Police Service of Northern Ireland

Police Recorded Injury Road Traffic Collisions and Casualties Northern Ireland

Annual Report covering the period 1st April 2012 to 31st March 2013

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NATIONAL STATISTICS

Personal, Professional, Protective Policing

POLICE SERVICE NORTHERN IRELAND

Background

The PSNI is required to report on its performance on a financial year basis and hence this report covers the period 1st April 2012 – 31st March 2013. Further information on context and background to these statistics 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.

Contents

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 7 years before dropping substantially three years ago. In 2011/12 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. Although the 2012/13 figure has increased the number of fatalities by one to 53, this figure would suggest that this relatively low level of road deaths can be expected to continue.

The 53 fatalities recorded in 2012/13 is a reduction from the peak of 372 persons killed on our roads in 1972. A combination of factors is likely to have contributed to this relatively low level of road deaths in 2012/13 such as improvements in vehicle safety, trauma care, seat belt and child car seat legislation as well as targeted speed reduction, road improvement and the use of safety cameras.

There has also been a decrease in the numbers of persons seriously injured in road traffic collisions over the last 10 years with the current figure of 779 representing the lowest level of persons seriously injured since records began on seriously injured casualties in 1971. The 779 persons seriously injured is a decrease of 3.3% on the 806 recorded in 2011/12 and a 38.1% reduction on the 1,258 recorded ten years ago in 2003/04.

Although the total number of collisions has shown a 2.3% increase in comparison to 2011/12, collisions and casualties have both decreased in comparison to 10 years ago (a 5.6% reduction in collisions and 13.5% fall in casualties compared with 2003/04).

Key findings from 2012/13

- During 2012/13 there were 5,766 injury road traffic collisions. These collisions resulted in 9,019 casualties, of whom 53 people were killed, 779 people were seriously injured and 8,187 people were slightly injured.

- The number of persons killed or seriously injured was 832, twenty-six lower than the previous year. The difference is comprised of one more fatality and 27 fewer persons seriously injured.

- Pedal cyclist casualties have increased by 26.0% over the past five years, from 208 to 262. The number of pedal cyclists killed or seriously injured in 2012/13 was 60, the highest figure since fifteen years ago in 1997/98 when there were 66.

- Of the 9,019 overall road traffic casualties in 2012/13, less than one percent (0.6%) were fatally injured, 8.6% received serious injuries and 90.8% received slight injuries. Males accounted for 4,698 casualties (52.1%) and females 4,321 (47.9%).

- The 16 to 24 age group had the highest proportion of casualties in 2012/13 accounting for just under one quarter (23.6%) of all persons injured.

- While Lisburn had the highest number of road traffic casualties recorded in 2012/13, the most road deaths were recorded in Magherafelt and Fermanagh (both with 5 each).

- There were 1,041 child casualties recorded in 2012/13 in comparison with 945 in 2011/12. There were 6 child fatalities recorded in 2012/13 five more than in the previous year.

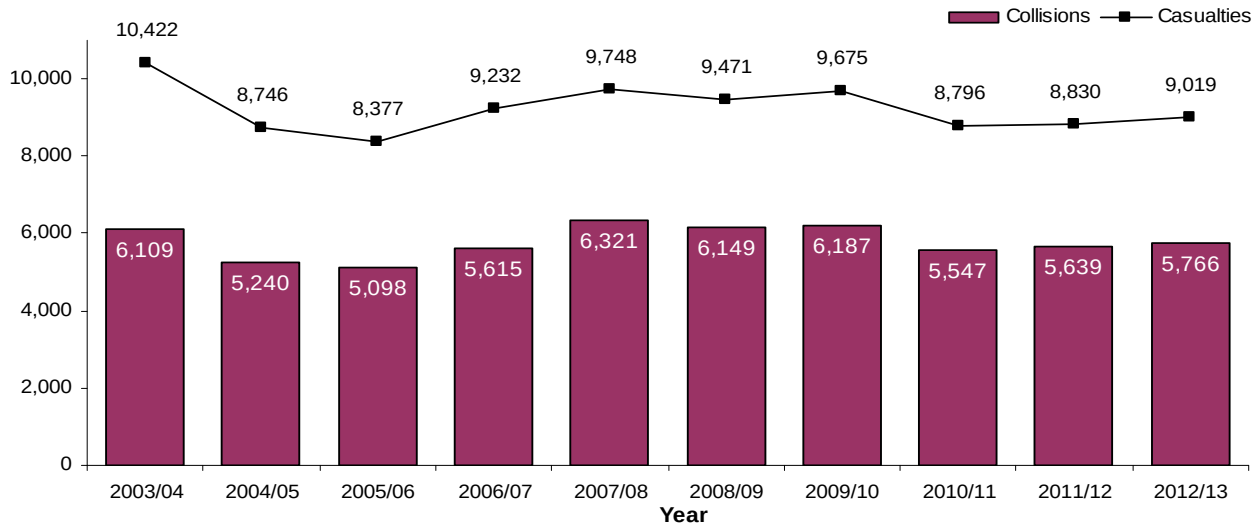
- The main ‘principal’ causes for KSI collisions in 2012/13 were ‘Excessive speed having regard to conditions’ (87 KSI casualties), followed by ‘Inattention or attention diverted’ (83 KSI casualties) and ‘Impaired by drugs/alcohol – driver rider’ (71 KSI casualties).

