Police Service of Northern Ireland

Police Recorded Injury Road Traffic Collisions and Casualties Northern Ireland

Annual Report 2011

Covering the reporting period
1st January 2011 – 31st December 2011

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Northern Ireland Statistics & Research Agency

NATIONAL STATISTICS

Personal, Professional, Protective Policing

Contents

Introduction

This publication provides a detailed statistical summary of injury road traffic collisions (RTCs) and casualties recorded by the police in Northern Ireland during 2011. It includes collision and casualty trend data and also presents information on the number of casualties among the different road user categories. The age and gender breakdown of casualties as well as the location and principal causation factor of the collision are also covered in the report. The tables included in the appendices of this report are also published in a spreadsheet and are available from our website: http://www.psni.police.uk/tables_2011_-_for_internet.xls
For further explanation of terms, definitions and data limitations please see our Traffic Statistics User Guide available on our website:
http://www.psni.police.uk/traffic_statistics_user_guide.pdf

Performance against relevant targets in the Northern Ireland's Road Safety Strategy to 2020, is also contained within the report. The strategy also includes many Key Performance Indicators (KPIs) and where appropriate are referred to throughout the report.

Further information on definitions used and the strengths and weaknesses of the data are provided in the Notes section.

In April 2010 the causation factor 'Alcohol/ drugs' was split into two separate factors, 'Impaired by alcohol' and 'Impaired by drugs (illicit or medicinal)'. For consistency with previous years, causation factors remain unchanged in this report, with the two new factors being combined post April 2010 for ease of reporting. It should also be borne in mind that alcohol and drugs causation factors are the best estimate based on the evidence available at the time of publishing. It may be the case that additional forensic information will become available after the time of publishing.

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 merged or suppressed in order to ensure that the identity of individuals or any private information relating to them is not revealed. Further details about our compliance policies with the Code of Practice for Official Statistics is available from the Statistics section of the PSNI website.

Police recorded injury RTC and casualty statistics are used by a variety of organisations and individuals. They are widely used within PSNI as management information and to assist with road policing policy development. The Department of the Environment for Northern Ireland and the Department for Regional Development's Road Service are key users of the statistics in relation to policy development. The statistics are also widely referred to in the media and are used by those individuals or organisations with an interest in road safety. User consultation is an important part of our publication strategy and we invite users to contact us via our website, or to join our e mail list for notification of relevant publications when they are issued.

Following user consultation, Police recorded injury RTC and casualty statistics in Northern Ireland are currently published on an annual basis for the latest calendar and financial years. Regular updates providing a summary of the latest statistics are published throughout the year, these statistics being provisional and subject to change.

The publication date for the annual bulletin is pre-announced and is made available via the PSNI Internet site, along with the date of each monthly update:
http://www.psni.police.uk/index/updates/updates_statistics.htm.

We value user engagement and welcome comment or feedback on these statistics. If you would like to forward your views, receive notification of new publications or be kept informed of developments relating to PSNI statistics, please access our website at http://www.psni.police.uk/index/updates/updates_statistics.htm or email your contact details to the email address provided below.

For further information about the police recorded injury RTC and casualty statistics for Northern Ireland, or to contact the responsible statistician in PSNI please:
Email: statistics@psni.police.uk;
Write to: Traffic Statistician, Central Statistics Unit, Lisnasharragh, 42 Montgomery Road, Belfast, BT6 9LD; or Telephone: 0845 600 8000 ext 24135, Fax: 028 9092 2998

This statistical report is a National Statistics output produced to the highest professional standards and free from political interference. It has been produced by statisticians seconded to the Police Service of Northern Ireland from the Northern Ireland Statistics and Research Agency, working in accordance with the Code of Practice for Official Statistics: http://www.statisticsauthority.gov.uk/assessment/code-of-practice/index.html

List of figures

1 Executive Summary

- There were 5,594 injury road traffic collisions (RTCs) recorded by PSNI in 2011. These collisions resulted in 59 fatalities, 825 people seriously injured and 7,876 people slightly injured.

- Between 2002 and 2011 the number of injury RTCs have decreased by 16.5%, a fall from 6,784 collisions to 5,666.

- The 2010 figure of 55 people killed on Northern Ireland's roads represented the fewest number of fatalities since records began in 1931. Although there were slightly more people killed in 2011 with 59 it still represents a large reduction of 49% when compared with the 115 deaths recorded in 2009.

- The number of RTC fatalities has generally been falling since its high-point in 1972 when there were 372 recorded fatalities. There was something of a plateau throughout most of the 1990s and the early years of the last decade, however in recent years the number of fatalities has started to fall again.

- It is unclear whether one single factor or a combination of factors has contributed to such a relatively low level of fatalities in 2011. It may be that, similar to last year, economic factors are playing some part, for example a higher cost of motoring with increased fuel costs and higher insurance premiums could be expected to encourage people, particularly those in traditionally 'at risk' age grouping of 16-24, to reduce their car usage. Other reasons such as people driving in a more fuel efficient manner (e.g. lower speed, less harsh braking), drivers switching to walking, cycling or public transport or particular road safety initiatives may also have contributed to the reduction. Further specific research would be required to enable robust conclusions to be drawn from the data.

- The Northern Ireland Road Safety Strategy aims to reduce by 60% the number of deaths on Northern Ireland's roads each year, from the 2004 - 2008 average of 126, to fewer than 50 by 2020. This represents a reduction of 53% on the baseline figure. The Strategy also aims to reduce by 45% the number of seriously injured from the 2004 - 2008 average of 1,111 to fewer than 611 by 2020. This year's figure of 825 shows a reduction of 26% on the baseline figure.

- The rate of death per million population for 2011 is 32.6 in Northern Ireland, a fall from the 2004 – 2008 average of 72.3 (KPI in Road Safety Strategy).

- The number of people aged over 70 killed or seriously injured per 100,000 population aged over 70 is 53.4 slightly above the 2004 – 2008 average of 49.7 (KPI in Road Safety Strategy).

- Drivers of motor vehicles were the single largest casualty class accounting for 36.0% of all casualties killed or seriously injured. Pedestrians accounted for 24.1% of killed or seriously injured casualties, followed by passengers (19.5%), motorcyclists (12.2%) and pedal cyclists (5.5%).

- The most common single cause for killed or seriously injured casualties in 2011 was the consumption of drugs or alcohol by driver or rider which accounted for 10.9% of all

persons killed or seriously injured. This was closely followed by excessive speed (10.6%) and inattention (10.1%).

- There were 216 persons killed or seriously injured among those aged 16-24, accounting for one in four (24.4%) of all fatal and serious casualties. However, the number killed or seriously injured in this age group was 11.1% lower than in 2010. In terms of gender, there has been a 5% reduction in male and a 9.3% reduction in female KSI casualties from that reported in 2010.

- The 65 and over age group was the only group where there was an increase in the number of KSI casualties between 2010 and 2011 (from 106 KSIs in 2010 to 122 KSIs in 2011).

- There were 735 recorded injury collisions involving a child (under 16) casualty in 2011. These collisions resulted in 930 casualties, of whom 2 were killed, 91 were seriously injured and 837 were slightly injured.

- Although there was an increase of 9.7% from the 670 KSI collisions involving child casualties to the 735 reported in 2011, there has been a decrease of 37.7% when comparing child casualties with that reported in 2002 (falling from 1,493 in 2002 to 930 in 2011).

- The most recent figures for reported road casualties in Great Britain in 2011 shows a 2% decrease when compared with 2010. This compares with a similar 2.2% decrease of all road traffic casualties in Northern Ireland between the two years.

Detailed tables for 2011 and tables containing casualty trends from 2002 – 2011 are included in appendices to the report.

1.1 - Update on Northern Ireland Road Safety Strategy Targets

The Northern Ireland's Road Safety Strategy to 2020 outlines the key challenges to be addressed. This is a cross-departmental strategy whose vision is to

make a journey on Northern Ireland's roads as safe for all road users as anywhere in the world.

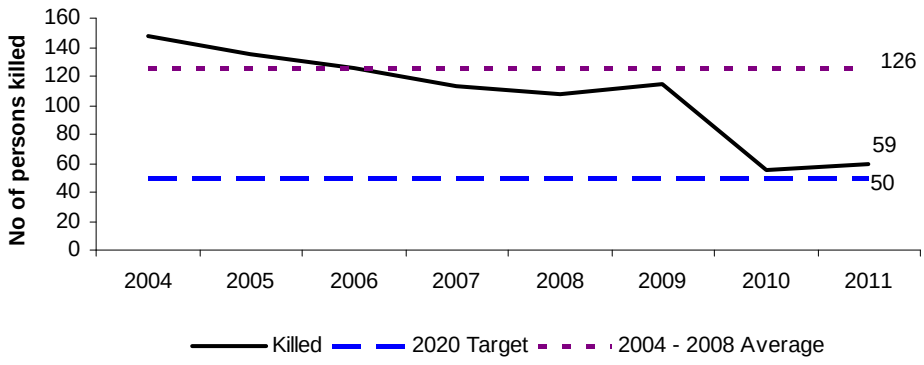
The challenges set out in the strategy document include:

- Continuing to reduce the numbers of road deaths and serious injuries;
- Focussing specifically on improving safety on rural roads;
- Working particularly to protect young drivers (age range16-24) and motorcyclists;
- Reducing inappropriate and illegal road user behaviours including speeding, drink and drug driving and careless and dangerous driving;
- Improving our knowledge and understanding of, and broadening involvement in, solving road safety problems.

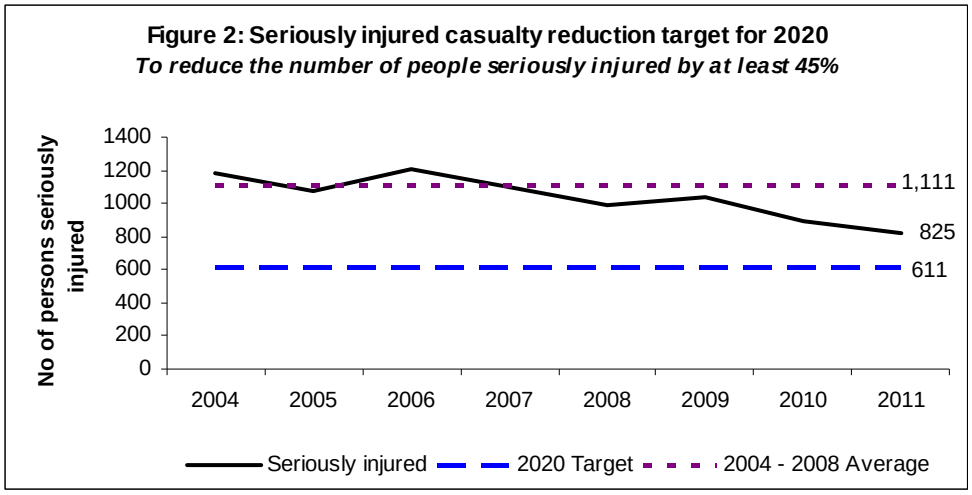
The strategy also includes a number of measures to help achieve the targets. Those targets that are measured by way of analysing PSNI statistics are set out below.

- The Northern Ireland Road Safety Strategy aims at a 60% reduction in the number of fatalities on Northern Ireland's roads each year, from the 2004 - 2008 average of 126, to fewer than 50 by 2020. (Figure 1) In 2011 the figure was 59, up from 55 in 2010.

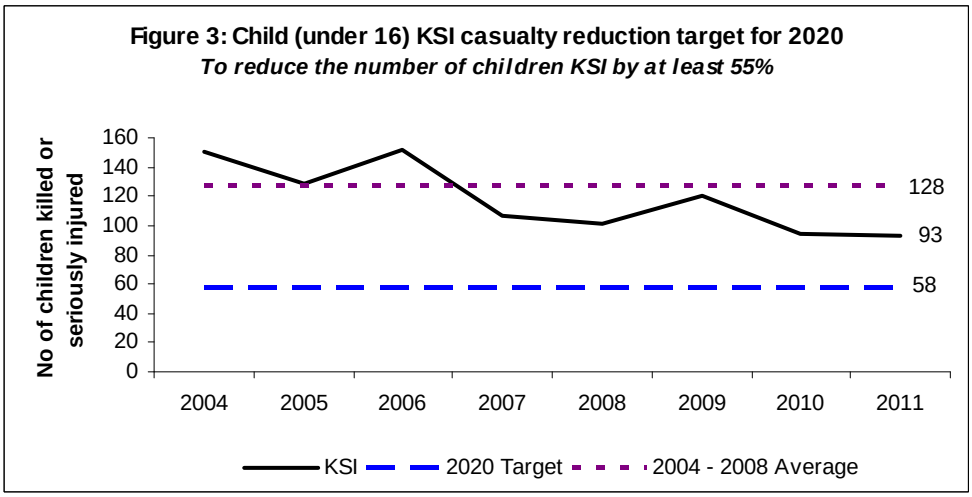
Figure 1: Fatality reduction target for 2020
To reduce the number of people killed by at least 60%



- The Northern Ireland Road Safety Strategy also aims at a 45% reduction in the number of seriously injured on Northern Ireland's roads each year, from the 2004 - 2008 average of 1,111, to fewer than 611 by 2020. (Figure 2) In 2011 there were 825 people seriously injured. This continues the downward trend from 1,035 in 2009 and 892 in 2010.

