider not responsible for collision	102	43.0	27	50.9	29	38.7	569	55.8	4	9.8	25	52.1	756	51.3
Driver/rider responsible for collision	135	57.0	26	49.1	46	61.3	451	44.2	37	90.2	23	47.9	718	48.7
Total	237	100.0	53	100.0	75	100.0	1020	100.0	41	100.0	48	100.0	1474	100.0

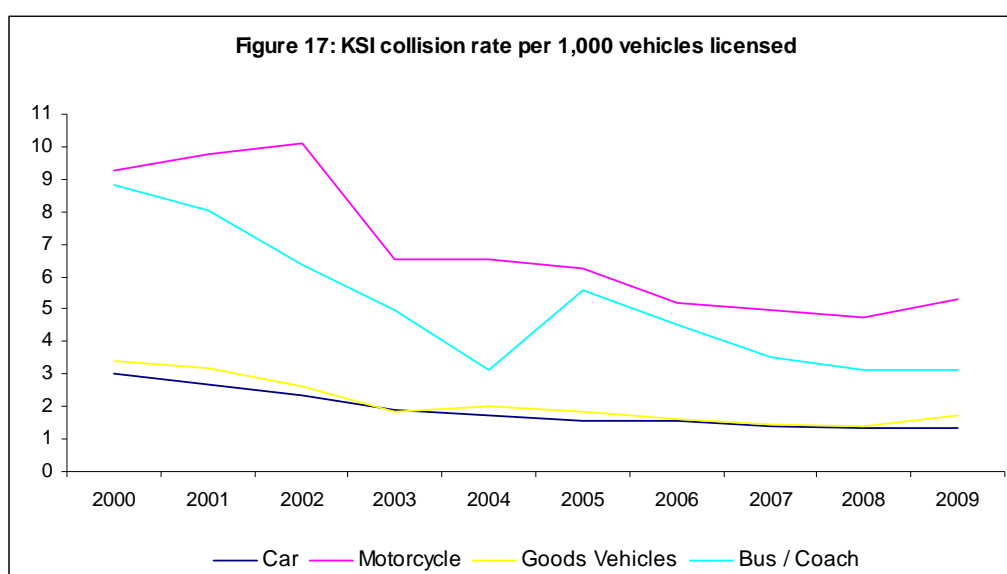
3.6 Type of vehicles involved in injury road traffic collisions

When looking at types of vehicles involved, cars formed the largest group with 9,635 (83.7%) involved in injury road traffic collisions. This was followed by goods vehicles 894 (7.8%), motorcycles 438 (3.8%) and buses/coaches 197 (1.7%). When the collision rate per 1,000 licensed vehicles⁴ is used it emerges that buses/coaches (33 per 1,000) have the highest collision rate followed by hackney taxis (20 per 1,000).

Figure 16: Number of vehicles involved in injury road traffic collisions: 2009

	Fatal Collision	Serious Collision	Slight Collision	Total	% share	Collision rate per 1,000 licensed vehicles by body type
Motorcycle	23	143	272	438	3.8	14
Hackney taxi	0	0	14	14	0.1	20
Car	105	1026	8504	9635	83.7	11
Goods Vehicles	25	101	768	894	7.8	8
Buses/coaches	2	17	178	197	1.7	33
Agricultural Vehicles	1	13	49	63	0.5	4
Other Vehicles	3	52	218	273	2.4	----
Total	159	1352	10003	11514	100	----

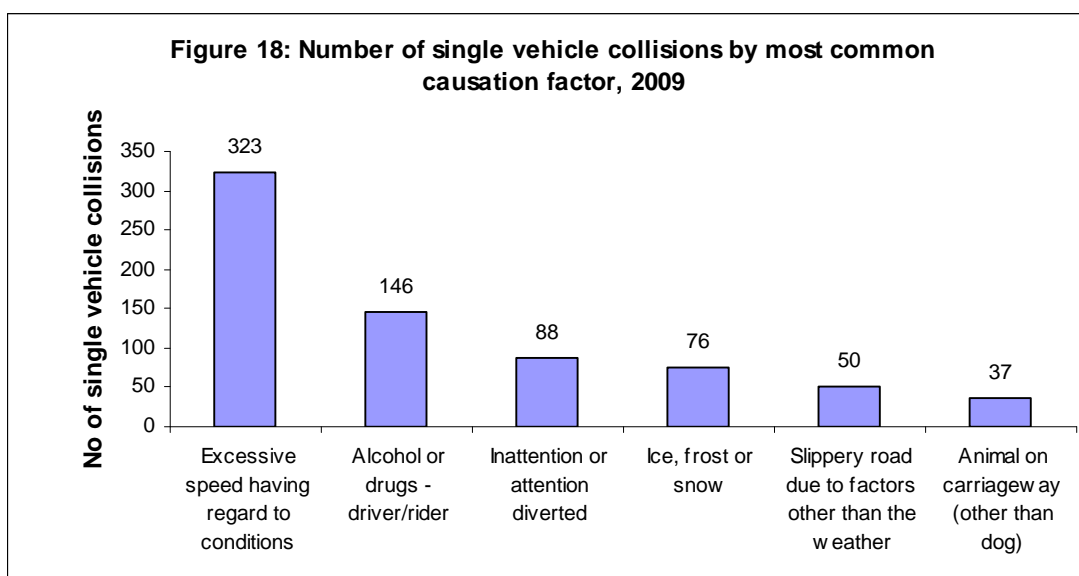
The KSI collision rate per 1,000 licensed vehicles is highest for motorcycles at 5 per 1,000 licensed vehicles in 2009. This has been on a downward trend from a peak of 10 in 2002. There has been a gradual downward trend over the last 10 years in the KSI collision rate of cars and goods vehicles.



⁴ Northern Ireland Transport Statistics Annual 2008-09 publication: Table 1.7 Vehicles licensed currently licensed by body type: 2004-2008 (using 2008 figures)

3.7 Single vehicle collisions

- During 2009, there were 948 single vehicle collisions accounting for 15.2% of all collisions. The proportion of single vehicle collisions was noticeably higher among fatal (33.7%) and serious collisions (24.5%) compared with slight injury collisions (13.4%) (Appendix 1: Table 13).
- The most common causation factor for all single vehicle collisions occurring during 2009 was excessive speed having regard to conditions (34.1%), followed by consumption of alcohol or drugs by drivers or riders (15.4%) and inattention or attention diverted (9.3%).



