

Police Service of Northern Ireland

Police Recorded Injury Road Traffic Collisions and Casualties Northern Ireland

Annual Report covering the period
1st April 2011 to 31st March 2012

Published 10th May 2012

Contact:

Traffic Statistician
PSNI Statistics Branch
Lisnasharragh
42 Montgomery Road
Belfast
BT6 9LD
Tel 0845 600 8000 Ext. 24135
Email: statistics@psni.police.uk

Background

The PSNI is required to report on its performance on a financial year basis and hence this report covers the period 1st April 2011 – 31st March 2012. These police recorded road traffic collision and casualty statistics relate solely to incidents that occur within the jurisdiction of the Police Service of Northern Ireland. Further information on context and background is provided in the NOTES section of this bulletin and in the [Police Recorded Injury Road Traffic Collision Statistics User Guide](#) on the [PSNI website](#).

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Section 1 – Summary

Over the last 10 years the number of persons killed or seriously injured in road traffic collisions each financial year decreased gradually for the first 8 years before dropping substantially two years ago. In 2002/03 there were 158 persons killed on the roads and over the next 7 years this had decreased to 101 persons killed in 2009/10. Two years ago in 2010/11 the number of fatalities almost halved, dropping from 101 in 2009/10 to 58 in 2010/11 which was then followed by a further drop to 52 fatalities recorded in 2011/12. This is the lowest number of persons killed on the roads in Northern Ireland for a financial or calendar year period, since records commenced in 1931.

There has also been a decrease in the numbers of persons seriously injured in road traffic collisions over the last 10 years, though there hasn't been the same dramatic fall in these figures in the last two years as there has been with the road fatalities. There were 1,487 persons seriously injured in road traffic collisions in 2002/03 and this has decreased over the years to 806 persons seriously injured in 2011/12, a decrease of 9.5% on the year before and a 45.8% decrease on the same figure 10 years ago.

The numbers of persons slightly injured in road traffic collisions has decreased by 19.5% since ten years ago in 2002/03, with most of this decrease being in the early part of the decade while remaining relatively stable since 2007/08.

The total number of injury collisions recorded by the police has decreased by 14.2% over the last 10 years from 6,569 in 2002/03 to 5,639 in 2011/12. However, as with the trend in slight injuries, much of that decrease was during the early part of that period between 2002/03 – 2006/07 with the level of injury collisions remaining relatively constant over the years since then.

Key findings from 2011/12

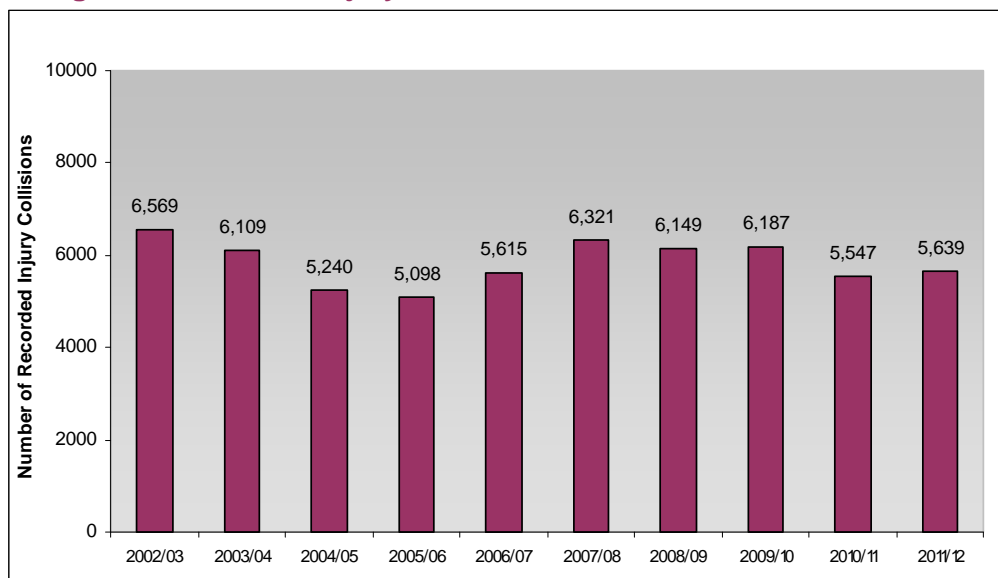
- During 2011/12 there were 5,639 injury road traffic collisions. These collisions resulted in 8,830 casualties, of whom 52 were killed, 806 were seriously injured and 7,972 were slightly injured. Compared with 2010/11 there were 6 fewer fatalities in 2011/12 (down 10.3%) and there were 85 fewer people seriously injured (down 9.5%).
- There was a 1.7% increase in the number of recorded collisions in 2011/12 compared with the previous year. Fatal collisions fell by 5.6% and serious injury collisions fell by 6.4% but there was a 3.0% increase in the more numerous slight injury collisions.
- The total number of injury road traffic collisions involving child casualties increased from 691 in 2010/11 to 747 in 2011/12 (an increase of 8.1%). One collision in 2011/12 resulted in a child fatality in 2011/12 compared with three child fatality collisions in the previous year. Collisions resulting in serious injuries to children also decreased from 97 in 2010/11 to 82 in 2011/12 (a decrease of 15.5%).
- The most common causes of all injury road traffic collisions in 2011/12 were 'inattention or attention diverted' (942 collisions), 'driving too close' (649 collisions) and 'emerging from a minor road without care' (435 collisions).
- The most common causes of fatal and serious injury road traffic collisions in 2011/12 were 'excessive speed having regard to conditions' (99 killed or seriously injured), 'inattention or attention diverted' (89 killed or seriously injured) and 'impaired by alcohol – driver/rider' (77 killed or seriously injured).

Section 2 – Injury road traffic collisions and casualties

Injury Collisions

During 2011/12 there were 5,639 recorded injury road traffic collisions in Northern Ireland, an increase of 92 (1.7%) compared to the previous year and 930 (14.2%) lower than ten years ago in 2002/03 (Figure 1).

