

Police Service of Northern Ireland

Police Recorded Injury Road Traffic Collision Statistics

2012 Key Statistics Report

Covering the reporting period
1st January 2012 – 31st December 2012

Published 28th March 2013

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Personal, Professional, Protective Policing

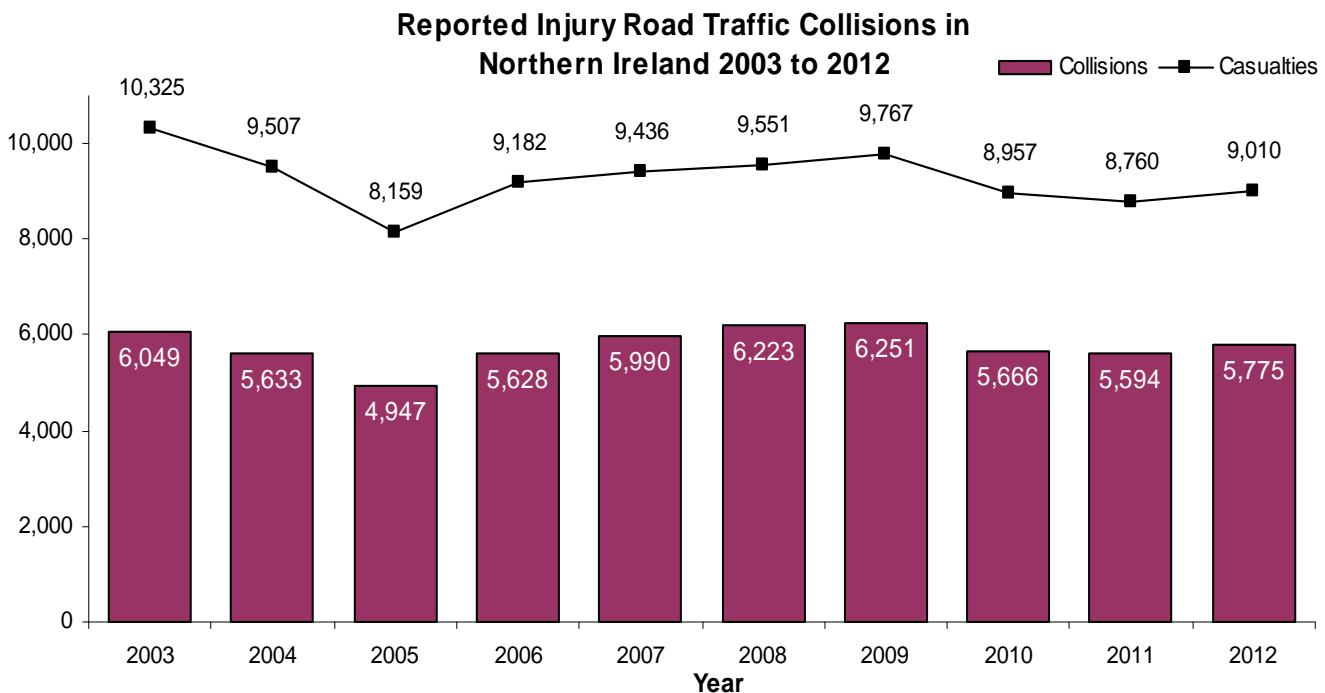


Key Results 2012

Published 28th March 2013

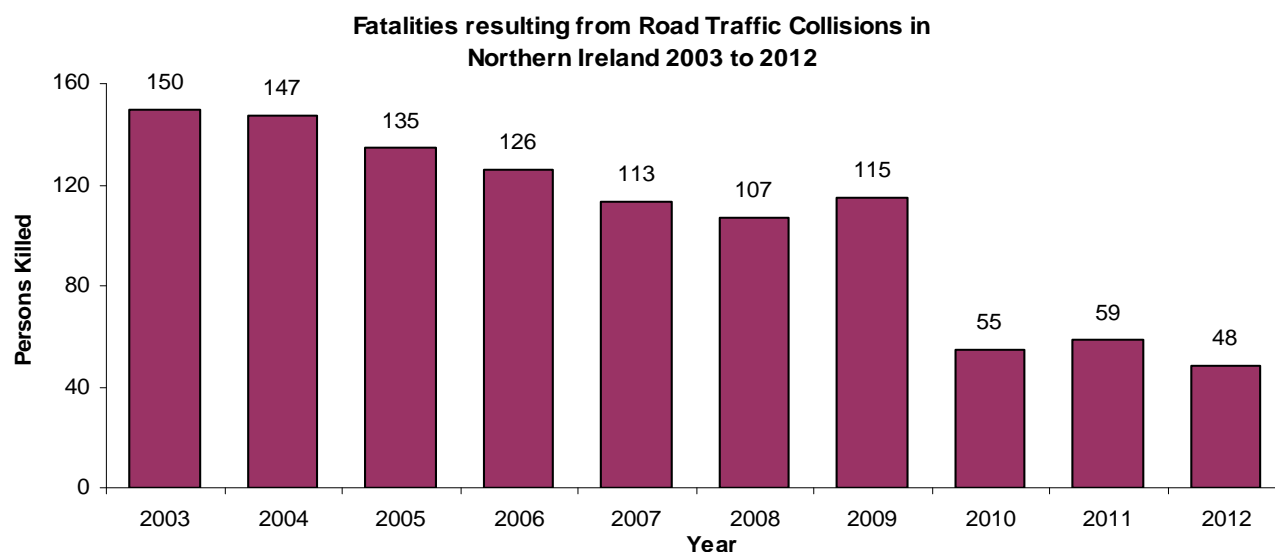
- There were 5,775 collisions recorded by PSNI between January to December 2012 resulting in a total of 9,010 casualties of which there were 48 fatalities, 795 people seriously injured and a further 8,167 people slightly injured.
- This is the lowest number of fatalities on the roads in Northern Ireland since records began in 1931.
- The 9,010 casualties equates to 250 more casualties recorded in 2012 compared to the 8,760 recorded in 2011. The majority of this increase was a rise of 291 people slightly injured (an increase of 3.7%).
- The number of persons killed or seriously injured at 843 has shown a decrease of 41 (4.6%) from the 884 recorded in 2011. This is comprised of 11 fewer fatalities (18.6%) and 30 (3.6%) fewer persons seriously injured than for the same time period last year.
- The total number of injury road traffic collisions over the last 10 calendar years has decreased from 10,325 in 2003 to 9,010 in 2012. The number of casualties as a result of a road traffic collision has also fallen from 6,049 in 2003 to 5,775 in 2012. See figure one below.
- The number of seriously injured is at the lowest level since records began being collated on this figure in 1971. The 795 people seriously injured in 2012 has shown a reduction of 3.6% on 2011 and over 2,000 fewer than the high of 2,905 recorded in 1977 (a reduction of 72.6%). See Appendix 4 for a complete breakdown of casualties recorded since 1931.

