

Police Service of Northern Ireland

Police Recorded Injury Road Traffic Collisions and Casualties Northern Ireland

Annual Report covering the period
1st April 2013 to 31st March 2014

Published 23rd May 2014

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Personal, Professional, Protective Policing



Police Recorded Injury Road Traffic Collisions and Casualties Northern Ireland to 31st March 2014 (Final Figures for 2013/14)

Published 23rd May 2014

This report provides the finalised figures for injury road traffic collisions that were reported to the Police in Northern Ireland in 2013/14 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.

The Annual Detailed Trends Report covering the calendar year 2013 will be published on Wednesday 25th June 2014. Monthly updates, which provide timely in-year, provisional data will be available from Wednesday 18th June, covering the period to the end of April 2014, and monthly thereafter.

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:

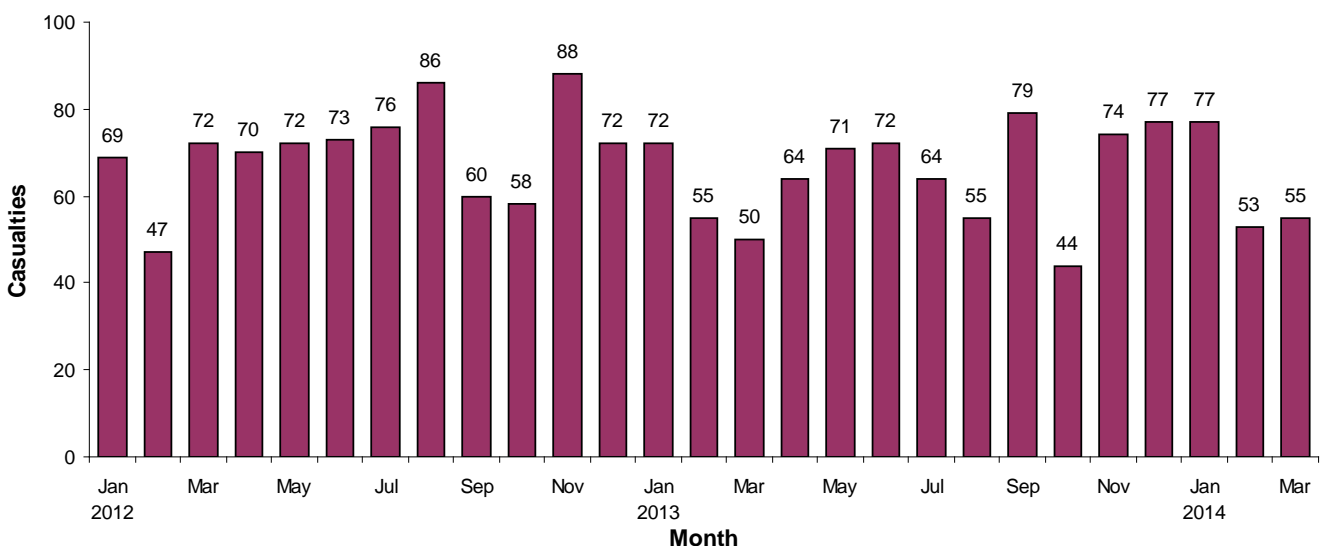
- Having a direct link from the PSNI's Command & Control system to the Niche records management system, allowing us to ensure that details of all injury collisions are received.
- Having a series of status codes established to enable us to identify at which stage in the process each injury RTC incident 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](#).

Key Results 2013/14

- During 2013/14 there were 6,012 injury road traffic collisions. These collisions resulted in 9,381 casualties, of whom 60 people were killed, 725 people were seriously injured and 8,596 people were slightly injured.
- There were 60 fatalities recorded in 2013/14 which is 7 more than in 2012/13 but 80 fewer road deaths recorded than ten years ago in 2004/05.
- There were 10 motorcyclists killed during 2013/14 which is the highest number of motorcyclists killed in a financial year since 2009/10.
- The number of persons killed or seriously injured was 785 which is 47 lower than in 2012/13. The difference is comprised of seven more fatalities and 54 fewer persons seriously injured. This is the lowest level of persons killed or seriously injured in a financial year since records began being collated on this figure in 1971.
- Pedal cyclist casualties have increased by 47.4% from that of 5 years ago (rising from 196 recorded in 2009/10 to 289 in 2013/14) although the number of pedal cyclists killed or seriously injured has fallen by 15 in comparison with last year (falling from 60 in 2012/13 to 45 in 2013/14).
- Of the 9,381 road traffic casualties recorded in 2013/14, less than one percent (0.6%) were fatally injured, 7.7% received serious injuries and 91.6% received slight injuries. Males accounted for 4,918 casualties (52.4%) and females 4,461 (47.6%).
- The 35 to 49 age group had the highest proportion of casualties in 2013/14 accounting for just under one quarter (23.6%) of all persons injured.
- While Lisburn had the highest number of road traffic casualties with 721 recorded in 2013/14, the most road deaths were recorded in Fermanagh Police Area with 6.
- There were 938 child casualties recorded in 2013/14 in comparison with 1,041 in 2012/13. There were 3 child fatalities recorded in 2013/14, three fewer than in the previous year.
- The main principal causation factors for KSI casualties during 2013/14 were 'inattention or attention diverted' (95 KSI casualties), followed by 'excessive speed having regard to collisions' (89 KSI casualties) and 'impaired by drugs/alcohol – driver rider' (62 KSI casualties).