Figure 1: Recorded Injury Road Traffic Collisions 2002/03 – 2011/12



Fatal and Serious Injuries

There were 52 people killed on the roads of Northern Ireland in 2011/12, a decrease of 6 (10.3%) on the 58 killed in 2010/11 and a decrease of 67.1% on 158 killed ten years ago in 2002/03 (Table 1). Across the 8 Police Districts, 5 had a decrease in road fatalities in 2011/12 compared to the previous year (A, C, D, E & G Districts) while the remaining 3 Districts had an increase (B, F & H Districts).

The number of persons seriously injured in road traffic collisions decreased by 85 (-9.5%) from 891 in 2010/11 to 806 in 2011/12. This represents a decrease of 45.8% on the same figure 10 years ago in 2002/03

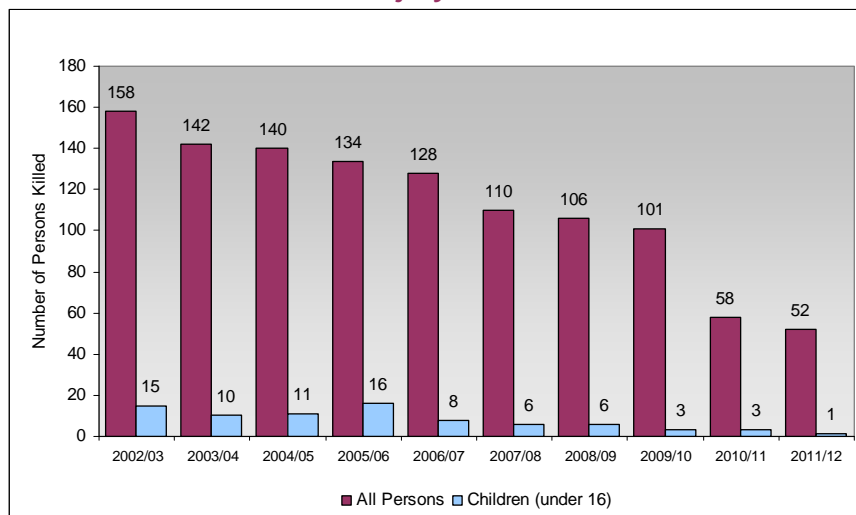
Table 1: Recorded Injury Road Traffic Collisions and Casualties 2002/03 – 2011/12

	Collisions				Casualties			Total Casualties
	Fatal Collisions	Serious Collisions	Slight Collisions	All Injury Collisions	Killed	Seriously Injured	Slightly Injured	
2002/03	139	1,069	5,361	6,569	158	1,487	9,901	11,546
2003/04	121	957	5,031	6,109	142	1,258	9,022	10,422
2004/05	124	867	4,249	5,240	140	1,128	7,478	8,746
2005/06	128	852	4,118	5,098	134	1,115	7,128	8,377
2006/07	112	886	4,617	5,615	128	1,194	7,910	9,232
2007/08	101	844	5,376	6,321	110	1,076	8,562	9,748
2008/09	99	813	5,237	6,149	106	998	8,367	9,471
2009/10	90	793	5,304	6,187	101	995	8,579	9,675
2010/11	54	736	4,757	5,547	58	891	7,847	8,796
2011/12	51	689	4,899	5,639	52	806	7,972	8,830

Child fatalities

Figure 2 below shows the numbers of persons killed each year in road traffic collisions over the 10 year period 2002/03 – 2011/12 and within these, the numbers of these deaths that involved children (aged under 16). During 2011/12 there was one child fatality compared to three child fatalities the previous year. Ten years ago there were 15 child fatalities and their numbers have decreased gradually over the years in line with the overall road fatality trend.

Figure 2: Persons Killed in Recorded Injury Road Traffic Collisions 2002/03 – 2011/12



Collisions involving children

Table 2 shows that the numbers of collisions resulting in child casualties has increased slightly in 2011/12 compared to the previous year (up by 56 collisions or 8.1%). However, within this, collisions involving child fatalities have dropped from 3 in 2010/11 to 1 in 2011/12 and those involving serious injuries to children have dropped by 15 (-15.5%) from 97 to 82. Collisions involving slight injuries to children on the other hand increased by 73 (12.4%) over the same period.

Child Casualties

There was one child fatality in 2011/12 compared with 3 the previous year. The numbers of children seriously injured decreased by 17 from 102 in 2010/11 to 85 in 2011/12 whereas there was an increase of 11.0% in the numbers of children slightly injured, rising from 774 in 2010/11 to 859 in 2011/12. The total number of child casualties (i.e. all levels of injury) also increased by 66 (7.5%).

Compared to ten years ago, child fatalities have dropped from 15 in 2002/03 to one in 2011/12. The numbers of children seriously injured has dropped by 88 (-50.9%) and the numbers of children slightly injured has dropped by 389 (-31.2%).

Table 2: Recorded Injury Road Traffic Collisions Involving Child Casualties (under 16) 2002/03 – 2011/12

	Collisions				Child Casualties			Total Casualties
	Fatal Collisions	Serious Collisions	Slight Collisions	All Injury Collisions	Killed	Seriously Injured	Slightly Injured	
2002/03	14	154	871	1,039	15	173	1,248	1,436
2003/04	9	145	793	947	10	158	1,086	1,254
2004/05	11	118	661	790	11	124	873	1,008
2005/06	16	116	569	701	16	127	752	895
2006/07	8	107	647	762	8	128	847	983
2007/08	5	88	720	813	6	103	931	1,040
2008/09	5	85	694	784	6	96	846	948
2009/10	3	103	642	748	3	107	811	921
2010/11	3	97	591	691	3	102	774	879
2011/12	1	82	664	747	1	85	859	945

Section 3 – Principal causation factors

The most common principal causation factors associated with injury road traffic collisions reported to the police during 2011/12 are presented in Table 3 below. In this table those casualties who were killed or seriously injured are grouped together and labelled as 'killed or seriously injured' (KSI). The main principal causation factors for KSI collisions during 2011/12 were 'Excessive speed having regard to conditions' (99 KSI casualties), followed by 'Inattention or attention diverted' (89 KSI casualties) and 'Impaired by alcohol - driver/rider' (77 KSI casualties).

