

Police Service of Northern Ireland

Police Recorded Injury Road Traffic Collisions and Casualties Northern Ireland

Detailed Trends Report 2013

Annual Bulletin

Published 25th June 2014

Contact:

Traffic Statistician

PSNI Statistics Branch

Lisnasharragh

42 Montgomery Road

Belfast

BT6 9LD

Tel 028 9065 0222 Ext. 24135

Email: statistics@psni.police.uk

Police Recorded Injury Road Traffic Collisions and Casualties Northern Ireland - Detailed Trends Annual Bulletin for 2013

Published 25th June 2014

This report provides the detailed annual trends in injury road traffic collisions that were reported to the Police in Northern Ireland in 2013 which meet the criteria as established by government (defined by the STATS 19 system and Department for Transport (DfT) guidance). Further information on the context and background to these statistics is provided in the NOTES section.

The tables in this report are available in excel format from our website www.psni.police.uk . The [Police Recorded Injury Road Traffic Collision Statistics User Guide](#), with more detailed definitions and background information is also available on the website along with pre-announcement of future publication dates.

Data quality

The PSNI's statistics on injury road traffic collisions are sourced from PSNI systems that are used to record incidents reported to the police and to manage any subsequent investigations. As such, the statistics are derived from an administrative dataset and we therefore have to apply a variety of checks and balances to ensure that the statistics we report are accurate and reliable. Over the years the PSNI's Statistics Branch has worked closely with PSNI colleagues in designing systems and processes for recording injury RTC statistics to maximise data quality. These include:

- Having a direct link from the PSNI's Command & Control system to the Niche records management system, allowing us to ensure that details of all injury collisions reported to the police are captured.
- Having a series of status codes established to enable us to identify at which stage in the process each injury RTC incident is, at any given time. This ensures that RTC incidents aren't lost or overlooked during the process.
- We have a variety of internal data validation checks that we undertake throughout the year to improve data quality.
- We check the geo-coordinates of all collisions to ensure that there aren't any recorded in the incorrect location.
- We cross reference PSNI RTC fatalities with those recorded by the Coroner's office to check that they match and that we haven't missed any subsequent deaths.

More details of the processes and checks that we have in place can be accessed from the [Traffic Statistics User Guide](#) and the [Quality Report](#), all of which are available on our [website](#).

Contents

Executive Summary	4
The Casualty Reduction Target for 2020	5
Section One – Casualty Information	7
Analysis of fatalities	
Trends in fatalities over the last 5 years by road user type, age and Police Area	
Casualties killed, seriously injured and slightly injured by road user class	
Number of persons killed or seriously injured by Police Area 2013 thematic map	
Analysis of vulnerable road users (pedestrians, pedal cyclists and motorcyclists)	
Casualties by selected age group (children, young people, older people)	
Section Two – Causation and Seat Belt Usage	16
The most common main principal causation factors in road traffic collisions 2013	
KSI Casualties by selected causation factor 2009 to 2013	
Road traffic collisions and casualties by causation factor type 2013	
Single vehicle collisions 2013	
Northern Ireland Road Safety Partnership, Fixed Penalties and Seat Belt Wearing Survey	
Seat Belt wearing rates	
Section Three – Location and vehicle types involved	21
Collisions and fatalities by speed limit of road 2013	
Fatal and serious collisions by time of day and hour of week	
Type of vehicles involved in road traffic collisions	
Weather conditions	
Section Four – Comparisons with other regions and countries	25
Appendices	26
Notes	37

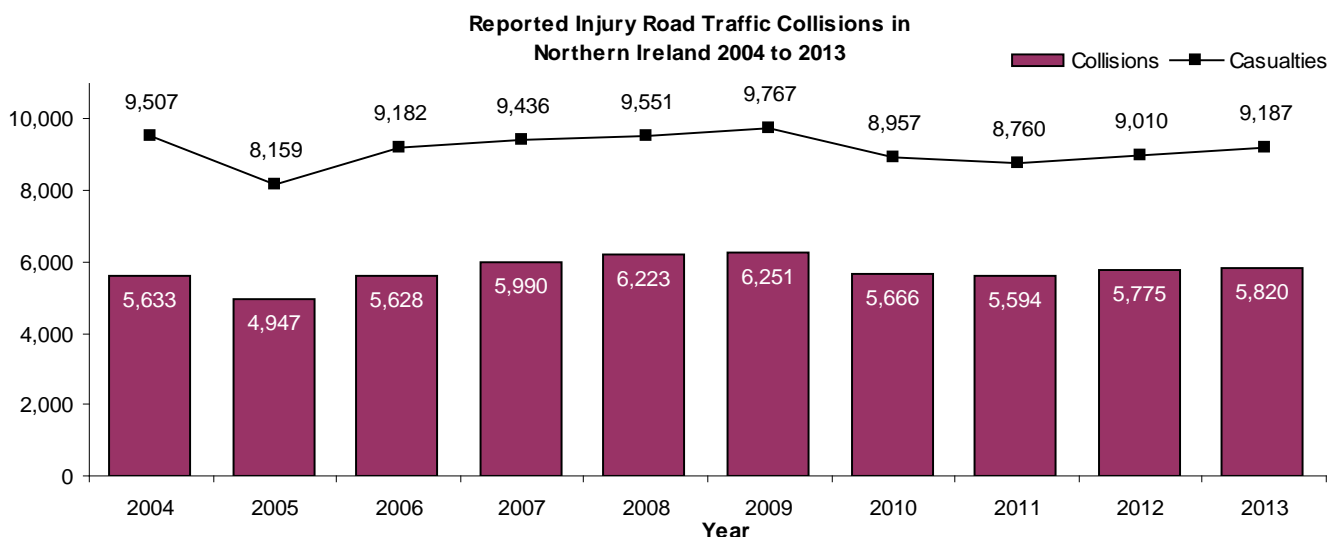
User Engagement

If you have any comments or feedback about this report or if there are any tables that you would like to see included, please do not hesitate to contact us. Contact details are provided on the cover page. An accompanying Excel spreadsheet is available on the PSNI website.

Executive Summary

- There were 5,820 collisions recorded by PSNI between January to December 2013 resulting in a total of 9,187 casualties of which there were 57 fatalities, 720 people seriously injured and a further 8,410 people slightly injured.
- The 9,187 casualties in 2013 is an increase of 177 (2.0%) on the 9,010 recorded in 2012 and is largely due to a greater number of casualties receiving slight injuries in 2013 (an increase of 3.0%) whereas the overall numbers of those seriously injured decreased by 9.4%.
- The total number of injury road traffic collisions over the last 10 calendar years has increased from 5,633 in 2004 to 5,820 in 2013. However, the total number of casualties as a result of these collisions has actually fallen from 9,507 in 2004 to 9,187 in 2013. See figure one below.
- The number of people seriously injured is at the lowest level since these records began being collated in 1971. In 2013 there were 777 people killed or seriously injured which is 66 fewer than the 843 recorded in 2012 (a reduction of 7.8%). Although this reduction comprised 75 fewer people seriously injured, there were 9 more fatalities recorded than in 2012.
- In 2013 there were two children killed and 71 seriously injured. The 73 child (under 16) KSI casualties is 19 fewer than the 92 recorded in 2012 and represents the lowest level of children killed or seriously injured since electronic data was made available in 1986.
- There were 176 young people (16-24) killed or seriously injured in 2013 which is also the lowest annual total since this information became available in 1986. However, this age group still had the highest proportion of those killed or seriously injured by age group in 2013 with 22.7%.
- Drivers continue to be the road user type that account for the greatest proportion (37.7%) of all persons killed or seriously injured in 2013. Of those drivers, the 35 to 49 category had the highest proportion of drivers injured by age group with 1,428 casualties (representing 29.3%).
- In terms of vulnerable road users (i.e. pedestrians, pedal cyclists and motorcyclists), the trend over the last 5 years in overall casualties is that the number of pedestrians, although fluctuating slightly, have reduced by 8.5% from the 2009 figure. There was also a reduction in the number of motorcyclist casualties which fell by almost a quarter from 414 casualties recorded in 2009 to 311 in 2013. However, in direct contrast, the number of pedal cyclists injured increased from 205 in 2009 to 256 in 2013 (up 24.9%).

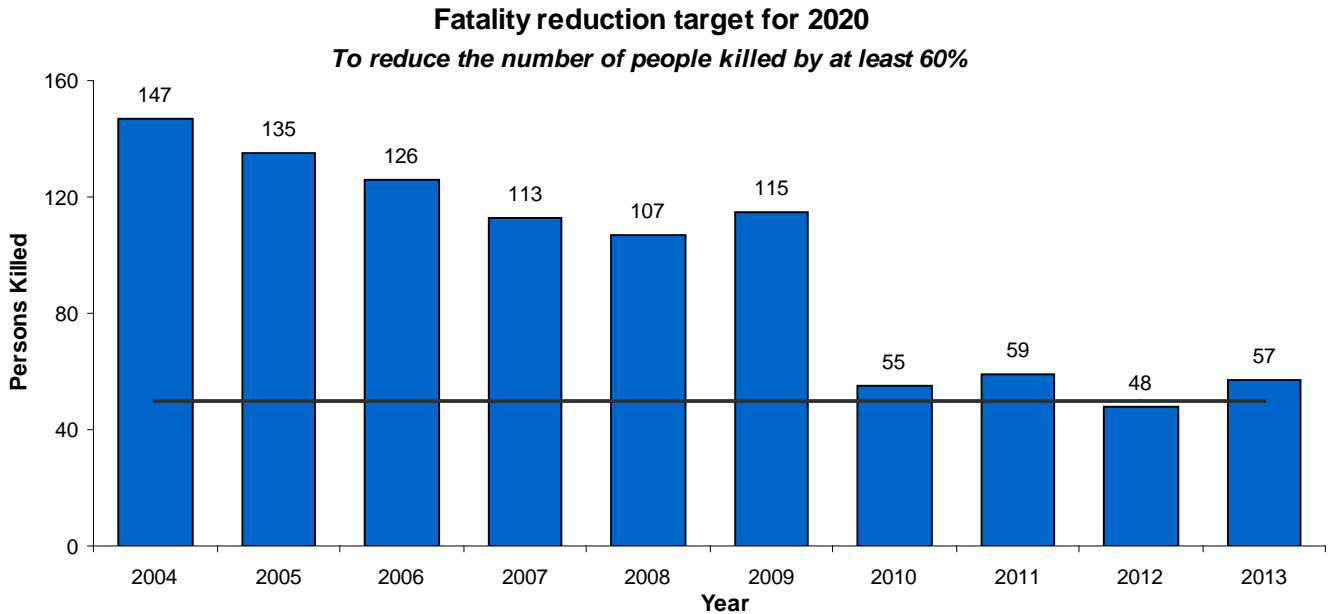
Figure 1: Reported Injury Road Traffic Collisions 2004 - 2013



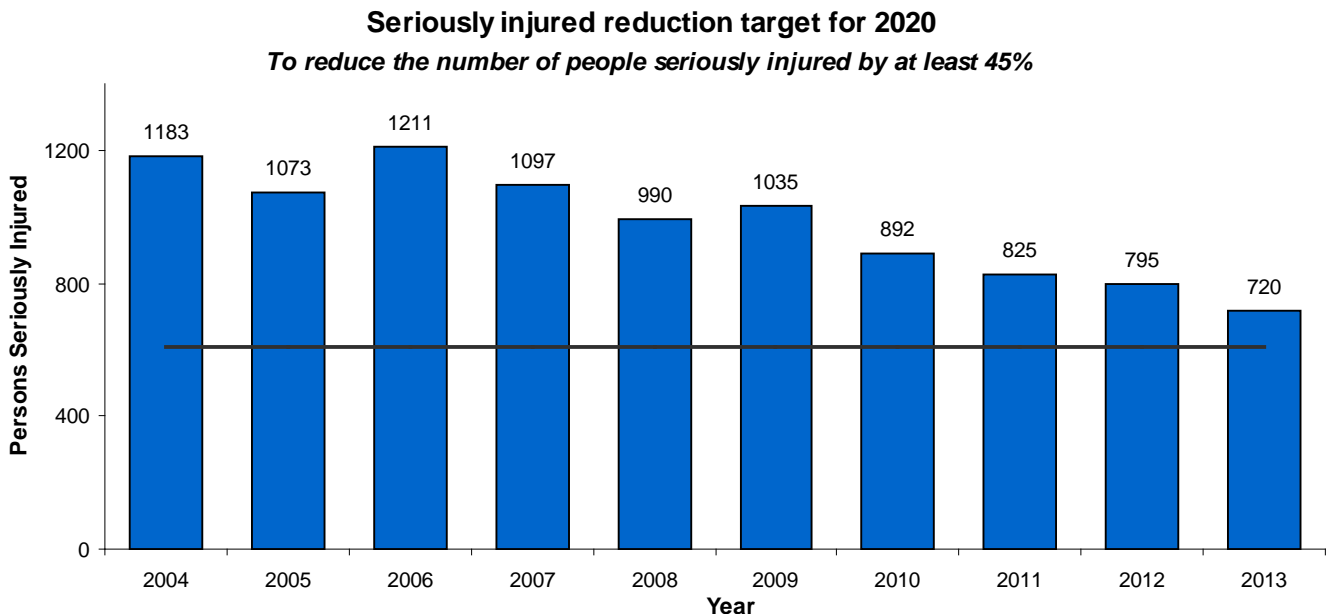
The Casualty Reduction Target for 2020

The Northern Ireland Road Safety Strategy 2020 contains a series of road safety targets to be achieved by 2020, four of which are related to the PSNI's injury road traffic casualty statistics.