Section 2 – Injury road traffic collisions and casualties

Injury Collisions

There were 5,766 collisions recorded by PSNI from the 1st April 2012 to 31st March 2013 resulting in a total of 9,019 casualties of whom there were 53 fatalities, 779 people seriously injured and a further 8,187 people slightly injured. The 9,019 casualties equates to 189 more casualties recorded in 2012/13 than in 2011/12. Over a longer time period, the total number of injury road traffic collisions has decreased by 343 collisions in comparison with 2003/04 resulting in 1,403 fewer casualties.

Figure 1: Recorded Injury Road Traffic Collisions 2003/04 – 2012/13



Fatal and Serious Injuries

There were 53 persons killed on the roads of Northern Ireland in 2012/13, an increase of 1 from the 52 recorded in 2011/12 and a decrease of 62.7% on the 142 killed ten years ago in 2003/04. Drivers of motor vehicles were the largest casualty class for fatalities in 2012/13 accounting for 22 people killed. There were also 12 passengers, 11 pedestrians, 4 motorcyclists, 3 pedal cyclists and 1 other road user killed. E District had the highest number of fatalities with 12.

The number of persons seriously injured in road traffic collisions decreased by 27 (-3.3%) from 806 in 2011/12 to 779 in 2012/13. This represents a decrease of 38.1% on the same figure recorded 10 years ago in 2003/04.

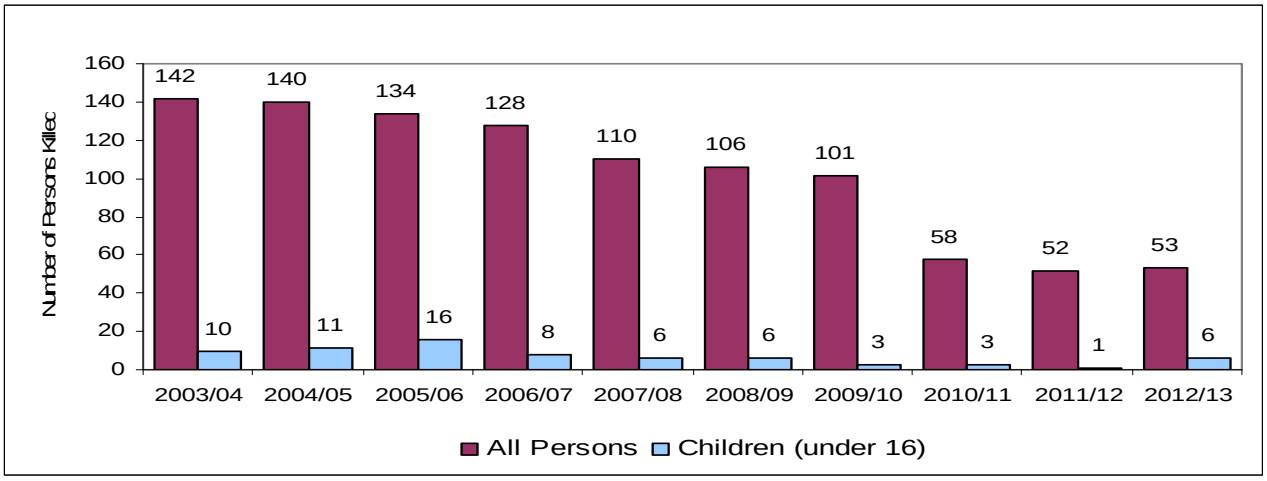
Table 1: Recorded Injury Road Traffic Collisions and Casualties 2003/04 – 2012/13

	Collisions				Casualties			
	Fatal Collisions	Serious Collisions	Slight Collisions	All Injury Collisions	Killed	Seriously Injured	Slightly Injured	Total Casualties
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
2012/13	50	659	5,057	5,766	53	779	8,187	9,019

Child fatalities

Figure 2 below shows the numbers of persons killed each year in road traffic collisions over the 10 year period 2003/04 – 2012/13 and within these, the numbers of deaths that involved children under the age of 16. During 2012/13 there were six child fatalities, the highest number recorded since 2008/09.