Figure One



Fatalities

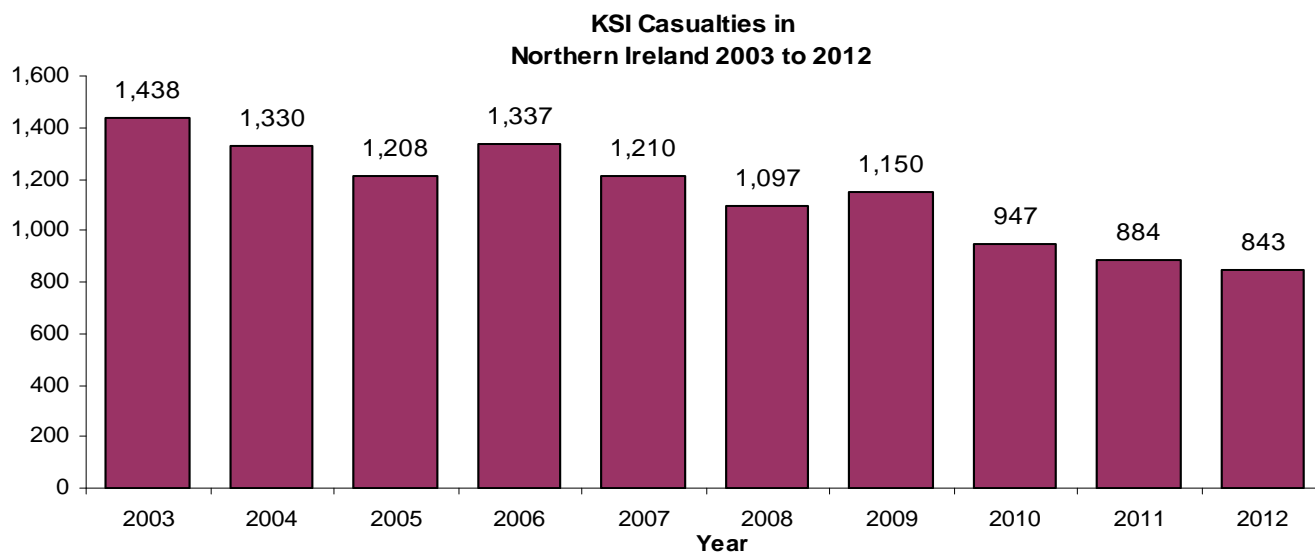
Figure Two



- At 48, the number of people killed on Northern Ireland's roads during 2012 was the lowest since records began in 1931. (See Appendix 3 for fatalities by year)
- Although there is some variation in the intervening years, this continues on a downward trend starting from a peak number of road deaths 40 years ago, in 1972, when 372 people were killed.
- The last forty years have seen huge improvements in vehicle safety, trauma care, seat belt and child car seat legislation as well as targeted speed reduction, re-engineering and safety cameras.
- The decrease in fatalities between 2009 and 2010 has been replicated in other parts of the UK but has not been attributed to one specific cause. It is unclear whether one single factor or a combination of factors has contributed to such a relatively low level of fatalities in 2012. It may be that economic factors are continuing to play a 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. Links are included in the notes section to further research.
- Drivers of motor vehicles were the largest casualty class for fatalities in 2012, accounting for 21 people killed. There were also 10 passengers, 9 pedestrians, 4 motorcyclists, 2 pedal cyclists and 2 other road users killed.
- There were 5 child fatalities (under 16) recorded in 2012 compared with 2 in 2011.
- Of the 48 persons killed on Northern Ireland's roads in 2012, 35 were male and 13 female. The age groups with the highest number of fatalities came from those aged between 16 and 24 and those over 65 (both with 12 each).
- The worst months for fatalities were May and December (both with 8).
- Spring 2012 saw a period of 36 days without a fatality on our roads and accounted for no fatalities being recorded in April 2012. The last full calendar month without a fatality on Northern Ireland's roads was February 2010.
- Magherafelt Police Area had the highest number of 5 fatalities recorded in 2012, 4 of which were recorded in a fortnight, between the 23rd November and the 6th December. Further information by Police Area is provided in Appendix 2.