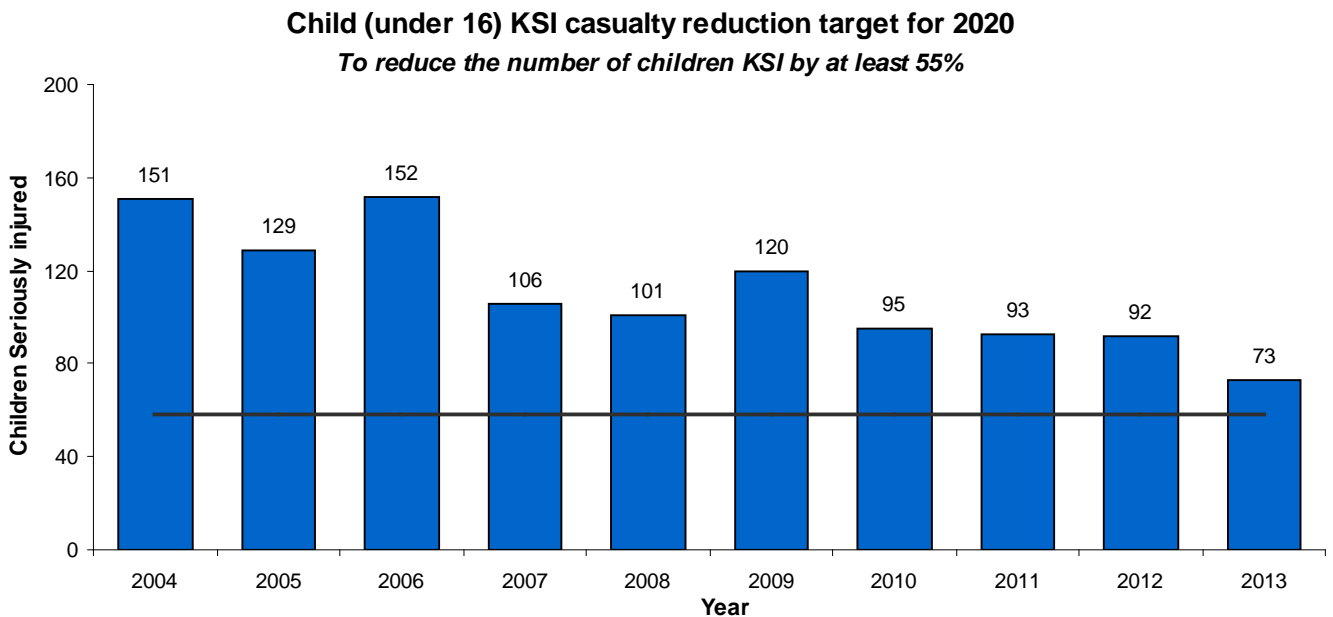
Target A: The Northern Ireland Road Safety Strategy aims at a 60% reduction in the number of fatalities on Northern Ireland's roads each year, from the 2004 - 2008 average of 126, to fewer than 50 by 2020. This figure has already dipped below this target in 2012 with 48 fatalities. However, the figure of 57 fatalities recorded in 2013 is currently 7 more than the target.



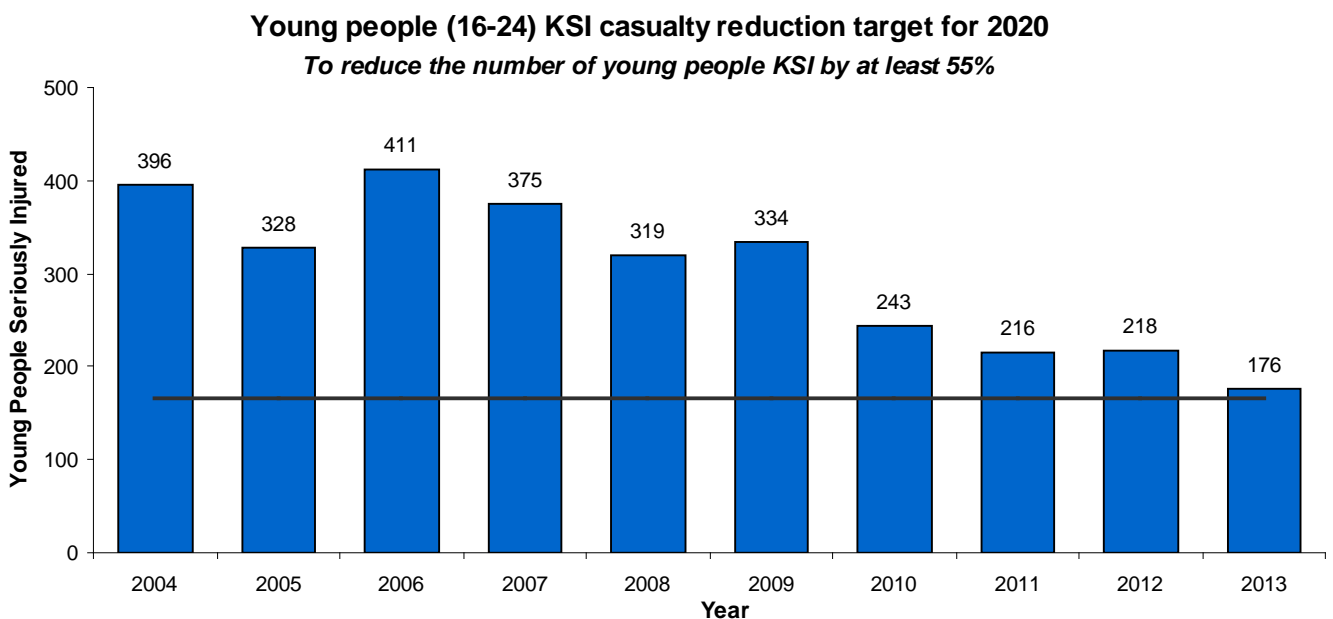
Target B: The Northern Ireland Road Safety Strategy also aims at a 45% reduction in the number of seriously injured on Northern Ireland's roads each year, from the 2004 - 2008 average of 1,111, to fewer than 611 by 2020. There were 720 people seriously injured in 2013 which is the lowest yearly total recorded so far but is still more than one hundred above the target.



Target C: The Strategy has 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. The figure of 73 child KSI casualties recorded in 2013 is the lowest annual level recorded but is still 15 more than the target of 58.



Target D: 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. There were 176 KSI casualties of young people in 2013 which is 235 fewer than the 2006 figure of 411 (a reduction of 57.2%) and only 11 above the 2020 target.



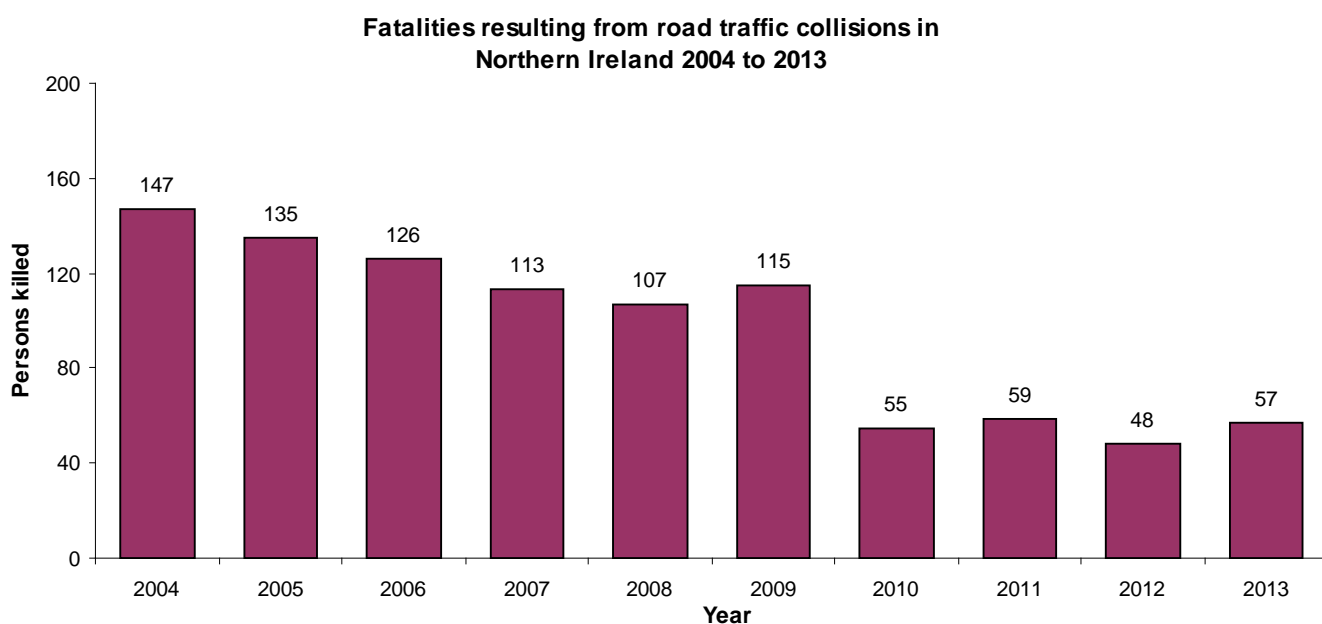
Section 1 – Casualty Information

(A) Trends in Road Fatalities

Key Points

- Although the number of fatalities decreased gradually since 2004 to 2009, reducing from 147 fatalities in 2004 to 115 in 2009, it was only in 2010 that there was a marked decrease in road deaths, falling from 115 in 2009 to 55 in 2010 (a reduction of 52.2%). The figures since 2010 have fluctuated slightly, increasing to 59 fatalities in 2011 before dropping to 48 in 2012 and then increasing again to 57 in 2013.

Figure 4: Fatalities resulting from Road Traffic Collisions 2004 to 2013



- There were 57 people killed on Northern Ireland's roads in 2013 which is 9 higher than the 48 recorded in 2012 but still represents the third lowest annual total of road deaths since 1931(Appendix 1).
- Drivers of motor vehicles were the largest casualty class for fatalities in 2013, accounting for 22 people killed. There were also 13 passengers, 10 motorcyclists, 7 pedestrians, 4 pedal cyclists and 1 other road user killed (the driver of a tractor).
- There were 2 child (under 16) fatalities recorded from 1st January to 31st December 2013 compared with 5 child fatalities recorded in 2012.
- Of the 57 persons killed on Northern Ireland Roads in 2013, 43 were male and 14 were female. The age groups with the highest number of fatalities came from those aged between 16 and 24 and those over 65 (both with 15 each).
- Fermanagh Police Area had the highest number of fatalities recorded in 2013 with 7 (three of these were recorded in November) while Larne was second highest with 5. A full breakdown by Area and District by year from 2009 is presented on page 9.

Trends in Road Fatalities over the last five years

- Over the last five years the number of people killed on the roads in Northern Ireland has decreased by over 50%, from 115 fatalities in 2009 to 57 in 2013.
- Vulnerable road users, i.e. pedestrians, motorcyclists and pedal cyclists represent just over one third of the total number of fatalities between 2009 and 2013 and this has remained relatively constant for each year. (21 out of 57 in 2013 compared with 40 out of 115 in 2009).

Table 1: Number of road traffic fatalities by road user type in Northern Ireland 2009 – 2013

	Persons Killed				
	2009	2010	2011	2012	2013
Pedestrians	24	10	13	9	7
Drivers of motor vehicles	42	21	23	21	22
Motorcyclists	16	8	6	4	10
Pedal cyclists	0	0	2	2	4
Passengers	29	13	11	10	13
Pillion passengers	0	2	1	0	0
Other road users	4	1	3	2	1
Total	115	55	59	48	57

- There were 57 people killed on the roads in Northern Ireland in 2013 of which two were children (under 16). This is a decrease in the number of child fatalities from five in 2012. There were 2 children killed in 2011, 2 killed in 2010 and 4 killed in 2009.
- Just over three quarters of those killed on the roads in 2013 were males (43) with the proportion by gender remaining fairly constant over the past five years. In 2013, most males killed belonged to the 16 to 24 age group.