Figure 2: Persons Killed in Recorded Injury Road Traffic Collisions 2003/04 – 2012/13



Collisions involving children

Table 2 shows the total number of injury road traffic collisions involving child casualties has increased by 7 from 747 in 2011/12 to 754 in 2012/13**.** The number of fatal collisions involving children has increased over the last year from one to six.

Child Casualties

There were 1,041 child casualties (i.e. all levels of injury) recorded in 2012/13. This represents an increase of 96 (10.2%) more child casualties recorded than 2011/12 and is comprised of 5 more fatalities, 95 more slightly injured but 4 fewer seriously injured.

There has been a decrease of over 200 child casualties in 2012/13 compared with 10 years ago in 2003/04, with all levels of injury showing a decrease including 4 fewer child fatalities and 77 fewer (-48.7%) children being seriously injured in road traffic collisions.

Table 2: Recorded Injury Road Traffic Collisions Involving Child Casualties (under 16) 2003/04 – 2012/13

	Collisions				Child Casualties			
	Fatal Collisions	Serious Collisions	Slight Collisions	All Injury Collisions	Killed	Seriously Injured	Slightly Injured	Total Casualties
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
2012/13	6	79	669	754	6	81	954	1,041

Section 3 – Principal causation factors

The most common principal causation factors associated with injury road traffic collisions reported to the police during 2012/13 are presented in Table 3 below. In this table those casualties who were 'killed or seriously injured' are grouped together and labelled KSI. The main principal causation factors for KSI casualties during 2012/13 were 'Excessive speed having regard to conditions' (87 KSI casualties), followed by 'Inattention or attention diverted' (83 KSI casualties) and 'Impaired by drugs/alcohol – driver rider' (71 KSI casualties).

The most common principal causation factors of all injury road traffic collisions in 2012/13 were 'inattention or attention diverted' (1,015 collisions), 'driving too close' (674 collisions) and 'emerging from a minor road without care' (488 collisions).

Table 3: Most Common Principal Causation Factors in Road Traffic Collisions - 2012/13

Principal Factor	Number of Injury Collisions	Casualties		
		KSI	Slightly Injured	Total Casualties
Inattention or attention diverted	1,015	83	1,550	1,633
Driving too close	674	19	1,092	1,111
Emerging from minor road without care	488	55	738	793
Excessive speed having regard to conditions	270	87	388	475
Turning right without care	258	45	414	459
Impaired by drugs/alcohol – driver/rider	250	71	378	449
Heedless of traffic crossing carriageway	192	45	151	196
Wrong course/position	187	62	271	333
Ice, frost or snow	183	20	234	254
Crossing/entering road junction without care	174	17	261	278

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 2012/13. The most common principal causation factor for child casualties who were either killed or seriously injured (KSIs) was 'Heedless of traffic crossing carriageway' (14 child KSI casualties) followed by 'Walking or running into carriageway' (13 child KSI casualties) and having walk/run movement masked (9 child KSI casualties).

Table 4: Most Common Principal Causation Factors in Road Traffic Collisions Involving Child Casualties (under 16) 2012/13

Principal Factor	Number of Injury Collisions	Child Casualties		
		KSI	Slightly Injured	Total Casualties
Inattention or attention diverted	141	7	206	213
Driving too close	80	*	*	122
Heedless of traffic crossing carriageway	73	14	59	73
Emerging from minor road without care	45	*	*	59
Walking or running into carriageway	36	13	23	36
Excessive speed having regard to conditions	30	7	38	45
Walk/run movement masked	24	9	15	24