Figure 1: Casualties Killed or Seriously Injured by Month 1st January 2012 – 31st March 2014



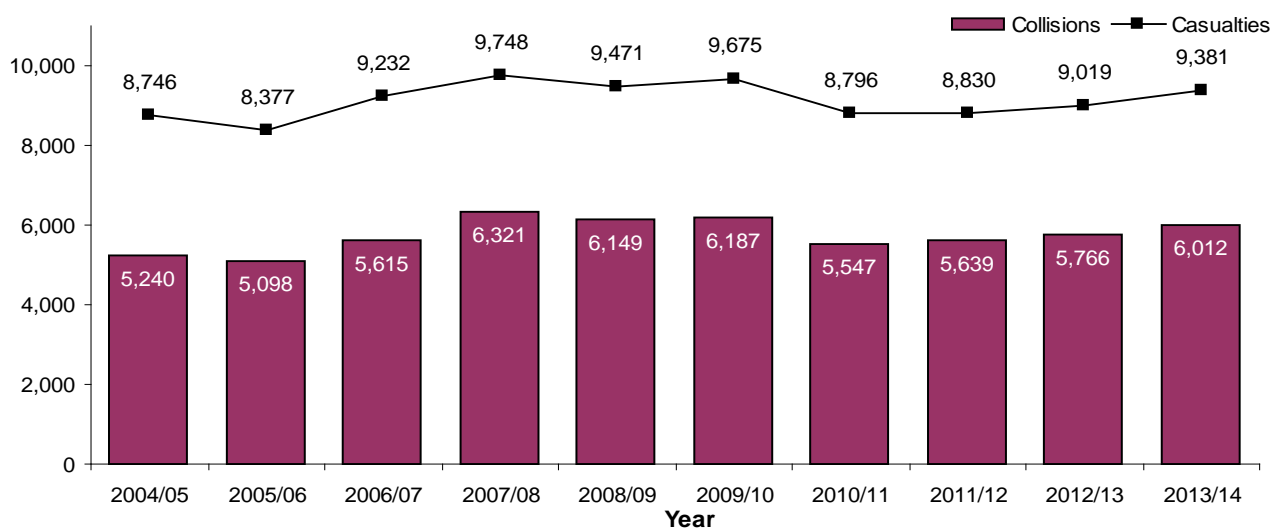
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Section 1 – Injury Road Traffic Collisions and Casualties

Injury Collisions

There were 6,012 collisions recorded by PSNI from 1st April 2013 to 31st March 2014 resulting in a total of 9,381 casualties of whom there were 60 fatalities, 725 people seriously injured and 8,596 people slightly injured. The 9,381 casualties equates to 362 more casualties recorded in 2013/14 than in 2012/13. Over a longer time period, the total number of injury road traffic collisions has increased by 772 collisions (14.7%) in comparison with 2004/05 resulting in 635 more casualties.

Figure 2: Recorded Injury Road Traffic Collisions 2004/05 – 2013/14



Fatal and Serious Injuries

There were 60 persons killed on the roads of Northern Ireland in 2013/14, an increase of seven from the 53 recorded in 2012/13 and a decrease of 57.1% on the 140 killed ten years ago in 2004/05. Drivers of motor vehicles were the largest casualty class for fatalities in 2013/14 accounting for 23 road deaths while F District had the highest number of fatalities by Police District with 17.

The number of persons seriously injured in road traffic collisions has shown a year on year decrease since 2006/07. There were 725 persons seriously injured in 2013/14 which is a 35.7% decrease on the 1,128 recorded 10 years ago in 2004/05 and a 6.9% decrease on the 779 recorded in 2012/13. Indeed the number of persons seriously injured is the lowest level of persons seriously injured recorded by financial year since this figure was collated in 1971.