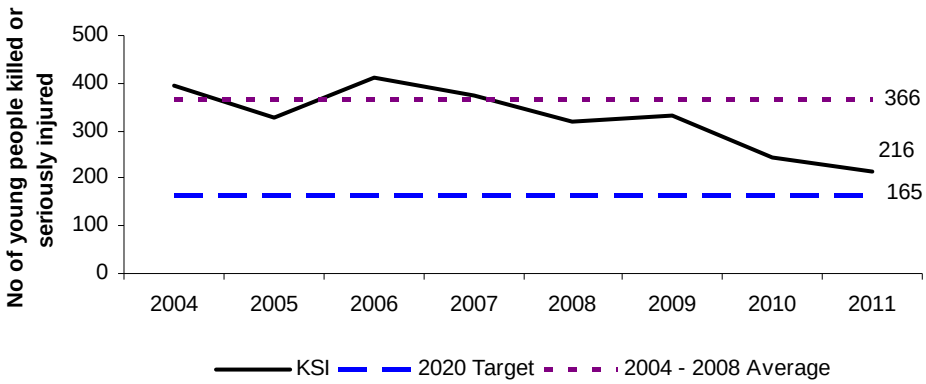


- The Road Safety Strategy has set a target of a 55% reduction in the number of children killed or seriously injured on Northern Ireland's roads each year, from the 2004 - 2008 average of 128, to fewer than 58 by 2020. (Figure 3) In 2011 there were 93 children killed or seriously injured on Northern Ireland's roads. This continues the downward trend in recent years with 120 KSI's in 2009 and 95 in 2010.



- The Strategy 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. (Figure 4) The number of young people killed or seriously injured in 2011 was 216 down from 243 in 2010.

Figure 4: Young people (16 - 24) KSI casualty reduction target for 2020
To reduce the number of young people KSI by at least 55%



Section 2 - Casualties

Casualties: Key Facts 2011

- There were 59 fatalities, 825 people seriously injured and 7,876 people slightly injured in 2011.
- The number of fatalities increased by 7.3% from 55 in 2010 to 59 in 2011.
- The number of KSI casualties decreased by 6.7% from 947 in 2010 to 884 in 2011.
- Almost two-thirds (64.4%) of the fatalities on Northern Ireland roads were male.
- Over two-fifths (40.8%) of all casualties killed or seriously injured were aged between 16 and 34.
- Almost half (44.1%) of all pedestrians killed or seriously injured were under 25 years of age.
- The most common single cause of KSI casualties was consumption of alcohol/drugs by driver/rider (10.9%).

2.1 Summary of casualty figures for 2011 and 2010

2.1.1 Casualties by road user type

	Baseline average (2004-2008)	2010	2011	% change over baseline	% change from last year
Pedestrians					
Killed	22	10	13	-	-
Seriously injured	185	167	200	8	20
Slightly injured	557	558	621	11	11
All casualties	765	735	834	9	13
Drivers of motor				-	
Killed	52	21	23	-56	-
Seriously injured	476	332	295	-38	-11
Slightly injured	4,147	4,364	4,144	0	-5
All casualties	4,676	4,717	4,462	-5	-5
Motorcyclists					
Killed	18	8	6	-	-
Seriously injured	134	112	102	-24	-9
Slightly injured	289	255	238	-18	-7
All casualties	441	375	346	-22	-8
Pedal cyclists					
Killed	2	0	2	-	-
Seriously injured	28	49	47	-	-
Slightly injured	150	165	206	37	25
All casualties	181	214	255	41	19
Passengers					
Killed	30	13	11	-	-
Seriously injured	271	211	161	-41	-24
Slightly injured	2,739	2,613	2,615	-5	0
All casualties	3,040	2,837	2,787	-8	-2
Pillion Passengers					
Killed	1	2	1	-	-
Seriously injured	7	8	7	-	-
Slightly injured	16	9	7	-	-
All casualties	23	19	15	-	-
Other road users					
Killed	1	1	3	-	-
Seriously injured	9	13	13	-	-
Slightly injured	32	46	45	-	-
All casualties	42	60	61	-	2
All road users					
Killed	**126**	**55**	**59**	**-53**	**7**
Seriously injured	**1,111**	**892**	**825**	**-26**	**-8**
Slightly injured	**7,931**	**8,010**	**7876**	**-1**	**-2**
All casualties	**9,167**	**8,957**	**8760**	**-4**	**-2**

2.1.2 Child casualties by road user type

	Baseline average (2004-2008)	2010	2011	% change over baseline	% change from last year
Pedestrians					
Killed	4	1	0	-	-
Seriously injured	59	57	55	-6	-4
Slightly injured	178	167	183	3	10
All casualties	240	225	238	-1	6
Drivers of motor vehicles					
Killed	0	0	0	-	-
Seriously injured	0	0	0	-	-
Slightly injured	2	0	1	-	-
All casualties	3	0	1	-	-
Motorcyclists					
Killed	0	0	0	-	-
Seriously injured	3	1	0	-	-
Slightly injured	2	1	3	-	-
All casualties	5	2	3	-	-
Pedal cyclists					
Killed	1	0	0	-	-
Seriously injured	9	9	10	-	-
Slightly injured	55	41	55	0	-
All casualties	64	50	65	1	30
Passengers					
Killed	4	1	1	-	-
Seriously injured	43	20	23	-	-
Slightly injured	620	533	590	-5	11
All casualties	667	554	614	-8	11
Pillion Passengers					
Killed	0	0	1	-	-
Seriously injured	1	2	1	-	-
Slightly injured	2	1	0	-	-
All casualties	4	3	2	-	-
Other road users					
Killed	0	0	0	-	-
Seriously injured	3	4	2	-	-
Slightly injured	3	6	5	-	-
All casualties	7	10	7	-	-
All road users					
Killed	**9**	**2**	**2**	**-**	**-**
Seriously injured	**118**	**93**	**91**	**-23**	**-2**
Slightly injured	**862**	**749**	**837**	**-3**	**12**
All casualties	**990**	**844**	**930**	**-6**	**10**

2.2 Casualties killed or seriously injured by road user class

2.2.1 Overview

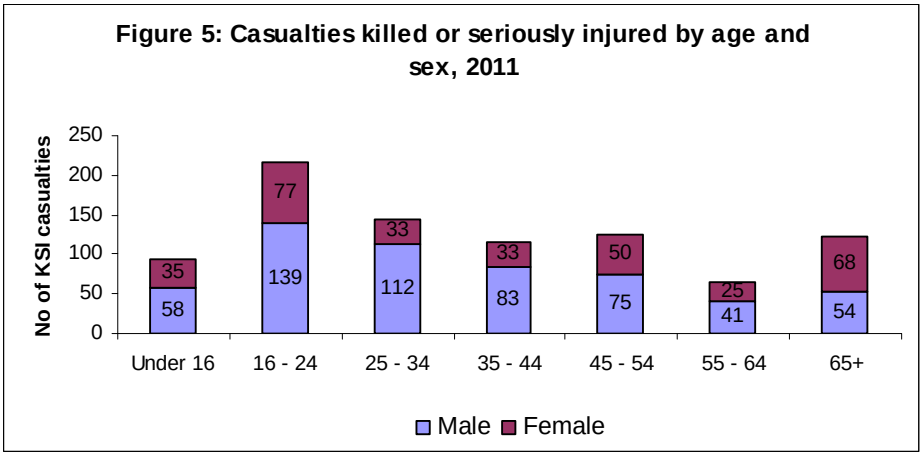
- In 2011 there were 59 fatalities, 825 serious injuries and 7,876 slight injuries resulting from road traffic collisions (Appendix 1: Table 1).

- Most fatalities came from either the 16-24 age group which accounted for almost a third of all road deaths (18, 30.5%). The 65 and over age group had the next largest amount of deaths with approximately a fifth of all road traffic fatalities (12, 20.3%). Males accounted for almost two-thirds (38, 64.4%) of all fatalities in 2011.

- Of the 884 casualties killed or seriously injured in 2011, 563 (63.7%) were male and 321 (36.3%) were female. This is broadly equivalent to the same proportions last year in which 62.6% of KSI casualties were male.

- Over two fifths of those killed or seriously injured were aged between 16 and 34, with 216 (24.4%) from the 16 to 24 and 145 (16.4%) from the 25 to 34 year age groups respectively. Those aged between 55 and 64 had the fewest number of those killed or seriously injured with 66 (7.5%) (Figure 5).

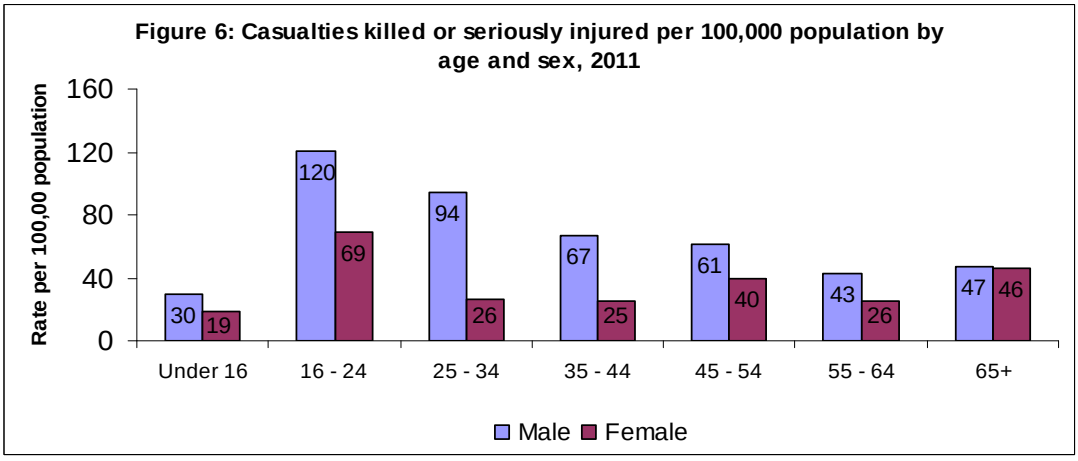
Figure 5: Casualties killed or seriously injured by age and sex, 2011



[1] There was one male with unknown age who is not included in the above table.

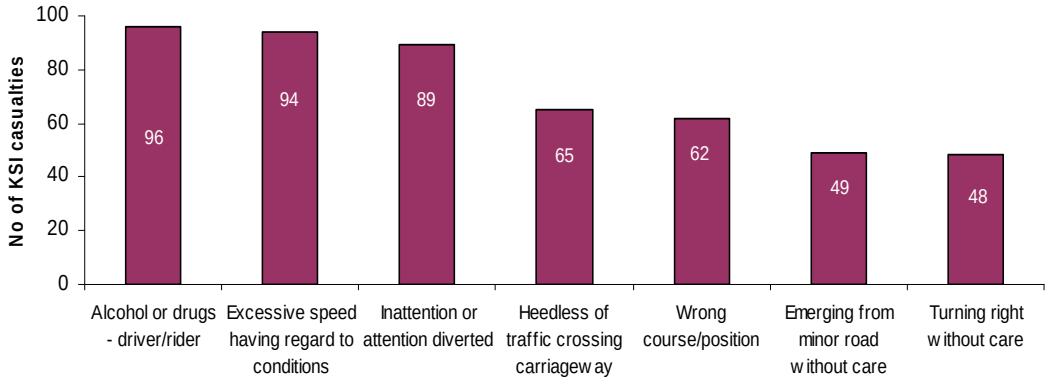
- Males aged 16-24 are the age group most likely to be killed or seriously injured in road traffic collisions. In 2011 the rate per 100,000 population was 120 male KSI casualties aged 16 to 24. This is followed by males aged 25 to 34 which had 94 KSI casualties per 100,000 population. (Figure 6)

Figure 6: Casualties killed or seriously injured per 100,000 population by age and sex, 2011



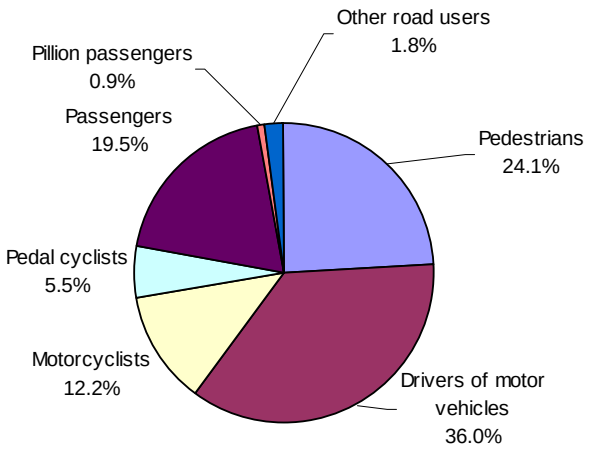
- Figure 7 shows that in fatal and serious collisions, the most common single cause was alcohol or drugs driver/rider resulting in 96 (10.9%) casualties killed or seriously injured. This was closely followed by excessive speed having regard to conditions and inattention or attention diverted which was responsible for 94 (10.6%) and 89 (10.1%) KSI casualties respectively. (Appendix 1: Table 2).