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

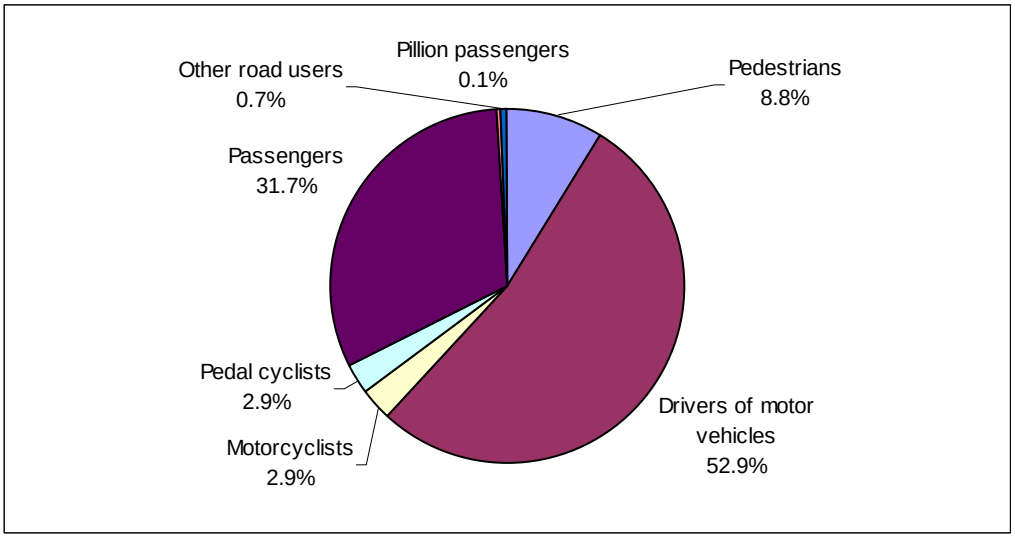
The most common principal causation factors associated with all child casualties involved in road traffic collisions were 'Inattention or attention diverted' (213 child casualties), 'Driving too close' (122 child casualties) and ' Heedless of traffic crossing carriageway' (73 child casualties).

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 2012/13. Drivers of motor vehicles accounted for the largest proportion of casualties (52.9%) followed by passengers (31.7%), pedestrians (8.8%), motorcyclists and pedal cyclists (both with 2.9%). This is very similar to the previous year except for a slight decrease in the proportion of pedestrian casualties (falling from 9.4% in 2011/12 to 8.8% in 2012/13), pedal cyclists (falling from 3.1% to 2.9%) and motorcyclist casualties (down from 3.9% to 2.9%). These decreases are offset by the slight increase of casualties who were drivers of a motor vehicle (up from 51.2% to 52.9%).

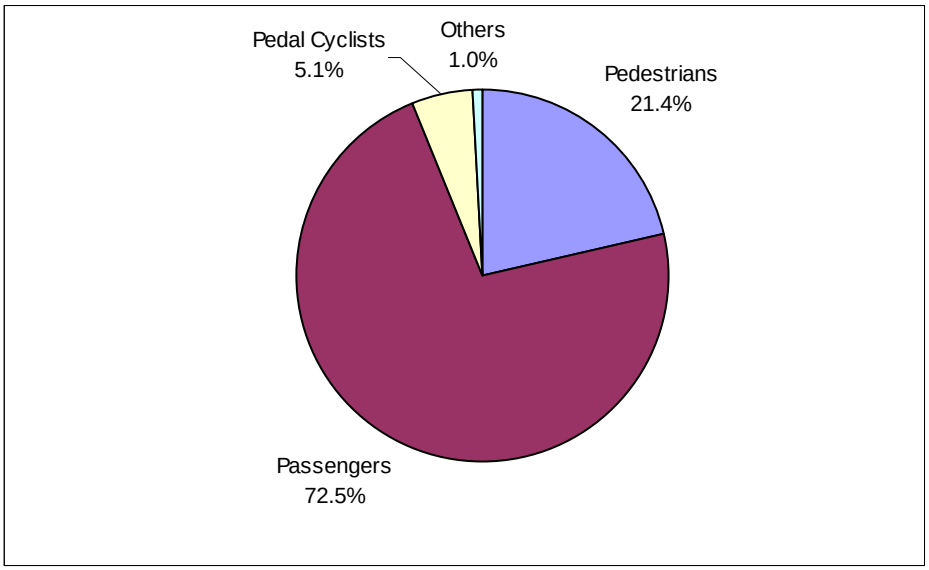
Figure 3: Casualties in Injury Recorded Road Traffic Collisions by Type of Road User 2012/13



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 2012/13. The biggest group of child casualties were passengers (72.5%), followed by pedestrians (21.4%) and pedal cyclists (5.1%). Compared to the previous year there has been an increase in the proportion of child casualties who were passengers (rising from 66.9% in 2011/12 to 72.5% in 2012/13) whereas the proportion of child pedestrian and pedal cyclist casualties have decreased slightly.

Figure 4: Child Casualties in Injury Recorded Road Traffic Collisions by Type of Road User 2012/13



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 have then generally been passengers followed by pedestrians. Motorcyclists have seen the biggest decrease in fatalities by road user type over the last 5 years with 15.1% of all fatalities recorded in 2008/09 while accounting for 7.5% of fatalities in 2012/13.