Table 1: Recorded Injury Road Traffic Collisions and Casualties 2004/05 – 2013/14

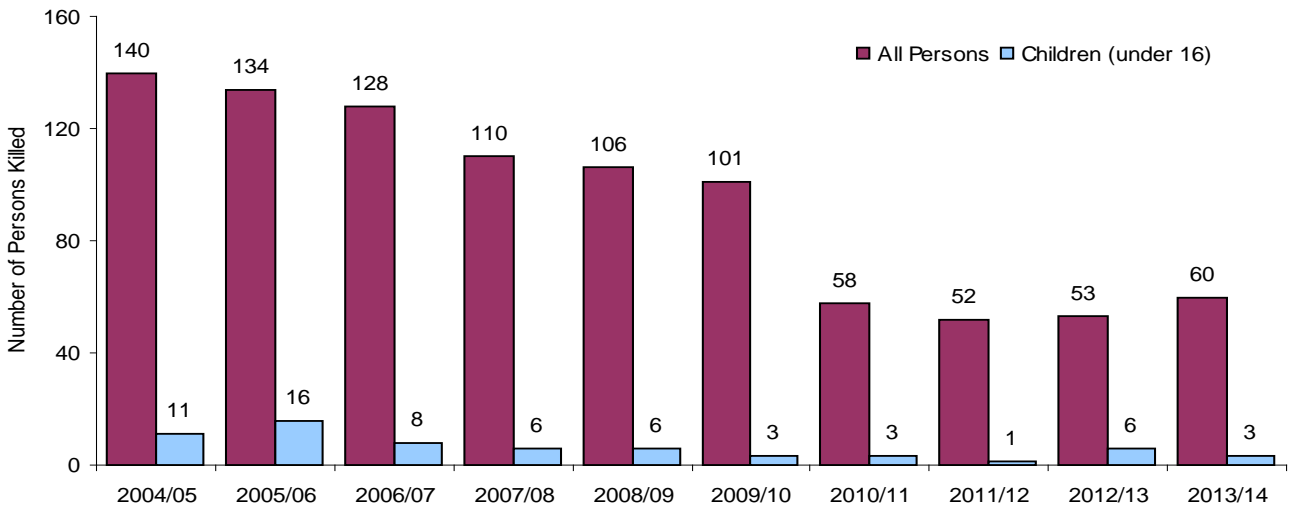
	Collisions				Casualties				
	Fatal Collisions	Serious Collisions	Slight Collisions	All Injury Collisions	Killed	Seriously Injured	Total KSI ¹	Slightly Injured	Total Casualties
2004/05	124	867	4,249	5,240	140	1,128	1,268	7,478	8,746
2005/06	128	852	4,118	5,098	134	1,115	1,249	7,128	8,377
2006/07	112	886	4,617	5,615	128	1,194	1,322	7,910	9,232
2007/08	101	844	5,376	6,321	110	1,076	1,186	8,562	9,748
2008/09	99	813	5,237	6,149	106	998	1,104	8,367	9,471
2009/10	90	793	5,304	6,187	101	995	1,096	8,579	9,675
2010/11	54	736	4,757	5,547	58	891	949	7,847	8,796
2011/12	51	689	4,899	5,639	52	806	858	7,972	8,830
2012/13	50	659	5,057	5,766	53	779	832	8,187	9,019
2013/14	57	611	5,344	6,012	60	725	785	8,596	9,381

¹ Killed or seriously injured

Child Fatalities

Figure 3 below shows the numbers of persons killed each year in road traffic collisions over the 10 year period 2004/05 to 2013/14 and within these, the numbers of deaths that involved children under the age of 16. During 2013/14 there were 3 child fatalities, three fewer than the number recorded last year.

Figure 3: Persons Killed in Recorded Injury Road Traffic Collisions 2004/05 – 2013/14



Collisions Involving Children

There were 37 fewer collisions involving child casualties in 2013/14 than the 790 recorded in 2004/05. This shows a reduction of 8 fewer fatal collisions and 43 fewer serious collisions but 14 more slight collisions than was recorded ten years ago.

Child Casualties

There were 753 collisions involving child casualties during 2013/14 which is one fewer than the 754 recorded last year. However, this represents a decrease of 103 child casualties (falling from 1,041 in 2012/13 to 938 in 2013/14), comprising 3 fewer fatalities, 5 fewer seriously injured and 95 fewer children slightly injured than in 2012/13.

In comparison to 10 years ago, there has also been a decrease in child casualties for 2013/14 compared with 2004/05, with all levels of injury showing a decrease including 8 fewer child fatalities and 48 fewer children (-38.7%) being seriously injured in road traffic collisions.