Figure 7: Casualties killed or seriously injured by most common principal causation factor, 2011



- Drivers of motor vehicles were the single largest casualty class accounting for 36.0% of all casualties killed or seriously injured. Pedestrians accounted for 24.1% of killed or seriously injured casualties, followed by passengers (19.5%), motorcyclists (12.2%) and pedal cyclists (5.5%). (Figure 8).

Figure 8: Casualties killed or seriously injured by road user type, 2011



2.2.2 Drivers of motor vehicles

- Almost half (45.9%) of drivers of motor vehicles who were killed or seriously injured were aged between 16 and 34 and almost two thirds (64.1%) of driver KSIs were male (Appendix 1: Table 1).

- Consumption of alcohol or drugs by drivers or riders was the most common single cause of fatal and serious injuries to drivers (14.8%). This was followed by excessive speed having regard to conditions (13.2%), wrong course/position (11.6%) and inattention or attention diverted (11.0%).

2.2.3 Passengers

- Half of all passengers killed or seriously injured were aged between 16 and 34 with most coming from the 16-24 year age group (35.5%). Children (under 16) accounted for 13.9% of passenger KSIs in comparison to 9.4% in 2010. There were more female (54.1%) passengers killed or seriously injured than males.

- Excessive speed having regard to conditions was the most common single cause of passenger KSIs, being responsible for 21.5% of passengers killed or seriously injured. This was followed by consumption of alcohol or drugs by driver or riders (18.0%).

2.2.4 Pedestrians

- Over a quarter of all pedestrians killed or seriously injured came from the 16 to 24 year age group (25.8%). This is followed by the 65 and over (20.1%) and 25 to 34 age groups (18.3%) Most pedestrian KSIs were male (55.9%). (Appendix 1: Table 1).

- Almost a third (30.5%) of all pedestrian KSIs were attributed to a pedestrian being heedless of traffic when crossing a carriageway, 14.1% were due to consumption of alcohol or drugs by pedestrian and inattention had the next largest factor with 7.5%.

2.2.5 Motorcyclists

- Almost a third of all motorcycle casualties came from the 16-24 year age group (32.4%).

- In terms of KSI casualties, approximately half (48.1%) of all KSI motorcycle casualties in 2011 came from the 35 – 54 age group.

- Males accounted for 95.3% of all motorcyclist KSIs in 2011 (Appendix 1: Table 1).

- Turning right without care was the primary reason for 15.7% of motorcyclist KSIs. A further 13.9% of KSI motorcyclist casualties were due to overtaking on offside without care and 10.2% due to inattention or attention diverted.

2.3 The main causes of fatal and serious injuries

2.3.1 Overview

- Consumption of alcohol or drugs by drivers or riders was the most common single cause of fatal and serious injuries, giving rise to 10.9% of KSI casualties, while excessive speed and inattention were responsible for 10.6% and 10.1% 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, 49.5% of KSI casualties in 2011 were due to careless driving (Appendix 1: Table 5).

2.3.2 Excessive speed having regard to conditions

- During 2011, excessive speed having regard to conditions was responsible for 7 deaths and 87 seriously injured casualties (94 KSI casualties). Approximately three fifths (60.6%) of these casualties were male and 43.6% were aged 16 – 24 (Appendix 1: Table 3).

- There were 43.8% of males killed or seriously injured due to excessive speed from the 16 to 24 age group (43.8%). However, this compares proportionately with the number of 16 to 24 year old females killed or seriously injured due to excessive speed (43.2%) (Appendix 1: Table 3).

- Most casualties killed or seriously injured due to excessive speed having regard to conditions were drivers of motor vehicles (44.6%), approximately two fifths were passengers (39.4%) and 9.5% were motorcyclists (Appendix 1: Table 2).

2.3.3 Consumption of alcohol or drugs by drivers/riders

- During 2011, consumption of alcohol or drugs by drivers or riders was responsible for 9 deaths and 87 seriously injured casualties (96 KSI casualties). Over two-fifths (42.7%) of these casualties were aged 16 – 24 and almost three quarters (72.9%) were male (Appendix 1: Table 4).

- Over half of all KSI casualties attributed to the consumption of driver/rider alcohol or drugs were drivers of motor vehicles (52.1%) (Appendix 1: Table 2).

- Passengers accounted for 35.4% casualties killed or seriously injured due to consumption of alcohol or drugs by drivers or riders in 2011 while motorcyclists accounted for 9.4 %. (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 2011, ‘careless driving’ accounted for 23 deaths and 415 seriously injured (438 KSI casualties). Almost one fifth (18.9%) of these casualties were aged 16 to 24 and 63.5% were male (Appendix 1: Table 5).

- Drivers of motor vehicles accounted for two fifths (40.0%) of casualties killed or seriously injured due to careless driving and 57.1% of this group were male.

- Motorcyclist and passengers both accounted for almost a fifth (17.6%) of casualties who were killed or seriously injured due to careless driving while pedestrians accounted for 13.0% (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 2012 Northern Ireland Seat Belt Survey carried out by the Department of the Environment[1], show that a proportion of car occupants still do not wear seat belts. The overall wearing rate in April 2012 stood at 98% (Figure 9).

Figure 9: Northern Ireland Seat Belt Survey: Percentage of car occupants wearing seat belts (DOE) [3]

	April 2010	April 2011	April 2012
Driver	98%	98%	98%
Front Seat Passenger	97%	97%	98%
Rear Seat Passenger	92%	95%	94%
Of which			
Under 1 Year	98%	98%	100%
1-4 years	96%	98%	97%
5-9 years	91%	94%	94%
10-13 years	92%	96%	95%
Overall wearing rate	**97%**	**98%**	**98%**

- During 2011 there were 6,932 casualties who were occupants of cars, cars used as taxis and light goods vehicles. These are vehicles in which seat belts are normally worn. Thirty-three of these casualties were fatally injured of which 9.1% were not wearing a seatbelt. In a further 12.1% of cases it was not known whether a seatbelt was in use (Appendix 1: Table 6).

- The proportion of fatalities not wearing a seatbelt has decreased from 31.3% from the 2004 -2008 average to 9.1% in 2011. (KPI in Road Safety Strategy).

2.4.2 Drivers

- There were 4,361 casualties among drivers of vehicles in which a seat belt is normally worn. Of these 66.1% were wearing a seat belt at the time of the collision, 2.7% were not wearing a seat belt and for the remaining 31.2% 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 2011, 0.6% of driver casualties who were wearing a seatbelt sustained fatal injuries, compared to 2.3% of driver casualties who were not wearing a seat belt. Similarly, 7.3% of driver casualties were killed or seriously injured when wearing a seat belt compared to 12.0% of those not wearing a seat belt.

[1] Northern Ireland Seatbelt Survey Report, April 2012. 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 1,533 front seat passengers were casualties in vehicles in which a seat belt is normally worn of whom 65.0% were wearing a seat belt and 5.6% were not wearing a seat belt.

- Of the front seat passenger casualties wearing a seat belt 6.8% were killed or seriously injured compared to 7.0% of those not wearing a seat belt.

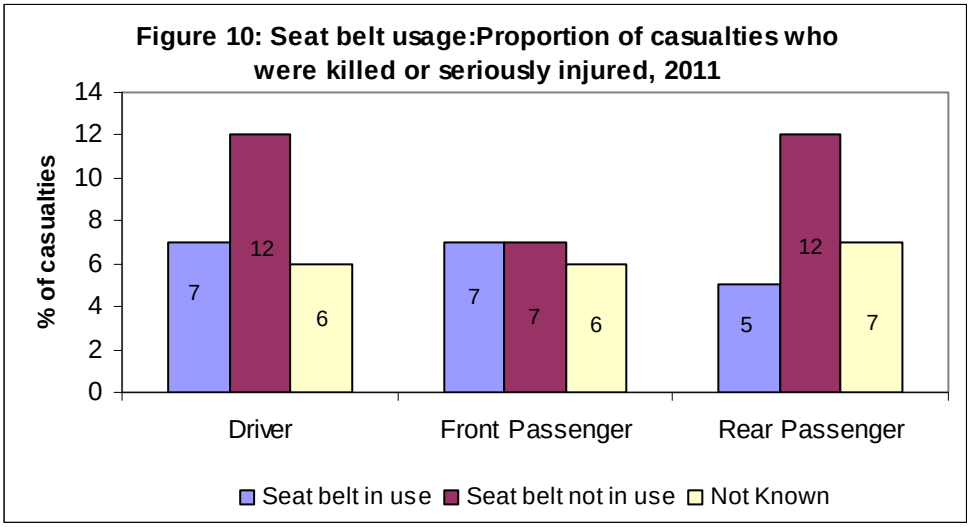
2.4.4 Rear seat passengers

- 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 1,038 rear seat passengers were casualties in vehicles in which a seat belt is normally worn. Of the rear seat passenger casualties 59.1% were wearing a seat belt at the time of the collision and 6.5% were not wearing a seat belt.

- Of those rear seat passengers wearing a seat belt at the time of the collision 4.7% were killed or seriously injured when a seat belt was in use compared with 11.9% of those who were not wearing a seat belt at the time of the collision. (Figure 10)

Figure 10: Seat belt usage:Proportion of casualties who were killed or seriously injured, 2011



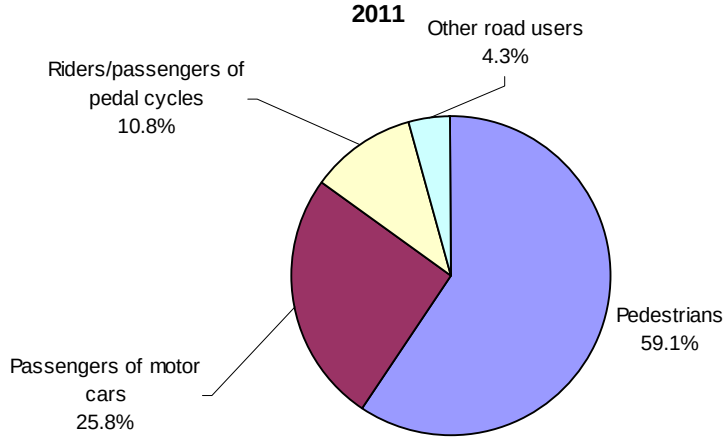
2.5 Child casualties

2.5.1 Overview

- There were 2 fatalities, 91 serious injuries and 837 slight injuries among children (aged under 16) during 2011.

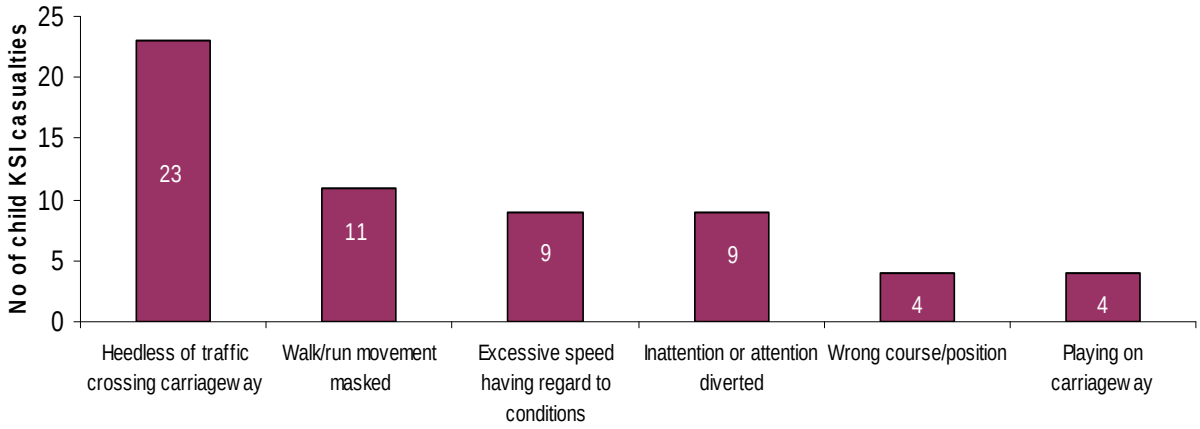
- Figure 11 shows the majority (59.1%) of child casualties killed or seriously injured were pedestrians, 25.8% were passengers of motor cars and 10.8% were riders or passengers of pedal cyclists (Appendix 1: Table 7).

Figure 11: Child casualties killed or seriously injured by road user type, 2011



- The most common cause of fatal or serious injuries among children was heedless of traffic by pedestrians when crossing carriageways (23, 24.7%). (Figure 12)

Figure 12: Child casualties killed or seriously injured by most common principal causation factor, 2011



- Approximately one in ten child casualties were pupils on a journey to or from school at the time of the collision (99 out of 930 casualties). Pedestrians accounted for over two-fifths (44.4%) of this group. This was followed by passengers of motor cars (34.3%) and a further 18.1% were passengers of buses/coaches. (Appendix 1: Table 7).