Table 5: Casualties in Recorded Injury Road Traffic Collisions by Severity of Injury and Type of Road User 2008/09 – 2012/13

Type of Road User[1]	2008/09	2009/10	2010/11	2011/12	2012/13
Fatalities:					
Pedestrians	21	19	11	10	11
Drivers of motor vehicles	44	33	23	23	22
Motorcyclists	16	16	9	4	4
Pedal cyclists	2	0	0	2	3
Passengers	21	27	13	9	12
Pillion passengers	0	1	1	1	0
Other road users	2	5	1	3	1
Totals	106	101	58	52	53
Serious Injuries:					
Pedestrians	197	185	174	192	187
Drivers of motor vehicles	415	393	332	286	287
Motorcyclists	121	124	120	105	89
Pedal cyclists	30	32	51	43	57
Passengers	216	237	195	163	143
Pillion passengers	5	8	9	5	3
Other road users	14	16	10	12	13
Totals	998	995	891	806	779
Slight Injuries:					
Pedestrians	638	629	552	628	596
Drivers of motor vehicles	4,435	4,706	4,209	4,212	4,458
Motorcyclists	306	262	251	235	173
Pedal cyclists	176	164	164	225	202
Passengers	2,762	2,765	2,611	2,623	2,704
Pillion passengers	17	11	9	9	9
Other road users	33	42	51	40	45
Totals	8,367	8,579	7,847	7,972	8,187
All Casualties:					
Pedestrians	856	833	737	830	794
Drivers of motor vehicles	4,894	5,132	4,564	4,521	4,767
Motorcyclists	443	402	380	344	266
Pedal cyclists	208	196	215	270	262
Passengers	2,999	3,029	2,819	2,795	2,859
Pillion passengers	22	20	19	15	12
Other road users	49	63	62	55	59
Totals	9,471	9,675	8,796	8,830	9,019

[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).

Persons Seriously Injured

Among casualties with serious injuries again the most common road user types over the last five years were drivers of motor vehicles followed by pedestrians and then passengers. All types of road user have seen a decrease in the number of persons seriously injured when comparing 2008/09 with 2012/13 apart from pedal cyclist casualties which at 57 is at its highest level since 1997/98 when 59 pedal cyclists were seriously injured.

Persons Slightly Injured

The most common road user types among slightly injured casualties over the last 5 years were drivers of motor vehicles followed by passengers and then pedestrians. While the number of drivers and passengers slightly injured has remained relatively consistent over the last five years, motorcyclists have shown a 43.5% decrease (down from 306 persons slightly injured in 2008/09 to 173 in 2012/13).

Comparison of child casualty road user group and age

Fatalities

Of the six child fatalities recorded in 2012/13, three were under the age of 5 and three were aged between 11 and 15. Half of the children killed were pedestrians and half were passengers. In 2011/12 there was one fatality aged 11-15 who was a motorcycle pillion passenger.

Persons Seriously Injured

Of the 81 children seriously injured in 2012/13, 37 were aged between 5 and 10, 34 were aged 11 to 15 and ten were under the age of five. Two thirds of all children seriously injured in 2012/13 were pedestrians, 18.5% were passengers and almost one in ten (9.9%) were pedal cyclists.

Persons Slightly Injured

In 2012/13 the 11 to 15 age group accounted for the greatest proportion of slight injury casualties (41.7%) whereas previously in 2011/12 it was those aged 5 to 10 who accounted for the greatest proportion (41.0%). Passengers accounted for over three quarters (77.3%) of all children slightly injured in 2012/13 followed by pedestrians (17.4%).

Table 6: Child Casualties (under 16) in Recorded Injury Road Traffic Collisions by Severity of Injury, Type of Road User and Age Group 2011/12 and 2012/13

Type of Road User[1]	2011/12				2012/13			
	Under 5	5 – 10	11 – 15	Totals	Under 5	5 – 10	11 – 15	Totals
Fatalities								
Pedestrians	0	0	0	0	1	0	2	3
Pedal cyclists	0	0	0	0	0	0	0	0
Passengers	0	0	0	0	2	0	1	3
Others	0	0	1	1	0	0	0	0
Totals	0	0	1	1	3	0	3	6
Serious Injuries								
Pedestrians	10	25	16	51	7	25	22	54
Pedal cyclists	0	3	7	10	0	6	2	8
Passengers	2	6	12	20	3	4	8	15
Others	0	0	4	4	0	2	2	4
Totals	12	34	39	85	10	37	34	81
Slight Injuries								
Pedestrians	12	87	82	181	29	63	74	166
Pedal cyclists	0	33	24	57	2	26	17	45
Passengers	161	232	219	612	166	269	302	737
Others	0	0	9	9	1	0	5	6
Totals	173	352	334	859	198	358	398	954
All Child Casualties								
Pedestrians	22	112	98	232	37	88	98	223
Pedal cyclists	0	36	31	67	2	32	19	53
Passengers	163	238	231	632	171	273	311	755
Others	0	0	14	14	1	2	7	10
Totals	185	386	374	945	211	395	435	1,041

[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

Of the 53 persons killed on Northern Ireland's roads in 2012/13, 38 were males and 15 were female. The age groups with the highest number of fatalities were those aged between 16 and 24 and those aged over 65 (both with 14 each). The 55 to 64 year age group which accounted for 8 deaths in 2011/12 had no fatalities recorded in 2012/13.