The most common principal causation factors for slightly injured casualties on the other hand were 'Inattention or attention diverted' (1,393 slightly injured casualties) followed by 'Driving too close' (1,041 slightly injured casualties) and 'Emerging from minor road without care' (681 slightly injured casualties).

Table 3: Most Common Principal Causation Factors in Road Traffic Collisions - 2011/12

Principal Factor	Number of Injury Collisions	Casualties		
		KSI	Slightly Injured	Total Casualties
Inattention or attention diverted	942	89	1,393	1,482
Driving too close	649	10	1,041	1,051
Emerging from minor road without care	435	47	681	728
Excessive speed having regard to conditions	359	99	541	640
Turning right without care	294	45	491	536
Impaired by alcohol – driver/rider	264	77	333	410
Crossing/entering road junction without care	233	39	351	390
Heedless of traffic crossing carriageway	227	65	174	239
Wrong course/position	204	61	309	370
Overtaking on offside without care	195	38	275	313

Principal causation factors for child casualties

Table 4 below presents the numbers of collisions and casualties associated with the main principal causation factors for collisions resulting in child casualties in 2011/12. The most common principal causation factor for child casualties who were either killed or seriously injured (KSIs) was 'Heedless of traffic crossing carriageway' (22 child KSI casualties) followed by 'Inattention or attention diverted' (8 child KSI casualties) and 'Excessive speed having regard to conditions' (7 child KSI casualties).

Table 4: Most Common Principal Causation Factors in Road Traffic Collisions Involving Child Casualties (under 16) 2011/12

Principal Factor	Number of Injury Collisions	Child Casualties		
		KSI	Slightly Injured	Total Casualties
Inattention or attention diverted	102	8	132	140
Heedless of traffic crossing carriageway	94	22	74	96
Driving too close	80	0	101	101
Emerging from minor road without care	55	*	*	83
Excessive speed having regard to conditions	41	7	59	66
Turning right without care	35	*	*	50

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

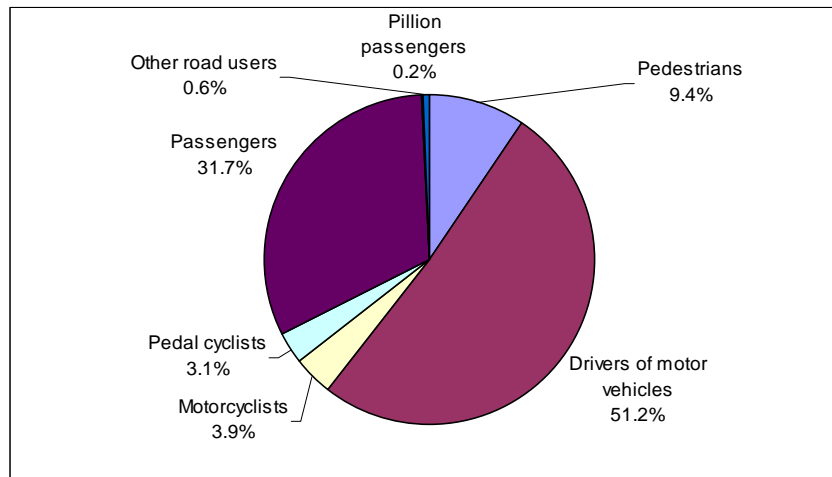
The most common principal causation factors associated with slightly injured child casualties were 'Inattention or attention diverted' (132 slightly injured children), 'Driving too close' (101 slightly injured children) and 'Heedless of traffic crossing carriageway' (74 slightly injured children).

Section 4 – Road traffic collisions casualty breakdown

Road traffic collision casualties by road user type

Figure 3 below shows the road user types of the casualties resulting from road traffic collisions in 2011/12. Drivers of motor vehicles accounted for the largest proportion of casualties (51.2%) followed by passengers (31.7%), pedestrians (9.4%), motorcyclists (3.9%) and pedal cyclists (3.1%). This is very similar to the previous year except for a slight increase in the proportion of pedestrian casualties (rising from 8.4% in 2010/11 to 9.4% in 2011/12) and in pedal cyclists (rising from 2.4% to 3.1%). The proportion of motorcyclist casualties dropped slightly from 4.3% in 2010/11 to 3.9% in 2011/12.

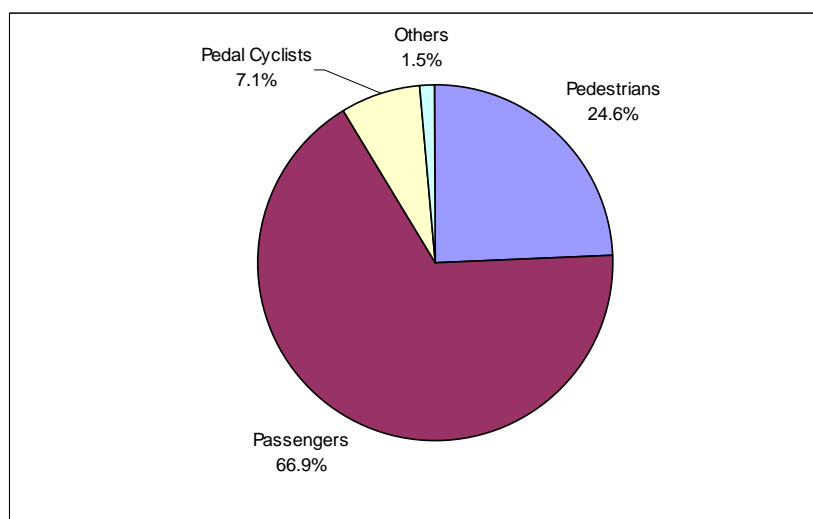
Figure 3: Casualties in Injury Recorded Road Traffic Collisions by Type of Road User 2011/12



Road traffic collision child casualties by road user type

Figure 4 below shows the road user types of the child casualties resulting from road traffic collisions in 2011/12. The biggest group of child casualties were passengers (66.9%), followed by pedestrians (24.6%) and pedal cyclists (7.1%). Compared to the previous year there has been a slight increase in the proportion of child casualties who were pedal cyclists (rising from 5.9% in 2010/11 to 7.1% in 2011/12) whereas the proportion of child pedestrian casualties has decreased slightly from 26.6% in 2010/11 to 24.6% in 2011/12.