- In terms of fatal and serious single vehicle collisions, over two-fifths (41.4%) of the drivers involved were aged 17 – 24 and a further 20.3% were aged 25 – 34.

3.8 Road and weather conditions

- In 2009, as in previous years, the majority (71.6%) of fatal and serious injury road traffic collisions occurred when the weather was fine. Almost one-quarter (21.0%) of fatal and serious collisions occurred when it was raining. Only a small proportion (4.0%) of fatal and serious collisions occurred when there was frost or ice on the road surface. (Appendix 1: Table 14).

**Appendix 1
Detailed tables – 2009**

Table 1	Reported injury road traffic collision casualties by age, sex, road user type and severity	35
Table 2	Reported injury road traffic collision casualties who were killed or seriously injured, by combined causation factor	38
Table 3	Reported injury road traffic collision casualties attributable to excessive speed having regard to conditions	39
Table 4	Reported injury road traffic collision casualties attributable to alcohol/drugs - driver/rider	40
Table 5	Reported injury road traffic collision casualties attributable to 'careless driving'	41
Table 6	Reported injury road traffic collision casualties by severity, road user type and seat belt usage	42
Table 7	Reported injury road traffic collision child casualties	43
Table 8	Reported injury road traffic collisions and casualties by principal causation factor	44
Table 9	Reported injury road traffic collisions and casualties by speed limit of road and principal causation factor	45
Table 10	Reported injury road traffic collision casualties by speed limit of road and road user type	46
Table 11	Number of reported injury road traffic collisions and casualties by District and Area	47
Table 11a	Number of reported injury road traffic collisions involving child casualties by District and Area	48
Table 12a	Reported fatal and serious injury road traffic collisions by time of day and day of week	49
Table 12b	Reported fatal and serious injury road traffic collisions by month of year and day of week	49
Table 12c	Reported fatal and serious injury road traffic collisions involving child KSI casualties by time of day and day of week	50
Table 12d	Reported fatal and serious injury road traffic collisions involving child KSI casualties by month of year and day of week	50
Table 13	Reported injury road traffic single vehicle collisions by causation factor	51
Table 14	Weather / road surface conditions during reported fatal and serious injury collisions	52
Table 15	Number of reported fatal and serious injury collisions by District, Area and time of day	53
Table 16	Number of reported fatal and serious injury collisions by District, Area and day of week	54

Table 1 Reported injury road traffic collision casualties by age, sex, road user type and severity: 2009

	Male				Female				All			
	Killed	Seriously injured	Slightly injured	Total	Killed	Seriously injured	Slightly injured	Total	Killed	Seriously injured	Slightly injured	Total
Pedestrians												
Under 16	1	41	98	140	2	27	81	110	3	68	179	250
16 - 24	3	29	79	111	0	9	49	58	3	38	128	169
25 - 34	1	14	40	55	1	7	29	37	2	21	69	92
35 - 44	1	11	43	55	2	5	29	36	3	16	72	91
45 - 54	2	7	37	46	1	4	30	35	3	11	67	81
55 - 64	1	5	25	31	1	3	19	23	2	8	44	54
65+	5	11	27	43	3	18	42	63	8	29	69	106
Unknown	0	0	4	4	0	0	4	4	0	0	8	8
Total	14	118	353	485	10	73	283	366	24	191	636	851
Drivers of motor vehicles												
Under 16	0	2	1	3	0	0	0	0	0	2	1	3
16 - 24	15	87	664	766	4	34	554	592	19	121	1218	1358
25 - 34	8	55	573	636	1	30	527	558	9	85	1100	1194
35 - 44	6	44	515	565	1	32	445	478	7	76	960	1043
45 - 54	0	33	391	424	0	25	348	373	0	58	739	797
55 - 64	3	23	228	254	0	12	140	152	3	35	368	406
65+	4	26	170	200	0	14	111	125	4	40	281	325
Unknown	0	0	1	1	0	0	1	1	0	0	2	2
Total	36	270	2543	2849	6	147	2126	2279	42	417	4669	5128
Motorcyclists												
Under 16	0	3	1	4	0	0	0	0	0	3	1	4
16 - 24	4	39	81	124	0	0	6	6	4	39	87	130
25 - 34	2	34	52	88	0	1	5	6	2	35	57	94
35 - 44	3	28	50	81	0	1	4	5	3	29	54	86
45 - 54	5	25	40	70	0	2	1	3	5	27	41	73
55 - 64	2	5	14	21	0	0	2	2	2	5	16	23
65+	0	0	4	4	0	0	0	0	0	0	4	4
Total	16	134	242	392	0	4	18	22	16	138	260	414

Pedal cyclists

Under 16	0	7	48	55	0	4	14	18	0	11	62	73
16 - 24	0	1	15	16	0	1	4	5	0	2	19	21
25 - 34	0	3	18	21	0	1	5	6	0	4	23	27
35 - 44	0	4	28	32	0	0	2	2	0	4	30	34
45 - 54	0	3	21	24	0	2	0	2	0	5	21	26
55 - 64	0	3	8	11	0	0	1	1	0	3	9	12
65+	0	3	8	11	0	0	0	0	0	3	8	11
Unknown	0	0	1	1	0	0	0	0	0	0	1	1
Total	0	24	147	171	0	8	26	34	0	32	173	205

Passengers

Under 16	0	12	275	287	0	14	336	350	0	26	611	637
16 - 24	10	60	443	513	3	33	472	508	13	93	915	1021
25 - 34	4	23	213	240	2	21	243	266	6	44	456	506
35 - 44	0	10	108	118	0	9	167	176	0	19	275	294
45 - 54	2	9	70	81	1	7	145	153	3	16	215	234
55 - 64	0	2	45	47	1	12	110	123	1	14	155	170
65+	1	2	38	41	5	21	145	171	6	23	183	212
Unknown	0	0	3	3	0	0	4	4	0	0	7	7
Total	17	118	1195	1330	12	117	1622	1751	29	235	2817	3081