Table 7: Casualties in Recorded Injury Road Traffic Collisions by Severity of Injury and Age Group 2011/12 and 2012/13

Age and Gender	2011/12				2012/13			
	Killed	Seriously Injured	Slightly Injured	Total	Killed	Seriously Injured	Slightly Injured	Total
Male								
Under 16	1	58	455	514	4	55	509	568
16 - 24	8	136	1,039	1,183	8	146	978	1132
25 - 34	3	109	816	928	8	106	848	962
35 - 44	6	76	677	759	3	68	658	729
45 - 54	5	62	593	660	4	62	585	651
55 - 64	5	32	279	316	0	43	275	318
65 +	6	49	218	273	11	48	272	331
Unknown	0	3	27	30	0	0	7	7
Total	34	525	4,104	4,663	38	528	4,132	4,698
Female								
Under 16	0	27	404	431	2	26	445	473
16 - 24	4	74	897	975	6	44	944	994
25 - 34	1	32	771	804	2	36	893	931
35 - 44	2	31	680	713	1	34	633	668
45 - 54	1	40	505	546	1	35	564	600
55 - 64	3	24	328	355	0	27	294	321
65 +	7	53	267	327	3	49	278	330
Unknown	0	0	14	14	0	0	4	4
Total	18	281	3,866	4,165	15	251	4,055	4,321
All[1]								
Under 16	1	85	859	945	6	81	954	1,041
16 - 24	12	210	1,936	2,158	14	190	1,922	2,126
25 - 34	4	141	1,587	1,732	10	142	1,741	1,893
35 - 44	8	107	1,357	1,472	4	102	1,291	1,397
45 - 54	6	102	1,098	1,206	5	97	1,149	1,251
55 - 64	8	56	607	671	0	70	569	639
65 +	13	102	485	600	14	97	550	661
Unknown	0	3	43	46	0	0	11	11
Total	52	806	7,972	8,830	53	779	8,187	9,019

[1] Includes unknown gender

Persons Seriously Injured

In 2012/13, males accounted for 67.8% and females accounted for 32.2% of all persons seriously injured, similar to that observed in the previous year. Across the various age groups, those aged 16-24 accounted for the greatest numbers of those seriously injured in both years (24.4% of all persons seriously injured in 2012/13 and 26.1% in 2011/12).

Persons Slightly Injured

While a greater proportion of more males than females tend to be fatally or seriously injured, the proportion of persons slightly injured is much more evenly balanced with males accounting for 50.5% and females 49.5% of persons slightly injured in 2012/13. In terms of age group, those aged 16-24 accounted for the greatest numbers of casualties slightly injured in 2012/13 followed by the 25 to 34 age group. In fact, the number of persons slightly injured generally decreases by age group with 1,922 slightly injured in the 16 to 24 year age category in 2012/13 compared with a comparatively low 550 slightly injured amongst those aged 65 and over.

Section 5 – Geographical location of injury collisions

Table 8 below outlines the numbers and severity of casualties injured by road traffic collisions in 2012/13 and 2011/12 by Police District and Area.

Table 8: Casualties in Recorded Injury Road Traffic Collisions by Severity of Injury, District and Area 2011/12 and 2012/13