Section 3 – Injury Road Traffic Collisions

Collisions: Key Facts 2011

- During 2011, 57 fatal collisions, 706 serious collisions and 4,831 slight collisions were recorded.
- There was an 11.8% increase in fatal collisions (from 51 in 2010 to 57 in 2011).
- The number of fatal and serious collisions decreased by 1.8% from 777 in 2010 to 763 in 2011.
- Newry and Mourne Policing Area (60) had the greatest number of fatal and serious injury collisions followed by Lisburn (53), Craigavon (51) and South Belfast (43).
- Collisions on roads with speed limit greater than 40mph accounted for almost two-fifths (38.3%) of all collisions, but over two thirds of all fatal collisions (67.8%).
- Almost three-quarters (73.5%) of fatal and serious injury collisions were primarily attributable to driver / rider behaviour.
- Single vehicle collisions accounted for almost one third of fatal collisions (31.6%).
- Over two thirds (70.6%) of fatal and serious collisions occurred in fine weather.

3.1 Summary of collision figures for 2011 and 2010

	2010	2011	Percentage change (%)
Fatal collisions	51	57	11.7
Serious injury collisions	726	706	-2.8
Slight injury collisions	4,889	4,831	-1.2
Total injury road traffic collisions	**5,666**	**5,594**	**-1.3**
Fatal collisions due to excessive speed having regard to conditions	8	7	-
Serious collisions due to excessive speed having regard to conditions	95	70	-26.3
Slight collisions due to excessive speed having regard to conditions	433	272	-37.2
Total collisions due to excessive speed having regard to conditions	**536**	**349**	**-34.8**
Fatal collisions due to driver/rider alcohol/drugs	10	9	-
Serious collisions due to driver/rider alcohol/drugs	63	68	7.9
Slight collisions due to driver/rider alcohol/drugs	183	196	7.1
Total collisions due to driver/rider alcohol/drugs	**256**	**273**	**6.6**
Fatal collisions due to careless driving	18	22	**-**
Serious collisions due to careless driving	365	348	-4.7
Slight collisions due to careless driving	3,253	3,352	3.0
Total collisions due to careless driving	**3,636**	**3,722**	**2.4**

(See Appendix 1 for detailed tables containing figures for 2011)

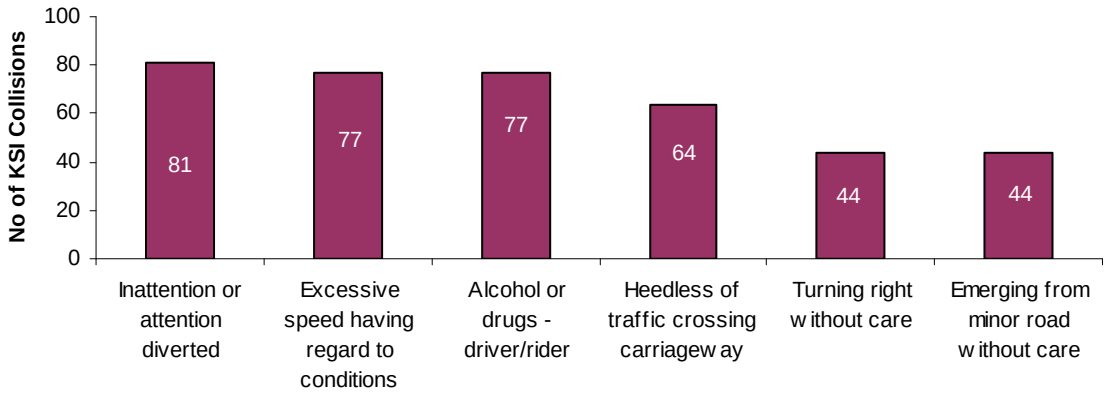
3.2 Main causes of collisions

- There were 5,594 road traffic collisions in 2011 of which 13.6% resulted in a fatal or serious injury. Drivers/riders were deemed responsible for 73.5% of fatal and serious injury collisions.

- Of those fatal and serious injury collisions where driver/rider was deemed responsible almost two thirds (371, 66.1%) were attributed to careless driving. Excessive speed having regard to conditions and consumption of alcohol by driver/rider both accounted for 13.7% with 77 KSI collisions attributed to each.

- The most common single cause of **all** collisions occurring in 2011 was inattention or attention diverted (81, 10.6%) closely followed by excessive speed having regard to conditions and consumption of alcohol by driver or rider (both with 10.1%). (Figure 13, Appendix 1: Table 8).

Figure 13: Main causes of fatal and serious collisions, 2011

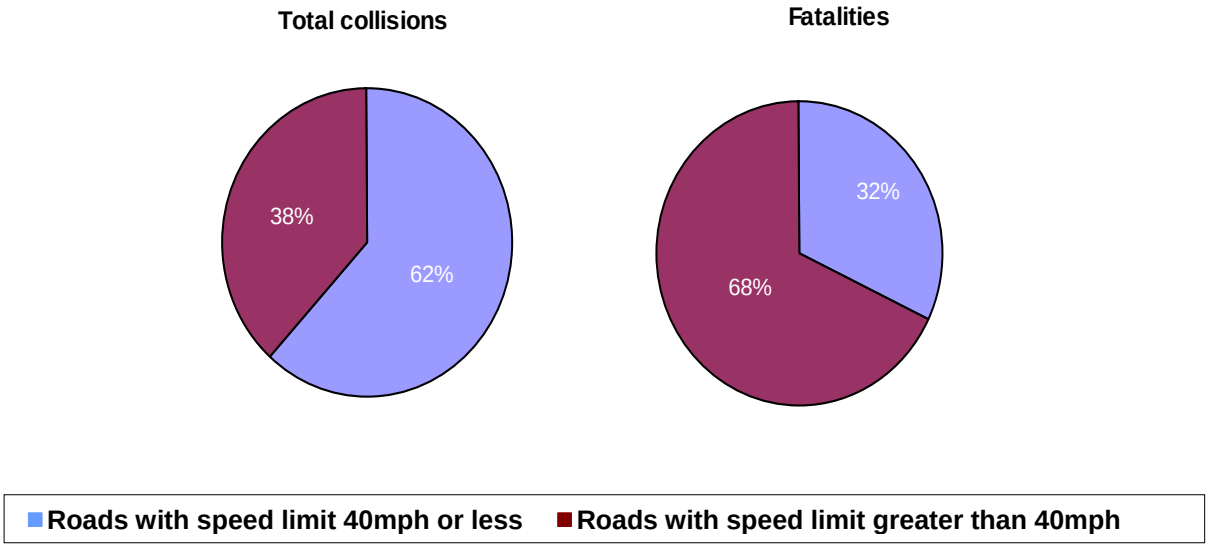


3.3 Where do collisions occur?

- 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 5,594 injury collisions recorded by the police in 2011, 3,454 (61.7%) occurred on roads with a speed limit of 40 mph or less and 2,140 (38.3%) occurred on roads with a speed limit of above 40 mph. The 2,140 collisions on roads with a speed limit of over 40 mph accounted for 41.1% of total casualties and 67.8% of all fatalities in 2011. (Appendix 1: Table 9).

Figure 14: Road traffic collisions and fatalities by speed limit of road, 2011

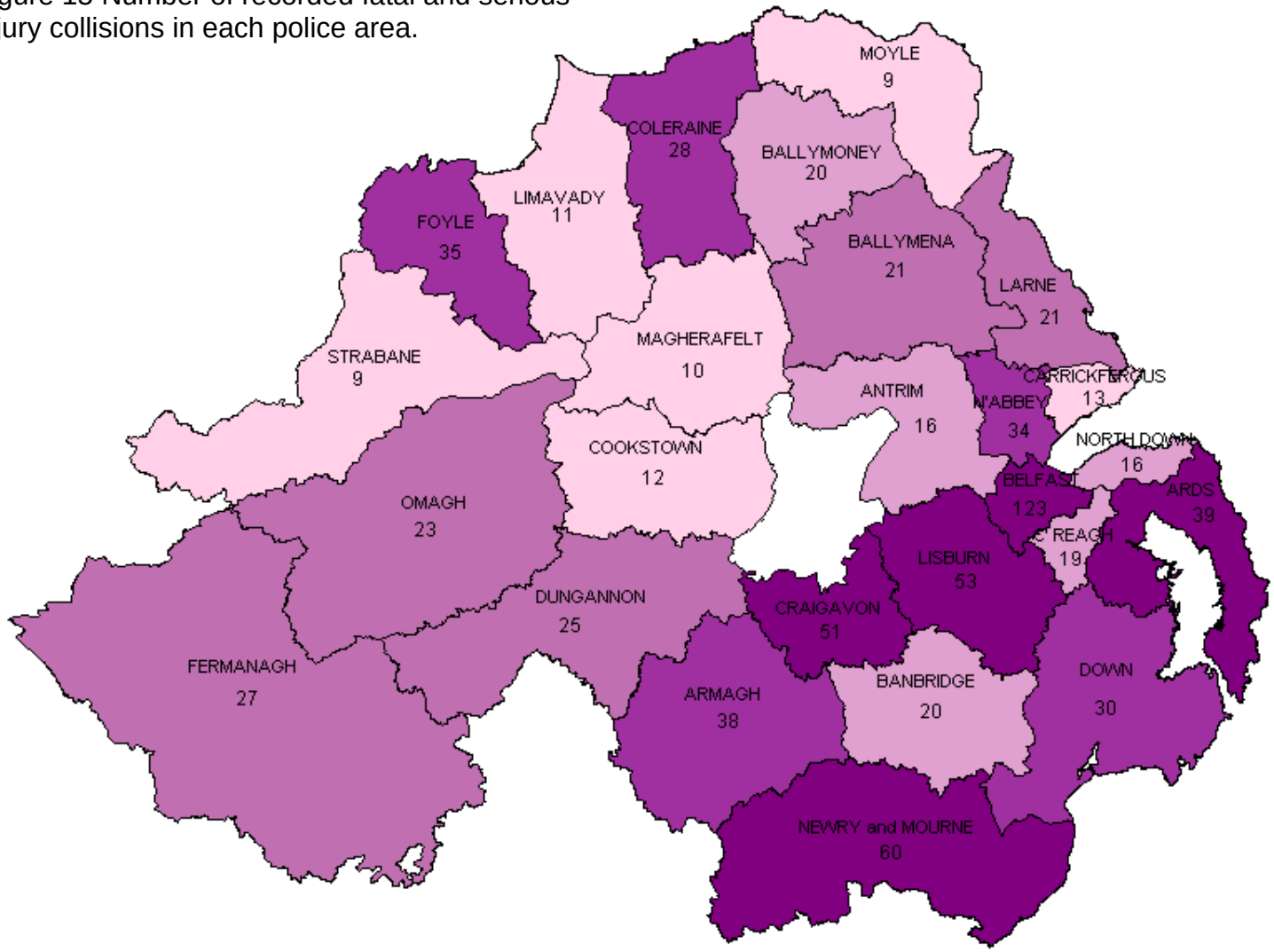


- The number of people killed on rural roads (which can be defined as roads with a speed limit >40mph) was 40 in 2011 (67.8%), which is a slight decrease than the 2004 – 2008 average of 79.4% (KPI in Road Safety Strategy).

- There was 1 child killed in Northern Ireland on a rural road (speed limit >40mph) in 2011. There were 2 children killed on rural roads in 2010.

- Figure 15 illustrates the number of fatal and serious collisions in each Police Area in 2011. Newry and Mourne (60) had the greatest number of fatal and serious collisions, followed by Lisburn (53), Craigavon (51) and South Belfast (43).

Figure 15 Number of recorded fatal and serious injury collisions in each police area.



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 3pm and 4pm (69 collisions, 9.0%).

- 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, 10.2% occurred between 7am and 9am compared to 3.3% on Saturday or Sunday. (Figure 16a, Appendix 1: Table 12a).

- However, at weekends there was a greater tendency for fatal and serious collisions to occur early in the morning with 15.1% of weekend collisions occurring between midnight and 4am compared to 6.2% during the same hours from Monday to Friday (Figure 16b, Appendix 1:Table 12a).

- Of all fatal collisions, 40.4% occurred on a Saturday or Sunday and 32.1% of fatal and serious collisions occurred on Saturday or Sunday.