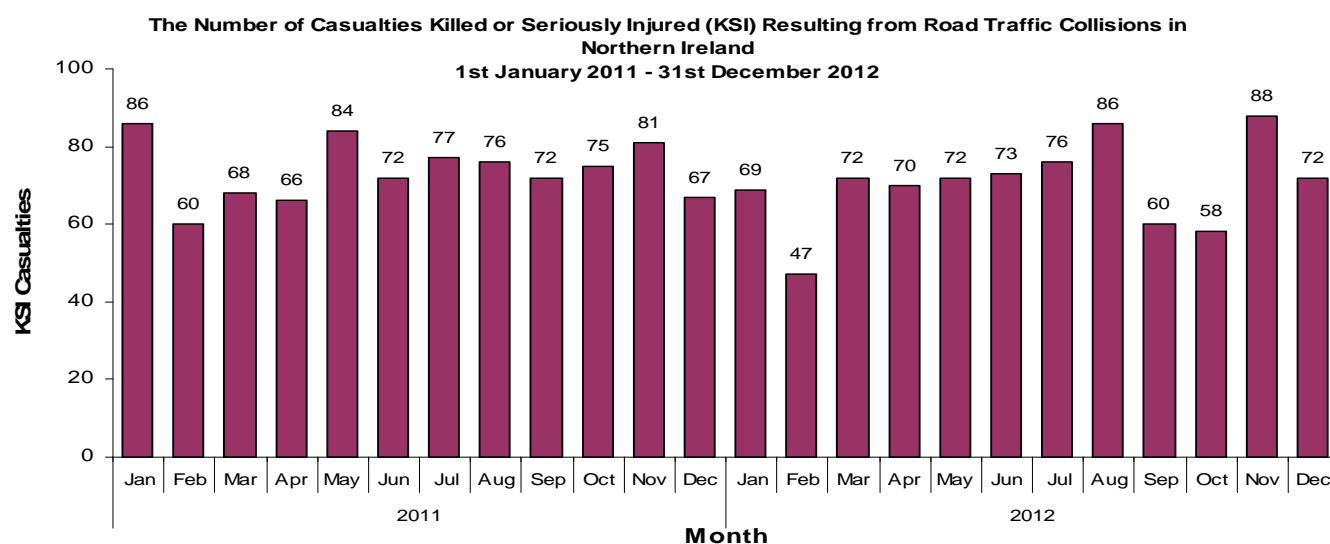
Number of persons killed or seriously injured (KSI Casualties)

Figure Three



- In 2012 there were 843 people killed or seriously injured, a reduction of 4.6% on 2011 and a further reduction of 41.4% from 2003.
- Drivers of motor vehicles were the single largest casualty class in 2012, accounting for over half of all casualties and 37.4% of all KSI casualties recorded the year. Pedestrians accounted for 22.7% of those killed or seriously injured, followed by passengers (19.6%), motorcyclists (11.9%) and pedal cyclists (6.8%).
- All road user types have seen a reduction in the number of killed or seriously injured casualties recorded when comparing 2012 figures with those of 2011 except for pedal cyclists which have increased from 49 KSI casualties to 57 (representing an increase of 16.3%).
- There were 92 child (under 16) KSI casualties recorded in 2012, one less than the 93 recorded for this age group in 2011. However, 5 children were killed during 2012 compared with 2 in 2011.
- One in four (25.9%) of those killed or seriously injured in a road traffic collision in 2012 were aged 16-24.
- There has been little variation in terms of KSI casualties among the 16-24 year age group when comparing the two time periods although the number of persons killed differs markedly with 12 fatalities recorded in 2012 in contrast with 18 in the previous year. A full breakdown by age and gender is available in Appendix 1.
- In terms of gender, males accounted for slightly over half of all casualties recorded in 2012. However, this increases greatly for KSIs in which males accounted for 572 of the 843 KSI casualties (equating to 67.9%).
- The main principal causation factors for KSI collisions during 2012 were 'Excessive speed having regard to conditions' (100 KSI casualties), followed by 'Inattention or attention diverted' (78 KSI casualties) and 'Impaired by alcohol/drugs – driver/rider' (67 KSI casualties).
- Lisburn Area had the highest number of KSI casualties with 62. A full breakdown by Police Area is available in Appendix 2 of this report.