Table 2: Number of road traffic fatalities by age and gender in Northern Ireland 2009 – 2013

	Persons Killed														
	2009			2010			2011			2012			2013		
	M	F	Total	M	F	Total	M	F	Total	M	F	Total	M	F	Total
Under 16	2	2	4	0	2	2	1	1	2	3	2	5	1	1	2
16 - 24	32	7	39	14	1	15	13	5	18	7	5	12	14	1	15
25 - 34	15	4	19	10	3	13	3	2	5	5	1	6	9	4	13
35 - 49	17	4	21	8	2	10	7	3	10	8	2	10	7	1	8
50 - 64	9	3	12	5	4	9	9	3	12	2	1	3	4	0	4
65 +	12	8	20	5	1	6	5	7	12	10	2	12	8	7	15
Total	87	28	115	42	13	55	38	21	59	35	13	48	43	14	57

- The highest number of deaths in the last five years was 115 in 2009. Since then the figure has reduced by more than half with 57 recorded in 2013. Fermanagh Police Area had the highest number of fatalities recorded in 2013 with 7 while Larne was second highest with 5.

Table 3: Fatalities by Police Area 2009 – 2013

District	Area	Persons Killed				
		2009	2010	2011	2012	2013
A District	North Belfast	4	2	2	1	1
	West Belfast	0	1	0	1	0
	A District Total	4	3	2	2	1
B District	East Belfast	1	0	2	0	1
	South Belfast	1	1	1	1	0
	B District Total	2	1	3	1	1
C District	Ards	5	1	2	1	2
	Castlereagh	1	1	1	1	0
	Down	7	4	3	2	1
	North Down	1	0	0	0	2
	C District Total	14	6	6	4	5
D District	Antrim	0	2	4	4	3
	Carrickfergus	1	0	1	1	2
	Lisburn	1	8	2	4	2
	Newtownabbey	6	4	4	1	2
	D District Total	8	14	11	10	9
E District	Armagh	4	1	3	3	3
	Banbridge	6	2	0	1	2
	Craigavon	1	3	4	3	2
	Newry & Mourne	8	4	5	2	1
	E District Total	19	10	12	9	8
F District	Cookstown	7	1	1	0	1
	Dungannon and S. Tyrone	8	2	3	2	3
	Fermanagh	9	4	1	3	7
	Omagh	5	3	6	4	4
	F District Total	29	10	11	9	15
G District	Foyle	5	3	5	2	2
	Limavady	2	0	1	0	1
	Magherafelt	4	3	2	5	2
	Strabane	1	2	0	0	2
	G District Total	12	8	8	7	7
H District	Ballymena	4	1	1	4	2
	Ballymoney	3	1	2	0	0
	Coleraine	10	0	1	1	3
	Larne	4	0	1	0	5
	Moyle	6	1	1	1	1
	H District Total	27	3	6	6	11
NI Total	NI Total	115	55	59	48	57

(B) Trends in casualties by severity of injury

Persons Killed or Seriously Injured (KSI)

- There were 777 people killed or seriously injured in 2013 down 7.8% on the previous year, 32.4% lower than that of 2009 and 41.6% lower than 2004.
- The current figure of 777 people killed or seriously injured in 2013 equates to a reduction of 46 fewer KSI casualties per month compared to 2004.
- The proportion of those killed or seriously injured which are vulnerable road users, i.e. pedestrians, motorcyclists and pedal cyclists has increased from 34.9% in 2009 to 40.7% in 2013.
- The number of pedal cyclists killed or seriously injured has increased from 32 in 2009 to 46 in 2013.

Figure 5: KSI Casualties in Northern Ireland 2004 to 2013

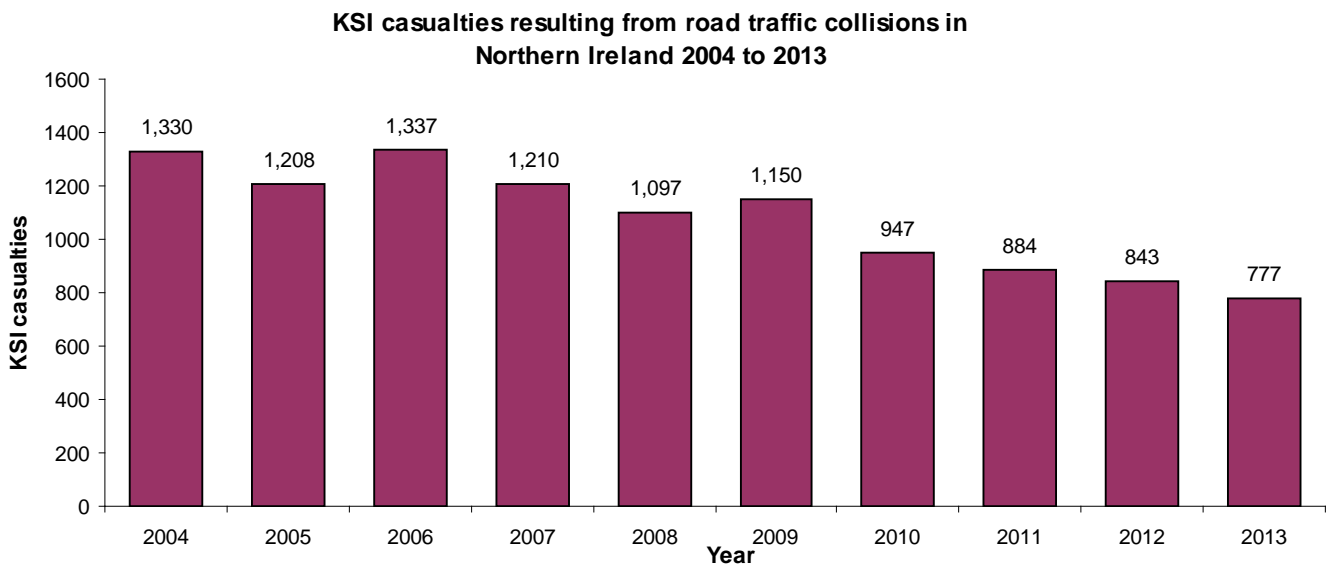
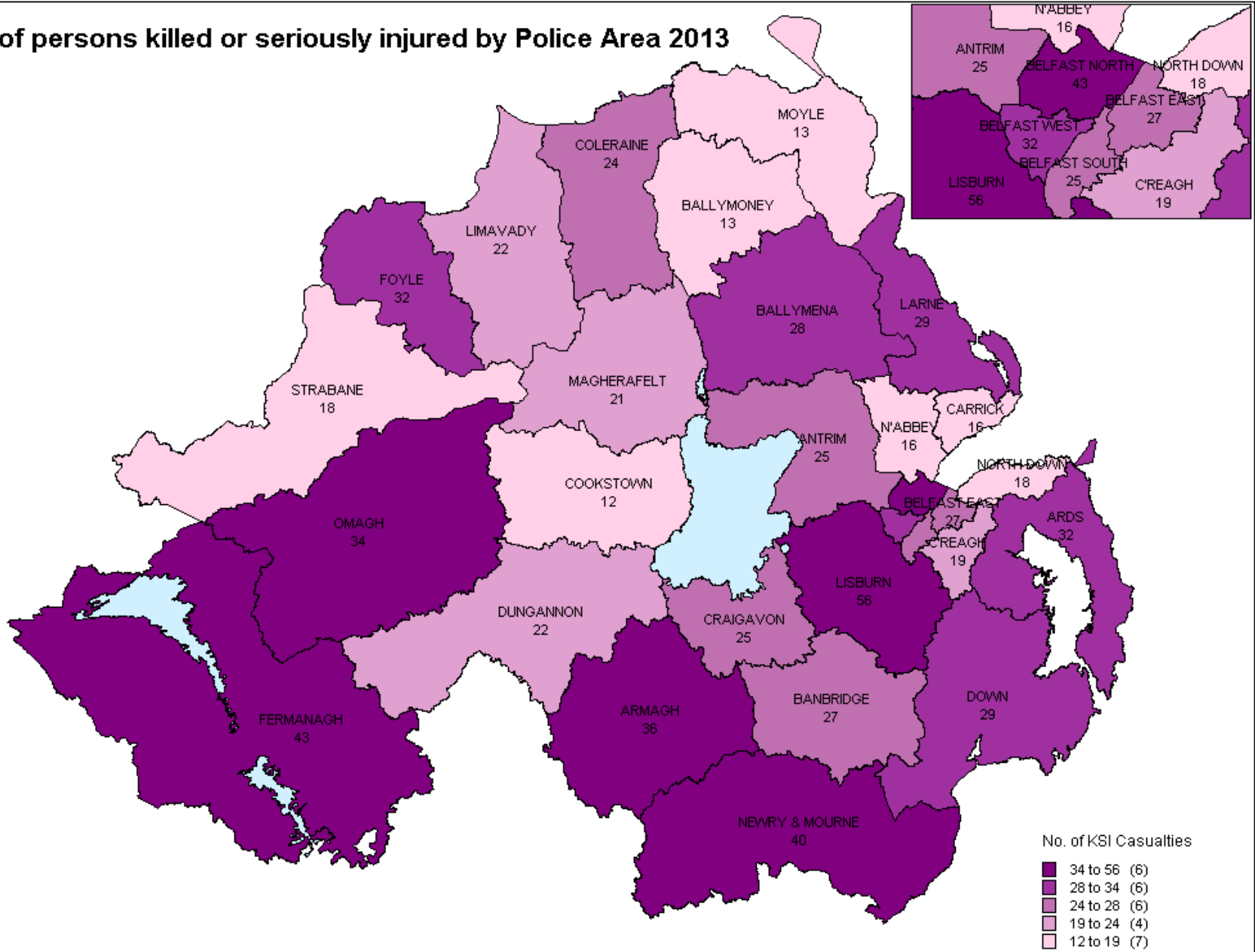


Table 4: Number of people killed or seriously injured by road user type in Northern Ireland 2009 – 2013

	KSI Casualties				
	2009	2010	2011	2012	2013
Pedestrians	215	177	213	191	169
Drivers of motor vehicles	459	353	318	315	293
Motorcyclists	154	120	108	100	101
Pedal cyclists	32	49	49	57	46
Passengers	264	224	172	165	149
Pillion passengers	7	10	8	3	5
Other road users	19	14	16	12	14
Total	1,150	947	884	843	777

The map on page 9 gives an indication of the geographical spread of the KSI casualties in 2013.

Number of persons killed or seriously injured by Police Area 2013



Seriously injured casualties

- There were 720 people seriously injured in 2013, 315 fewer than the 1,035 recorded five years ago in 2009.
- Despite there being 47 fewer motorcyclists seriously injured in 2013 than in 2009, the proportion of motorcyclist casualties has remained constant over the last 5 years at approximately 13%.
- There was a higher proportion of pedestrians seriously injured in 2013 compared with 2009 (up from 18.5% to 22.5%) while conversely the proportion of drivers seriously injured has decreased (down from 40.3% to 37.6%).
- The proportion of pedal cyclists seriously injured has almost doubled in five years, representing 3.1% of the total in 2009 compared with 5.8% of the overall total in 2013.

Table 5: Number of people seriously injured by road user type in Northern Ireland 2009 – 2013

	Persons Seriously Injured				
	2009	2010	2011	2012	2013
Pedestrians	191	167	200	182	162
Drivers of motor vehicles	417	332	295	294	271
Motorcyclists	138	112	102	96	91
Pedal cyclists	32	49	47	55	42
Passengers	235	211	161	155	136
Pillion passengers	7	8	7	3	5
Other road users	15	13	13	10	13
Total	1,035	892	825	795	720

Slightly injured casualties

- The number of people slightly injured as a result of a road traffic collision has remained relatively steady over the last few years. There were 8,410 people slightly injured in 2013 which is 3.0% higher than the 8,167 recorded in 2012 but 2.4% lower than the 8,617 of 2009. In terms of road user, persons slightly injured in 2013 among pedal cyclists have increased by 21.4% in comparison with 2009 while in contrast, motorcyclists slightly injured have decreased by 19.2% when comparing the two years.