Figure 4: Child Casualties in Injury Recorded Road Traffic Collisions by Type of Road User 2011/12



Trends in casualty road user type over the last 5 years

Fatalities

Over a longer time period it can be seen that while there has been a decrease in the number of road related deaths and serious injuries, the types of road users most at risk has not changed (Table 5). In terms of fatalities, drivers of motor vehicles account for the greatest proportion of all road deaths in each of the last 5 years. The next most common road user type amongst road fatalities were then pedestrians and passengers. Motorcyclists accounted for 17.3% of all fatalities five years ago in 2007/08 but only 7.7% of fatalities in 2011/12.

Table 5: Casualties in Recorded Injury Road Traffic Collisions by Severity of Injury and Type of Road User 2007/08 – 2011/12

Type of Road User ¹	2007/08	2008/09	2009/10	2010/11	2011/12
Fatalities:					
Pedestrians	18	21	19	11	10
Drivers of motor vehicles	43	44	33	23	23
Motorcyclists	19	16	16	9	4
Pedal cyclists	2	2	0	0	2
Passengers	25	21	27	13	9
Pillion passengers	2	0	1	1	1
Other road users	1	2	5	1	3
Totals	110	106	101	58	52
Serious Injuries:					
Pedestrians	163	197	185	174	192
Drivers of motor vehicles	469	415	393	332	286
Motorcyclists	135	121	124	120	105
Pedal cyclists	30	30	32	51	43
Passengers	268	216	237	195	163
Pillion passengers	4	5	8	9	5
Other road users	7	14	16	10	12
Totals	1,076	998	995	891	806
Slight Injuries:					
Pedestrians	637	638	629	552	628
Drivers of motor vehicles	4,475	4,435	4,706	4,209	4,212
Motorcyclists	316	306	262	251	235
Pedal cyclists	209	176	164	164	225
Passengers	2,863	2,762	2,765	2,611	2,623
Pillion passengers	17	17	11	9	9
Other road users	45	33	42	51	40
Totals	8,562	8,367	8,579	7,847	7,972
All Casualties:					
Pedestrians	818	856	833	737	830
Drivers of motor vehicles	4,987	4,894	5,132	4,564	4,521
Motorcyclists	470	443	402	380	344
Pedal cyclists	241	208	196	215	270
Passengers	3,156	2,999	3,029	2,819	2,795
Pillion passengers	23	22	20	19	15
Other road users	53	49	63	62	55
Totals	9,748	9,471	9,675	8,796	8,830

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).

Serious injuries

Among casualties with serious injuries again the most common road user types over the last five years were drivers of motor vehicles followed by passengers and then pedestrians. However, over the five year period, whilst there has been a decrease in the numbers of seriously injured casualties who were drivers and passengers, there has been an increase in the numbers who were pedestrians (rising from 163 in 2007/08 to 192 in 2011/12) and in the number who were pedal cyclists (rising from 30 in 2007/08 to 43 in 2011/12).

Slight injuries

Again with casualties who were slightly injured in road traffic collisions during the 5 year period, the majority each year were drivers of motor vehicles followed by passengers and then pedestrians. However, whilst there has been a decrease in the numbers of slightly injured drivers and passengers in 2011/12 compared with 2007/08, there has been an increase in the numbers of pedal cyclists who were slightly injured (rising from 209 in 2007/08 to 225 in 2011/12) and number of pedestrians slightly injured hasn't decreased but instead has remained relatively consistent.

Comparison of child casualty road user group and age

Fatalities

There were three child fatalities in 2010/11, two of which were aged under 5 and the other was aged between 11-15. One was a pedestrian and the other two were passengers. In 2011/12 the one fatality was aged 11-15 and was a motorcycle pillion passenger.

Serious injuries

The largest proportion of seriously injured child casualties in the last two years were those aged 11-15, accounting for 56.9% of all seriously injured child casualties in 2010/11 and 45.9% of all such casualties in 2011/12. The most common child road user types who were seriously injured in both years were pedestrians followed by passengers and then pedal cyclists.

Slight injuries

In 2010/11 the age group that accounted for the greatest proportion of slight injury casualties was the 11-15 year old age group (41.5%) whereas in 2011/12 it was 5-10 year olds who accounted for the greatest proportion (41.0%). In both years the most common road user type involved in slight injury child casualties were passengers followed by pedestrians.

Table 6: Child Casualties (under 16) in Recorded Injury Road Traffic Collisions by Severity of Injury, Type of Road User and Age Group 2010/11 and 2011/12

Type of Road User ¹	2010/11				2011/12			
	Under 5	5 – 10	11 – 15	Totals	Under 5	5 – 10	11 – 15	Totals
Fatalities								
Pedestrians	1	0	0	1	0	0	0	0
Pedal cyclists	0	0	0	0	0	0	0	0
Passengers	1	0	1	2	0	0	0	0
Others	0	0	0	0	0	0	1	1
Totals	2	0	1	3	0	0	1	1
Serious Injuries								
Pedestrians	14	18	31	63	10	25	16	51
Pedal cyclists	1	5	4	10	0	3	7	10
Passengers	3	2	17	22	2	6	12	20
Others	0	1	6	7	0	0	4	4
Totals	18	26	58	102	12	34	39	85
Slight Injuries								
Pedestrians	25	54	91	170	12	87	82	181
Pedal cyclists	2	20	20	42	0	33	24	57
Passengers	142	208	203	553	161	232	219	612
Others	0	2	7	9	0	0	9	9
Totals	169	284	321	774	173	352	334	859
All Child Casualties								
Pedestrians	40	72	122	234	22	112	98	232
Pedal cyclists	3	25	24	52	0	36	31	67
Passengers	146	210	221	577	163	238	231	632
Others	0	3	13	16	0	0	14	14
Totals	189	310	380	879	185	386	374	945

¹ 'Passengers' include pedal cycle passengers. 'Others' include drivers of motor vehicles, riders and pillion passengers on motor cycles and drivers/riders and passengers of 'other vehicles' (e.g. tractors, invalid carriages and horse-drawn vehicles etc.).