Figure Four



- The trend of KSI casualties by month over the last 2 years (Figure Four) identifies that February 2012 had the fewest KSI casualties with 47 while November 2012 had the most with 88.
- The average number of people killed or seriously injured per month in 2012 was 70, compared with an average of 74 in 2011 and 120 in 2003.
- The current figure of 843 people killed or seriously injured in 2012 equates to a reduction of 50 fewer KSI casualties per month compared to 2003.

Table 1 Recorded Injury Road Traffic Collisions and Casualties 2003 - 2012

	Collisions				Casualties			
	Fatal Collisions	Serious Collisions	Slight Collisions	All Injury Collisions	Killed	Seriously Injured	Slightly Injured	Total Casualties
2003	128	964	4,957	6,049	150	1,288	8,887	10,325
2004	128	895	4,610	5,633	147	1,183	8,177	9,507
2005	127	835	3,985	4,947	135	1,073	6,951	8,159
2006	110	904	4,614	5,628	126	1,211	7,845	9,182
2007	105	838	5,047	5,990	113	1,097	8,226	9,436
2008	98	814	5,311	6,223	107	990	8,454	9,551
2009	104	826	5,321	6,251	115	1,035	8,617	9,767
2010	51	726	4,889	5,666	55	892	8,010	8,957
2011	57	706	4,831	5,594	59	825	7,876	8,760
2012	45	669	5,061	5,775	48	795	8,167	9,010

Principal causation factors

The most common principal causation factors associated with injury road traffic collisions reported to the police during 2012 are presented in the table below. In this table those casualties who were killed or seriously injured are grouped together and labelled as 'killed or seriously injured' (KSI).

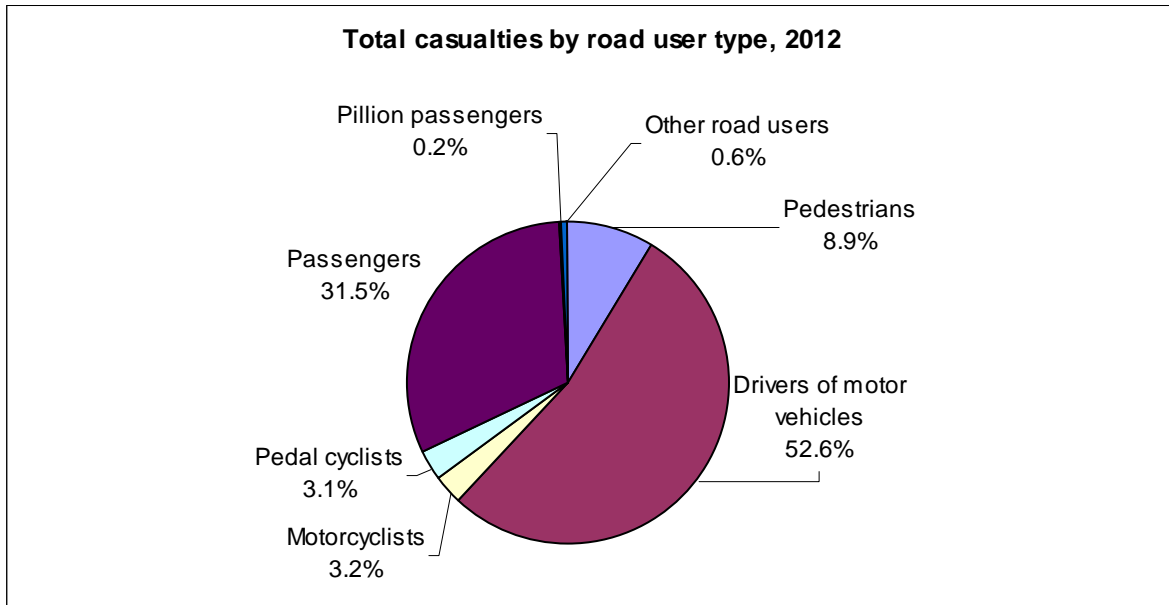
Table 2 Most Common Principal Causation Factors in Road Traffic Collisions - 2012