Pillion passengers

Under 16	0	2	1	3	0	0	0	0	0	2	1	3
16 - 24	0	0	6	6	0	1	2	3	0	1	8	9
25 - 34	0	0	1	1	0	0	0	0	0	0	1	1
35 - 44	0	0	0	0	0	0	2	2	0	0	2	2
45 - 54	0	0	0	0	0	2	1	3	0	2	1	3
55 - 64	0	0	0	0	0	2	0	2	0	2	0	2
Total	0	2	8	10	0	5	5	10	0	7	13	20

Other road users

Under 16	1	3	4	8	0	1	1	2	1	4	5	10
16 - 24	0	1	7	8	0	0	2	2	0	1	9	10
25 - 34	0	4	10	14	0	0	1	1	0	4	11	15
35 - 44	0	0	5	5	0	0	1	1	0	0	6	6
45 - 54	0	1	5	6	0	1	0	1	0	2	5	7

Other road users ctd												
55 - 64	1	1	5	7	0	0	3	3	1	1	8	10
65+	2	3	4	9	0	0	1	1	2	3	5	10
Total	4	13	40	57	0	2	9	11	4	15	49	68
All road users												
Under 16	2	70	428	500	2	46	432	480	4	116	860	980
16 - 24	32	217	1295	1544	7	78	1089	1174	39	295	2384	2718
25 - 34	15	133	907	1055	4	60	810	874	19	193	1717	1929
35 - 44	10	97	749	856	3	47	650	700	13	144	1399	1556
45 - 54	9	78	564	651	2	43	525	570	11	121	1089	1221
55 - 64	7	39	325	371	2	29	275	306	9	68	600	677
65+	12	45	251	308	8	53	299	360	20	98	550	668
Unknown	0	0	9	9	0	0	9	9	0	0	18	18
Total	87	679	4528	5294	28	356	4089	4473	115	1035	8617	9767

Table 2 Reported injury road traffic collision casualties who were killed or seriously injured, by combined causation factor: 2009

	Alcohol or Drugs - Driver/Rider	Excessive Speed having regard to conditions	Careless Driving	Alcohol or Drugs - Pedestrian	Other Pedestrian Fault	Other Factors	Total
Pedestrians	5	5	50	22	122	11	215
Drivers of motor vehicles	68	104	215	*	*	66	459
Motorcyclists	19	17	97	*	*	19	154
Pedal cyclists	0	*	30	0	0	*	32
Passengers	42	72	107	*	*	41	264
Pillion passengers	*	*	5	0	0	*	7
Other road users	*	*	9	0	0	8	19
Total	136	199	513	27	127	148	1150

* Cells are suppressed to ensure that the identity of individuals or private information relating to them is not revealed

Table 3 Reported injury road traffic collision casualties attributable to excessive speed having regard to conditions: 2009

	Male			Female			All		
	KSI	Slight	Total	KSI	Slight	Total	KSI	Slight	Total
Under 16	*	36	39	*	28	32	7	64	71
16 - 24	72	243	315	22	135	157	94	378	472
25 - 34	29	93	122	11	62	73	40	155	195
35 - 44	16	74	90	10	45	55	26	119	145
45 - 54	*	43	51	*	38	46	16	81	97
55+	9	30	39	7	25	32	16	55	71
Total	137	519	656	62	333	395	199	852	1051

* Cells are suppressed to ensure that the identity of individuals or private information relating to them is not revealed

Table 4 Reported injury road traffic collision casualties attributable to alcohol/drugs - driver/rider: 2009

	Male			Female			All		
	KSI	Slight	Total	KSI	Slight	Total	KSI	Slight	Total
Under 16	0	10	10	*	*	8	*	*	18
16 - 24	50	99	149	9	40	49	59	139	198
25 - 34	28	72	100	7	21	28	35	93	128
35 - 44	*	*	64	*	*	18	17	65	82
45 - 54	*	*	47	*	*	14	14	47	61
55+	5	29	34	4	16	20	9	45	54
Unknown	*	*	2	*	*	1	*	*	3
Total	109	297	406	27	111	138	136	408	544

* Cells are suppressed to ensure that the identity of individuals or private information relating to them is not revealed

Table 5 Reported injury road traffic collision casualties attributable to 'careless driving': 2009

	Male			Female			All		
	KSI	Slight	Total	KSI	Slight	Total	KSI	Slight	Total
Under 16	25	261	286	12	285	297	37	546	583
16 - 24	87	755	842	41	762	803	128	1517	1645
25 - 34	66	599	665	31	629	660	97	1228	1325
35 - 44	51	520	571	24	514	538	75	1034	1109
45 - 54	47	399	446	18	411	429	65	810	875
55 - 64	23	230	253	17	211	228	40	441	481
65+	35	194	229	36	223	259	71	417	488
Unknown	0	3	3	0	4	4	0	7	7
Total	334	2961	3295	179	3039	3218	513	6000	6513

Table 6 Reported injury road traffic collision casualties by severity, road user type and seat belt usage: 2009

	Killed	Seriously injured	Slightly injured	Total
Driver				
Seat belt in use	25	292	3690	4007
Seat belt not in use	12	25	122	159
Not known	4	93	760	857
Total	41	410	4572	5023
Passenger				
Seat belt in use	15	159	2001	2175
Seat belt not in use	8	27	140	175
Not known	5	44	462	511
Total	28	230	2603	2861
Total				
Seat belt in use	40	451	5691	6182
Seat belt not in use	20	52	262	334
Not known	9	137	1222	1368
Total	69	640	7175	7884