Gender and age of road traffic collision casualties

Fatalities

In 2011/12 casualties aged between 16-24 years of age accounted for 23.1% of all fatalities compared with 31.0% in 2010/11. Within this age group, males aged 16-24 accounted for 15.4% of all fatalities in 2011/12 compared with 27.6% the previous year). In contrast, there was an increase in the proportion of fatalities aged 55+ in 2011/12 compared with the previous year (19.0% of fatalities were aged 55+ in 2010/11 compared with 40.4% in 2011/12).

Table 7: Casualties in Recorded Injury Road Traffic Collisions by Severity of Injury and Age Group 2010/11 and 2011/12

Age and Gender	2010/11				2011/12			
	Killed	Seriously Injured	Slightly Injured	Total	Killed	Seriously Injured	Slightly Injured	Total
Male								
Under 16	0	64	417	481	1	58	455	514
16 - 24	16	145	1,087	1,248	8	136	1039	1183
25 - 34	9	96	822	927	3	109	816	928
35 - 44	3	90	666	759	6	76	677	759
45 - 54	8	83	587	678	5	62	593	660
55 - 64	3	40	280	323	5	32	279	316
65 +	5	36	239	280	6	49	218	273
Unknown	0	0	6	6	0	3	27	30
Total	44	554	4,104	4,702	34	525	4,104	4,663
Female								
Under 16	3	38	357	398	0	27	404	431
16 - 24	2	72	1,012	1,086	4	74	897	975
25 - 34	4	38	765	807	1	32	771	804
35 - 44	1	44	553	598	2	31	680	713
45 - 54	1	50	507	558	1	40	505	546
55 - 64	1	36	254	291	3	24	328	355
65 +	2	59	289	350	7	53	267	327
Unknown	0	0	6	6	0	0	14	14
Total	14	337	3,743	4,094	18	281	3866	4,165
All¹								
Under 16	3	102	774	879	1	85	859	945
16 - 24	18	217	2,099	2,334	12	210	1936	2158
25 - 34	13	134	1,587	1,734	4	141	1587	1732
35 - 44	4	134	1,219	1,357	8	107	1357	1472
45 - 54	9	133	1,094	1,236	6	102	1098	1206
55 - 64	4	76	534	614	8	56	607	671
65 +	7	95	528	630	13	102	485	600
Unknown	0	0	12	12	0	3	43	46
Total	58	891	7,847	8,796	52	806	7,972	8,830

¹ Includes unknown gender

Serious injuries

In 2011/12 males accounted for 65.1% and females accounted for 34.9% of all persons seriously injured, similar to that observed in the previous year (62.2% male and 37.8% female). Across the various age groups, those aged 16-24 accounted for the greatest numbers of those seriously injured casualties in both years (24.4% of all serious injury casualties in 2010/11 and 26.1% in 2011/12).

Slight injuries

Similar proportions of males and females were slight injury casualties in both years. In 2010/11 males accounted for 52.3% and females for 47.7% of slight injury casualties compared with 2011/12 when the composition was 51.5% male and 48.5% female. In terms of age group, those aged 16-24 accounted for the greatest numbers of casualties slightly injured (26.7% of all slight casualties in 2010/11 and 24.3% in 2011/12).

Section 5 – Geographical location of injury collisions

Table 8 below outlines the numbers and severity of casualties injured by road traffic collisions in 2011/12 and 2010/11 by Police District and Area.

Table 8: Casualties in Recorded Injury Road Traffic Collisions by Severity of Injury, District and Area 2010/11 and 2011/12

		2010/11				2011/12			
		Killed	Seriously Injured	Slightly Injured	Total	Killed	Seriously Injured	Slightly Injured	Total
A District	North Belfast	2	27	577	606	2	28	515	545
	West Belfast	1	38	417	456	0	25	457	482
	A District Total	3	65	994	1,062	2	53	972	1,027
B District	East Belfast	0	18	356	374	2	30	378	410
	South Belfast	1	40	520	561	1	47	564	612
	B District Total	1	58	876	935	3	77	944	1,022
C District	Ards	1	37	302	340	2	32	393	427
	Castlereagh	2	18	261	281	0	20	247	267
	Down	3	41	279	323	3	26	288	317
	North Down	0	24	304	328	0	18	311	329
	C District Total	6	120	1,146	1,272	5	96	1,239	1,340
D District	Antrim	2	13	273	288	4	19	254	277
	Carrickfergus	1	17	149	167	0	9	97	106
	Lisburn	5	78	578	661	2	53	599	654
	Newtownabbey	3	42	350	395	4	30	388	422
	D District Total	11	150	1,350	1,511	10	111	1,338	1,459
E District	Armagh	0	30	196	226	4	42	234	280
	Banbridge	2	28	173	203	0	18	160	178
	Craigavon	3	52	308	363	4	58	400	462
	Newry and Mourne	7	60	372	439	3	61	343	407
	E District Total	12	170	1,049	1,231	11	179	1,137	1,327
F District	Cookstown	1	22	169	192	1	17	139	157
	Dungannon and South Tyrone	2	37	217	256	3	29	241	273
	Fermanagh	3	23	233	259	1	30	250	281
	Omagh	3	33	218	254	6	25	207	238
	F District Total	9	115	837	961	11	101	837	949
G District	Foyle	6	42	436	484	1	29	455	485
	Limavady	1	12	173	186	0	13	114	127
	Magherafelt	3	32	154	189	3	11	147	161
	Strabane	2	16	129	147	0	22	139	161
	G District Total	12	102	892	1,006	4	75	855	934
H District	Ballymena	0	42	252	294	2	29	233	264
	Ballymoney	2	14	93	109	1	18	85	104
	Coleraine	0	27	190	217	2	33	194	229
	Larne	0	14	115	129	1	26	105	132
	Moyle	2	14	53	69	0	8	35	43
	H District Total	4	111	703	818	6	114	652	772
Total		58	891	7,847	8,796	52	806	7,972	8,830