Principal Factor	Number of Injury Collisions	Casualties		
		KSI	Slightly Injured	Total Casualties
Inattention or attention diverted	984	78	1,521	1,599
Driving too close	674	16	1,071	1,087
Emerging from minor road without care	493	52	733	785
Excessive speed having regard to conditions	303	100	448	548
Impaired by drugs/alcohol – driver/rider	262	67	388	455
Turning right without care	255	43	408	451
Wrong course/position	210	66	306	372
Crossing/entering road junction without care	187	17	282	299
Heedless of traffic crossing carriageway	205	50	163	213
Emerging from private road/entrance without care	183	21	226	247

- The main principal causation factors for KSI collisions during 2012 were 'Excessive speed having regard to conditions' (100 KSI casualties), followed by 'Inattention or attention diverted' (78 KSI casualties) and 'Impaired by alcohol/drugs – driver/rider' (67 KSI casualties).
- The most common principal causation factors for all casualties on the other hand were 'Inattention or attention diverted' (1,599 casualties) followed by 'Driving too close' (1,087 casualties) and 'Emerging from minor road without care' (785 casualties).

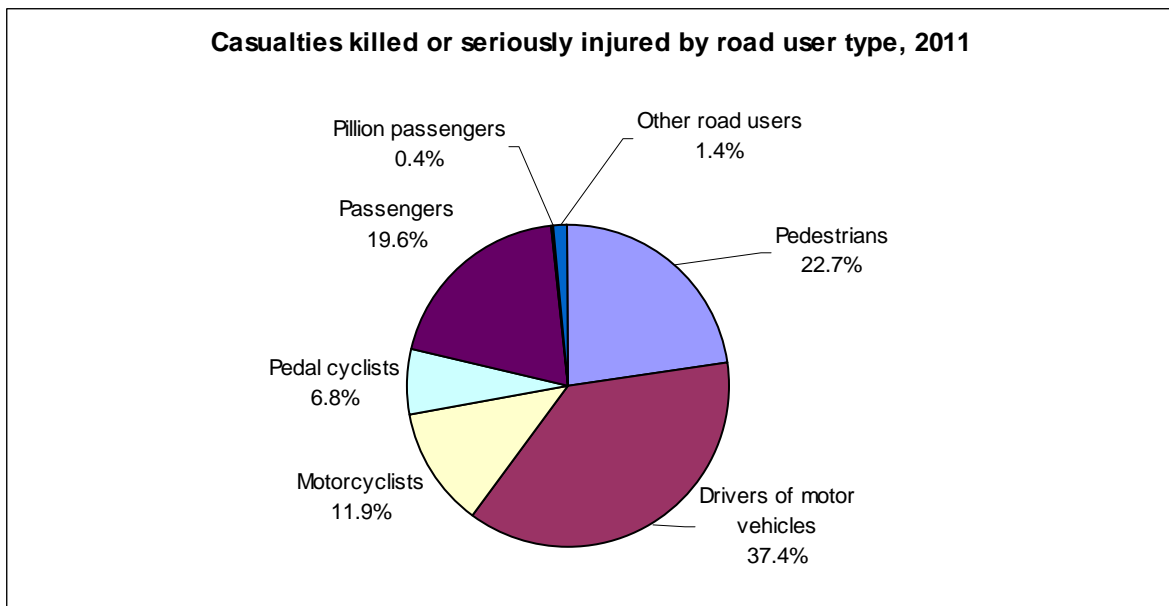
Road traffic collisions casualty breakdown

Figure Five: Road traffic collision casualties by road user type



- Drivers of motor vehicles accounted for the largest proportion of casualties (52.6%) followed by passengers (31.5%), pedestrians (8.9%), motorcyclists (3.2%) and pedal cyclists (3.1%).

Figure Six: Persons killed or seriously injured (KSI) in road traffic collisions by road user type



- Drivers accounted for 37.4% of all KSI casualties, followed by pedestrians (22.7%), passengers (19.6%), motorcyclists (11.9%) and pedal cyclists (6.8%).