		2011/12				2012/13			
		Killed	Seriously Injured	Slightly Injured	Total	Killed	Seriously Injured	Slightly Injured	Total
A District	North Belfast	2	28	515	545	1	35	496	532
	West Belfast	0	25	457	482	1	31	454	486
	A District Total	**2**	**53**	**972**	**1,027**	**2**	**66**	**950**	**1,018**
B District	East Belfast	2	30	378	410	0	30	424	454
	South Belfast	1	47	564	612	1	40	548	589
	B District Total	**3**	**77**	**944**	**1,022**	**1**	**70**	**972**	**1,043**
C District	Ards	2	32	393	427	2	36	392	430
	Castlereagh	0	20	247	267	1	23	272	296
	Down	3	26	288	317	2	33	324	359
	North Down	0	18	311	329	1	21	295	317
	C District Total	**5**	**96**	**1,239**	**1,340**	**6**	**113**	**1,283**	**1,402**
D District	Antrim	4	19	254	277	4	26	240	270
	Carrickfergus	0	9	97	106	1	13	147	161
	Lisburn	2	53	599	654	4	59	578	641
	Newtownabbey	4	30	388	422	1	23	343	367
	D District Total	**10**	**111**	**1,338**	**1,459**	**10**	**121**	**1,308**	**1,439**
E District	Armagh	4	42	234	280	4	29	201	234
	Banbridge	0	18	160	178	2	19	172	193
	Craigavon	4	58	400	462	4	41	365	410
	Newry and Mourne	3	61	343	407	2	38	429	469
	E District Total	**11**	**179**	**1,137**	**1,327**	**12**	**127**	**1,167**	**1,306**
F District	Cookstown	1	17	139	157	0	12	131	143
	Dungannon and South Tyrone	3	29	241	273	2	17	251	270
	Fermanagh	1	30	250	281	5	38	248	291
	Omagh	6	25	207	238	2	25	183	210
	F District Total	**11**	**101**	**837**	**949**	**9**	**92**	**813**	**914**
G District	Foyle	1	29	455	485	3	35	493	531
	Limavady	0	13	114	127	1	24	144	169
	Magherafelt	3	11	147	161	5	17	150	172
	Strabane	0	22	139	161	0	11	140	151
	G District Total	**4**	**75**	**855**	**934**	**9**	**87**	**927**	**1,023**
H District	Ballymena	2	29	233	264	3	24	293	320
	Ballymoney	1	18	85	104	0	9	102	111
	Coleraine	2	33	194	229	0	24	214	238
	Larne	1	26	105	132	0	22	88	110
	Moyle	0	8	35	43	1	24	70	95
	H District Total	**6**	**114**	**652**	**772**	**4**	**103**	**767**	**874**
	Total	**52**	**806**	**7972**	**8,830**	**53**	**779**	**8,187**	**9,019**

Location of collisions

The greatest numbers of road traffic collision casualties in both years were in D District with 1,439 casualties in 2012/13 and 1,459 casualties in 2011/12 (Table 8). Within that, Lisburn Police Area accounted for the greatest numbers of casualties in both years (641 casualties in 2012/13 and 654 in 2011/12).

Location of fatalities

In 2012/13 the greatest number of fatalities took place in E District where there were 12 road deaths. During the previous year, E and F Districts accounted for the highest number of fatalities with 11 in both Districts. In terms of Police Area, Fermanagh and Magherafelt both had the highest number of road deaths in 2012/13 with 5 each while Omagh had the highest number of fatalities in 2011/12 with 6 persons killed in road traffic collisions.

Location of serious casualties

Across the 8 Police Districts, the greatest numbers of persons seriously injured by road traffic collisions occurred in E District in the last two years (127 in 2012/13 and 179 in 2011/12). Lisburn had by far the highest number of persons seriously injured by Police Area in 2012/13 with 59 while Craigavon was second to this with 41. In 2011/12 the highest number of persons seriously injured was in Newry & Mourne with 61.

Location of child injury collisions

Table 9 below presents the numbers and severity of children injured by road traffic collisions in 2011/12 and 2012/13 by Police District and Area.

Table 9: Child Casualties in Recorded Injury Road Traffic Collisions by Severity of Injury, District and Area 2011/12 and 2012/13

		2011/12				2012/13			
		Killed	Seriously Injured	Slightly Injured	Total	Killed	Seriously Injured	Slightly Injured	Total
A District	North Belfast	1	5	56	62	0	6	58	64
	West Belfast	0	2	53	55	0	5	71	76
	A District Total	**1**	**7**	**109**	**117**	**0**	**11**	**129**	**140**
B District	East Belfast	0	2	46	48	0	2	49	51
	South Belfast	0	4	53	57	0	2	43	45
	B District Total	**0**	**6**	**99**	**105**	**0**	**4**	**92**	**96**
C District	Ards	0	3	51	54	0	4	72	76
	Castlereagh	0	3	21	24	1	1	26	28
	Down	0	3	34	37	0	4	41	45
	North Down	0	2	30	32	0	6	26	32
	C District Total	**0**	**11**	**136**	**147**	**1**	**15**	**165**	**181**
D District	Antrim	0	0	26	26	1	2	24	27
	Carrickfergus	0	1	12	13	1	3	15	19
	Lisburn	0	6	55	61	0	3	36	39
	Newtownabbey	0	6	46	52	0	5	36	41
	D District Total	**0**	**13**	**139**	**152**	**2**	**13**	**111**	**126**
E District	Armagh	0	3	27	30	0	3	25	28
	Banbridge	0	1	24	25	0	0	20	20
	Craigavon	0	8	45	53	1	3	52	56
	Newry and Mourne	0	7	24	31	0	7	35	42
	E District Total	**0**	**19**	**120**	**139**	**1**	**13**	**132**	**146**
F District	Cookstown	0	0	20	20	0	1	11	12
	Dungannon and South Tyrone	0	4	23	27	0	5	24	29
	Fermanagh	0	2	25	27	1	1	25	27
	Omagh	0	0	29	29	0	2	26	28
	F District Total	**0**	**6**	**97**	**103**	**1**	**9**	**86**	**96**
G District	Foyle	0	4	47	51	0	5	72	77
	Limavady	0	2	14	16	0	2	20	22
	Magherafelt	0	0	14	14	1	0	26	27
	Strabane	0	2	11	13	0	1	23	24
	G District Total	**0**	**8**	**86**	**94**	**1**	**8**	**141**	**150**
H District	Ballymena	0	7	24	31	0	1	34	35
	Ballymoney	0	1	11	12	0	0	13	13
	Coleraine	0	6	26	32	0	3	33	36
	Larne	0	1	9	10	0	0	9	9
	Moyle	0	0	3	3	0	4	9	13
	H District Total	**0**	**15**	**73**	**88**	**0**	**8**	**98**	**106**
	Total	**1**	**85**	**859**	**945**	**6**	**81**	**954**	**1,041**