Table 6: Number of people slightly injured by road user type in Northern Ireland 2009 – 2013

	Persons Slightly Injured				
	2009	2010	2011	2012	2013
Pedestrians	636	558	621	613	610
Drivers of motor vehicles	4,669	4,364	4,144	4,425	4,577
Motorcyclists	260	255	238	189	210
Pedal cyclists	173	165	206	220	210
Passengers	2,817	2,613	2,615	2,670	2,750
Pillion passengers	13	9	7	11	11
Other road users	49	46	45	39	42
Total	8,617	8,010	7,876	8,167	8,410

(C) Casualties by Road User Class

- Appendix 3 provides details of casualties by road user class for drivers for the five year period 2009 to 2013. Drivers of motor vehicles are consistently the largest group amongst all casualties.
- There were 293 drivers killed or seriously injured in 2013, compared with 459 in 2009 (a reduction of 36.2%). Since 2009 this figure has decreased each year.
- Drivers between the age of 35 and 49 represented the highest proportion of overall driver casualties recorded in 2013 with 1,428 (29.3%).
- There were 182 fewer passenger casualties (see Appendix 4) recorded in 2013 than in 2009 (falling from 3,081 to 2,899). This reduction shows a decrease in passenger casualties across all types of injury and is comprised of 16 fewer passenger deaths, 99 fewer persons seriously injured and 67 fewer persons slightly injured than that of 5 years ago.

Vulnerable Road User Classes

- Vulnerable road users have been defined for the purpose of this report as including pedestrians (provided in Appendix 5), pedal cyclists (provided in Appendix 6) and motorcyclists (provided in Appendix 7).
- There were 779 pedestrian casualties resulting from road traffic collisions in Northern Ireland in 2013, of whom 7 were killed and 162 were seriously injured. Of those pedestrians killed or seriously injured, the highest proportion were from the under 16 age group which represented almost a third of pedestrian KSI casualties while the next highest was from the 65 plus age group with 22.5%.
- The number of pedal cyclists killed or seriously injured in 2013 was 46, 11 fewer than in 2012 but 14 higher than the 32 recorded in 2009. Almost one third of all pedal cyclist casualties recorded in 2013 were from the 35 to 49 age group.
- There were 10 motorcyclists killed in 2013 which is more than twice that of the figure last year and the highest number killed in a calendar year since 2009. However, there were 47 fewer motorcyclists seriously injured in 2013 than in 2009 (falling from 138 in 2009 to 91 in 2013).
- There were a total of 311 motorcyclist casualties in 2013. In terms of age group, the highest proportion was from the 35 to 49 and the 16 to 24 age groups (with 34.4% and 28.0% respectively).

Casualties by selected Age Group

Age Group Under 16

- Reduction of child casualties is highlighted as a priority in the Northern Ireland Road Safety Strategy 2020. This aims to reduce the number of children killed or seriously injured by 55% to fewer than 58 by 2020. The number of children killed or seriously injured in 2013 was 73.
- There have been 15 children (under the age of 16) killed on Northern Ireland's roads in the 5 year period since 2009. Two of these children were killed in 2013 in comparison with five children killed in 2012.
- The total number of child casualties as a result of a road traffic collision has fluctuated slightly over the last 5 calendar years. The 2013 figure of 931 is 11.2% lower than the 1,048 of 2012 and 5.0% lower than 2009 but 10.3% higher than the 844 child casualties recorded in 2010.

Table 7: Casualties under 16

Year	Under 16 All Casualties			Total
	Persons Killed	Persons Seriously Injured	Persons Slightly Injured	
2009	4	116	860	980
2010	2	93	749	844
2011	2	91	837	930
2012	5	87	956	1,048
2013	2	71	858	931

Age Group 16-24

- In 2013 there were 15 fatalities of young people (aged between 16 and 24), which is 3 more than 2012 but much lower than the 39 recorded in 2009, reflecting the overall downward trend in fatalities over the last five years.
- There were 176 young people killed or seriously injured in this age group in 2013 which is 42 fewer than 2012, 158 fewer than in 2009 and the lowest annual total for this age group since electronic data was made available in 1986.
- There were 1,896 people slightly injured in the 16-24 age group in 2013, a decrease of 13 from the previous year and a reduction of 20.5% compared with the 2,384 young people slightly injured in 2009.

Table 8: Casualties aged 16-24

Year	Age 16- 24 All Casualties			Total
	Persons Killed	Persons Seriously Injured	Persons Slightly Injured	
2009	39	295	2,384	2,718
2010	15	228	2,175	2,418
2011	18	198	1,988	2,204
2012	12	206	1,909	2,127
2013	15	161	1,896	2,072

Age Group 65+

- There were 15 fatalities of older people (those aged 65 plus) in 2013, over one quarter of the total number of 57 fatalities recorded.
- There were 100 older people seriously injured as a result of a road traffic collision in 2013, up from 86 in 2012.
- In contrast to those aged 16-24, the number of people slightly injured amongst those older people has increased in 2013 in comparison to previous years. There were 607 people aged 65+ slightly injured in a road traffic collision in 2013 which is 58 higher than that of 2012 and almost a fifth higher than the 510 recorded in 2011.
- Although, there were 15 fatalities each amongst the 65+ and 16 to 24 year age groups recorded in 2013, the proportion of older people killed in a collision in 2013 was almost 3 times greater than the proportion of those young people killed¹.

Table 9: Casualties aged 65+

Year	Age 65+ All Casualties			Total
	Persons Killed	Persons Seriously Injured	Persons Slightly Injured	
2009	20	98	550	668
2010	6	100	519	625
2011	12	110	510	632
2012	12	86	549	647
2013	15	100	607	722

¹ 16-24 total number injured 2,072, of whom 15 were killed, 0.72%.
65+ total number injured 722, of whom 15 were killed, 2.1%.

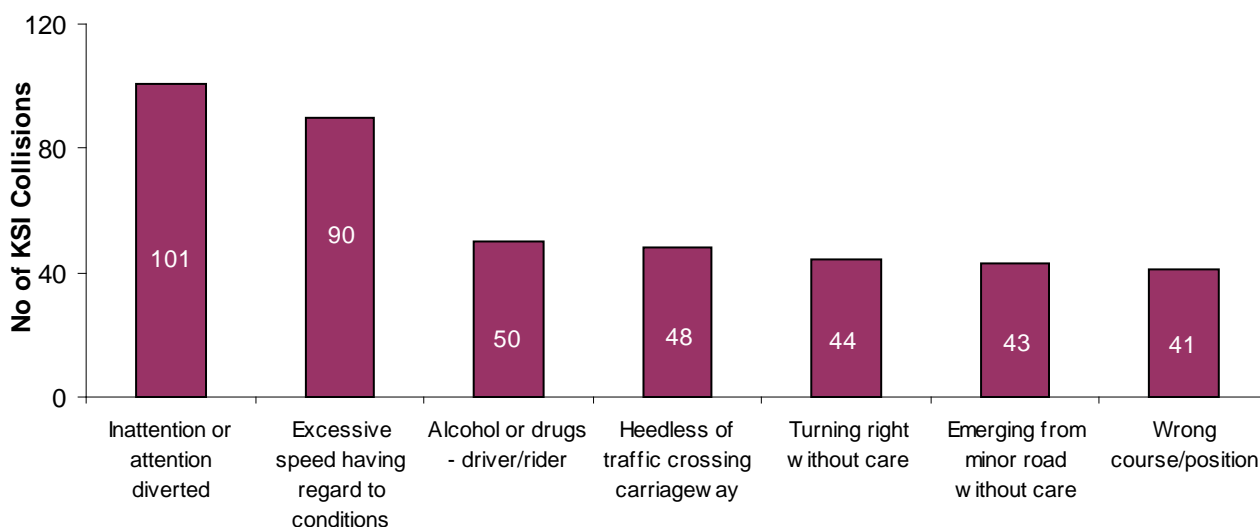
Section Two – Causation

- The main principal causation factors for KSI casualties during 2013 were 'Inattention or attention diverted' (101 KSI casualties), followed by 'Excessive speed having regard to conditions' (90 KSI casualties) and 'Impaired by alcohol/drugs – driver/rider' (50 KSI casualties).
- The most common principal causation factors for all casualties were 'Inattention or attention diverted' (1,717 casualties) followed by 'Driving too close' (1,077 casualties) and 'Emerging from minor road without care' (847 casualties).

Table 10: Most Common Principal Causation Factors in Road Traffic Collisions 2013

Principal Factor	Number of Injury Collisions	Casualties		
		KSI	Slightly Injured	Total Casualties
Inattention or attention diverted	1,099	101	1,616	1,717
Driving too close	654	15	1,062	1,077
Emerging from minor road without care	499	43	804	847
Turning right without care	281	44	449	493
Excessive speed having regard to conditions	260	90	349	439
Alcohol/drugs driver rider	235	50	344	394
Wrong course/position	205	41	372	413
Crossing or entering road junction without care	200	27	313	340
Heedless of traffic crossing carriageway	189	48	155	203
Changing lane without care	168	8	235	243

Figure 6: Main causes of fatal and serious collisions 2013



- Appendix 10 provides a longer term overview of the causation factors for collisions. This highlights that in 2004, there were 606 casualties in which the causation factor was due to 'Alcohol or Drugs – driver/rider' and this has fallen to 394 in 2013 (a decrease of 35.0%). Similarly 'Excessive speed having regard to conditions' was responsible for 1,032 casualties in 2004 and has fallen to 439 in 2013 (a decrease of 57.5%). In contrast, the number of casualties due to 'Careless Driving' has remained similar with 6,603 reported in 2004 compared with 6,511 in 2013 (a decrease of 1.4%).

Table 11: Selected causation factors for KSI casualties 2009 – 2013

	Impaired by alcohol or drugs - driver/rider			Careless Driving ¹			Excessive Speed having regard to conditions		
	Killed	Seriously Injured	KSI	Killed	Seriously Injured	KSI	Killed	Seriously Injured	KSI
2009	21	115	136	33	480	513	27	172	199
2010	10	86	96	19	440	459	10	131	141
2011	9	87	96	23	415	438	7	87	94
2012	8	59	67	14	387	401	8	92	100
2013	10	40	50	25	375	400	11	79	90
Total	58	387	445	114	2,097	2,211	63	561	624

- Those casualties killed or seriously injured due to a driver being impaired by alcohol or drugs has fallen by 63.2% in a 5 year period, from 136 in 2009 to 50 in 2013.
- Careless driving¹ resulted in 25 fatalities and caused a further 375 people to be seriously injured in 2013. However, the number of fatalities and persons seriously injured as a result of careless driving have both reduced from that recorded five years ago in 2009.
- There were 90 persons killed or seriously injured in 2013 where the principal causation factor was excessive speed having regard to conditions. This is 10 fewer KSI casualties than recorded in 2012 and 109 fewer than 2009 (a reduction of 54.8%).
- Table 12 below provides evidence that not all collisions are assessed by the police to be the fault of the driver. Passengers, pedestrians, vehicle defects, obstructions and weather conditions can also be the cause of a collision.

Table 12: Police recorded injury road traffic collisions and casualties by causation factor type 2013

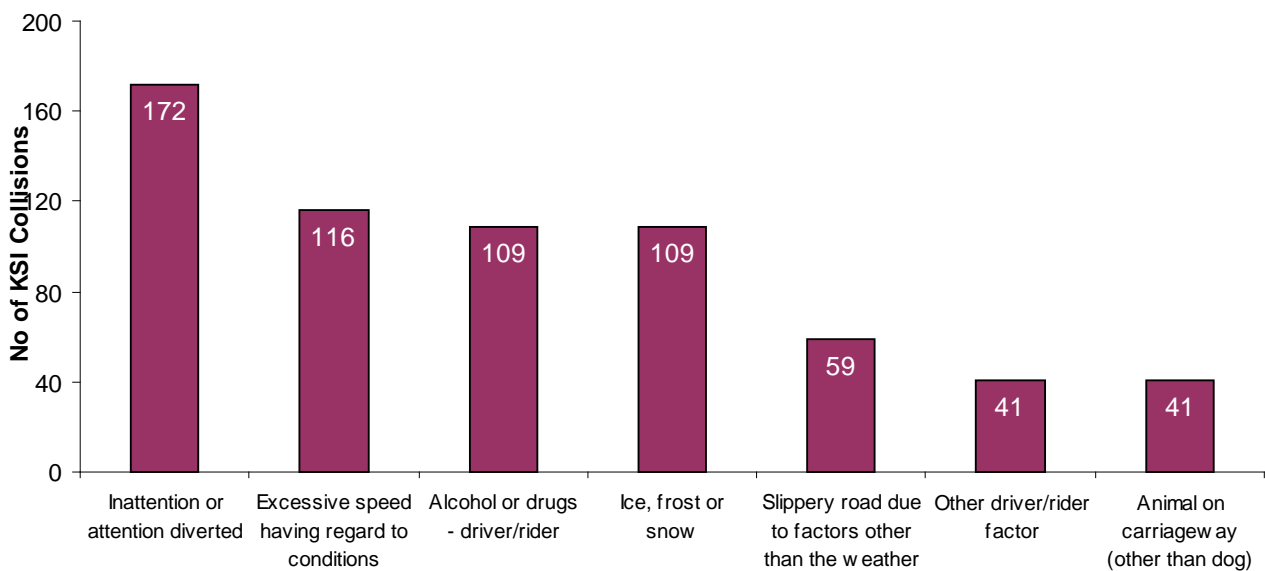
	KSI Collision	Slight Collision	Total	KSI Casualties	Slightly injured	Total
Driver/Rider Fault						
Alcohol or drugs - driver/rider	41	194	235	50	344	394
Excessive speed having regard to conditions	62	198	260	90	349	439
Careless driving ¹	350	3,615	3,965	400	6,111	6,511
Other driver rider fault	46	213	259	55	387	442
Total	499	4,220	4,719	595	7,191	7,786
Passenger Fault	5	27	32	5	28	33
Pedestrian Fault	102	334	436	105	362	467
Vehicle Defects	10	68	78	10	92	102
Obstructions	0	26	26	0	37	37
Physical/Road	17	162	179	21	220	241
Weather	26	252	278	29	384	413
Miscellaneous	11	61	72	12	96	108
Total	670	5,150	5,820	777	8,410	9,187

¹ This is a composite causation factor comprised of several causation factors including 'inattention or attention diverted' and 'driving too close'. Please see *Recorded road traffic collision and casualty definitions* for a full list in the NOTES section.