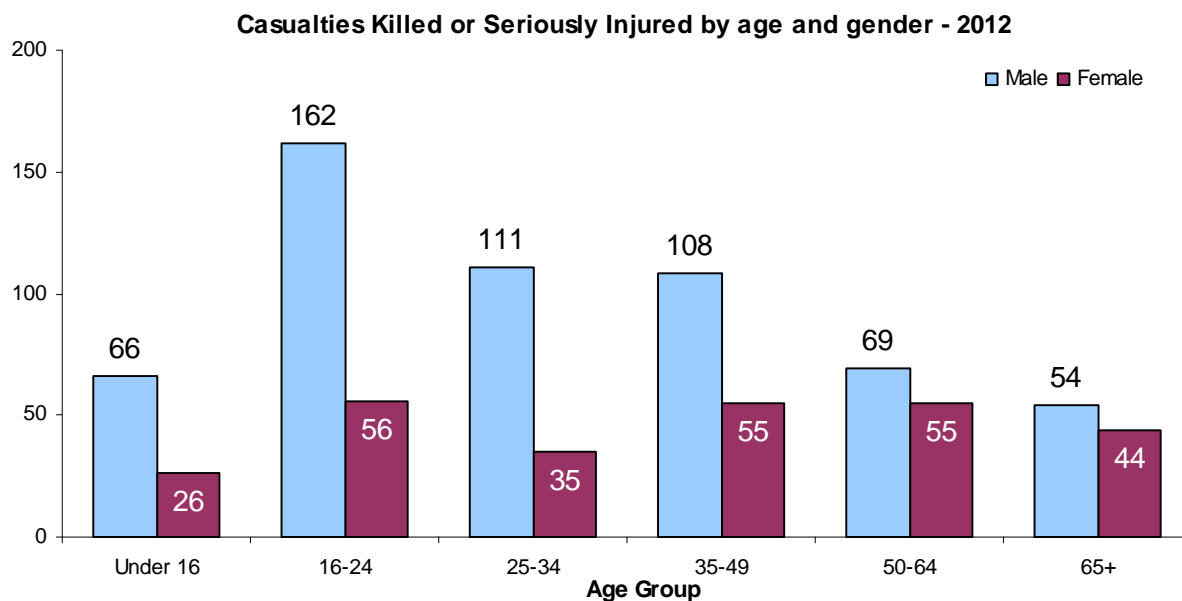
Table 3: Type of Road User 2008 – 2012

Type of Road User ¹	2008	2009	2010	2011	2012
Fatalities:					
Pedestrians	19	24	10	13	9
Drivers of motor vehicles	45	42	21	23	21
Motorcyclists	15	16	8	6	4
Pedal cyclists	2	0	0	2	2
Passengers	23	29	13	11	10
Pillion passengers	1	0	2	1	0
Other road users	2	4	1	3	2
Totals	107	115	55	59	48
Seriously Injured:					
Pedestrians	193	191	167	200	182
Drivers of motor vehicles	417	417	332	295	294
Motorcyclists	123	138	112	102	96
Pedal cyclists	26	32	49	47	55
Passengers	215	235	211	161	155
Pillion passengers	5	7	8	7	3
Other road users	11	15	13	13	10
Totals	990	1,035	892	825	795
KSI:					
Pedestrians	212	215	177	213	191
Drivers of motor vehicles	462	459	353	318	315
Motorcyclists	138	154	120	108	100
Pedal cyclists	28	32	49	49	57
Passengers	238	264	224	172	165
Pillion passengers	6	7	10	8	3
Other road users	13	19	14	16	12
Totals	1,097	1150	947	884	843
Slightly Injured:					
Pedestrians	632	636	558	621	613
Drivers of motor vehicles	4,472	4,669	4,364	4,144	4,425
Motorcyclists	319	260	255	238	189
Pedal cyclists	178	173	165	206	220
Passengers	2,802	2,817	2,613	2,615	2,670
Pillion passengers	18	13	9	7	11
Other road users	33	49	46	45	39
Totals	8,454	8,617	8,010	7,876	8,167
All Casualties:					
Pedestrians	844	851	735	834	804
Drivers of motor vehicles	4,934	5,128	4,717	4,462	4,740
Motorcyclists	457	414	375	346	289
Pedal cyclists	206	205	214	255	277
Passengers	3,040	3,081	2,837	2,787	2,835
Pillion passengers	24	20	19	15	14
Other road users	46	68	60	61	51
Totals	9,551	9,767	8,957	8,760	9,010

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

Road traffic collisions age and gender breakdown

Figure Seven



- Males accounted for approximately two thirds of KSI casualties (representing 67.8%).
- Most casualties fell within the 16-24 age group accounting for 23.6% of overall casualties and 25.9% of those who were killed or seriously injured.
- Further breakdown of casualty information as well as casualties by severity and location (by Police Area) are available in Appendix 1 and 2.