Table 2: Recorded Injury Road Traffic Collisions involving Child Casualties (under 16) 2004/05 – 2013/14

	Collisions				Casualties				
	Fatal Collisions	Serious Collisions	Slight Collisions	All Injury Collisions	Killed	Seriously Injured	Total KSI [†]	Slightly Injured	Total Casualties
2004/05	11	118	661	790	11	124	135	873	1,008
2005/06	16	116	569	701	16	127	143	752	895
2006/07	8	107	647	762	8	128	136	847	983
2007/08	5	88	720	813	6	103	109	931	1,040
2008/09	5	85	694	784	6	96	102	846	948
2009/10	3	103	642	748	3	107	110	811	921
2010/11	3	97	591	691	3	102	105	774	879
2011/12	1	82	664	747	1	85	86	859	945
2012/13	6	79	669	754	6	81	87	954	1,041
2013/14	3	75	675	753	3	76	79	859	938

[†] Killed or seriously injured

Section 2 – Principal Causation Factors

The main principal causation factors for KSI casualties during 2013/14 were 'inattention or attention diverted' (95 KSI casualties), followed by 'excessive speed having regard to collisions' (89 KSI casualties) and 'impaired by drugs/alcohol – driver rider' (62 KSI casualties).

The most common principal causation factors of all injury road traffic collisions in 2013/14 were 'inattention or attention diverted' (1,776 casualties), 'driving too close' (1,110 casualties) and 'emerging from a minor road without care' (841 casualties).

Table 3: Most Common Principal Causation Factors in Road Traffic Collisions - 2013/14

Principal Factor	Number of Injury Collisions	Casualties		
		Total KSI ¹	Slightly Injured	Total Casualties
Inattention or attention diverted	1,135	95	1,681	1,776
Driving too close	697	15	1,095	1,110
Emerging from minor road without care	509	37	804	841
Turning right without care	288	40	450	490
Excessive speed having regard to conditions	274	89	376	465
Alcohol/drugs driver rider	241	62	350	412
Wrong course/position	229	43	397	440
Crossing or entering road junction without care	204	25	322	347
Heedless of traffic crossing carriageway	188	51	155	206
Other driver/rider factor	182	32	254	286

¹ Killed or seriously injured

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 2013/14. The most common principal causation factor for child casualties who were either killed or seriously injured (KSIs) was 'heedless of traffic crossing carriageway' (25 child KSI casualties) followed by 'inattention or attention diverted' and 'walk/run movement masked (both with 8 child KSI casualties).

The most common principal causation factors associated with all child casualties involved in road traffic collisions were 'inattention or attention diverted' (185 child casualties), 'emerging from minor road without care' (97 child casualties) and 'driving too close' (92 child casualties).

Table 4: Most Common Principal Causation Factors in Road Traffic Collisions involving Child Casualties (under 16) 2013/14

Principal Factor	Number of Injury Collisions	Casualties		
		Total KSI ¹	Slightly Injured	Total Casualties
Inattention or attention diverted	139	8	177	185
Heedless of traffic crossing carriageway	79	25	56	81
Driving too close	69	1	91	92
Emerging from minor road without care	68	2	95	97
Walking or running into carriageway	30	5	25	30
Turning right without care	26	0	32	32
Walk/run movement masked	23	8	16	24