Figure 16a: Number of weekday fatal and serious collisions by hour, 2011

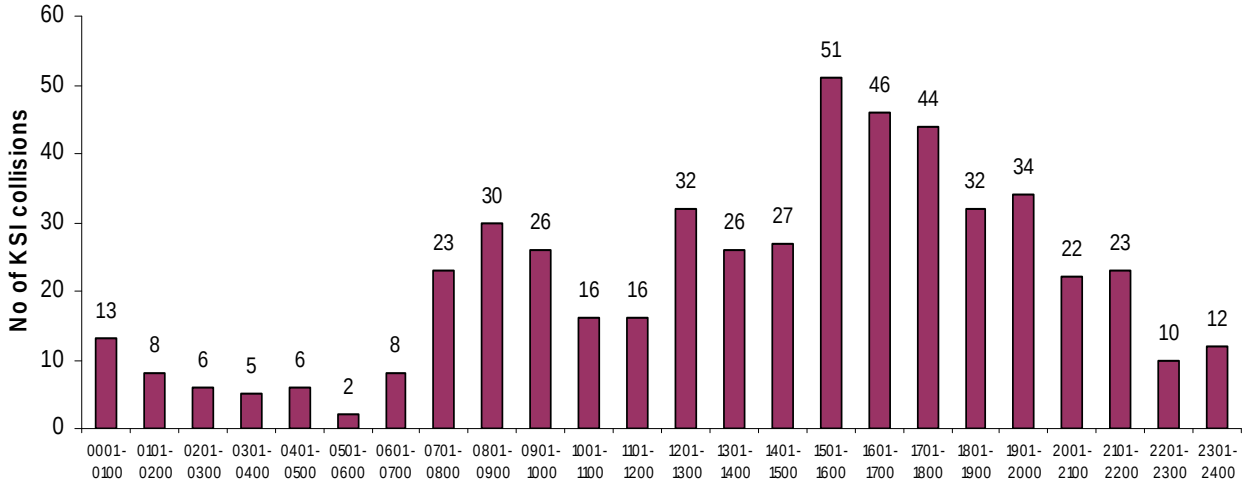
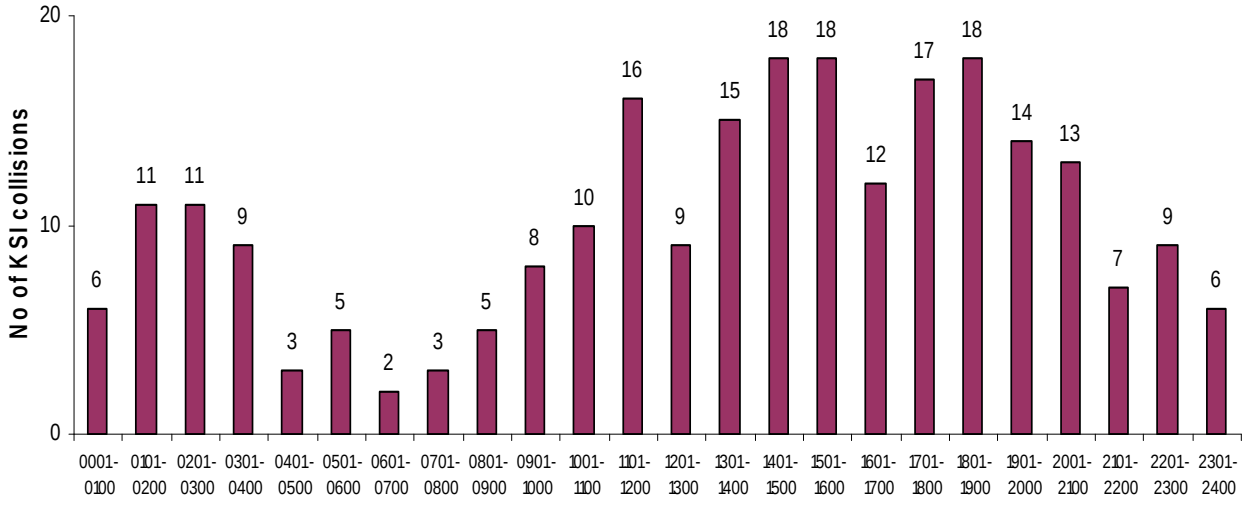


Figure 16b: Number of weekend fatal and serious collisions by hour, 2011



Another way of illustrating the variation in collisions by time of day and day of week is shown in Figure 17 below –

Figure 17: Fatal and serious collisions by time of day, 2011

	Mon	Tue	Wed	Thu	Fri	Sat	Sun
0001 - 0100	3	3	5	2	0	2	4
0101 - 0200	0	2	2	2	2	1	10
0201 - 0300	1	1	2	2	0	6	5
0301 - 0400	2	1	0	1	1	2	7
0401 - 0500	1	3	0	2	0	1	2
0501 - 0600	0	0	0	1	1	1	4
0601 - 0700	6	1	0	0	1	1	1
0701 - 0800	3	6	4	4	6	2	1
0801 - 0900	2	6	7	7	8	3	2
0901 - 1000	5	7	4	5	5	4	4
1001 - 1100	5	2	1	3	5	6	4
1101 - 1200	4	4	4	0	4	8	8
1201 - 1300	4	7	6	9	6	4	5
1301 - 1400	5	5	6	7	3	6	9
1401 - 1500	6	5	8	3	5	11	7
1501 - 1600	10	7	7	8	19	12	6
1601 - 1700	7	7	6	11	15	6	6
1701 - 1800	9	9	7	9	10	8	9
1801 - 1900	4	8	8	5	7	13	5
1901 - 2000	3	8	4	6	13	6	8
2001 - 2100	3	3	4	2	10	10	3
2101 - 2200	5	6	6	2	4	4	3
2201 - 2300	4	1	0	2	3	6	3
2301 - 2400	2	2	3	2	3	6	0
	94	**104**	**94**	**95**	**131**	**129**	**116**

No of KSI Collisions

0-1

2-3

4-5

6-7

8+

- A high proportion of KSI collisions occurred on a Friday between 3 and 9 pm. (9.7%) (Figure 17).

- In terms of collisions involving child KSI casualties, the peak hours were between 3pm and 7pm when almost a half (47.8%) of all fatal and serious collisions involving child casualties took place (Appendix 1: Table12c). Of all fatal and serious collisions involving child KSI casualties 23.3% took place on a Friday.

- May and July were the months in which the greatest proportion of child KSI collisions took place with 10 each (11.1%) (Appendix 1: Table 12d).

3.5 Responsibility for fatal and serious collisions

- In 2011, almost three-quarters (73.5%) of fatal and serious injury road traffic collisions and 75.8% 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 77 collisions. This factor resulted in 7 fatalities and 87 seriously injured casualties.

- Alcohol/drugs – driver/rider was the main cause of 77 fatal and serious collisions, resulting in 9 fatalities and 87 seriously injured casualties.

- Inattention or attention diverted is also a major factor in fatal and serious collisions. It was the primary cause of 81 fatal and serious collisions in 2011. This factor resulted in 6 deaths and 83 seriously injured.

3.5.2 Pedestrians

- Of all fatal and serious collisions in 2011, 18.0% were primarily attributable to pedestrians. Pedestrian heedless of traffic was the principal factor in 46.7% (64) of these collisions and resulted in 3 fatalities and 62 seriously injured casualties.

- Of the 137 KSI collisions in which pedestrians were responsible the consumption of alcohol or drugs by pedestrians accounted for approximately a fifth of these (29, 21.2%) There were 5 deaths and 26 seriously injured as a result of these 29 collisions.

- Walk/run movement masked was the principal factor in a further 15 fatal and serious collisions (10.9%) for which pedestrians were responsible, resulting in 15 persons being seriously injured.

3.5.3 Responsibility for road traffic collisions involving children

- Over half of the 90 fatal and serious collisions involving child KSI casualties were caused by pedestrians (51.1%). The most common cause of these collisions was pedestrians heedless of traffic crossing carriageway followed by walk/run movement masked.

- Behaviour of drivers / riders accounted for 47.8% of fatal and serious collisions involving child KSI casualties. The most common causes of these were excessive speed having regard to conditions (20.9%) and inattention or attention diverted (18.6%).

3.5.4 Driving Licence type

- In total, there were 1,149 drivers of motor vehicles involved in fatal and serious collisions during 2011. (Figure 18)

- The vast majority of these drivers (958, 83.4%) had an unrestricted driving licence. Of these, 44.4% were deemed responsible for the fatal or serious collision they were involved in.

- Of the 26 drivers with an L driver licence involved in a fatal and serious collision 16 (61.5%) were deemed responsible for the collision. For R drivers involved in fatal and serious collisions 73.5% were deemed responsible for the collision.

- Of the 39 drivers without a licence involved in a fatal and serious collision, 33 (84.6%) were deemed responsible for the collision.

Figure 18: Number of driver/riders of motor vehicles involved in fatal and serious collisions by driver licence type and responsibility, 2011

	Unknown		L Driver		R Driver		Unrestricted		No licence		Other		Total	
	N	%	N	%	N	%	N	%	N	%	N	%	N	%
Driver/rider not responsible for collision	27	41.5%	10	38.5%	9	26.5%	533	55.6%	6	15.4%	9	33.3%	594	51.7%
Driver/rider responsible for collision	38	58.5%	16	61.5%	25	73.5%	425	44.4%	33	84.6%	18	66.7%	555	48.3%
Total	65	100%	26	100%	34	100%	958	100%	39	100%	27	100%	1149	100%

3.6 Type of vehicles involved in injury road traffic collisions

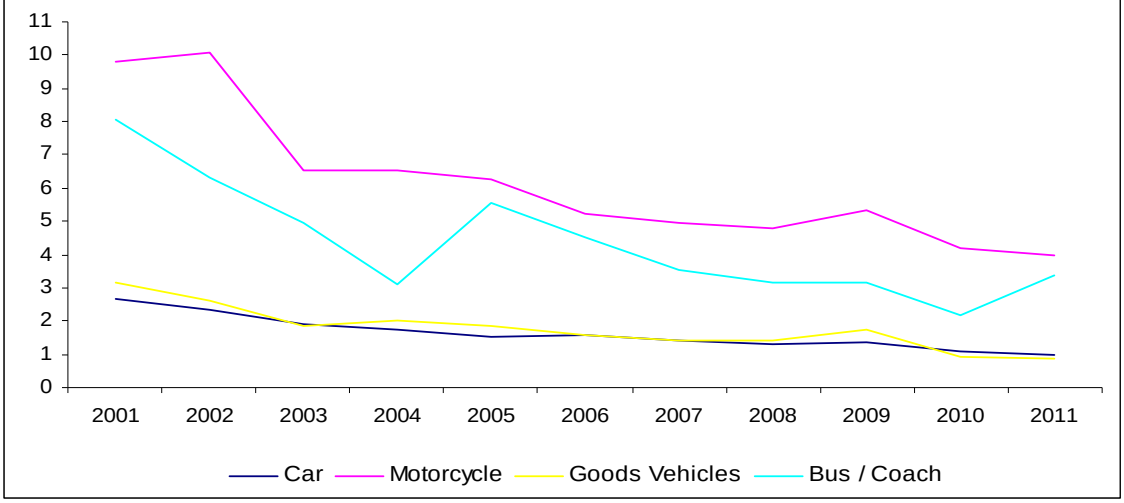
When looking at types of vehicles involved, cars formed the largest group with 8,392 (83.0%) involved in injury road traffic collisions. This was followed by goods vehicles 727 (7.2%), motorcycles 370 (3.7%) and buses/coaches 193 (1.9%). When the collision rate per 1,000 licensed vehicles[2] is used it emerges that buses/coaches (32 per 1,000) have the highest collision rate followed by hackney taxis (15 per 1,000). (Figure 19).

Figure 19: Number of vehicles involved in injury road traffic collisions: 2011

	Fatal Collision	Serious Collision	Slight Collision	Total	% share	Collision rate per 1,000 licensed vehicles
Motorcycle	9	110	251	370	3.7	12
Hackney taxi	0	0	11	11	0.1	15
Car	64	807	7521	8392	83.0	10
Goods Vehicles	12	94	621	727	7.2	6
Buses / coaches	2	18	173	193	1.9	32
Agricultural Vehicles	1	18	51	70	0.7	3
Other/Unknown Vehicles	4	63	277	344	3.4	----
Total	92	1110	8905	10107	100	----

- The KSI collision rate per 1,000 licensed vehicles is highest for motorcycles at 4 per 1,000 licensed vehicles in 2011. 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. (Figure 20)

Figure 20: KSI collision rate per 1,000 vehicles licensed



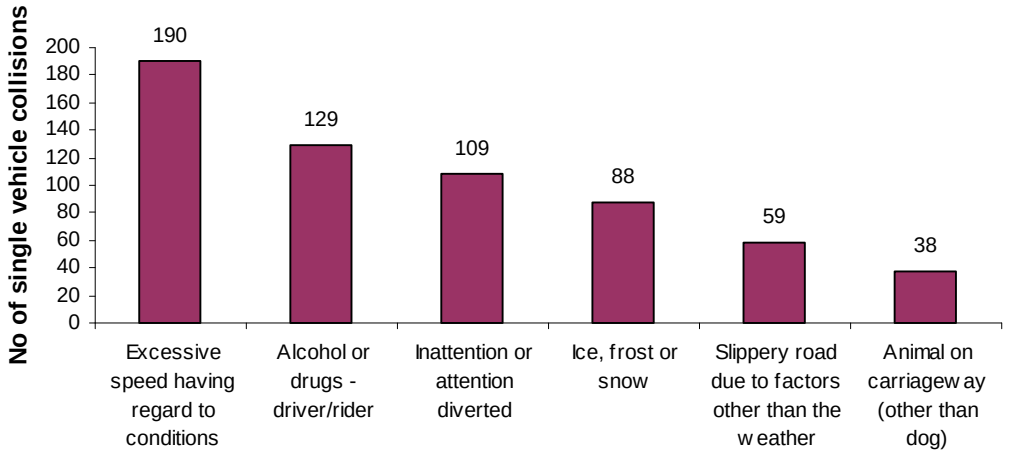
[2] Northern Ireland Transport Statistics Annual 2010-11 publication: Table 1.7 Vehicles licensed currently licensed by body type: 2006-2010 (using 2010 figures)

3.7 Single vehicle collisions

- During 2011, there were 897 single vehicle collisions accounting for 16.0% of all collisions. The proportion of single vehicle collisions was noticeably higher among fatal (31.6%) and serious collisions (24.3%) compared with slight injury collisions (14.6%) (Appendix 1: Table 13).