Appendix 1 - Road traffic casualties by age and gender

2012 compared with 2011

	2011					2012				
	Killed	Seriously injured	KSI ¹	Slightly injured	Total	Killed	Seriously injured	KSI ¹	Slightly injured	Total
Male										
Under 16	1	57	58	431	489	3	63	66	512	578
16 - 24	13	126	139	1077	1,216	7	155	162	975	1,137
25 - 34	3	109	112	803	915	5	106	111	847	958
35 - 49	7	130	137	1010	1,147	8	100	108	964	1072
50 - 64	9	53	62	518	580	2	67	69	524	593
65 +	5	49	54	219	273	10	44	54	277	331
Unknown	0	1	1	19	20	0	2	2	14	16
Total	38	525	563	4,077	4,640	35	537	572	4,113	4,685
Female										
Under 16	1	34	35	406	441	2	24	26	444	470
16 - 24	5	72	77	911	988	5	51	56	934	990
25 - 34	2	31	33	770	803	1	34	35	866	901
35 - 49	3	60	63	882	945	2	53	55	954	1009
50 - 64	3	42	45	525	570	1	54	55	576	631
65 +	7	61	68	291	359	2	42	44	272	316
Unknown	0	0	0	14	14	0	0	0	6	6
Total	21	300	321	3,799	4,120	13	258	271	4,052	4,323
All										
Under 16	2	91	93	837	930	5	87	92	956	1,048
16 - 24	18	198	216	1,988	2,204	12	206	218	1,909	2,127
25 - 34	5	140	145	1,573	1,718	6	140	146	1,713	1,859
35 - 49	10	190	200	1,892	2,092	10	153	163	1,918	2,081
50 - 64	12	95	107	1043	1,150	3	121	124	1,100	1,224
65 +	12	110	122	510	632	12	86	98	549	647
Unknown	0	1	1	33	34	0	2	2	22	24
Total²	59	825	884	7,876	8,760	48	795	843	8,167	9,010

¹ Killed or seriously injured

In some cases gender and age have not been able to be established

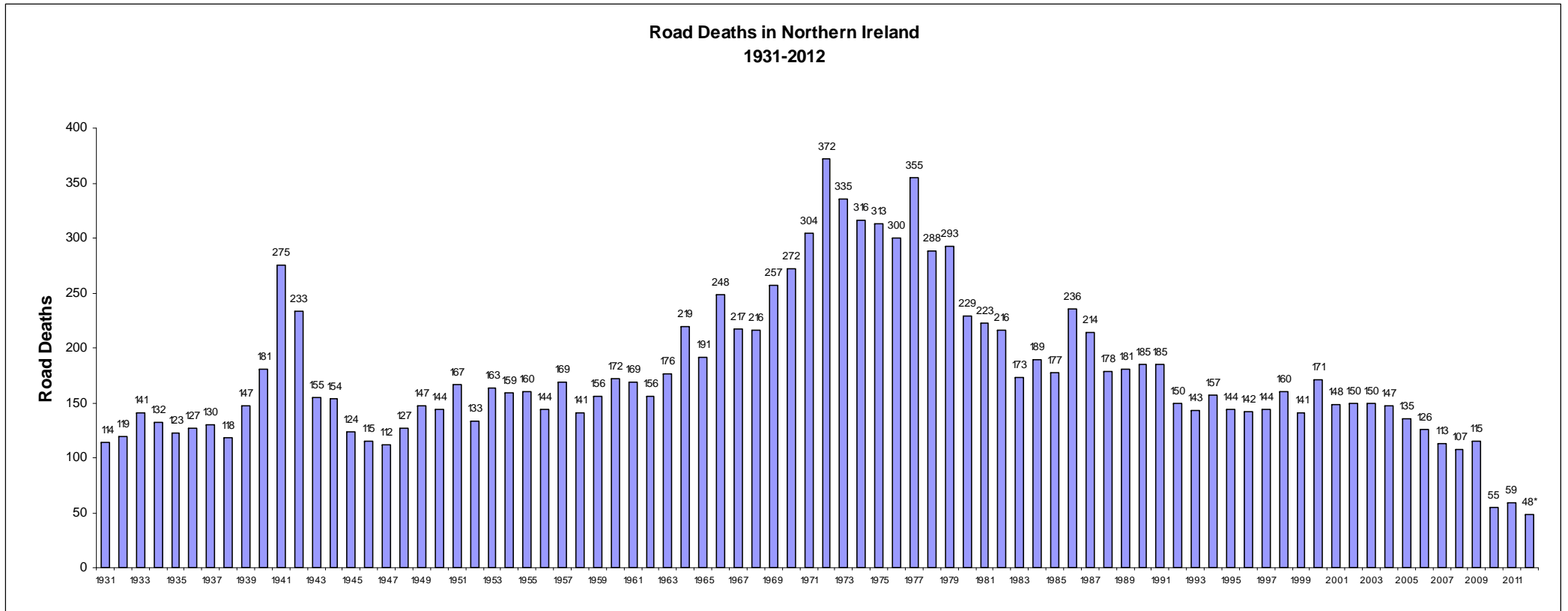
Appendix 2 - Road traffic casualties by Police District and Area