Location of collisions

The greatest numbers of road traffic collision casualties in both years were in D District with 1,459 casualties in 2011/12 and 1,511 casualties in 2010/11 (Table 8). Within that, the Lisburn policing Area accounted for the greatest numbers of casualties in both years (656 casualties in 2011/12 and 661 in 2010/11). This is to be expected as Lisburn is the most highly populated police area in Northern Ireland (2010 figures).

Location of fatalities

In terms of the location of fatalities, in 2011/12 the greatest number of fatalities took place in E & F District (11 fatalities occurred in each). During the previous year, E District and G District accounted for the highest number of fatalities (12 fatalities in both Districts). The police Area where the largest number of fatalities occurred in 2011/12 was Omagh with 6 fatalities compared with the year before when Newry & Mourne had the highest number of fatalities with 7 deaths from road traffic collisions.

Location of serious casualties

Across the 8 policing Districts, the greatest numbers of serious injuries from road traffic collisions occurred in E District in both years (170 in 2010/11 and 179 in 2011/12). The police Area with the greatest number of seriously injured casualties in 2010/11 was Lisburn with 78 and in 2011/12 it was Newry & Mourne with 61 persons seriously injured.

Location of child injury collisions

Table 9 below presents the numbers and severity of children injured by road traffic collisions in 2011/12 and 2010/11 by Police District and Area.

Table 9: Child Casualties in Recorded Injury Road Traffic Collisions by Severity of Injury, District and Area 2010/11 and 2011/12

		2010/11				2011/12			
		Killed	Seriously Injured	Slightly Injured	Total	Killed	Seriously Injured	Slightly Injured	Total
A District	North Belfast	0	9	65	74	1	5	56	62
	West Belfast	0	7	38	45	0	2	53	55
	A District Total	0	16	103	119	1	7	109	117
B District	East Belfast	0	4	33	37	0	2	46	48
	South Belfast	0	2	27	29	0	4	53	57
	B District Total	0	6	60	66	0	6	99	105
C District	Ards	0	2	22	24	0	3	51	54
	Castlereagh	0	0	37	37	0	3	21	24
	Down	1	3	45	49	0	3	34	37
	North Down	0	2	22	24	0	2	30	32
	C District Total	1	7	126	134	0	11	136	147
D District	Antrim	0	1	26	27	0	0	26	26
	Carrickfergus	0	2	15	17	0	1	12	13
	Lisburn	0	5	62	67	0	6	55	61
	Newtownabbey	0	4	32	36	0	6	46	52
	D District Total	0	12	135	147	0	13	139	152
E District	Armagh	0	6	21	27	0	3	27	30
	Banbridge	0	4	16	20	0	1	24	25
	Craigavon	0	8	39	47	0	8	45	53
	Newry and Mourne	0	5	36	41	0	7	24	31
	E District Total	0	23	112	135	0	19	120	139
F District	Cookstown	0	2	14	16	0	0	20	20
	Dungannon and South Tyrone	0	3	25	28	0	4	23	27
	Fermanagh	0	2	15	17	0	2	25	27
	Omagh	1	7	23	31	0	0	29	29
	F District Total	1	14	77	92	0	6	97	103
G District	Foyle	0	9	45	54	0	4	47	51
	Limavady	0	1	21	22	0	2	14	16
	Magherafelt	1	6	14	21	0	0	14	14
	Strabane	0	0	12	12	0	2	11	13
	G District Total	1	16	92	109	0	8	86	94
H District	Ballymena	0	3	26	29	0	7	24	31
	Ballymoney	0	2	7	9	0	1	11	12
	Coleraine	0	1	17	18	0	6	26	32
	Larne	0	0	9	9	0	1	9	10
	Moyle	0	2	10	12	0	0	3	3
	H District Total	0	8	69	77	0	15	73	88
Total		3	102	774	879	1	85	859	945

Location of child injury collisions

There were 945 child casualties resulting from road traffic collisions in 2011/12 compared with 879 the previous year, an increase of 66 (7.5%). The policing District where the greatest number of child casualties occurred in both years was D District (152 child casualties in 2011/12 and 147 in 2010/11). Across the 29 police Areas, the greatest number of child casualties occurred in North Belfast in both years (62 in 2011/12 and 74 in 2010/11).

Child fatalities

During 2011/12, the one child fatality occurred in North Belfast within A District. In the previous year there were 3 child fatalities. One occurred in the Down policing Area within C District, another occurred in Omagh within F District and the third occurred in Magherafelt within G District.

Serious injury child casualties

The District that had the most serious injury child casualties in the last 2 years was E District (19 in 2011/12 and 23 in 2010/11). Across the 29 policing Areas, the greatest number of seriously injured child casualties in 2011/12 was in Craigavon with 8, compared with the previous year where there were 9 children seriously injured in North Belfast and another 9 in Foyle.