Table 7 Reported injury road traffic collision child casualties: 2009

	Pupil on journey to/from school	Other	Total
Pedestrians			
Killed	0	3	3
Seriously injured	20	48	68
Slightly injured	36	143	179
Total	56	194	250
Passengers of motor cars			
Seriously injured	2	21	23
Slightly injured	42	521	563
Total	44	542	586
Passengers of PCVs			
Seriously injured	2	0	2
Slightly injured	28	14	42
Total	30	14	44
Riders/Passengers of Pedal Cycles			
Seriously injured	0	11	11
Slightly injured	2	62	64
Total	2	73	75
Other road users			
Killed	0	1	1
Seriously injured	0	12	12
Slightly injured	0	12	12
Total	0	25	25
All road users			
Killed	0	4	4
Seriously injured	24	92	116
Slightly injured	108	752	860
Total	132	848	980

Table 8 Reported injury road traffic collisions and casualties by principal causation factor: 2009

	KSI Collision	Slight Collision	Total	KSI injured	Total
Driver/Rider Fault					
Alcohol or drugs - driver/rider	102	214	316	136	544
Excessive speed having regard to conditions	145	485	630	199	1051
Careless driving	427	3646	4073	514	6521
Other driver rider fault	28	133	161	35	250
Total	702	4478	5180	884	8366
Passenger Fault	4	31	35	4	39
Pedestrian Fault	142	343	485	154	535
Vehicle Defects	8	66	74	13	117
Obstructions	6	20	26	6	41
Physical/Road	30	122	152	44	223
Weather	28	200	228	32	350
Miscellaneous	10	61	71	13	96
Total	930	5321	6251	1150	9767

Table 9 Reported injury road traffic collisions and casualties by speed limit of road and principal causation factor: 2009

	KSI Collision	Slight Collision	Total	KSI Casualties	Slightly injured	Total
Roads with speed limit of 40mph or less						
Driver/Rider Fault						
Alcohol or drugs - driver/rider	45	138	183	52	261	313
Excessive speed having regard to conditions	34	131	165	46	252	298
Careless driving	188	2479	2667	197	3829	4026
Other driver rider fault	16	73	89	21	109	130
Total	283	2821	3104	316	4451	4767
Passenger Fault	*	*	28	*	*	30
Pedestrian Fault	120	325	445	126	360	486
Vehicle Defects	*	*	31	*	*	43
Obstructions	*	*	5	*	*	7
Physical/Road	4	31	35	4	53	57
Weather	6	74	80	6	119	125
Miscellaneous	0	22	22	0	29	29
Total	418	3332	3750	457	5087	5544
Roads with speed limit > 40mph						
Driver/Rider Fault						
Alcohol or drugs - driver/rider	57	76	133	84	147	231
Excessive speed having regard to conditions	111	354	465	153	600	753
Careless driving	239	1167	1406	317	2178	2495
Other driver rider fault	12	60	72	14	106	120
Total	419	1657	2076	568	3031	3599
Passenger Fault	*	*	7	*	*	9
Pedestrian Fault	22	18	40	28	21	49
Vehicle Defects	6	37	43	11	63	74
Obstructions	*	*	21	*	*	34
Physical/Road	26	91	117	40	126	166
Weather	22	126	148	26	199	225
Miscellaneous	10	39	49	13	54	67
Total	512	1989	2501	693	3530	4223

* Cells are suppressed to ensure that the identity of individuals or private information relating to them is not revealed

Table 10 Reported injury road traffic collision casualties by speed limit of road and road user type: 2009

	Killed	Seriously injured	Slightly injured	Total
Roads with speed limit 40mph or less				
Pedestrians	13	166	591	770
Drivers of motor vehicles	7	108	2494	2609
Motorcyclists	3	74	175	252
Pedal cyclists	0	18	142	160
Passengers	4	54	1667	1725
Pillion passengers	0	2	7	9
Other road users	1	7	11	19
Total	28	429	5087	5544
Roads with speed limit >40mph				
Pedestrians	11	25	45	81
Drivers of motor vehicles	35	309	2175	2519
Motorcyclists	13	64	85	162
Pedal cyclists	0	14	31	45
Passengers	25	181	1150	1356
Pillion passengers	0	5	6	11
Other road users	3	8	38	49
Total	87	606	3530	4223
All roads				
Pedestrians	24	191	636	851
Drivers of motor vehicles	42	417	4669	5128
Motorcyclists	16	138	260	414
Pedal cyclists	0	32	173	205
Passengers	29	235	2817	3081
Pillion passengers	0	7	13	20
Other road users	4	15	49	68
Total	115	1035	8617	9767

Table 11 Number of reported injury road traffic collisions and casualties by District and Area: 2009

	Fatal Collision	Serious Collision	Slight Collision	Total	Killed	Seriously injured	Slightly injured	Total
A District								
North Belfast	4	30	310	344	4	37	480	521
West Belfast	0	33	274	307	0	38	523	561
Total	4	63	584	651	4	75	1003	1082
B District								
East Belfast	1	30	237	268	1	34	332	367
South Belfast	1	23	368	392	1	24	501	526
Total	2	53	605	660	2	58	833	893
C District								
Ards	3	40	223	266	5	55	353	413
Castlereagh	1	20	167	188	1	22	259	282
Down	7	24	208	239	7	36	374	417
North Down	1	28	218	247	1	33	320	354
Total	12	112	816	940	14	146	1306	1466
D District								
Antrim	0	23	154	177	0	30	241	271
Carrickfergus	1	20	88	109	1	22	125	148
Lisburn	1	69	385	455	1	80	621	702
Newtownabbey	4	33	252	289	6	37	402	445
Total	6	145	879	1030	8	169	1389	1566
E District								
Armagh	4	31	141	176	4	41	227	272
Banbridge	5	13	119	137	6	18	211	235
Craigavon	1	37	239	277	1	41	410	452
Newry and Mourne	5	47	309	361	8	62	502	572
Total	15	128	808	951	19	162	1350	1531
F District								
Cookstown	4	11	92	107	7	23	134	164
Dungannon & S Tyrone	8	29	174	211	8	45	269	322
Fermanagh	9	49	165	223	9	60	304	373
Omagh	5	23	143	171	5	28	220	253
Total	26	112	574	712	29	156	927	1112
G District								
Foyle	5	35	298	338	5	39	505	549
Limavady	2	23	112	137	2	27	203	232
Magherafelt	4	18	81	103	4	25	129	158
Strabane	1	23	69	93	1	27	117	145
Total	12	99	560	671	12	118	954	1084
H District								
Ballymena	4	40	192	236	4	52	354	410
Ballymoney	3	12	62	77	3	15	117	135
Coleraine	10	27	136	173	10	37	225	272
Larne	4	19	64	87	4	24	92	120
Moyle	6	16	41	63	6	23	67	96
Total	27	114	495	636	27	151	855	1033
NI Total	104	826	5321	6251	115	1035	8617	9767