2012 compared with 2011

District	Area	2011					2012				
		Killed	Seriously Injured	Total KSI ¹	Slightly Injured	Total	Killed	Seriously Injured	Total KSI ¹	Slightly Injured	Total
A District	North Belfast	2	31	33	486	519	1	30	31	507	538
	West Belfast	0	20	20	441	461	1	32	33	475	508
	A District Total	2	51	53	927	980	2	62	64	982	1,046
B District	East Belfast	2	31	33	405	438	0	32	32	405	437
	South Belfast	1	47	48	570	618	1	44	45	567	612
	B District Total	3	78	81	975	1,056	1	76	77	972	1,049
C District	Ards	2	40	42	354	396	1	34	35	432	467
	Castlereagh	1	20	21	250	271	1	20	21	261	282
	Down	3	34	37	276	313	2	31	33	329	362
	North Down	0	17	17	294	311	0	22	22	307	329
	C District Total	6	111	117	1,174	1,291	4	107	111	1,329	1,440
D District	Antrim	4	16	20	283	303	4	26	30	233	263
	Carrickfergus	1	12	13	112	125	1	11	12	125	137
	Lisburn	2	58	60	579	639	4	58	62	596	658
	Newtownabbey	4	32	36	390	426	1	27	28	337	365
	D District Total	11	118	129	1,364	1,493	10	122	132	1,291	1,423
E District	Armagh	3	48	51	232	283	3	29	32	204	236
	Banbridge	0	23	23	154	177	1	18	19	156	175
	Craigavon	4	57	61	367	428	3	46	49	355	404
	Newry & Mourne	5	61	66	334	400	2	44	46	423	469
	E District Total	12	189	201	1,087	1,288	9	137	146	1,138	1,284
F District	Cookstown	1	13	14	139	153	0	18	18	118	136
	Dungannon	3	26	29	234	263	2	25	27	267	294
	Fermanagh	1	30	31	235	266	3	34	37	261	298
	Omagh	6	26	32	215	247	4	25	29	178	207
	F District Total	11	95	106	823	929	9	102	111	824	935
G District	Foyle	5	37	42	448	490	2	39	41	479	520
	Limavady	1	13	14	136	150	0	19	19	131	150
	Magherafelt	2	9	11	146	157	5	20	25	145	170
	Strabane	0	13	13	115	128	0	17	17	149	166
	G District Total	8	72	80	845	925	7	95	102	904	1,006
H District	Ballymena	1	26	27	224	251	4	21	25	290	315
	Ballymoney	2	20	22	93	115	0	9	9	99	108
	Coleraine	1	33	34	212	246	1	27	28	192	220
	Larne	1	24	25	110	135	0	15	15	88	103
	Moyle	1	8	9	42	51	1	22	23	58	81
	H District Total	6	111	117	681	798	6	94	100	727	827
NI Total	NI Total	59	825	884	7,876	8,760	48	795	843	8,167	9,010

¹ Killed or seriously injured

Appendix 3 Road Deaths in Northern Ireland 1931 - 2012



Appendix 4 - Summary of casualty figures from 1931 – 2012

Year	No of injury collisions	Killed	Seriously Injured	Injured	Slightly 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
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

Appendix 4 - Summary of casualty figures from 1931 – 2012 continued

Year	No of injury collisions	Killed	Seriously Injured	Slightly Injured	Total casualties
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
2012	5775	48	795	8167	9010

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

NOTES

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

Designation can be broadly interpreted to mean that the statistics:

- meet identified user needs;
- are well explained and readily accessible;
- are produced according to sound methods; and
- are managed impartially and objectively in the public interest.

Once statistics have been designated as National Statistics it is a statutory requirement that the Code of Practice shall continue to be observed.

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 road traffic collisions due to speeding or road junctions where collisions result from drivers ignoring the mechanical traffic signals (red light running). The statistics are widely referred to in the media and are used by those individuals or organisations with an interest in road safety.

Limitations

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 2 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 e.g. 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 2009/10 -2011/12 equate to around 65%-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. Figures published within a current financial year to date are provisional and will be subject to slight revision until figures for the full financial year are published. These amendments can happen for a number of reasons, such as a collision being included or excluded following further investigation by an officer.

Comparisons with Great Britain

Results from the most recent period covered by the Department for Transport statistical releases (published 7th February 2013) relate to 1st October 2011 – 30th September 2012. They report a 7% decrease in the number of persons killed from the previous 12 months but a 2 per cent increase in those killed or seriously injured.

<http://www.dft.gov.uk/statistics/releases/road-accidents-and-safety-quarterly-estimates-q3-2012>

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.

Further Information

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

Also note that PSNI Statistics Branch will publish a more detailed 2012 annual report in June 2013. This report will provide detailed information on casualties, causation, location, conditions and comparisons with other areas. If you have anything that you would like to see included in this report, please feel free to contact us, details are provided on the cover page.

Further Research

Research into road traffic collisions and casualties can be directed by visiting:

www.roadsafetyobservatory.com

www.dft.gov.uk

www.pacts.org.uk

www.trl.co.uk

www.doeni.gov.uk

Recorded road traffic collision and casualty definitions

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

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

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

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

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

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

Children: 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.