2011 Calendar Year – Key Statistics

APPENDIX

REPORTED INJURY ROAD TRAFFIC COLLISIONS & CASUALTIES

1ST JANUARY 2011 – 31ST DECEMBER 2011

2011 Calendar Year – Key Statistics

Figure A1: Reported Injury Road Traffic Collisions 2002 – 2011

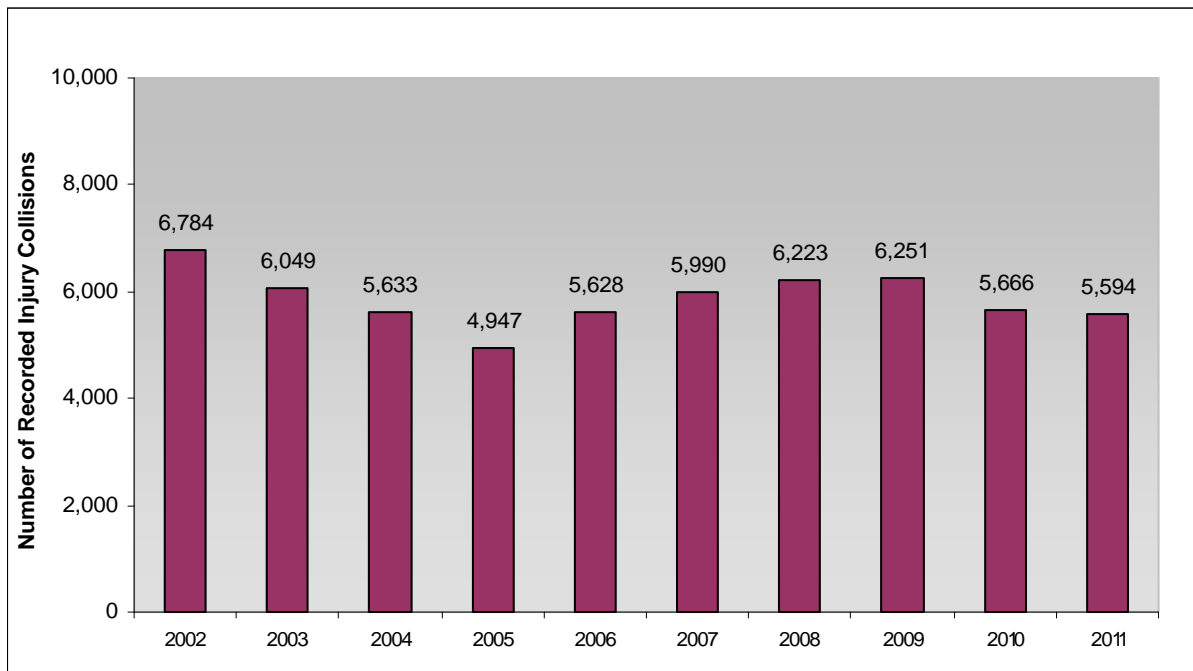


Table A1: Reported Injury Road Traffic Collisions and Casualties 2002 – 2011

	Collisions				Killed	Casualties		Total Casualties
	Fatal Collisions	Serious Collisions	Slight Collisions	All Injury Collisions		Seriously Injured	Slightly Injured	
2002	136	1,105	5,543	6,784	150	1,526	10,238	11,914
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

2011 Calendar Year – Key Statistics

Figure A2: Reported Injury Road Traffic Collisions Involving Child Casualties (under 16) 2002 - 2011

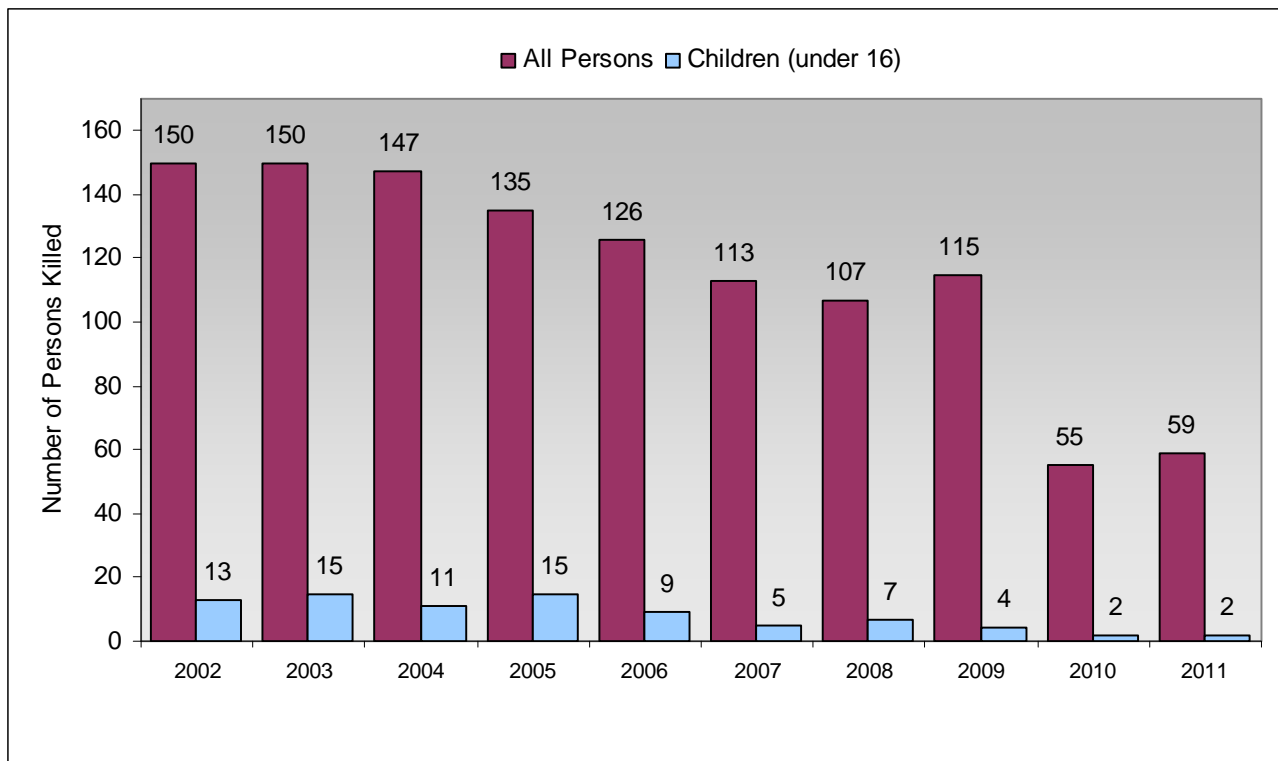


Table A2: Reported Injury Road Traffic Collisions Involving Child Casualties (under 16) 2002 - 2011