**Table 11a Number of reported injury road traffic collisions involving child casualties
by District and Area: 2009**

	Fatal Collision	Serious Collision	Slight Collision	Total	Killed	Seriously injured	Slightly injured	Total
A District								
North Belfast	0	7	53	60	0	7	62	69
West Belfast	0	7	49	56	0	7	70	77
Total	0	14	102	116	0	14	132	146
B District								
East Belfast	0	6	26	32	0	6	31	37
South Belfast	0	0	29	29	0	0	33	33
Total	0	6	55	61	0	6	64	70
C District								
Ards	0	8	16	24	0	8	22	30
Castlereagh	0	2	19	21	0	2	25	27
Down	0	4	33	37	0	4	49	53
North Down	0	6	18	24	0	8	21	29
Total	0	20	86	106	0	22	117	139
D District								
Antrim	0	2	15	17	0	2	16	18
Carrickfergus	0	1	18	19	0	1	18	19
Lisburn	0	10	40	50	0	10	49	59
Newtownabbey	0	7	30	37	0	7	38	45
Total	0	20	103	123	0	20	121	141
E District								
Armagh	0	3	15	18	0	5	26	31
Banbridge	1	1	19	21	1	1	21	23
Craigavon	0	5	25	30	0	5	40	45
Newry and Mourne	0	4	39	43	0	4	57	61
Total	1	13	98	112	1	15	144	160
F District								
Cookstown	0	2	14	16	0	2	15	17
Dungannon & S Tyrone	0	5	19	24	0	5	25	30
Fermanagh	0	5	20	25	0	5	28	33
Omagh	0	3	18	21	0	3	23	26
Total	0	15	71	86	0	15	91	106
G District								
Foyle	0	6	48	54	0	6	53	59
Limavady	0	0	17	17	0	0	19	19
Magherafelt	1	3	15	19	1	3	19	23
Strabane	0	5	10	15	0	5	13	18
Total	1	14	90	105	1	14	104	119
H District								
Ballymena	0	3	22	25	0	3	35	38
Ballymoney	0	1	8	9	0	1	14	15
Coleraine	1	1	18	20	1	1	21	23
Larne	1	2	5	8	1	2	5	8
Moyle	0	3	8	11	0	3	12	15
Total	2	10	61	73	2	10	87	99
NI Total	4	112	666	782	4	116	860	980

Table 12a Reported fatal and serious injury road traffic collisions by time of day and day of week: 2009

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Total
0001 - 0100	7	0	1	1	1	3	6	19
0101 - 0200	1	4	0	2	0	10	6	23
0201 - 0300	4	3	1	1	0	3	13	25
0301 - 0400	0	0	0	1	2	4	3	10
0401 - 0500	1	0	1	0	2	2	3	9
0501 - 0600	2	2	1	0	0	2	2	9
0601 - 0700	5	1	2	5	3	3	1	20
0701 - 0800	7	5	9	3	4	4	5	37
0801 - 0900	13	6	8	3	7	5	3	45
0901 - 1000	4	6	3	7	2	3	3	28
1001 - 1100	14	3	6	3	2	8	10	46
1101 - 1200	9	5	5	6	5	8	2	40
1201 - 1300	7	8	7	10	4	11	1	48
1301 - 1400	7	6	9	5	11	15	3	56
1401 - 1500	9	10	12	6	4	4	10	55
1501 - 1600	8	8	8	15	14	5	9	67
1601 - 1700	12	11	8	7	11	12	9	70
1701 - 1800	9	12	9	11	9	17	5	72
1801 - 1900	9	9	9	10	12	7	8	64
1901 - 2000	4	8	12	10	5	10	5	54
2001 - 2100	6	4	14	4	2	5	7	42
2101 - 2200	2	6	2	5	5	9	3	32
2201 - 2300	7	4	6	4	7	8	2	38
2301 - 2400	1	2	3	1	5	7	2	21
Total	148	123	136	120	117	165	121	930

Table 12b Reported fatal and serious injury road traffic collisions by month of year and day of week: 2009

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Total
January	13	7	10	12	9	20	5	76
February	11	6	9	11	7	8	6	58
March	11	16	14	11	10	14	7	83
April	18	11	12	7	12	7	10	77
May	11	8	11	5	15	25	19	94
June	14	19	11	6	7	25	8	90
July	9	11	9	11	11	11	12	74
August	11	11	9	8	7	14	12	72
September	7	4	11	12	12	10	8	64
October	13	13	11	11	11	11	14	84
November	22	11	9	10	7	6	12	77
December	8	6	20	16	9	14	8	81
Total	148	123	136	120	117	165	121	930

Table 12c Reported fatal and serious road traffic injury collisions involving child KSI casualties by time of day and day of week: 2009

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Total
0001 - 0100	0	0	0	0	0	0	1	1
0301 - 0400	0	0	0	0	0	0	1	1
0701 - 0800	2	0	0	0	0	0	0	2
0801 - 0900	3	1	0	0	0	0	0	4
0901 - 1000	1	0	1	1	1	0	0	4
1001 - 1100	0	0	1	0	0	0	1	2
1101 - 1200	0	0	0	1	0	2	0	3
1201 - 1300	0	1	0	1	0	2	0	4
1301 - 1400	1	0	4	0	1	1	1	8
1401 - 1500	2	0	1	1	0	2	0	6
1501 - 1600	1	3	2	4	2	1	2	15
1601 - 1700	3	4	3	3	1	3	1	18
1701 - 1800	2	1	1	3	1	4	0	12
1801 - 1900	3	4	2	0	2	2	0	13
1901 - 2000	0	4	1	1	0	1	0	7
2001 - 2100	1	1	4	0	0	1	1	8
2101 - 2200	1	1	0	0	0	1	1	4
2201 - 2300	0	1	0	2	1	0	0	4
Total	20	21	20	17	9	20	9	116