- The most common causation factor for all single vehicle collisions occurring during 2011 was excessive speed having regard to conditions (190, 21.2%), followed by consumption of alcohol or drugs by drivers or riders (129, 14.4%) and inattention or attention diverted (109, 12.2%). (Figure 21)

Figure 21: Number of single vehicle collisions by most common causation factor, 2011



3.8 Road and weather conditions

- In 2011, as in previous years, the majority (70.6%) of fatal and serious injury road traffic collisions occurred when the weather was fine while 15.9% occurred when it was raining. Only a small proportion (2.5%) of fatal and serious collisions occurred when there was frost or ice on the road surface. (Appendix 1: Table 14).

Appendix 1
Detailed tables – 2011

Table 1 Police recorded injury road traffic collision casualties by age, sex, road user type and severity: 2011

	Male				Female				All			
	Killed	Seriously injured	Slightly injured	Total	Killed	Seriously injured	Slightly injured	Total	Killed	Seriously injured	Slightly injured	Total
Pedestrians												
Under 16	0	32	111	143	0	23	72	95	0	55	183	238
16 - 24	2	24	76	102	1	12	40	53	3	36	116	155
25 - 34	0	19	44	63	0	6	36	42	0	25	80	105
35 - 44	1	4	44	49	0	10	26	36	1	14	70	85
45 - 54	1	12	39	52	0	9	36	45	1	21	75	97
55 - 64	1	7	21	29	2	4	24	30	3	11	45	59
65+	1	15	20	36	4	23	27	54	5	38	47	90
Unknown	0	0	3	3	0	0	2	2	0	0	5	5
Total	6	113	358	477	7	87	263	357	13	200	621	834
Drivers of motor vehicles												
Under 16	0	0	1	1	0	0	0	0	0	0	1	1
16 - 24	6	47	508	561	2	24	499	525	8	71	1007	1086
25 - 34	3	47	450	500	1	16	490	507	4	63	940	1007
35 - 44	2	29	436	467	1	10	446	457	3	39	882	924
45 - 54	1	22	395	418	1	29	286	316	2	51	681	734
55 - 64	3	17	188	208	0	9	155	164	3	26	343	372
65+	2	25	165	192	1	20	119	140	3	45	284	332
Unknown	0	0	6	6	0	0	0	0	0	0	6	6
Total	17	187	2149	2353	6	108	1995	2109	23	295	4144	4462
Motorcyclists												
Under 16	0	0	3	3	0	0	0	0	0	0	3	3
16 - 24	3	20	85	108	0	3	1	4	3	23	86	112
25 - 34	0	17	41	58	0	1	4	5	0	18	45	63
35 - 44	1	27	37	65	0	0	3	3	1	27	40	68
45 - 54	2	21	42	65	0	1	3	4	2	22	45	69
55 - 64	0	7	13	20	0	0	2	2	0	7	15	22

Motorcyclists	0	4	3	7	0	0	1	1	0	4	4	8
65+	0	1	0	1	0	0	0	0	0	1	0	1
Total	6	97	224	327	0	5	14	19	6	102	238	346
Pedal cyclists												
Under 16	0	9	45	54	0	1	10	11	0	10	55	65
16 - 24	0	7	28	35	0	1	8	9	0	8	36	44
25 - 34	0	7	31	38	1	1	8	10	1	8	39	48
35 - 44	0	9	30	39	0	1	6	7	0	10	36	46
45 - 54	0	6	24	30	0	0	3	3	0	6	27	33
55 - 64	1	3	6	10	0	1	2	3	1	4	8	13
65+	0	0	4	4	0	1	0	1	0	1	4	5
Unknown	0	0	1	1	0	0	0	0	0	0	1	1
Total	1	41	169	211	1	6	37	44	2	47	206	255
Passengers												
Under 16	0	13	268	281	1	10	322	333	1	23	590	614
16 - 24	2	26	372	400	2	31	362	395	4	57	734	795
25 - 34	0	18	233	251	0	7	230	237	0	25	463	488
35 - 44	0	7	119	126	1	8	160	169	1	15	279	295
45 - 54	1	8	72	81	0	6	142	148	1	14	214	229
55 - 64	0	0	36	36	1	8	109	118	1	8	145	154
65+	1	3	25	29	2	16	144	162	3	19	169	191
Unknown	0	0	9	9	0	0	12	12	0	0	21	21
Total	4	75	1134	1213	7	86	1481	1574	11	161	2615	2787
Pillion passengers												
Under 16	1	1	0	2	0	0	0	0	1	1	0	2
16 - 24	0	1	4	5	0	0	0	0	0	1	4	5
25 - 34	0	0	2	2	0	0	1	1	0	0	3	3
35 - 44	0	0	0	0	0	1	0	1	0	1	0	1
45 - 54	0	0	0	0	0	3	0	3	0	3	0	3
55 - 64	0	0	0	0	0	0	0	0	0	0	0	0
65+	0	0	0	0	0	1	0	1	0	1	0	1
Total	1	2	6	9	0	5	1	6	1	7	7	15

Other road users												
Under 16	0	2	3	5	0	0	2	2	0	2	5	7
16 - 24	0	1	4	5	0	1	1	2	0	2	5	7
25 - 34	0	1	2	3	0	0	1	1	0	1	3	4
35 - 44	0	3	8	11	0	1	2	3	0	4	10	14
45 - 54	1	0	10	11	0	1	2	3	1	1	12	14
55 - 64	1	1	8	10	0	0	0	0	1	1	8	10
65+	1	2	2	5	0	0	0	0	1	2	2	5
Total	3	10	37	50	0	3	8	11	3	13	45	61
All road users												
Under 16	1	57	431	489	1	34	406	441	2	91	837	930
16 - 24	13	126	1077	1216	5	72	911	988	18	198	1988	2204
25 - 34	3	109	803	915	2	31	770	803	5	140	1573	1718
35 - 44	4	79	674	757	2	31	643	676	6	110	1317	1433
45 - 54	6	69	582	657	1	49	472	522	7	118	1054	1179
55 - 64	6	35	272	313	3	22	292	317	9	57	564	630
65+	5	49	219	273	7	61	291	359	12	110	510	632
Unknown	0	1	19	20	0	0	14	14	0	1	33	34
Total	38	525	4077	4640	21	300	3799	4120	59	825	7876	8760

Table 2 Police recorded injury road traffic collision casualties who were killed or seriously injured, by combined causation factor: 2011

	Alcohol or Drugs - Driver/Rider	Excessive Speed having regard to conditions	Careless Driving	Alcohol or Drugs - Pedestrian	Other Pedestrian Fault	Other Factors	Total
Pedestrians	*	*	57	30	110	14	213
Drivers of motor vehicles	50	*	175	*	0	51	318
Motorcyclists	*	9	77	*	0	12	108
Pedal cyclists	*	*	39	*	0	7	49
Passengers	34	37	77	0	0	24	172
Pillion passengers	0	*	6	*	0	0	8
Other road users	0	*	7	*	0	7	16
Total	96	94	438	31	110	115	884

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

Table 3 Police recorded injury road traffic collision casualties attributable to excessive speed having regard to conditions: 2011

	Male			Female			All		
	KSI	Slight	Total	KSI	Slight	Total	KSI	Slight	Total
Under 16	*	*	37	*	*	33	9	61	70
16 - 24	25	128	153	16	70	86	41	198	239
25 - 34	8	58	66	6	51	57	14	109	123
35 - 44	*	*	31	*	*	33	9	55	64
45 - 54	5	35	40	5	20	25	10	55	65
55+	5	22	27	6	27	33	11	49	60
Unknown	0	0	0	0	2	2	0	2	2
Total	57	297	354	37	232	269	94	529	623

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

Table 4 Police recorded injury road traffic collision casualties attributable to alcohol/drugs - driver/rider: 2011

	Male			Female			All		
	KSI	Slight	Total	KSI	Slight	Total	KSI	Slight	Total
Under 16	*	*	8	*	*	16	*	*	24
16 - 24	27	81	108	14	38	52	41	119	160
25 - 34	25	58	83	2	25	27	27	83	110
35 - 44	*	*	46	*	*	22	8	60	68
45 - 54	*	*	37	*	*	15	9	43	52
55+	*	*	17	*	*	17	7	27	34
Unknown	1	4	5	0	0	0	1	4	5
Total	70	234	304	26	123	149	96	357	453

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

Table 5 Police recorded injury road traffic collision casualties attributable to 'careless driving': 2011

	Male			Female			All		
	KSI	Slight	Total	KSI	Slight	Total	KSI	Slight	Total
Under 16	21	255	276	9	282	291	30	537	567
16 - 24	53	663	716	30	640	670	83	1303	1386
25 - 34	54	541	595	17	587	604	71	1128	1199
35 - 44	51	467	518	21	505	526	72	972	1044
45 - 54	44	422	466	30	370	400	74	792	866
55 - 64	22	214	236	15	227	242	37	441	478
65+	33	157	190	38	227	265	71	384	455
Unknown	0	10	10	0	10	10	0	20	20
Total	278	2729	3007	160	2848	3008	438	5577	6015

Table 6 Police recorded injury road traffic collision casualties by severity, road user type and seat belt usage: 2011

	Killed	Seriously injured	Slightly injured	Total
Driver				
Seat belt in use	17	194	2673	2884
Seat belt not in use	3	11	103	117
Not known	2	86	1272	1360
Total	22	291	4048	4361
Passenger				
Seat belt in use	9	88	1514	1611
Seat belt not in use	0	14	139	153
Not known	2	49	756	807
Total	11	151	2409	2571

Table 7 Police recorded injury road traffic collision child casualties: 2011

	Pupil on journey to/from school	Other	Total
Pedestrians			
Killed	0	0	0
Seriously injured	9	46	55
Slightly injured	35	148	183
Total	44	194	238
Passengers of motor cars			
Killed	0	1	1
Seriously injured	0	23	23
Slightly injured	34	508	542
Total	34	532	566
Passengers of PCVs			
Seriously injured	18	16	34
Total	18	16	34
Riders/Passengers of Pedal Cycles			
Seriously injured	0	10	10
Slightly injured	2	53	55
Total	2	63	65
Other road users			
Killed	0	1	1
Seriously injured	0	3	3
Slightly injured	1	22	23
Total	1	26	27
All road users			
Killed	0	2	2
Seriously injured	9	82	91
Slightly injured	90	747	837
Total	99	831	930

Table 8 Police recorded injury road traffic collisions and casualties by principal causation factor: 2011

	KSI Collision	Slight Collision	Total	KSI	Slightly injured	Total
Driver/Rider Fault						
Alcohol or drugs - driver/rider	77	196	273	96	357	453
Excessive speed having regard to conditions	77	272	349	94	529	623
Careless driving	371	3360	3731	439	5586	6025
Other driver rider fault	36	135	171	41	276	317
Total	561	3963	4524	670	6748	7418
Driver/Rider Fault	561	3963	4524	670	6748	7418
Passenger Fault	5	27	32	5	30	35
Pedestrian Fault	137	347	484	141	374	515
Vehicle Defects	10	58	68	10	92	102
Obstructions	5	19	24	5	26	31
Physical/Road	14	139	153	19	203	222
Weather	21	217	238	23	316	339
Miscellaneous	10	61	71	11	87	98
Total	763	4831	5594	884	7876	8760

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

Table 9 Police recorded injury road traffic collisions and casualties by speed limit of road and principal causation factor: 2011

	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	28	121	149	35	222	257
Excessive speed having regard to conditions	9	78	87	10	141	151
Careless driving	190	2303	2493	206	3633	3839
Other driver rider fault	22	78	100	25	178	203
Total	249	2580	2829	276	4174	4450
Passenger Fault	4	24	28	4	26	30
Pedestrian Fault	124	327	451	128	350	478
Vehicle Defects	7	33	40	7	54	61
Obstructions	*	*	9	*	*	11
Physical/Road	*	*	25	*	*	38
Weather	*	*	56	*	*	77
Miscellaneous	4	12	16	4	13	17
Total	394	3060	3454	425	4737	5162
Roads with speed limit > 40mph						
Driver/Rider Fault						
Alcohol or drugs - driver/rider	49	75	124	61	135	196
Excessive speed having regard to conditions	68	194	262	84	388	472
Careless driving	181	1057	1238	233	1953	2186
Other driver rider fault	14	57	71	16	98	114
Total	312	1383	1695	394	2574	2968
Passenger Fault	*	*	4	*	*	5
Pedestrian Fault	13	20	33	13	24	37
Vehicle Defects	*	*	28	*	*	41
Obstructions	4	11	15	4	16	20
Physical/Road	12	116	128	17	167	184
Weather	18	164	182	20	242	262
Miscellaneous	6	49	55	7	74	81
Total	369	1771	2140	459	3139	3598