Single vehicle collisions

- During 2013, there were 945 single vehicle collisions accounting for 16.2% of all collisions. The proportion of single vehicle collisions was noticeably higher among fatal (38.2%) and serious collisions (23.7%) compared with slight injury collisions (15.1%).
- The most common causation factor for all single vehicle collisions occurring during 2013 was inattention or attention diverted (172, 18.2%), followed by excessive speed having regard to conditions (116, 12.3%). Both ice, frost and snow and the consumption of alcohol or drugs by drivers or riders were next with 109 (11.5%).
- In terms of fatal and serious collisions, excessive speed was highest with 51 out of 167 collisions equating to 30.5%.

Figure 7: Main causes of single vehicle fatal and serious collisions 2013

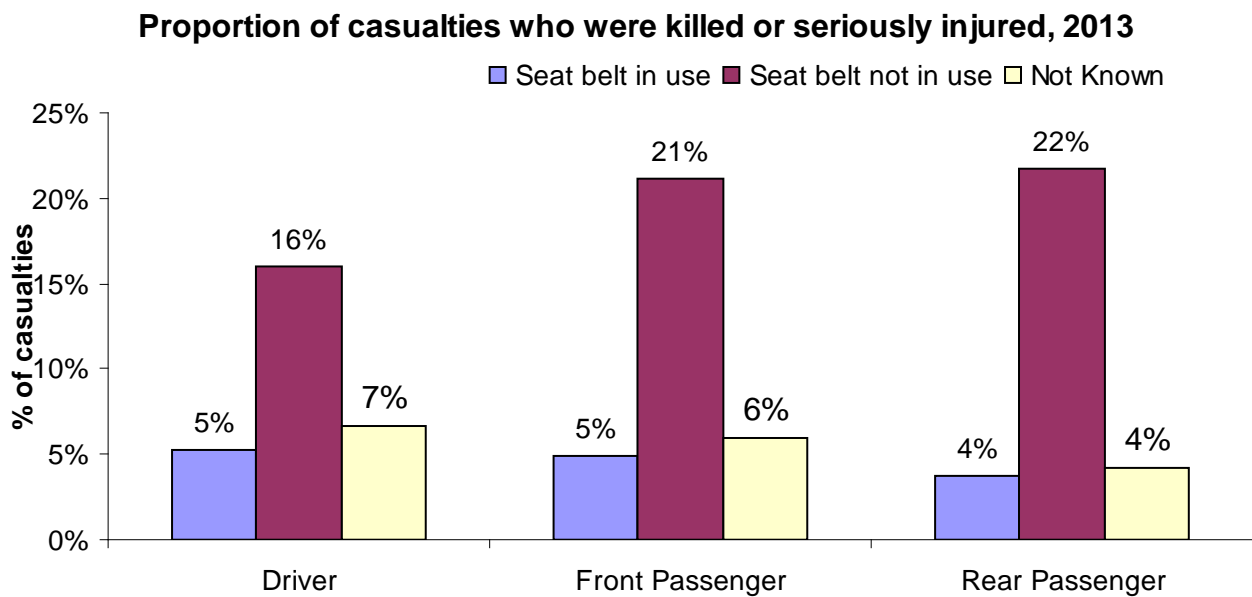


Seat belt wearing rates of those injured in Road Traffic Collisions

There were 4,788 casualties among drivers of vehicles in which a seat belt is normally worn. Of these 61.8% were wearing a seat belt at the time of the collision, 1.7% were not wearing a seat belt and for the remaining 36.5% it was unknown whether or not a seat belt was in use.

- The likelihood of a driver being killed in a collision greatly increases when not wearing a seat belt. In 2013, 0.4% of driver casualties who were wearing a seatbelt sustained fatal injuries, compared with 6.2% of driver casualties who were not wearing a seat belt. Similarly, 5.2% of driver casualties were killed or seriously injured when wearing a seat belt compared to 16.0% of those not wearing a seat belt.
- A total of 1,593 front seat passengers were casualties in vehicles in which a seat belt is normally worn of whom 61.6% were wearing a seat belt and 3.3% were not wearing a seat belt.
- A total of 1,007 rear seat passengers were casualties in vehicles in which a seat belt is normally worn. Of the rear seat passenger casualties 60.5% were wearing a seat belt at the time of the collision and 4.6% were not wearing a seat belt.
- Of those rear seat passengers wearing a seat belt at the time of the collision 3.8% were killed or seriously injured when a seat belt was in use compared with 21.7% of those who were not wearing a seat belt at the time of the collision.

Figure 8: Main causes of fatal and serious collisions, 2013

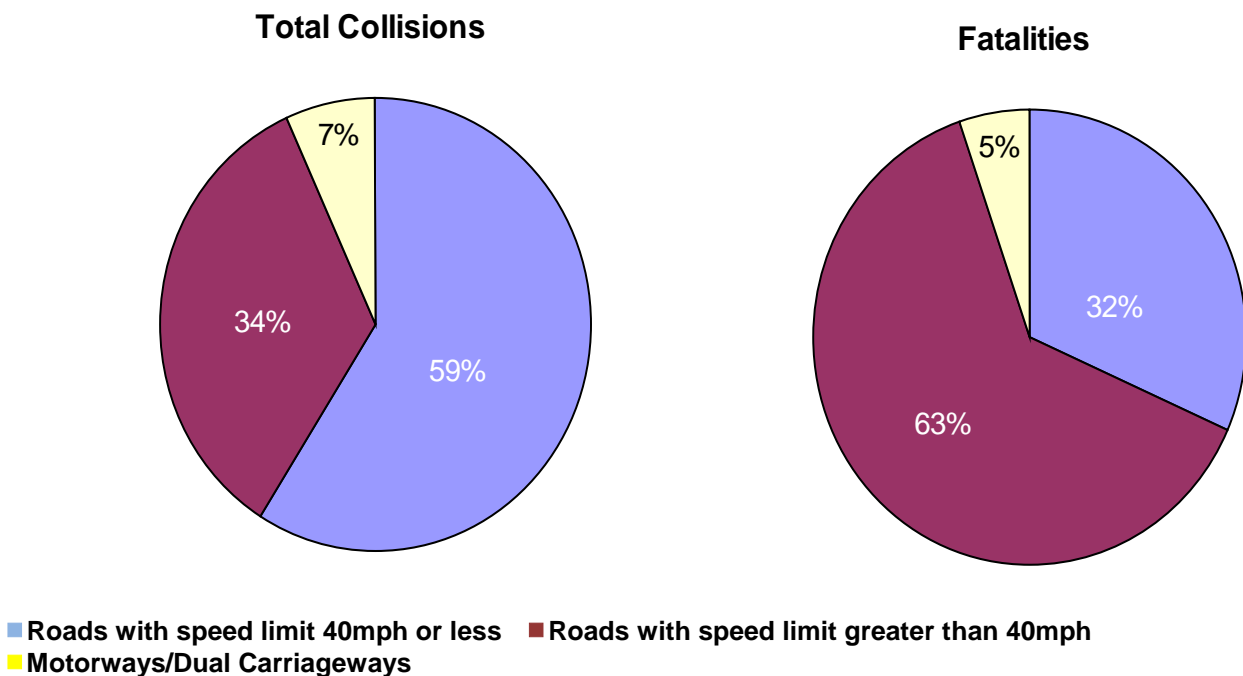


Section Three – Location

Where do collisions occur?

- In general in 2013, injury collisions were more prevalent on urban roads with a speed limit of 40 mph or less. Fatal collisions, however, were most likely to occur on rural roads (defined as having a speed limit of above 40 miles per hour excluding motorways and dual carriageways).
- Of the 5,820 injury collisions recorded by the police in 2013, 3,424 (58.8%) occurred on roads with a speed limit of 40 mph or less, 2,012 (34.6%) took place on rural roads and the remaining 384 (6.6%) occurred on a motorway or dual carriageway. The 2,012 collisions which occurred on rural roads accounted for 37.3% of total casualties and 63.2% of all fatalities in 2013.

Figure 9: Road traffic collisions and fatalities by speed limit of road 2013



- The number of people killed on rural roads (which can be defined as roads with a speed limit greater than 40 miles per hour except motorways and dual carriageways) was 36 in 2013 (63.2%), a decrease from the 2004 – 2008 average of 73.4% (KPI in Road Safety Strategy).
- Both children killed on Northern Ireland roads in 2013 occurred on rural roads with speed limits greater than 40 miles per hour (not including motorways and dual carriageways).

When do 2013 fatal and serious collisions occur?

- Taking the week as a whole, the greatest number of fatal and serious collisions occurred between 5pm and 6pm (68 collisions, 10.2%).
- There were contrasts between the pattern of collisions at weekends and during the working week. Of all fatal and serious collisions between Monday and Friday, 14.4% occurred between 7am and 10am compared to 5.4% on Saturday or Sunday.
- However, at weekends there was a greater tendency for fatal and serious collisions to occur early in the morning with 13.2% of weekend collisions occurring between midnight and 4am compared to 3.6% from Monday to Friday.
- Of all fatal collisions, three in ten (29.1%) occurred on a Saturday or Sunday.

Figure 10: Weekday collisions by Hour 2013

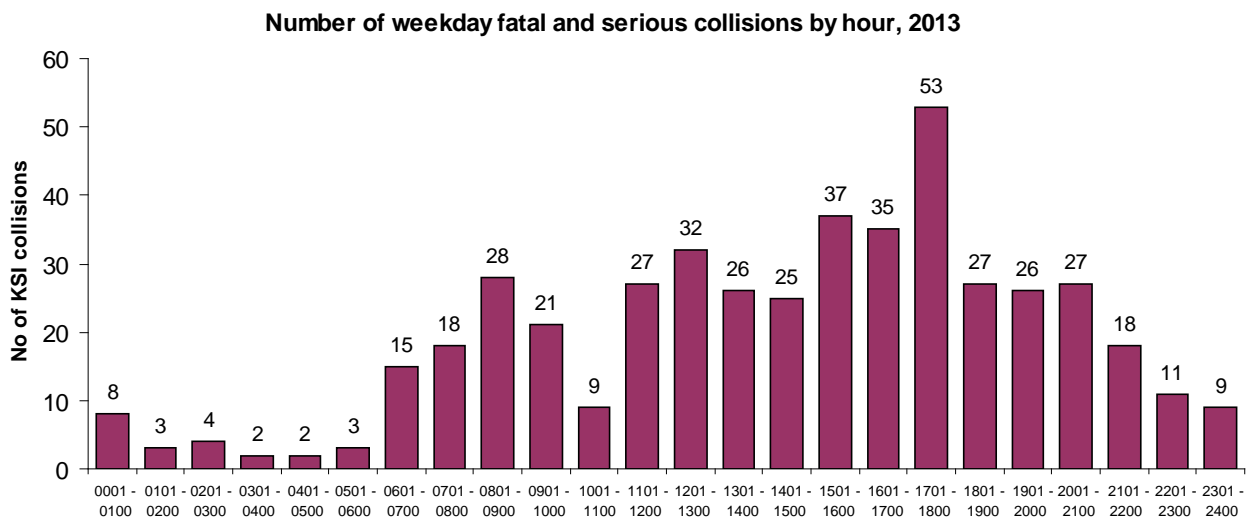
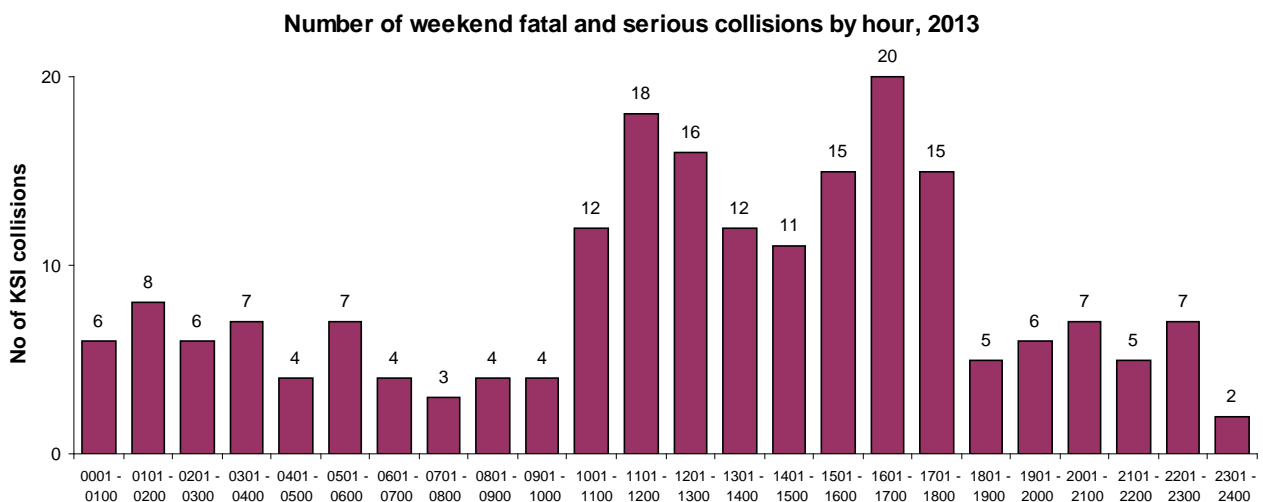