Table 12d Reported fatal and serious injury road traffic collisions involving child KSI casualties by month of year and day of week: 2009

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Total
January	2	0	0	1	0	1	0	4
February	3	0	0	2	1	1	1	8
March	1	2	2	1	0	1	2	9
April	2	4	2	0	1	2	1	12
May	1	1	2	2	1	6	1	14
June	2	4	1	0	1	2	1	11
July	0	2	1	3	0	1	0	7
August	1	2	5	0	2	1	1	12
September	1	1	0	3	1	1	1	8
October	2	2	2	1	0	1	0	8
November	4	3	1	2	1	1	1	13
December	1	0	4	2	1	2	0	10
Total	20	21	20	17	9	20	9	116

**Table 13 Reported injury road traffic single vehicle collisions
by causation factor: 2009**

	KSI Collision	Slight Collision	Total
Driver/Rider Fault			
Alcohol or drugs - driver/rider	62	84	146
Excessive speed having regard to conditions	76	247	323
Careless driving	34	100	134
Other driver rider fault	16	46	62
Total	188	477	665
Passenger Fault	4	25	29
Vehicle Defects	4	20	24
Obstructions	1	9	10
Physical/Road	18	62	80
Weather	16	74	90
Miscellaneous	6	44	50
Total	237	711	948

Table 14 Weather / road surface conditions during reported fatal and serious injury collisions: 2009

	Dry	Wet/damp	Snow	Frost/ice	Flood (surface water 1"+)	Oil	Mud	Slippery (after dry spell)	Other road conditions	Total
Fine (without high wind)	495	126	0	13	1	6	1	4	8	654
Rain (without high wind)	0	145	0	0	6	7	2	4	1	165
Snow (without high wind)	0	1	1	8	0	0	0	0	0	10
Fine (with high wind)	6	6	0	0	0	0	0	0	0	12
Rain (with high wind)	0	26	0	0	2	0	1	0	1	30
Fog or mist - if hazard	1	4	0	4	0	0	0	0	0	9
Strong sun (glaring)	6	6	0	1	0	0	0	0	0	13
Other	0	4	0	11	0	1	1	0	0	17
Unknown	9	4	0	0	0	0	0	0	7	20
Total	517	322	1	37	9	14	5	8	17	930

Table 15 Number of reported fatal and serious injury collisions by District, Area and time of day: 2009

	0000 - 0259	0300 - 0559	0600 - 0859	0900 - 1159	1200 - 1459	1500 - 1759	1800 - 2059	2100 - 2359	Total
A District									
North Belfast	3	2	1	3	7	6	5	7	34
West Belfast	8	1	2	3	7	4	4	4	33
Total	11	3	3	6	14	10	9	11	67
B District									
East Belfast	2	0	3	4	4	9	4	5	31
South Belfast	3	0	3	2	3	6	6	1	24
Total	5	0	6	6	7	15	10	6	55
C District									
Ards	4	0	7	1	10	7	8	6	43
Castlereagh	0	1	3	3	5	7	2	0	21
Down	4	1	3	2	4	6	5	6	31
North Down	1	0	2	4	7	8	2	5	29
Total	9	2	15	10	26	28	17	17	124
D District									
Antrim	1	2	0	6	5	6	1	2	23
Carrickfergus	2	0	2	3	5	3	5	1	21
Lisburn	0	1	15	6	16	16	12	4	70
Newtownabbey	2	0	5	3	6	12	7	2	37
Total	5	3	22	18	32	37	25	9	151
E District									
Armagh	1	1	4	3	7	7	11	1	35
Banbridge	0	0	1	7	6	1	3	0	18
Craigavon	2	1	2	2	9	11	10	1	38
Newry and Mourne	3	4	5	5	7	11	13	4	52
Total	6	6	12	17	29	30	37	6	143
F District									
Cookstown	3	4	0	0	3	2	1	2	15
Dungannon & S									
Tyrone	1	1	5	7	4	9	6	4	37
Fermanagh	6	0	6	11	9	14	4	8	58
Omagh	2	0	8	1	2	8	3	4	28
Total	12	5	19	19	18	33	14	18	138
G District									
Foyle	4	1	4	4	8	6	8	5	40
Limavady	1	1	3	3	7	5	4	1	25
Magherafelt	1	3	2	4	2	4	4	2	22
Strabane	1	0	3	2	1	8	5	4	24
Total	7	5	12	13	18	23	21	12	111
H District									
Ballymena	2	2	5	5	7	14	7	2	44
Ballymoney	2	0	1	2	0	3	2	5	15
Coleraine	3	1	2	4	4	6	8	9	37
Larne	1	0	3	2	6	2	7	2	23
Moyle	1	1	1	1	5	7	5	1	22
Total	9	4	12	14	22	32	29	19	141
NI Total	64	28	101	103	166	208	162	98	930

Table 16 Number of reported fatal and serious injury collisions by District, Area and day of week: 2009