	Collisions				Killed	Child Casualties		
	Fatal Collisions	Serious Collisions	Slight Collisions	All Injury Collisions		Seriously Injured	Slightly Injured	Total Casualties
2002	13	159	912	1,084	13	181	1,299	1,493
2003	13	144	798	955	15	156	1,058	1,229
2004	11	130	700	841	11	140	951	1,102
2005	15	106	587	708	15	114	788	917
2006	9	119	635	763	9	143	826	978
2007	5	87	693	785	5	101	894	1,000
2008	5	84	701	790	7	94	851	952
2009	4	112	666	782	4	116	860	980
2010	2	86	582	670	2	93	749	844
2011	2	88	645	735	2	91	837	930

2011 Calendar Year – Key Statistics

Table A3: Casualties in Reported Injury Road Traffic Collisions by Severity of Injury and Type of Road User 2007 – 2011

Type of Road User ¹	2007	2008	2009	2010	2011
Fatalities:					
Pedestrians	17	19	24	10	13
Drivers of motor vehicles	42	45	42	21	23
Motorcyclists	25	15	16	8	6
Pedal cyclists	2	2	0	0	2
Passengers	24	23	29	13	11
Pillion passengers	1	1	0	2	1
Other road users	2	2	4	1	3
Totals	113	107	115	55	59
Seriously Injured:					
Pedestrians	166	193	191	167	200
Drivers of motor vehicles	478	417	417	332	295
Motorcyclists	128	123	138	112	102
Pedal cyclists	30	26	32	49	47
Passengers	282	215	235	211	161
Pillion passengers	5	5	7	8	7
Other road users	8	11	15	13	13
Totals	1,097	990	1,035	892	825
Slightly Injured:					
Pedestrians	585	632	636	558	621
Drivers of motor vehicles	4,330	4,472	4,669	4,364	4,144
Motorcyclists	297	319	260	255	238
Pedal cyclists	188	178	173	165	206
Passengers	2,769	2,802	2,817	2,613	2,615
Pillion passengers	15	18	13	9	7
Other road users	42	33	49	46	45
Totals	8,226	8,454	8,617	8,010	7,876
All Casualties:					
Pedestrians	768	844	851	735	834
Drivers of motor vehicles	4,850	4,934	5,128	4,717	4,462
Motorcyclists	450	457	414	375	346
Pedal cyclists	220	206	205	214	255
Passengers	3,075	3,040	3,081	2,837	2,787
Pillion passengers	21	24	20	19	15
Other road users	52	46	68	60	61
Totals	9,436	9,551	9,767	8,957	8,760

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).

2011 Calendar Year – Key Statistics

Table A4: Child Casualties (under 16) in Reported Injury Road Traffic Collisions by Severity of Injury, Type of Road User and Age Group 2010 and 2011

Type of Road User ¹	2010				2011			
	Under 5	5 – 10	11 – 15	Totals	Under 5	5 – 10	11 – 15	Totals
Fatalities								
Pedestrians	1	0	0	1	0	0	0	0
Pedal cyclists	0	0	0	0	0	0	0	0
Passengers	0	0	1	1	1	0	0	1
Others	0	0	0	0	0	0	1	1
Totals	1	0	1	2	1	0	1	2
Serious Injuries								
Pedestrians	14	11	32	57	9	28	18	55
Pedal cyclists	1	5	3	9	0	2	8	10
Passengers	3	2	15	20	3	5	15	23
Others	0	1	6	7	0	0	3	3
Totals	18	19	56	93	12	35	44	91
Slight Injuries								
Pedestrians	19	60	88	167	19	80	84	183
Pedal cyclists	1	22	18	41	1	32	22	55
Passengers	127	197	209	533	159	223	208	590
Others	0	2	6	8	0	0	9	9
Totals	147	281	321	749	179	335	323	837
All Child Casualties								
Pedestrians	34	71	120	225	28	108	102	238
Pedal cyclists	2	27	21	50	1	34	30	65
Passengers	130	199	225	554	163	228	223	614
Others	0	3	12	15	0	0	13	13
Totals	166	300	378	844	192	370	368	930

¹ 'Passengers' include pedal cycle passengers.

'Others' include drivers of motor vehicles, riders and pillion passengers on motor cycles and drivers/riders and passengers of 'other vehicles' (e.g. tractors, invalid carriages and horse-drawn vehicles etc.).

NOTES

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

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

Strengths and Limitations of the data

Strengths

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

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

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

The statistics are also used to inform the [Northern Ireland Road Safety Partnership](#) on the need for cameras to enforce identified roads which are prone to injury RTC's due to speeding or road junctions where collisions result from drivers ignoring the mechanical traffic signals (red light running). The statistics are widely referred to in the media and are used by those individuals or organisations with an interest in road safety.

Limitations

One of the main limitations of police recorded injury road traffic collision statistics is the extent to which they represent the true level of injury road traffic collisions and casualties that occur within the UK. Extensive research has been conducted within GB in order to get an estimate of the level of this under-reporting. The research has generally focused on 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. For example casualties resulting from collisions where no motor vehicle is involved (cyclists falling off their bikes or colliding with pedestrians).

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

Revisions

Revisions are carried out in accordance with our Revisions Policy, a copy of which is available in the Official Statistics section of the PSNI Statistics website.

Comparisons with Great Britain

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

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

Additional Data

More detailed statistical tables on injury road traffic collisions in Northern Ireland are available on the Police Recorded Injury Road Traffic Statistics section of the PSNI website. The accompanying spreadsheet for the statistics provides further trend information, subject to statistical disclosure policies.

Further Information

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

Recorded road traffic collision and casualty definitions

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

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

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

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.

PSNI POLICING DISTRICTS FROM 1ST APRIL 2007



Based Upon Ordnance Survey of Northern Ireland Data © 2007