Figure 11: Weekend collisions by Hour 2013



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

Figure 12: Collisions by time 2013

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

- In terms of collisions involving KSI casualties, the peak hours were between 3pm and 6pm when over a quarter (26.1%) of all fatal and serious collisions took place. The highest proportion of all fatal and serious collisions took place on a Saturday with 18.1%.
- In terms of month, September had the highest number of fatal and serious collisions with 68 (10.1%) followed closely by December (9.6%). October had the fewest with 42 fatal and serious collisions. See table below:

Table 13: Police recorded fatal and serious injury road traffic collisions by month of year and day of week 2013

Month	Day of Week							Total
	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	
January	11	10	9	4	11	6	10	61
February	7	7	9	7	8	5	3	46
March	6	9	5	3	7	12	6	48
April	6	6	13	8	9	9	4	55
May	7	7	6	10	12	15	6	63
June	8	12	9	3	9	10	12	63
July	11	9	7	7	4	13	3	54
August	11	5	4	8	8	11	2	49
September	17	5	4	6	5	18	13	68
October	8	6	9	6	5	4	4	42
November	7	5	5	6	12	10	12	57
December	4	10	13	14	7	8	8	64
Total	103	91	93	82	97	121	83	670

Type of vehicles involved in injury road traffic collisions

When looking at types of vehicles involved, cars formed the largest group with 8,848 (83.5%) involved in injury road traffic collisions. This was followed by goods vehicles 788 (7.4%), motorcycles 339 (3.2%) and buses/coaches 206 (1.9%). When the collision rate per 1,000 licensed vehicles is used it emerges that Hackney Taxis (38 per 1,000) have the highest collision rate followed by buses/coaches (35 per 1,000).

Table 14: Number of vehicles involved in injury road traffic collisions 2013

	Fatal Collision	Serious Collision	Slight Collision	Total	% share	Collision rate per 1,000 licensed vehicles ¹
Motorcycle	10	101	228	339	3.2	13
Hackney taxi	0	3	20	23	0.2	38
Car	61	729	8,058	8,848	83.5	10
Goods Vehicles	12	75	701	788	7.4	7
Buses / coaches	2	18	186	206	1.9	35
Agricultural Vehicles	3	11	51	65	0.6	3
Other/Unknown Vehicles	5	54	269	328	3.1	----
Total	93	991	9,513	10,597	100	----

Northern Ireland Transport Statistics Annual 2012-13 publication: Table 1.7 Vehicles licensed currently licensed by body type: 2008-2012 (using 2012 figures)

- In terms of cars, motorcycles, goods vehicles and buses the KSI collision rate per 1,000 licensed vehicles is highest for motorcycles with 4 per 1,000 licensed vehicles in 2013. 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.

Weather conditions

- In 2013, as in previous years, the majority (74.8%) of fatal and serious injury road traffic collisions occurred when the weather was fine. Approximately one in seven (15.5%) of fatal and serious collisions occurred when it was raining. See table below:

Table 15: Police recorded fatal and serious injury road traffic collisions by weather conditions 2013

Weather	Total
Fine (without high wind)	489
Rain (without high wind)	85
Rain (with high wind)	1
Fine (with high wind)	12
Rain (with high wind)	18
Snow (with high wind)	4
Fog or mist - if hazard	1
Strong sun (glaring)	10
Other	15
Unknown	35
Total	670

Section Four – Fatalities Comparisons with other regions and countries

How does Northern Ireland compare?

As the latest fatality information for a list of selected countries is only available for 2012, this report compares Northern Ireland's road deaths with a selected list of countries for this year.

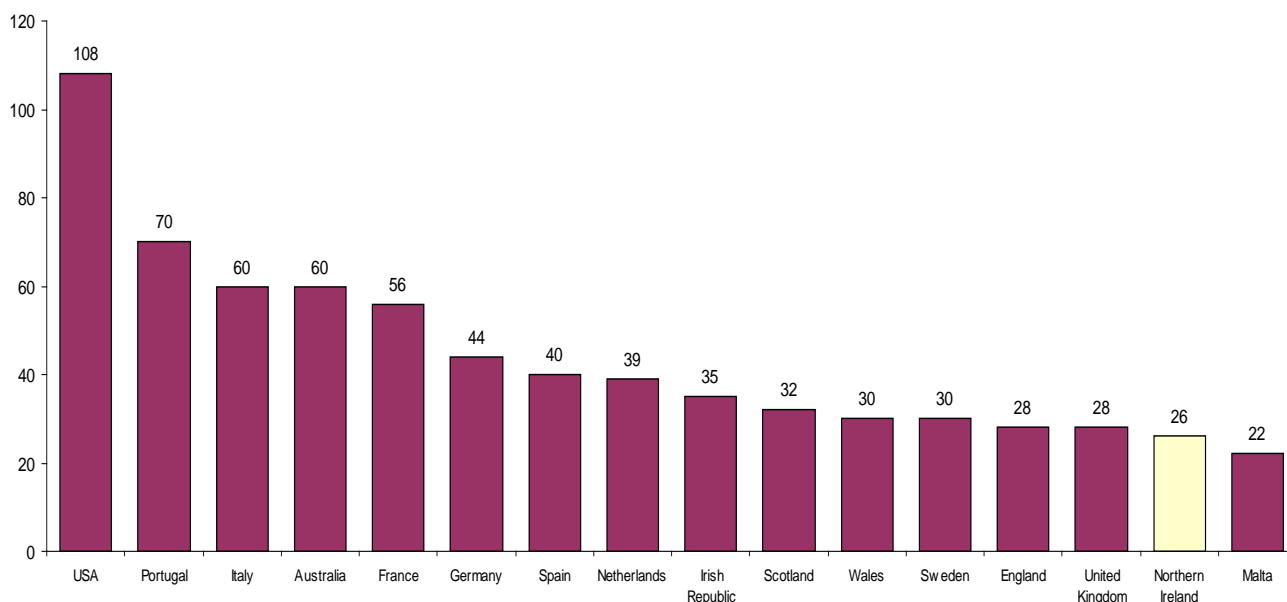
Table 16 International comparisons of road deaths by selected country¹:

Country	2012 ²	
	Number of road deaths	Road deaths per million population
England	1,491	28
Wales	93	30
Scotland	170	32
Northern Ireland	48	26
United Kingdom	1,802	28
France	3,653	56
Germany	3,601	44
Irish Republic	162	35
Italy	3,650	60
Malta	9	22
Netherlands	650	39
Portugal	743	70
Spain	1,834	40
Sweden	286	30
Australia	1,310	60
United States of America	33,780	108

¹ Source: International Road Traffic and Accident Database

² The latest figures available internationally for all these countries is 2012 data

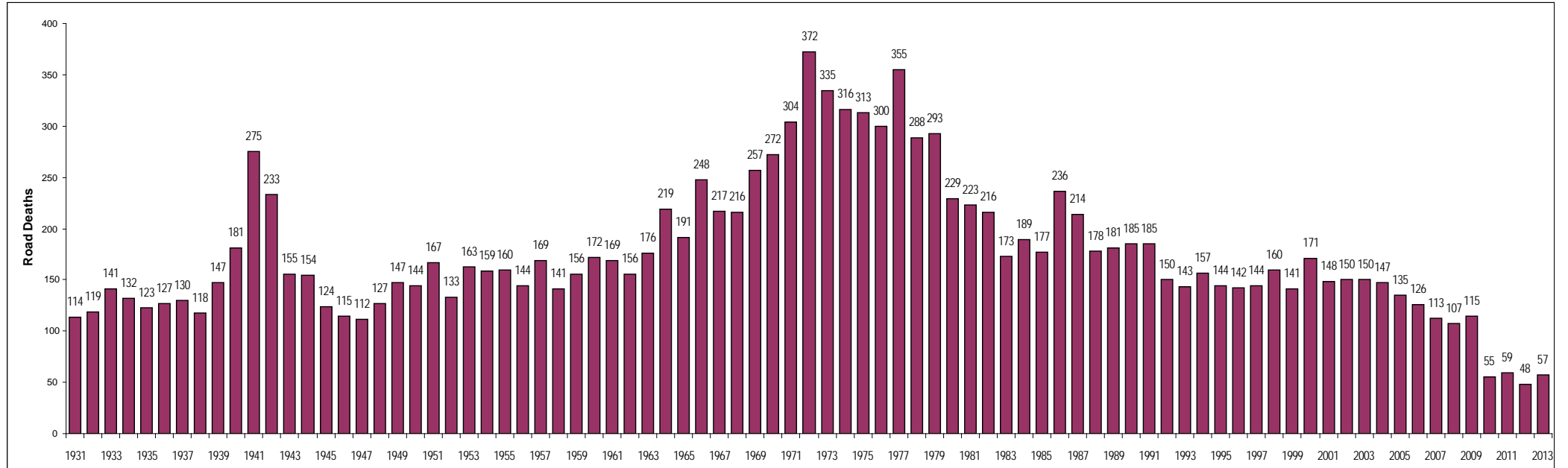
Figure 13: Road deaths per million population by selected country



- The 48 deaths recorded in Northern Ireland for 2012 equates to a rate of 26 deaths per million population with only Malta having a lower death rate than this in 2012 with 22 deaths per million population. At the other end of the scale, the United States of America had the highest death rate recorded in 2012 with 108 road deaths per million population.
- The 57 road deaths recorded in Northern Ireland for 2013 equates to 31 road deaths per million population.