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Total
A District								
North Belfast	3	5	7	5	4	8	2	34
West Belfast	6	4	3	7	2	8	3	33
Total	9	9	10	12	6	16	5	67
B District								
East Belfast	1	3	8	4	5	5	5	31
South Belfast	6	1	5	3	4	2	3	24
Total	7	4	13	7	9	7	8	55
C District								
Ards	7	6	8	6	3	9	4	43
Castlereagh	5	3	2	3	4	3	1	21
Down	4	5	7	1	2	8	4	31
North Down	4	2	5	5	4	6	3	29
Total	20	16	22	15	13	26	12	124
D District								
Antrim	6	3	2	2	3	5	2	23
Carrickfergus	5	4	1	1	3	4	3	21
Lisburn	8	10	11	8	15	9	9	70
Newtownabbey	6	4	5	6	8	4	4	37
Total	25	21	19	17	29	22	18	151
E District								
Armagh	4	7	8	4	2	5	5	35
Banbridge	4	2	2	1	3	3	3	18
Craigavon	10	4	5	7	3	5	4	38
Newry and Mourne	9	6	4	8	8	6	11	52
Total	27	19	19	20	16	19	23	143
F District								
Cookstown	3	1	1	0	2	2	6	15
Dungannon & S Tyrone	6	7	5	7	4	4	4	37
Fermanagh	11	9	6	6	6	12	8	58
Omagh	4	3	7	2	5	6	1	28
Total	24	20	19	15	17	24	19	138
G District								
Foyle	8	5	7	7	5	5	3	40
Limavady	3	3	4	4	3	5	3	25
Magherafelt	2	3	2	6	1	4	4	22
Strabane	5	2	4	3	3	6	1	24
Total	18	13	17	20	12	20	11	111
H District								
Ballymena	7	6	4	7	8	6	6	44
Ballymoney	0	2	3	1	2	6	1	15
Coleraine	5	9	3	3	1	13	3	37
Larne	4	1	4	1	4	2	7	23
Moyle	2	3	3	2	0	4	8	22
Total	18	21	17	14	15	31	25	141
NI Total	148	123	136	120	117	165	121	930

**Appendix 2:
Tables showing casualty trends for 2000 to 2009**

Table 1	Road traffic collision casualties by road user type and severity: 2000 –2009	56
Table 2	Road traffic collision child casualties by road user type: 2000 – 2009	58
Table 3	Road traffic collision casualties by causation factor and severity: 2000 –2009	60
Table 4	Summary of casualty figures from 1931 – 2009	61

Table 1 Road traffic collision casualties by road user type and severity: 2000 - 2009

	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Pedestrians										
Killed	32	32	33	28	23	28	22	17	19	24
Seriously injured	292	268	244	222	190	176	202	166	193	191
Slightly injured	852	678	631	558	532	463	575	585	632	636
Total	1176	978	908	808	745	667	799	768	844	851
Drivers of motor vehicles										
Killed	91	64	56	57	63	66	46	42	45	42
Seriously injured	748	738	656	523	509	451	526	478	417	417
Slightly injured	6417	5795	5246	4526	4216	3682	4037	4330	4472	4669
Total	7256	6597	5958	5106	4788	4199	4609	4850	4934	5128
Motorcyclists										
Killed	7	11	19	20	22	14	14	25	15	16
Seriously injured	138	146	168	144	143	146	128	128	123	138
Slightly injured	326	268	278	285	311	251	267	297	319	260
Total	471	425	465	449	476	411	409	450	457	414
Pedal cyclists										
Killed	4	2	3	2	2	4	1	2	2	0
Seriously injured	52	43	27	36	27	25	33	30	26	32
Slightly injured	210	167	139	155	131	118	137	188	178	173
Total	266	212	169	193	160	147	171	220	206	205
Passengers										
Killed	36	38	39	37	36	22	43	24	23	29
Seriously injured	540	461	406	347	295	261	304	282	215	235
Slightly injured	4890	4325	3870	3324	2950	2396	2777	2769	2802	2817
Total	5466	4824	4315	3708	3281	2679	3124	3075	3040	3081

	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Pillion Passengers										
Killed	0	0	0	2	0	1	0	1	1	0
Seriously injured	11	10	13	9	8	8	7	5	5	7
Slightly injured	17	26	20	14	13	9	23	15	18	13
Total	28	36	33	25	21	18	30	21	24	20
Other road users										
Killed	1	1	0	4	1	0	0	2	2	4
Seriously injured	5	16	12	7	11	6	11	8	11	15
Slightly injured	51	53	54	25	24	32	29	42	33	49
Total	57	70	66	36	36	38	40	52	46	68
All road users										
Killed	171	148	150	150	147	135	126	113	107	115
Seriously injured	1786	1682	1526	1288	1183	1073	1211	1097	990	1035
Slightly injured	12763	11312	10238	8887	8177	6951	7845	8226	8454	8617
Total	14720	13142	11914	10325	9507	8159	9182	9436	9551	9767

Table 2 Road traffic collision child casualties by road user type and severity: 2000 - 2009

	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Pedestrians										
Killed	8	3	4	7	3	6	4	3	3	3
Seriously injured	122	110	85	79	74	57	63	46	54	68
Slightly injured	354	300	264	214	173	175	178	172	190	179
Total	484	413	353	300	250	238	245	221	247	250
Drivers of motor vehicles										
Killed	1	1	0	0	1	1	0	0	0	0
Seriously injured	1	5	2	1	0	0	2	0	0	2
Slightly injured	2	2	6	3	2	1	2	3	3	1
Total	4	8	8	4	3	2	4	3	3	3
Motorcyclists										
Killed	0	1	0	0	0	1	0	0	0	0
Seriously injured	3	5	5	3	5	2	4	1	1	3
Slightly injured	1	5	4	1	3	2	2	1	3	1
Total	4	11	9	4	8	5	6	2	4	4
Pedal cyclists										
Killed	0	1	3	1	1	3	0	0	0	0
Seriously injured	22	19	12	13	8	7	13	9	7	11
Slightly injured	120	86	64	66	66	44	44	63	57	62
Total	142	106	79	80	75	54	57	72	64	73
Passengers										
Killed	4	4	6	4	5	3	5	2	3	0
Seriously injured	68	82	71	53	49	43	57	43	25	26
Slightly injured	1118	937	949	765	702	560	593	651	592	611
Total	1190	1023	1026	822	756	606	655	696	620	637

	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Pillion passengers										
Killed	0	0	0	2	0	1	0	0	0	0
Seriously injured	2	1	3	4	2	2	0	2	1	2
Slightly injured	3	4	5	3	1	0	6	2	2	1
Total	5	5	8	9	3	3	6	4	3	3
Other road users										
Killed	0	0	0	1	1	0	0	0	1	1
Seriously injured	3	4	3	3	2	3	4	0	6	4
Slightly injured	4	9	7	6	4	6	1	2	4	5
Total	7	13	10	10	7	9	5	2	11	10
All road users										
Killed	13	10	13	15	11	15	9	5	7	4
Seriously injured	221	226	181	156	140	114	143	101	94	116
Slightly injured	1602	1343	1299	1058	951	788	826	894	851	860
Total	1836	1579	1493	1229	1102	917	978	1000	952	980