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

Table 10 Police recorded injury road traffic collision casualties by speed limit of road and road user type: 2011

	Killed	Seriously injured	Slightly injured	Total
Roads with speed limit 40mph or less				
Pedestrians	7	185	565	757
Drivers of motor vehicles	3	79	2221	2303
Motorcyclists	3	54	171	228
Pedal cyclists	2	35	172	209
Passengers	3	46	1584	1633
Pillion passengers	1	4	5	10
Other road users	0	3	19	22
Total	19	406	4737	5162
Roads with speed limit >40mph				
Pedestrians	6	15	56	77
Drivers of motor vehicles	20	216	1923	2159
Motorcyclists	3	48	67	118
Pedal cyclists	0	12	34	46
Passengers	8	115	1031	1154
Pillion passengers	0	3	2	5
Other road users	3	10	26	39
Total	40	419	3139	3598
All roads				
Pedestrians	13	200	621	834
Drivers of motor vehicles	23	295	4144	4462
Motorcyclists	6	102	238	346
Pedal cyclists	2	47	206	255
Passengers	11	161	2615	2787
Pillion passengers	1	7	7	15
Other road users	3	13	45	61
Total	59	825	7876	8760

Table 11 Number of Police recorded injury road traffic collisions and casualties by District and Area: 2011

	Fatal Collision	Serious Collision	Slight Collision	Total	Killed	Seriously injured	Slightly injured	Total
A District								
North Belfast	2	27	295	324	2	31	486	519
West Belfast	0	20	236	256	0	20	441	461
Total	2	47	531	580	2	51	927	980
B District								
East Belfast	2	29	234	265	2	31	405	438
South Belfast	1	42	375	418	1	47	570	618
Total	3	71	609	683	3	78	975	1056
C District								
Ards	2	37	209	248	2	40	354	396
Castlereagh	1	18	169	188	1	20	250	271
Down	3	27	161	191	3	34	276	313
North Down	0	16	202	218	0	17	294	311
Total	6	98	741	845	6	111	1174	1291
D District								
Antrim	4	12	152	168	4	16	283	303
Carrickfergus	1	12	77	90	1	12	112	125
Lisburn	2	51	355	408	2	58	579	639
Newtownabbey	4	30	250	284	4	32	390	426
Total	11	105	834	950	11	118	1364	1493
E District								
Armagh	3	35	139	177	3	48	232	283
Banbridge	0	20	98	118	0	23	154	177
Craigavon	4	47	228	279	4	57	367	428
Newry and Mourne	4	56	212	272	5	61	334	400
Total	11	158	677	846	12	189	1087	1288
F District								
Cookstown	1	11	80	92	1	13	139	153
Dungannon & S Tyrone	3	22	140	165	3	26	234	263
Fermanagh	1	26	155	182	1	30	235	266
Omagh	5	18	126	149	6	26	215	247
Total	10	77	501	588	11	95	823	929
G District								
Foyle	5	30	272	307	5	37	448	490
Limavady	1	10	72	83	1	13	136	150
Magherafelt	2	8	90	100	2	9	146	157
Strabane	0	9	62	71	0	13	115	128
Total	8	57	496	561	8	72	845	925
H District								
Ballymena	1	20	143	164	1	26	224	251
Ballymoney	2	18	55	75	2	20	93	115
Coleraine	1	27	142	170	1	33	212	246
Larne	1	20	75	96	1	24	110	135
Moyle	1	8	27	36	1	8	42	51
Total	6	93	442	541	6	111	681	798
NI Total	57	706	4831	5594	59	825	7876	8760

Table 11a Number of Police recorded injury road traffic collisions involving child casualties by District and Area: 2011

	Fatal Collision	Serious Collision	Slight Collision	Total	Killed	Seriously injured	Slightly injured	Total
A District								
North Belfast	1	7	52	60	1	8	55	64
West Belfast	0	3	38	41	0	3	46	49
Total	1	10	90	101	1	11	101	113
B District								
East Belfast	0	4	36	40	0	4	50	54
South Belfast	0	2	32	34	0	2	45	47
Total	0	6	68	74	0	6	95	101
C District								
Ards	0	3	34	37	0	3	41	44
Castlereagh	0	3	23	26	0	3	32	35
Down	0	3	21	24	0	4	26	30
North Down	0	3	19	22	0	3	21	24
Total	0	12	97	109	0	13	120	133
D District								
Antrim	0	0	19	19	0	0	31	31
Carrickfergus	0	1	11	12	0	1	11	12
Lisburn	0	6	41	47	0	6	57	63
Newtownabbey	0	5	34	39	0	5	40	45
Total	0	12	105	117	0	12	139	151
E District								
Armagh	0	5	20	25	0	6	24	30
Banbridge	0	2	11	13	0	2	23	25
Craigavon	0	8	41	49	0	8	52	60
Newry and Mourne	0	5	18	23	0	5	20	25
Total	0	20	90	110	0	21	119	140
F District								
Cookstown	0	0	11	11	0	0	18	18
Dungannon & S Tyrone	0	3	18	21	0	3	23	26
Fermanagh	0	2	15	17	0	2	27	29
Omagh	1	2	14	17	1	2	23	26
Total	1	7	58	66	1	7	91	99
G District								
Foyle	0	5	41	46	0	5	50	55
Limavady	0	2	15	17	0	2	23	25
Magherafelt	0	0	12	12	0	0	15	15
Strabane	0	1	4	5	0	1	6	7
Total	0	8	72	80	0	8	94	102
H District								
Ballymena	0	6	17	23	0	6	23	29
Ballymoney	0	2	13	15	0	2	13	15
Coleraine	0	4	22	26	0	4	27	31
Larne	0	1	9	10	0	1	11	12
Moyle	0	0	4	4	0	0	4	4
Total	0	13	65	78	0	13	78	91
NI Total	2	88	645	735	2	91	837	930

Table 12a Police recorded fatal and serious injury road traffic collisions by time of day and day of week: 2011

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Total
0001 - 0100	3	3	5	2	0	2	4	19
0101 - 0200	0	2	2	2	2	1	10	19
0201 - 0300	1	1	2	2	0	6	5	17
0301 - 0400	2	1	0	1	1	2	7	14
0401 - 0500	1	3	0	2	0	1	2	9
0501 - 0600	0	0	0	1	1	1	4	7
0601 - 0700	6	1	0	0	1	1	1	10
0701 - 0800	3	6	4	4	6	2	1	26
0801 - 0900	2	6	7	7	8	3	2	35
0901 - 1000	5	7	4	5	5	4	4	34
1001 - 1100	5	2	1	3	5	6	4	26
1101 - 1200	4	4	4	0	4	8	8	32
1201 - 1300	4	7	6	9	6	4	5	41
1301 - 1400	5	5	6	7	3	6	9	41
1401 - 1500	6	5	8	3	5	11	7	45
1501 - 1600	10	7	7	8	19	12	6	69
1601 - 1700	7	7	6	11	15	6	6	58
1701 - 1800	9	9	7	9	10	8	9	61
1801 - 1900	4	8	8	5	7	13	5	50
1901 - 2000	3	8	4	6	13	6	8	48
2001 - 2100	3	3	4	2	10	10	3	35
2101 - 2200	5	6	6	2	4	4	3	30
2201 - 2300	4	1	0	2	3	6	3	19
2301 - 2400	2	2	3	2	3	6	0	18
Total	94	104	94	95	131	129	116	763

Table 12b Police recorded fatal and serious injury road traffic collisions by month of year and day of week: 2011

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Total
January	8	14	7	5	9	17	10	70
February	9	5	10	2	6	12	9	53
March	5	6	15	13	6	7	8	60
April	6	7	6	8	13	11	9	60
May	5	7	6	8	17	9	20	72
June	3	5	7	12	18	11	6	62
July	6	11	2	4	16	16	12	67
August	13	10	9	4	9	10	9	64
September	7	9	10	8	11	8	9	62
October	10	4	10	9	16	10	9	68
November	13	18	6	11	3	11	6	68
December	9	8	6	11	7	7	9	57
Total	94	104	94	95	131	129	116	763

Table 12c Police recorded fatal and serious road traffic injury collisions involving child KSI casualties by time of day and day of week: 2011

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Total
0201 - 0300	0	0	0	0	0	1	1	2
0701 - 0800	0	0	0	1	0	0	0	1
0801 - 0900	1	0	0	1	0	0	1	3
1001 - 1100	0	0	0	1	0	0	0	1
1101 - 1200	0	0	0	0	1	1	0	2
1201 - 1300	0	3	1	0	0	0	1	5
1301 - 1400	1	1	1	1	1	0	0	5
1401 - 1500	1	0	1	0	0	1	3	6
1501 - 1600	3	2	1	1	4	1	1	13
1601 - 1700	0	2	1	0	4	0	1	8
1701 - 1800	0	1	1	1	2	2	2	9
1801 - 1900	2	1	2	2	2	3	1	13
1901 - 2000	0	2	0	1	3	1	2	9
2001 - 2100	0	1	0	1	2	2	0	6
2101 - 2200	0	0	0	1	1	0	3	5
2301 - 2400	1	0	0	0	1	0	0	2
Total	9	13	8	11	21	12	16	90

Table 12d Police recorded fatal and serious injury road traffic collisions involving child KSI casualties by month of year and day of week: 2011

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Total
January	2	2	0	1	1	1	1	8
February	2	2	2	0	0	2	1	9
March	1	2	1	1	0	1	0	6
April	0	1	1	0	3	0	1	6
May	0	0	0	1	4	0	5	10
June	0	1	0	0	3	2	1	7
July	0	1	0	1	4	3	1	10
August	2	2	0	1	1	1	1	8
September	0	1	1	2	2	1	1	8
October	1	0	0	0	3	0	2	6
November	1	1	2	4	0	0	1	9
December	0	0	1	0	0	1	1	3
Total	9	13	8	11	21	12	16	90

Table 13 Police recorded injury road traffic single vehicle collisions by causation factor: 2011

	KSI Collision	Slight Collision	Total
Driver/Rider Fault			
Alcohol or drugs - driver/rider	48	81	129
Excessive speed having regard to conditions	52	138	190
Careless driving	33	130	163
Other driver rider fault	15	49	64
Total	148	398	546
Passenger Fault	5	25	30
Pedestrian Fault	*	*	1
Vehicle Defects	7	12	19
Obstructions	*	*	12
Physical/Road	10	99	109
Weather	11	116	127
Miscellaneous	6	47	53
Total	190	707	897

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

Table 14 Weather / road surface conditions during police recorded fatal and serious injury collisions: 2011

	Dry	Wet/damp	Snow	Frost/ice	Flood (surface water 1"+)	Oil	Mud	Slippery (after dry spell)	Other road conditions	Total
Fine (without high wind)	417	87	0	6	3	1	1	3	4	522
Rain (without high wind)	0	104	0	0	0	1	1	3	1	110
Snow (without high wind)	0	0	2	2	0	0	0	0	0	4
Fine (with high wind)	9	7	0	0	0	0	1	0	0	17
Rain (with high wind)	0	11	0	0	0	0	0	0	0	11
Snow (with high wind)	0	1	1	0	0	0	0	0	0	2
Fog or mist - if hazard	0	2	0	1	0	0	0	0	0	3
Strong sun (glaring)	10	3	0	1	0	0	0	0	0	14
Other	0	6	0	8	0	0	0	0	0	14
Unknown	32	10	0	1	0	0	0	0	23	66
Total	468	231	3	19	3	2	3	6	28	763

Table 15 Number of police recorded fatal and serious injury collisions by District, Area and time of day: 2011

	0000 - 0259	0300 - 0559	0600 - 0859	0900 - 1159	1200 - 1459	1500 - 1759	1800 - 2059	2100 - 2359	Total
A District									
North Belfast	0	1	5	3	5	6	7	2	29
West Belfast	0	0	2	4	3	7	4	0	20
Total	0	1	7	7	8	13	11	2	49
B District									
East Belfast	4	1	2	4	5	8	5	2	31
South Belfast	2	1	7	6	7	7	6	7	43
Total	6	2	9	10	12	15	11	9	74
C District									
Ards	4	1	3	4	5	10	7	5	39
Castlereagh	0	3	1	2	4	6	2	1	19
Down	2	0	5	4	3	7	4	5	30
North Down	1	1	1	1	3	5	3	1	16
Total	7	5	10	11	15	28	16	12	104
D District									
Antrim	0	1	2	2	4	3	2	2	16
Carrickfergus	1	1	1	1	0	8	1	0	13
Lisburn	1	1	6	3	13	14	12	3	53
Newtownabbey	3	2	1	3	4	9	8	4	34
Total	5	5	10	9	21	34	23	9	116
E District									
Armagh	1	2	3	3	5	14	7	3	38
Banbridge	1	1	3	1	2	6	4	2	20
Craigavon	2	1	5	8	4	10	13	8	51
Newry and Mourne	8	1	5	4	4	20	11	7	60
Total	12	5	16	16	15	50	35	20	169
F District									
Cookstown	0	4	2	2	2	1	1	0	12
Dungannon & S Tyrone	2	2	2	2	5	1	9	2	25
Fermanagh	3	0	0	4	7	6	3	4	27
Omagh	2	2	2	3	5	5	3	1	23
Total	7	8	6	11	19	13	16	7	87
G District									
Foyle	5	0	3	5	7	4	9	2	35
Limavady	0	0	1	2	3	3	2	0	11
Magherafelt	0	1	0	2	2	1	2	2	10
Strabane	1	1	0	3	1	2	1	0	9
Total	6	2	4	12	13	10	14	4	65
H District									
Ballymena	2	0	1	3	2	5	5	3	21
Ballymoney	1	2	0	4	5	3	3	2	20
Coleraine	3	2	0	6	8	5	3	1	28
Larne	1	1	2	6	3	4	3	1	21
Moyle	1	0	0	1	3	3	1	0	9
Total	8	5	3	20	21	20	15	7	99
NI Total	51	33	65	96	124	183	141	70	763