Appendix 1

Road Deaths in Northern Ireland 1931 - 2013



Appendix 2 - Summary of casualty figures from 1931 – 2013

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 2 / cont - Summary of casualty figures from 1931 – 2013
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
2013	5820	57	720	8410	9187

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

Appendix 3: Casualties by Road User Class – Driver 2009 – 2013

Driver																
		2009			2010			2011			2012			2013		
	Age	Male	Female	Total	Male	Female	Total	Male	Female	Total	Male	Female	Total	Male	Female	Total
Killed	Under 16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	16 - 24	15	4	19	5	0	5	6	2	8	3	1	4	6	1	7
	25 - 34	8	1	9	6	1	7	3	1	4	1	0	1	2	3	5
	35 - 49	6	1	7	1	1	2	2	2	4	5	2	7	1	0	1
	50 - 64	3	0	3	4	0	4	4	0	4	2	1	3	3	0	3
	65 +	4	0	4	2	1	3	2	1	3	5	1	6	3	3	6
	Unknown	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	36	6	42	18	3	21	17	6	23	16	5	21	15	7	22
Seriously Injured	Under 16	2	0	2	0	0	0	0	0	0	1	0	1	0	0	0
	16 - 24	87	34	121	59	31	90	47	24	71	56	22	78	41	19	60
	25 - 34	55	30	85	37	23	60	47	16	63	43	18	61	36	24	60
	35 - 49	62	50	112	45	39	84	42	27	69	36	30	66	39	21	60
	50 - 64	38	19	57	34	22	56	26	21	47	26	33	59	26	26	52
	65 +	26	14	40	24	18	42	25	20	45	16	13	29	27	12	39
	Unknown	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	270	147	417	199	133	332	187	108	295	178	116	294	169	102	271
KSI	Under 16	2	0	2	0	0	0	0	0	0	1	0	1	0	0	0
	16 - 24	102	38	140	64	31	95	53	26	79	59	23	82	47	20	67
	25 - 34	63	31	94	43	24	67	50	17	67	44	18	62	38	27	65
	35 - 49	68	51	119	46	40	86	44	29	73	41	32	73	40	21	61
	50 - 64	41	19	60	38	22	60	30	21	51	28	34	62	29	26	55
	65 +	30	14	44	26	19	45	27	21	48	21	14	35	30	15	45
	Unknown	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	306	153	459	217	136	353	204	114	318	194	121	315	184	109	293
Slight	Under 16	1	0	1	0	0	0	1	0	1	2	0	2	0	0	0
	16 - 24	664	554	1218	542	568	1110	508	499	1007	466	492	958	469	476	945
	25 - 34	573	527	1100	516	529	1045	450	490	940	533	590	1123	548	608	1156
	35 - 49	744	645	1389	683	570	1253	656	597	1253	633	670	1303	688	679	1367
	50 - 64	390	288	678	393	291	684	363	290	653	361	354	715	430	349	779
	65 +	170	111	281	156	113	269	165	119	284	199	119	318	191	135	326
	Unknown	1	1	2	2	1	3	6	0	6	5	0	6	2	2	4
	Total	2543	2126	4669	2292	2072	4364	2149	1995	4144	2199	2225	4425	2328	2249	4577
Total	Under 16	3	0	3	0	0	0	1	0	1	3	0	3	0	0	0
	16 - 24	766	592	1358	606	599	1205	561	525	1086	525	515	1040	516	496	1012
	25 - 34	636	558	1194	559	553	1112	500	507	1007	577	608	1185	586	635	1221
	35 - 49	812	696	1508	729	610	1339	700	626	1326	674	702	1376	728	700	1428
	50 - 64	431	307	738	431	313	744	393	311	704	389	388	777	459	375	834
	65 +	200	125	325	182	132	314	192	140	332	220	133	353	221	150	371
	Unknown	1	1	2	2	1	3	6	0	6	5	0	6	2	2	4
	Total	2849	2279	5128	2509	2208	4717	2353	2109	4462	2393	2346	4740	2512	2358	4870

Appendix 4: Casualties by Road User Class – Passenger 2009 - 2013

Passenger																
		2009			2010			2011			2012			2013		
	Age	Male	Female	Total	Male	Female	Total	Male	Female	Total	Male	Female	Total	Male	Female	Total
Killed	Under 16	0	0	0	0	1	1	0	1	1	0	2	2	1	1	2
	16 - 24	10	3	13	5	0	5	2	2	4	2	4	6	5	0	5
	25 - 34	4	2	6	1	2	3	0	0	0	1	0	1	2	1	3
	35 - 49	2	0	2	1	0	1	0	1	1	0	0	0	0	1	1
	50 - 64	0	2	2	0	3	3	1	1	2	0	0	0	0	0	0
	65 +	1	5	6	0	0	0	1	2	3	1	0	1	0	2	2
	Unknown	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	17	12	29	7	6	13	4	7	11	4	6	10	8	5	13
Seriously Injured	Under 16	12	14	26	7	13	20	13	10	23	11	7	18	6	6	12
	16 - 24	60	33	93	40	31	71	26	31	57	37	26	63	36	19	55
	25 - 34	23	21	44	18	16	34	18	7	25	17	8	25	6	14	20
	35 - 49	15	11	26	10	18	28	14	13	27	9	9	18	8	8	16
	50 - 64	6	17	23	7	23	30	1	9	10	2	12	14	4	8	12
	65 +	2	21	23	1	27	28	3	16	19	3	13	16	2	18	20
	Unknown	0	0	0	0	0	0	0	0	0	1	0	1	0	1	1
	Total	118	117	235	83	128	211	75	86	161	80	75	155	62	74	136
KSI	Under 16	12	14	26	7	14	21	13	11	24	11	9	20	7	7	14
	16 - 24	70	36	106	45	31	76	28	33	61	39	30	69	41	19	60
	25 - 34	27	23	50	19	18	37	18	7	25	18	8	26	8	15	23
	35 - 49	17	11	28	11	18	29	14	14	28	9	9	18	8	9	17
	50 - 64	6	19	25	7	26	33	2	10	12	2	12	14	4	8	12
	65 +	3	26	29	1	27	28	4	18	22	4	13	17	2	20	22
	Unknown	0	0	0	0	0	0	0	0	0	1	0	1	0	1	1
	Total	135	129	264	90	134	224	79	93	172	84	81	165	70	79	149
Slight	Under 16	275	336	611	256	277	533	268	322	590	372	362	734	315	338	653
	16 - 24	443	472	915	387	436	823	372	362	734	328	376	704	362	370	732
	25 - 34	213	243	456	200	223	423	233	230	463	215	234	449	237	251	488
	35 - 49	150	240	390	158	232	390	167	226	393	148	222	370	172	238	410
	50 - 64	73	182	255	69	177	246	60	185	245	60	182	242	73	187	260
	65 +	38	145	183	41	151	192	25	144	169	32	128	160	45	159	204
	Unknown	3	4	7	3	3	6	9	12	21	5	5	10	2	1	3
	Total	1195	1622	2817	1114	1499	2613	1134	1481	2615	1160	1509	2669	1206	1544	2750
Total	Under 16	287	350	637	263	291	554	281	333	614	383	371	754	322	345	667
	16 - 24	513	508	1021	432	467	899	400	395	795	367	406	773	403	389	792
	25 - 34	240	266	506	219	241	460	251	237	488	233	242	475	245	266	511
	35 - 49	167	251	418	169	250	419	181	240	421	157	231	388	180	247	427
	50 - 64	79	201	280	76	203	279	62	195	257	62	194	256	77	195	272
	65 +	41	171	212	42	178	220	29	162	191	36	141	177	47	179	226
	Unknown	3	4	7	3	3	6	9	12	21	6	5	12	2	2	4
	Total	1330	1751	3081	1204	1633	2837	1213	1574	2787	1244	1590	2835	1276	1623	2899

Appendix 5: Casualties by Road User Class – Pedestrian 2009 - 2013

Pedestrian																
		2009			2010			2011			2012			2013		
	Age	Male	Female	Total	Male	Female	Total	Male	Female	Total	Male	Female	Total	Male	Female	Total
Killed	Under 16	1	2	3	0	1	1	0	0	0	3	0	3	0	0	0
	16 - 24	3	0	3	1	0	1	2	1	3	1	0	1	1	0	1
	25 - 34	1	1	2	2	0	2	0	0	0	2	1	3	0	0	0
	35 - 49	2	3	5	2	0	2	1	0	1	0	0	0	0	0	0
	50 - 64	2	1	3	0	1	1	2	2	4	0	0	0	0	0	0
	65 +	5	3	8	3	0	3	1	4	5	1	1	2	4	2	6
	Unknown	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total		14	10	24	8	2	10	6	7	13	7	2	9	5	2
Seriously Injured	Under 16	41	27	68	39	18	57	32	23	55	40	15	55	32	22	54
	16 - 24	29	9	38	18	11	29	24	12	36	26	3	29	11	5	16
	25 - 34	14	7	21	14	5	19	19	6	25	20	6	26	16	7	23
	35 - 49	14	7	21	14	5	19	14	14	28	10	9	19	13	7	20
	50 - 64	9	5	14	12	8	20	9	9	18	14	7	21	10	7	17
	65 +	11	18	29	8	15	23	15	23	38	16	15	31	12	20	32
	Unknown	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0
	Total		118	73	191	105	62	167	113	87	200	127	55	182	94	68
KSI	Under 16	42	29	71	39	19	58	32	23	55	43	15	58	32	22	54
	16 - 24	32	9	41	19	11	30	26	13	39	27	3	30	12	5	17
	25 - 34	15	8	23	16	5	21	19	6	25	22	7	29	16	7	23
	35 - 49	16	10	26	16	5	21	15	14	29	10	9	19	13	7	20
	50 - 64	11	6	17	12	9	21	11	11	22	14	7	21	10	7	17
	65 +	16	21	37	11	15	26	16	27	43	17	16	33	16	22	38
	Unknown	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0
	Total		132	83	215	113	64	177	119	94	213	134	57	191	99	70
Slight	Under 16	98	81	179	106	61	167	111	72	183	106	64	170	96	66	162
	16 - 24	79	49	128	63	51	114	76	40	116	81	54	135	64	51	115
	25 - 34	40	29	69	37	32	69	44	36	80	43	30	73	51	35	86
	35 - 49	64	50	114	48	45	93	66	43	109	64	41	105	60	39	100
	50 - 64	41	28	69	31	32	63	38	43	81	35	33	68	44	32	76
	65 +	27	42	69	25	25	50	20	27	47	33	24	57	32	31	63
	Unknown	4	4	8	2	0	2	3	2	5	4	1	5	6	2	8
	Total		353	283	636	312	246	558	358	263	621	366	247	613	353	256
Total	Under 16	140	110	250	145	80	225	143	95	238	149	79	228	128	88	216
	16 - 24	111	58	169	82	62	144	102	53	155	108	57	165	76	56	132
	25 - 34	55	37	92	53	37	90	63	42	105	65	37	102	67	42	109
	35 - 49	80	60	140	64	50	114	81	57	138	74	50	124	73	46	120
	50 - 64	52	34	86	43	41	84	49	54	103	49	40	89	54	39	93
	65 +	43	63	106	36	40	76	36	54	90	50	40	90	48	53	101
	Unknown	4	4	8	2	0	2	3	2	5	5	1	6	6	2	8
	Total		485	366	851	425	310	735	477	357	834	500	304	804	452	326

Appendix 6: Casualties by Road User Class – Pedal Cyclist 2009 - 2013

Pedal Cyclist																
		2009			2010			2011			2012			2013		
	Age	Male	Female	Total	Male	Female	Total	Male	Female	Total	Male	Female	Total	Male	Female	Total
Killed	Under 16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	16 - 24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	25 - 34	0	0	0	0	0	0	0	1	1	0	0	0	2	0	2
	35 - 49	0	0	0	0	0	0	0	0	0	1	0	1	1	0	1
	50 - 64	0	0	0	0	0	0	1	0	1	0	0	0	1	0	1
	65 +	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0
	Unknown	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total		0	0	0	0	0	0	1	1	2	2	0	2	4	0
Seriously Injured	Under 16	7	4	11	7	2	9	9	1	10	7	2	9	2	2	4
	16 - 24	1	1	2	6	0	6	7	1	8	8	0	8	1	1	2
	25 - 34	3	1	4	2	1	3	7	1	8	8	0	8	9	1	10
	35 - 49	6	0	6	20	0	20	14	1	15	12	3	15	11	0	11
	50 - 64	4	2	6	8	2	10	4	1	5	11	0	11	9	1	10
	65 +	3	0	3	1	0	1	0	1	1	4	0	4	5	0	5
	Unknown	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total		24	8	32	44	5	49	41	6	47	50	5	55	37	5
KSI	Under 16	7	4	11	7	2	9	9	1	10	7	2	9	2	2	4
	16 - 24	1	1	2	6	0	6	7	1	8	8	0	8	1	1	2
	25 - 34	3	1	4	2	1	3	7	2	9	8	0	8	11	1	12
	35 - 49	6	0	6	20	0	20	14	1	15	13	3	16	12	0	12
	50 - 64	4	2	6	8	2	10	5	1	6	11	0	11	10	1	11
	65 +	3	0	3	1	0	1	0	1	1	5	0	5	5	0	5
	Unknown	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total		24	8	32	44	5	49	42	7	49	52	5	57	41	5
Slight	Under 16	48	14	62	31	10	41	45	10	55	31	15	46	31	7	38
	16 - 24	15	4	19	16	3	19	28	8	36	29	4	33	29	3	32
	25 - 34	18	5	23	18	3	21	31	8	39	35	8	43	28	6	34
	35 - 49	41	2	43	51	4	55	43	8	51	50	8	58	53	13	66
	50 - 64	16	1	17	21	3	24	17	3	20	29	5	34	27	3	30
	65 +	8	0	8	5	0	5	4	0	4	6	0	6	7	1	8
	Unknown	1	0	1	0	0	0	1	0	1	0	0	0	2	0	2
	Total		147	26	173	142	23	165	169	37	206	180	40	220	177	33
Total	Under 16	55	18	73	38	12	50	54	11	65	38	17	55	33	9	42
	16 - 24	16	5	21	22	3	25	35	9	44	37	4	41	30	4	34
	25 - 34	21	6	27	20	4	24	38	10	48	43	8	51	39	7	46
	35 - 49	47	2	49	71	4	75	57	9	66	63	11	74	65	13	78
	50 - 64	20	3	23	29	5	34	22	4	26	40	5	45	37	4	41
	65 +	11	0	11	6	0	6	4	1	5	11	0	11	12	1	13
	Unknown	1	0	1	0	0	0	1	0	1	0	0	0	2	0	2
	Total		171	34	205	186	28	214	211	44	255	232	45	277	218	38