Table 3 Road traffic collision casualties by causation factor and severity: 2000 - 2009

	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Alcohol or Drugs - Driver/Rider										
Killed	43	24	28	37	30	24	18	18	18	21
Seriously injured	178	152	168	148	124	95	115	113	121	115
Slightly injured	768	638	631	550	452	410	376	436	376	408
Total	989	814	827	735	606	529	509	567	515	544
Excessive Speed having regard to conditions										
Killed	44	40	43	33	31	23	46	32	36	27
Seriously injured	345	363	352	217	219	199	271	221	155	172
Slightly injured	1527	1352	1294	1028	782	730	984	677	758	852
Total	1916	1755	1689	1278	1032	952	1301	930	949	1051
Careless Driving										
Killed	53	43	43	51	56	54	40	43	36	33
Seriously injured	842	755	702	626	612	557	592	509	442	480
Slightly injured	8647	7489	6821	6280	5935	4977	5414	5711	5979	6000
Total	9542	8287	7566	6957	6603	5588	6046	6263	6457	6513
Alcohol or Drugs - Pedestrian										
Killed	8	13	9	7	7	8	6	4	*	6
Seriously injured	24	28	32	29	20	17	22	22	*	21
Slightly injured	71	60	68	35	39	41	55	52	47	60
Total	103	101	109	71	66	66	83	78	68	87
Other Pedestrian Fault										
Killed	14	13	17	13	11	14	9	6	9	10
Seriously injured	197	172	134	138	115	108	104	81	121	117
Slightly injured	537	424	381	337	276	259	312	311	344	321
Total	748	609	532	488	402	381	425	398	474	448

	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Other factors										
Killed	9	15	10	9	12	12	7	10	*	18
Seriously injured	200	212	138	130	93	97	107	151	*	130
Slightly injured	1213	1349	1043	657	693	534	704	1039	950	976
Total	1422	1576	1191	796	798	643	818	1200	1088	1124
All factors										
Killed	171	148	150	150	147	135	126	113	107	115
Seriously injured	1786	1682	1526	1288	1183	1073	1211	1097	990	1035
Slightly injured	12763	11312	10238	8887	8177	6951	7845	8226	8454	8617
Total	14720	13142	11914	10325	9507	8159	9182	9436	9551	9767

* Cells are suppressed to ensure that the identity of individuals or private information relating to them is not revealed

Table 4: Summary of casualty figures from 1931 – 2009

Year	No of injury collisions	Killed	Injured	Total casualties	
1931	1582	114	1724	1838	
1932	1765	119	1890	2009	
1933	1633	141	1757	1898	
1934	1835	132	1954	2086	
1935	1975	123	2159	2282	
1936	2021	127	2216	2343	
1937	1793	130	1891	2021	
1938	1945	118	2128	2246	
1939	1993	147	2211	2358	
1940	1451	181	1576	1757	
1941	1778	275	1928	2203	
1942	1636	233	1844	2077	
1943	1205	155	1308	1463	
1944	1205	154	1259	1413	
1945	1222	124	1429	1553	
1946	1602	115	1919	2034	
1947	1700	112	1976	2088	
1948	1695	127	1892	2019	
1949	2135	147	2396	2543	
1950	2430	144	2748	2892	
1951	2583	167	2975	3142	
1952	2625	133	3028	3161	
1953	3139	163	3715	3878	
1954	3315	159	3954	4113	
1955	3854	160	4561	4721	
1956	3860	144	4631	4775	
1957	3324	169	4001	4170	
1958	3533	141	4379	4520	
1959	3992	156	5068	5224	
1960	4237	172	5443	5615	
1961	4196	169	5520	5689	
1962	4297	156	5677	5833	
1963	4536	176	6001	6177	
1964	4736	219	6363	6582	
1965	4987	191	6755	6946	
1966	5034	248	6876	7124	
1967	5094	217	7076	7293	
1968	5213	216	7305	7521	
1969	4981	257	7124	7381	
1970	5308	272	7902	8174	
			Seriously Injured	Slightly Injured	
1971	5158	304	2135	5523	7962
1972	5261	372	2430	5595	8397
1973	5000	335	2358	5304	7997
1974	4795	316	2268	4920	7504
1975	4882	313	2231	5109	7653
1976	4943	300	2570	4749	7619
1977	5352	355	2905	4944	8204
1978	5473	288	2749	5331	8368

Year	No of injury collisions	Killed	Seriously Injured	Slightly Injured	Total casualties
1979	5388	293	2546	5082	7921
1980	4982	229	2387	4648	7264
1981	5245	223	2418	5139	7780
1982	5551	216	2503	5420	8139
1983	5425	173	2300	5240	7713
1984	5978	189	2465	6096	8750
1985	5779	177	1148	7312	8637
1986	6171	236	1825	7381	9442
1987	6344	214	1885	7837	9936
1988	6943	178	1969	8820	10967
1989	7199	181	2014	9416	11611
1990	7159	185	1993	9583	11761
1991	6171	185	1648	8481	10314
1992	6650	150	1841	9273	11264
1993	6517	143	1725	9232	11100
1994	6783	157	1648	10289	12094
1995	6792	144	1532	10049	11725
1996	7093	142	1599	10834	12575
1997	7192	144	1548	11006	12698
1998	7487	160	1538	11704	13402
1999	7562	141	1509	11799	13449
2000	8388	171	1786	12763	14720
2001	7447	148	1682	11312	13142
2002	6784	150	1526	10238	11914
2003	6049	150	1288	8887	10325
2004	5633	147	1183	8177	9507
2005	4947	135	1073	6951	8159
2006	5628	126	1211	7845	9182
2007	5990	113	1097	8226	9436
2008	6223	107	990	8454	9551
2009	6251	115	1035	8617	9767

Appendix 3 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.

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

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

Children: Persons under 16 years of age

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

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

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

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

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

Pillion passengers: Passenger on a moped or motorcycle

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

Pedestrians: Include:

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