Table 16 Number of police recorded fatal and serious injury collisions by District, Area and day of week: 2011

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Total
A District								
North Belfast	4	6	3	3	5	4	4	29
West Belfast	0	3	2	2	11	2	0	20
Total	4	9	5	5	16	6	4	49
B District								
East Belfast	4	4	7	4	4	1	7	31
South Belfast	7	5	10	5	8	4	4	43
Total	11	9	17	9	12	5	11	74
C District								
Ards	5	9	3	5	5	5	7	39
Castlereagh	2	2	2	2		3	8	19
Down	0	7	4	6	4	3	6	30
North Down	1	1	3	2	4	3	2	16
Total	8	19	12	15	13	14	23	104
D District								
Antrim	2	2		3	3	3	3	16
Carrickfergus	2	2	2	1	3	1	2	13
Lisburn	8	6	9	8	10	7	5	53
Newtownabbey	6	3	3	4	7	7	4	34
Total	18	13	14	16	23	18	14	116
E District								
Armagh	9	5	3	4	6	5	6	38
Banbridge	0	3	1	4	6	2	4	20
Craigavon	8	5	10	4	8	12	4	51
Newry and Mourne	11	9	6	2	9	11	12	60
Total	28	22	20	14	29	30	26	169
F District								
Cookstown	2	1	1	5	1	1	1	12
Dungannon & S Tyrone	4	2	3	3	2	9	2	25
Fermanagh	1	2	6	3	4	7	4	27
Omagh	3	6	1	5	3	4	1	23
Total	10	11	11	16	10	21	8	87
G District								
Foyle	3	3	4	4	4	8	9	35
Limavady	1	1	1	0	3	3	2	11
Magherafelt	1	1	0	0	0	4	4	10
Strabane	1	0	1	1	3	2	1	9
Total	6	5	6	5	10	17	16	65
H District								
Ballymena	1	5	1	4	4	4	2	21
Ballymoney	2	6	2	2	2	3	3	20
Coleraine	4	0	4	6	4	5	5	28
Larne	1	4	1	2	6	4	3	21
Moyle	1	1	1	1	2	2	1	9
Total	9	16	9	15	18	18	14	99
NI Total	94	104	94	95	131	129	116	763

Appendix 2:
Tables showing casualty trends

Table 1 Police recorded road traffic collision casualties by road user type and severity: 2002 - 2011

	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
Pedestrians										
Killed	33	28	23	28	22	17	19	24	10	13
Seriously injured	244	222	190	176	202	166	193	191	167	200
Slightly injured	631	558	532	463	575	585	632	636	558	621
Total	908	808	745	667	799	768	844	851	735	834
Drivers of motor vehicles										
Killed	56	57	63	66	46	42	45	42	21	23
Seriously injured	656	523	509	451	526	478	417	417	332	295
Slightly injured	5246	4526	4216	3682	4037	4330	4472	4669	4364	4144
Total	5958	5106	4788	4199	4609	4850	4934	5128	4717	4462
Motorcyclists										
Killed	19	20	22	14	14	25	15	16	8	6
Seriously injured	168	144	143	146	128	128	123	138	112	102
Slightly injured	278	285	311	251	267	297	319	260	255	238
Total	465	449	476	411	409	450	457	414	375	346
Pedal cyclists										
Killed	3	2	2	4	1	2	2	0	0	2
Seriously injured	27	36	27	25	33	30	26	32	49	47
Slightly injured	139	155	131	118	137	188	178	173	165	206
Total	169	193	160	147	171	220	206	205	214	255
Passengers										
Killed	39	37	36	22	43	24	23	29	13	11
Seriously injured	406	347	295	261	304	282	215	235	211	161
Slightly injured	3870	3324	2950	2396	2777	2769	2802	2817	2613	2615
Total	4315	3708	3281	2679	3124	3075	3040	3081	2837	2787

Pillion Passengers										
Killed	0	2	0	1	0	1	1	0	2	1
Seriously injured	13	9	8	8	7	5	5	7	8	7
Slightly injured	20	14	13	9	23	15	18	13	9	7
Total	33	25	21	18	30	21	24	20	19	15
Other road users										
Killed	0	4	1	0	0	2	2	4	1	3
Seriously injured	12	7	11	6	11	8	11	15	13	13
Slightly injured	54	25	24	32	29	42	33	49	46	45
Total	66	36	36	38	40	52	46	68	60	61
All road users										
Killed	150	150	147	135	126	113	107	115	55	59
Seriously injured	1526	1288	1183	1073	1211	1097	990	1035	892	825
Slightly injured	10238	8887	8177	6951	7845	8226	8454	8617	8010	7876
Total	11914	10325	9507	8159	9182	9436	9551	9767	8957	8760

Table 1 Police recorded road traffic collision child casualties by road user type and severity: 2002 - 2011

	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
Pedestrians										
Killed	4	7	3	6	4	3	3	3	1	0
Seriously injured	85	79	74	57	63	46	54	68	57	55
Slightly injured	264	214	173	175	178	172	190	179	167	183
Total	353	300	250	238	245	221	247	250	225	238
Drivers of motor vehicles										
Killed	0	0	1	1	0	0	0	0	0	0
Seriously injured	2	1	0	0	2	0	0	2	0	0
Slightly injured	6	3	2	1	2	3	3	1	0	1
Total	8	4	3	2	4	3	3	3	0	1
Motorcyclists										
Killed	0	0	0	1	0	0	0	0	0	0
Seriously injured	5	3	5	2	4	1	1	3	1	0
Slightly injured	4	1	3	2	2	1	3	1	1	3
Total	9	4	8	5	6	2	4	4	2	3
Pedal cyclists										
Killed	3	1	1	3	0	0	0	0	0	0
Seriously injured	12	13	8	7	13	9	7	11	9	10
Slightly injured	64	66	66	44	44	63	57	62	41	55
Total	79	80	75	54	57	72	64	73	50	65
Passengers										
Killed	6	4	5	3	5	2	3	0	1	1
Seriously injured	71	53	49	43	57	43	25	26	20	23
Slightly injured	949	765	702	560	593	651	592	611	533	590
Total	1026	822	756	606	655	696	620	637	554	614

Pillion Passengers										
Killed	0	2	0	1	0	0	0	0	0	1
Seriously injured	3	4	2	2	0	2	1	2	2	1
Slightly injured	5	3	1	0	6	2	2	1	1	0
Total	8	9	3	3	6	4	3	3	3	2
Other road users										
Killed	0	1	1	0	0	0	1	1	0	0
Seriously injured	3	3	2	3	4	0	6	4	4	2
Slightly injured	7	6	4	6	1	2	4	5	6	5
Total	10	10	7	9	5	2	11	10	10	7
All road users										
Killed	13	15	11	15	9	5	7	4	2	2
Seriously injured	181	156	140	114	143	101	94	116	93	91
Slightly injured	1299	1058	951	788	826	894	851	860	749	837
Total	1493	1229	1102	917	978	1000	952	980	844	930

Table 3 Police recorded road traffic collision casualties by causation factor and severity: 2002 - 2011

	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
Alcohol or Drugs - Driver/Rider										
Killed	28	37	30	24	18	18	18	21	10	9
Seriously injured	168	148	124	95	115	113	121	115	86	87
Slightly injured	631	550	452	410	376	436	376	408	324	357
Total	827	735	606	529	509	567	515	544	420	453
Excessive Speed having regard to conditions										
Killed	43	33	31	23	46	32	36	27	10	7
Seriously injured	352	217	219	199	271	221	155	172	131	87
Slightly injured	1294	1028	782	730	984	677	758	852	762	529
Total	1689	1278	1032	952	1301	930	949	1051	903	623
Careless Driving										
Killed	43	51	56	54	40	43	36	33	19	23
Seriously injured	702	626	612	557	592	509	442	480	440	415
Slightly injured	6821	6280	5935	4977	5414	5711	5979	6000	5524	5577
Total	7566	6957	6603	5588	6046	6263	6457	6513	5983	6015
Alcohol or Drugs - Pedestrian										
Killed	9	7	7	8	6	4	*	6	*	5
Seriously injured	32	29	20	17	22	22	*	21	*	26
Slightly injured	68	35	39	41	55	52	47	60	36	68
Total	109	71	66	66	83	78	68	87	59	99
Other Pedestrian Fault										
Killed	17	13	11	14	9	6	9	10	4	5
Seriously injured	134	138	115	108	104	81	121	117	93	105
Slightly injured	381	337	276	259	312	311	344	321	314	306
Total	532	488	402	381	425	398	474	448	411	416

	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
Other factors										
Killed	10	9	12	12	7	10	*	18	*	10
Seriously injured	138	130	93	97	107	151	*	130	*	105
Slightly injured	1043	657	693	534	704	1039	950	976	1050	1039
Total	1191	796	798	643	818	1200	1088	1124	1181	1154
All factors										
Killed	150	150	147	135	126	113	107	115	55	59
Seriously injured	1526	1288	1183	1073	1211	1097	990	1035	892	825
Slightly injured	10238	8887	8177	6951	7845	8226	8454	8617	8010	7876
Total	11914	10325	9507	8159	9182	9436	9551	9767	8957	8760

* 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 – 2011

Year	No of injury collisions	Killed	Seriously Injured	Slightly Injured	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
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
2010	5666	55	892	8010	8957
2011	5594	59	825	7876	8760

Note: The definition of injuries were split into serious injuries and slight injuries in 1971

NOTES

Further information on how these statistics are collated and reported are included in the Police Recorded Injury Road Traffic Collision Statistics Northern Ireland User Guide available on the PSNI website.

Strengths and Limitations of the data

Strengths

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

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

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

The statistics are also used to inform the Northern Ireland Road Safety Partnership on the need for cameras to enforce identified roads which are prone to injury RTC's 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

One of the main limitations of police recorded injury road traffic collision statistics 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 two sources of comparable information, (i) hospital admissions data1 and (ii) survey data from The National Travel Survey2.

1 Police Road Casualties in Great Britain: 2010 Annual Report.: Hospital Admissions data on Road Casualties.
Department for Transport
http://assets.dft.gov.uk/statistics/releases/road-accidents-and-safety-annual-report-2010/rrcgb2010-06.pdf

2 Police Road Casualties in Great Britain: 2010 Annual Report.: Survey Data on Road Accidents. Department for
Transport
http://assets.dft.gov.uk/statistics/releases/road-accidents-and-safety-annual-report-2010/rrcgb2010-05.pdf

While both comparisons would indicate that police recorded injury collision statistics are less complete than other sources, there are many reasons why this may be the case. For example, the police recorded statistics only relate to collisions that take place on the public roads and exclude collisions that occur on private land or public parks etc. Similarly, persons injured in

certain types of collisions may be less likely to report these to the police. For example casualties resulting from collisions where no motor vehicle is involved (cyclists falling off their bikes or colliding with pedestrians).

In Northern Ireland, police recorded serious injury collision casualties over the 3 year period 2008/09 -2010/11 equate to around 66%-69% of the comparable figures on road casualties obtained from hospital admission statistics over the same period. The Northern Ireland Travel Survey has only recently been modified to include the relevant road collision questions and therefore comparable information is not yet available.

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.

Comparisons with Great Britain

Results from the most recent Department for Transport statistical release indicate that in Great Britain pedestrian, motorcycle and car user casualties, reported to the police, showed overall reductions of 2, 2 and 7 percent respectively compared with the year ending September 2010. Pedestrian, motorcycle and car user KSI casualties
also fell, by 2, 1 and 7 per cent respectively compared with the previous 12 months.

The Department for Transport also point out that the total number of reported pedal cycle casualties rose by 4 per cent, and the number killed or seriously injured rose by 8 per cent compared to the 12 month period ending September 2010. ("Reported Road Casualties in GB: Quarterly Provisional Estimates Q3 2011", Department forTransport Statistical Release, 2nd February 2012)

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. The accompanying spreadsheet for the statistics provides further trend information, subject to statistical disclosure policies.

Further Information

Further information is available in the Police Recorded Injury Road Traffic Collision Statistics Northern Ireland User Guide on the PSNI website.

Recorded road traffic collision and casualty definitions

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

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

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

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

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

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

Children: Persons under 16 years of age.

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

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

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

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

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

Pillion passengers: Passenger on a moped or motorcycle.

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

Pedestrians: Include

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