Appendix 7: Casualties by Road User Class – Motorcyclist 2009 - 2013

Motorcyclist																
		2009			2010			2011			2012			2013		
	Age	Male	Female	Total	Male	Female	Total	Male	Female	Total	Male	Female	Total	Male	Female	Total
Killed	Under 16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	16 - 24	4	0	4	3	0	3	3	0	3	1	0	1	2	0	2
	25 - 34	2	0	2	1	0	1	0	0	0	1	0	1	3	0	3
	35 - 49	7	0	7	3	0	3	3	0	3	1	0	1	5	0	5
	50 - 64	3	0	3	1	0	1	0	0	0	0	0	0	0	0	0
	65 +	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0
	Unknown	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	16	0	16	8	0	8	6	0	6	4	0	4	10	0	10
Seriously Injured	Under 16	3	0	3	1	0	1	0	0	0	1	0	1	0	0	0
	16 - 24	39	0	39	27	1	28	20	3	23	26	0	26	22	0	22
	25 - 34	34	1	35	18	2	20	17	1	18	18	2	20	19	0	19
	35 - 49	38	2	40	37	2	39	43	1	44	31	1	32	27	0	27
	50 - 64	20	1	21	20	1	21	12	0	12	13	0	13	20	0	20
	65 +	0	0	0	3	0	3	4	0	4	4	0	4	3	0	3
	Unknown	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0
	Total	134	4	138	106	6	112	97	5	102	93	3	96	91	0	91
KSI	Under 16	3	0	3	1	0	1	0	0	0	1	0	1	0	0	0
	16 - 24	43	0	43	30	1	31	23	3	26	27	0	27	24	0	24
	25 - 34	36	1	37	19	2	21	17	1	18	19	2	21	22	0	22
	35 - 49	45	2	47	40	2	42	46	1	47	32	1	33	32	0	32
	50 - 64	23	1	24	21	1	22	12	0	12	13	0	13	20	0	20
	65 +	0	0	0	3	0	3	4	0	4	5	0	5	3	0	3
	Unknown	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0
	Total	150	4	154	114	6	120	103	5	108	97	3	100	101	0	101
Slight	Under 16	1	0	1	1	0	1	3	0	3	0	0	0	0	0	0
	16 - 24	81	6	87	89	5	94	85	1	86	61	6	67	59	4	63
	25 - 34	52	5	57	49	7	56	41	4	45	19	1	20	33	3	36
	35 - 49	75	5	80	74	3	77	64	5	69	57	7	64	70	5	75
	50 - 64	29	2	31	25	0	25	28	3	31	31	1	32	26	4	30
	65 +	4	0	4	2	0	2	3	1	4	6	0	6	5	0	5
	Unknown	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
	Total	242	18	260	240	15	255	224	14	238	174	15	189	194	16	210
Total	Under 16	4	0	4	2	0	2	3	0	3	1	0	1	0	0	0
	16 - 24	124	6	130	119	6	125	108	4	112	88	6	94	83	4	87
	25 - 34	88	6	94	68	9	77	58	5	63	38	3	41	55	3	58
	35 - 49	120	7	127	114	5	119	110	6	116	89	8	97	102	5	107
	50 - 64	52	3	55	46	1	47	40	3	43	44	1	45	46	4	50
	65 +	4	0	4	5	0	5	7	1	8	11	0	11	8	0	8
	Unknown	0	0	0	0	0	0	1	0	1	0	0	0	1	0	1
	Total	392	22	414	354	21	375	327	19	346	271	18	289	295	16	311

Appendix 8: Police recorded road traffic collision casualties by road user type and severity: 2004 – 2013

	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Pedestrians										
Killed	23	28	22	17	19	24	10	13	9	7
Seriously injured	190	176	202	166	193	191	167	200	182	162
Slightly injured	532	463	575	585	632	636	558	621	613	610
Total	745	667	799	768	844	851	735	834	804	779
Drivers of motor vehicles										
Killed	63	66	46	42	45	42	21	23	21	22
Seriously injured	509	451	526	478	417	417	332	295	294	271
Slightly injured	4,216	3,682	4,037	4,330	4,472	4,669	4,364	4,144	4,425	4,577
Total	4,788	4,199	4,609	4,850	4,934	5,128	4,717	4,462	4,740	4,870
Motorcyclists										
Killed	22	14	14	25	15	16	8	6	4	10
Seriously injured	143	146	128	128	123	138	112	102	96	91
Slightly injured	311	251	267	297	319	260	255	238	189	210
Total	476	411	409	450	457	414	375	346	289	311
Pedal cyclists										
Killed	2	4	1	2	2	0	0	2	2	4
Seriously injured	27	25	33	30	26	32	49	47	55	42
Slightly injured	131	118	137	188	178	173	165	206	220	210
Total	160	147	171	220	206	205	214	255	277	256
Passengers										
Killed	36	22	43	24	23	29	13	11	10	13
Seriously injured	295	261	304	282	215	235	211	161	155	136
Slightly injured	2,950	2,396	2,777	2,769	2,802	2,817	2,613	2,615	2,670	2,750
Total	3,281	2,679	3,124	3,075	3,040	3,081	2,837	2,787	2,835	2,899
Pillion Passengers										
Killed	0	1	0	1	1	0	2	1	0	0
Seriously injured	8	8	7	5	5	7	8	7	3	5
Slightly injured	13	9	23	15	18	13	9	7	11	11
Total	21	18	30	21	24	20	19	15	14	16
Other road users										
Killed	1	0	0	2	2	4	1	3	2	1
Seriously injured	11	6	11	8	11	15	13	13	10	13
Slightly injured	24	32	29	42	33	49	46	45	39	42
Total	36	38	40	52	46	68	60	61	51	56
All road users										
Killed	147	135	126	113	107	115	55	59	48	57
Seriously injured	1,183	1,073	1,211	1,097	990	1,035	892	825	795	720
Slightly injured	8,177	6,951	7,845	8,226	8,454	8,617	8,010	7,876	8,167	8,410
Total	9,507	8,159	9,182	9,436	9,551	9,767	8,957	8,760	9,010	9,187

Appendix 9: Road traffic child collision casualties by road user type and severity: 2004 – 2013

	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Pedestrians										
Killed	3	6	4	3	3	3	1	0	3	0
Seriously injured	74	57	63	46	54	68	57	55	55	54
Slightly injured	173	175	178	172	190	179	167	183	170	162
Total	250	238	245	221	247	250	225	238	228	216
Drivers of motor vehicles										
Killed	1	1	0	0	0	0	0	0	0	0
Seriously injured	0	0	2	0	0	2	0	0	1	0
Slightly injured	2	1	2	3	3	1	0	1	2	0
Total	3	2	4	3	3	3	0	1	3	0
Motorcyclists										
Killed	0	1	0	0	0	0	0	0	0	0
Seriously injured	5	2	4	1	1	3	1	0	1	0
Slightly injured	3	2	2	1	3	1	1	3	0	0
Total	8	5	6	2	4	4	2	3	1	0
Pedal cyclists										
Killed	1	3	0	0	0	0	0	0	0	0
Seriously injured	8	7	13	9	7	11	9	10	9	4
Slightly injured	66	44	44	63	57	62	41	55	46	38
Total	75	54	57	72	64	73	50	65	55	42
Passengers										
Killed	5	3	5	2	3	0	1	1	2	2
Seriously injured	49	43	57	43	25	26	20	23	18	12
Slightly injured	702	560	593	651	592	611	533	590	734	653
Total	756	606	655	696	620	637	554	614	754	667
Other road users (including pillion passengers)										
Killed	1	1	0	0	1	1	0	1	0	0
Seriously injured	4	5	4	2	7	6	6	3	3	1
Slightly injured	5	6	7	4	6	6	7	5	4	5
Total	10	12	11	6	14	13	13	9	7	6
All road users										
Killed	11	15	9	5	7	4	2	2	5	2
Seriously injured	140	114	143	101	94	116	93	91	87	71
Slightly injured	951	788	826	894	851	860	749	837	956	858
Total	1,102	917	978	1,000	952	980	844	930	1,048	931

Appendix 10: Police recorded road traffic collision casualties by causation factor and severity: 2004 - 2013

	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Alcohol or Drugs - Driver/Rider										
Killed	30	24	18	18	18	21	10	9	8	10
Seriously injured	124	95	115	113	121	115	86	87	59	40
Slightly injured	452	410	376	436	376	408	324	357	388	344
Total	606	529	509	567	515	544	420	453	455	394
Excessive Speed having regard to conditions										
Killed	31	23	46	32	36	27	10	7	8	11
Seriously injured	219	199	271	221	155	172	131	87	92	79
Slightly injured	782	730	984	677	758	852	762	529	448	349
Total	1,032	952	1,301	930	949	1,051	903	623	548	439
Careless Driving										
Killed	56	54	40	43	36	33	19	23	14	25
Seriously injured	612	557	592	509	442	480	440	415	387	375
Slightly injured	5,935	4,977	5,414	5,711	5,979	6,000	5,524	5,577	5,839	6,111
Total	6,603	5,588	6,046	6,263	6,457	6,513	5,983	6,015	6,240	6,511
Alcohol or Drugs - Pedestrian										
Killed	7	8	6	4	*	6	*	5	0	*
Seriously injured	20	17	22	22	*	21	*	26	21	*
Slightly injured	39	41	55	52	47	60	36	68	55	54
Total	66	66	83	78	68	87	59	99	76	64
Other Pedestrian Fault										
Killed	11	14	9	6	9	10	4	5	4	*
Seriously injured	115	108	104	81	121	117	93	105	101	*
Slightly injured	276	259	312	311	344	321	314	306	321	308
Total	402	381	425	398	474	448	411	416	426	403
Other factors										
Killed	12	12	7	10	*	18	*	10	14	6
Seriously injured	93	97	107	151	*	130	*	105	135	126
Slightly injured	693	534	704	1,039	950	976	1,050	1,039	1,116	1,244
Total	798	643	818	1,200	1,088	1,124	1,181	1,154	1,265	1,376
All factors										
Killed	147	135	126	113	107	115	55	59	48	57
Seriously injured	1,183	1,073	1,211	1,097	990	1,035	892	825	795	720
Slightly injured	8,177	6,951	7,845	8,226	8,454	8,617	8,010	7,876	8,167	8,410
Total	9,507	8,159	9,182	9,436	9,551	9,767	8,957	8,760	9,010	9,187

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

Comparison of road accident reports with death registrations shows that very few, if any, road accident fatalities are not reported to the police. However, it has long been known in GB (and by extension in NI) that a considerable proportion of non-fatal casualties are not known to the police, as hospital, survey and compensation claims data all indicate a higher number of casualties than suggested by police accident data.

The data used as the basis for these statistics are therefore not a complete record of all personal injury road accidents, and this should be kept in mind when using and analysing the figures. However, police data on road accidents (STATS 19), whilst not perfect, remain the most detailed, complete and reliable single source of information on road casualties, in particular for monitoring trends over time.

One of the main limitations of police recorded injury road traffic collision statistics, as mentioned above, is the extent to which they represent the true level of injury road traffic collisions and casualties that occur within the UK. Extensive research has been conducted within GB in order to get an estimate of the level of this under-reporting. The research has generally focused on 2 sources of comparable information, (i) hospital admissions data¹ and (ii) survey data from The National Travel Survey².

¹ Reported Road Casualties in Great Britain: 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 Reported 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 2010/11 -2012/13 equate to around 64%-66% 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 6th February 2014) refer to the 12 month period ending September 2013. Key points from the publication are as below:

- For reported road accidents in the year ending September 2013: 1,730 people were killed, a 2 per cent drop from 1,761 in the year ending September 2012. The number of people killed or seriously injured fell to 23,380, a 6 per cent decrease compared with the previous year.
- Overall for year ending September 2013, there were 184,010 reported road casualties, 7 per cent fewer than the 197,700 for the year ending September 2012.
- Total reported child casualties (ages 0-15) fell by 11 per cent to 15,730 for the year ending September 2013 compared with the previous year, with those killed or seriously injured down 15 per cent to 1,990.

<https://www.gov.uk/government/publications/reported-road-casualties-in-great-britain-provisional-estimates-jul-to-sep-q3-2013>

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.

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.

Careless Driving: Include

- 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.

PSNI POLICING DISTRICTS FROM 1ST APRIL 2007