Location of child injury collisions

There were 1,041 child casualties resulting from road traffic collisions in 2012/13 compared with 945 the previous year, an increase of 96 (10.2%). C District had the greatest number of child casualties in 2012/13 with 181. Across the 29 Police Areas, Foyle had the highest number of child casualties in 2012/13 with 77 closely followed by West Belfast and Ards with 76. Last year, the highest number of child casualties recorded in 2011/12 was in North Belfast with 62.

Child fatalities

The six child road traffic fatalities in 2012/13 took place in six different Police Areas with one each recorded in Castlereagh, Antrim, Carrickfergus, Craigavon, Fermanagh and Magherafelt Police Areas.

Serious injury child casualties

The District that had the most children seriously injured in a road traffic collision in 2012/13 was C District with 15, closely followed by D and E Districts (both with 13 each). Across the 29 Police Areas, the greatest number of children seriously injured in 2012/13 was in Newry & Mourne with 7 while Craigavon had the highest number of seriously injured child casualties with 8 in 2011/12.

NOTES

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

Designation can be broadly interpreted to mean that the statistics:

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

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

Strengths and Limitations of the data

Strengths

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

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

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

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

Limitations

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

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

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

While both comparisons would indicate that police recorded injury collision statistics are less complete than other sources, there are many reasons why this may be the case. For example, the police recorded statistics only relate to collisions that take place on the public roads and exclude collisions that occur on private land or public parks etc. Similarly, persons injured in certain types of collisions may be less likely to report these to the police e.g. casualties resulting from collisions where no motor vehicle is involved (cyclists falling off their bikes or colliding with pedestrians).

In Northern Ireland, police recorded serious injury collision casualties over the 3 year period 2009/10 -2011/12 equate to around 65%-69% of the comparable figures on road casualties obtained from hospital admission statistics over the same period. The Northern Ireland Travel Survey has only recently been modified to include the relevant road collision questions and therefore comparable information is not yet available.

Revisions

Revisions are carried out in accordance with our Revisions Policy, a copy of which is available in the Official Statistics section of the PSNI Statistics website. Figures published within a current financial year to date are provisional and will be subject to slight revision until figures for the full financial year are published. These amendments can happen for a number of reasons, such as a collision being included or excluded following further investigation by an officer.

Comparisons with Great Britain

Results from the most recent period covered by the Department for Transport statistical releases (published 7th February 2013) relate to 1st October 2011 – 30th September 2012. They report a 7% decrease in the number of persons killed from the previous 12 months but a 2 per cent increase in those killed or seriously injured.
http://www.dft.gov.uk/statistics/releases/road-accidents-and-safety-quarterly-estimates-q3-2012

Additional Data

More detailed statistical tables on injury road traffic collisions in Northern Ireland are available on the Police Recorded Injury Road Traffic Statistics section of the PSNI website.

Further Information

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

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

Further Research

Research into road traffic collisions and casualties can be directed by visiting:
www.roadsafetyobservatory.com
www.dft.gov.uk
www.pacts.org.uk
www.trl.co.uk
www.doeni.gov.uk

Recorded road traffic collision and casualty definitions

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

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

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

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

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

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

Children: Persons under 16 years of age.

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

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

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

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

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

Pillion passengers: Passenger on a moped or motorcycle.

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

Pedestrians: Include

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

PSNI POLICING DISTRICTS FROM 1ST APRIL 2007