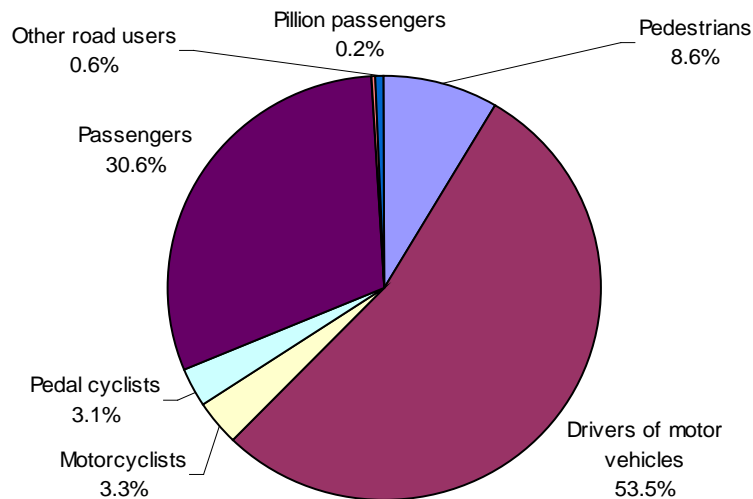
¹ Killed or seriously injured

Section 3 – Road Traffic Collisions Casualty Breakdown

Road Traffic Collision Casualties by Road User Type

Figure 4 below shows the road user types of the casualties resulting from road traffic collisions in 2013/14. Drivers of motor vehicles accounted for the largest proportion of casualties (53.5%) followed by passengers (30.6%), pedestrians (8.6%), motorcyclists (3.3%) and pedal cyclists (3.1%). This is very similar to the previous year except for slight increases in the proportion of pedal cyclist, motorcyclist and driver casualties (increasing by 0.2%, 0.4% and 0.6% respectively) which has been offset by a decrease in both pedestrian (down from 8.8% to 8.6%) and passenger casualties (falling from 31.7% to 30.6%) from that of the 2012/13 figure.

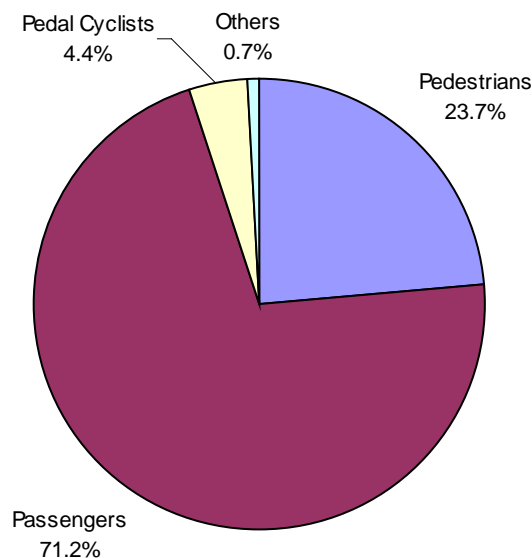
Figure 4: Casualties in Injury Recorded Road Traffic Collisions by Type of Road User 2013/14



Road Traffic Collision Child Casualties by Road User Type

Figure 5 below shows the road user types of those child casualties injured in road traffic collisions in 2013/14. The biggest group of child casualties were passengers (71.2%), followed by pedestrians (23.7%) and pedal cyclists (4.4%). Compared to the previous year there has been a decrease in the proportion of child casualties who were passengers (falling from 72.5% in 2012/13 to 71.2% in 2013/14) and pedal cyclists (down from 5.1% to 4.4%) whereas the proportion of child pedestrian casualties have increased accordingly (up from 21.4% to 23.7%).

Figure 5: Child Casualties in Injury Recorded Road Traffic Collisions by Type of Road User 2013/14



Trends in Casualty Road User Type over the Last 5 Years

Table 5: Casualties by Type of Road User and Severity 2009/10 – 2013/14

Type of Road User ¹	2009/10	2010/11	2011/12	2012/13	2013/14
Fatalities:					
Pedestrians	19	11	10	11	11
Drivers of motor vehicles	33	23	23	22	23
Motorcyclists	16	9	4	4	10
Pedal cyclists	0	0	2	3	3
Passengers	27	13	9	12	12
Pillion passengers	1	1	1	0	0
Other road users	5	1	3	1	1
Total	101	58	52	53	60
Seriously Injured:					
Pedestrians	185	174	192	187	158
Drivers of motor vehicles	393	332	286	287	278
Motorcyclists	124	120	105	89	89
Pedal cyclists	32	51	43	57	42
Passengers	237	195	163	143	140
Pillion passengers	8	9	5	3	6
Other road users	16	10	12	13	12
Total	995	891	806	779	725
KSI Casualties²:					
<i>Pedestrians</i>	<i>204</i>	<i>185</i>	<i>202</i>	<i>198</i>	<i>169</i>
<i>Drivers of motor vehicles</i>	<i>426</i>	<i>355</i>	<i>309</i>	<i>309</i>	<i>301</i>
<i>Motorcyclists</i>	<i>140</i>	<i>129</i>	<i>109</i>	<i>93</i>	<i>99</i>
<i>Pedal cyclists</i>	<i>32</i>	<i>51</i>	<i>45</i>	<i>60</i>	<i>45</i>
<i>Passengers</i>	<i>264</i>	<i>208</i>	<i>172</i>	<i>155</i>	<i>152</i>
<i>Pillion passengers</i>	<i>9</i>	<i>10</i>	<i>6</i>	<i>3</i>	<i>6</i>
<i>Other road users</i>	<i>21</i>	<i>11</i>	<i>15</i>	<i>14</i>	<i>13</i>
Total	1,096	949	858	832	785
Slightly Injured:					
Pedestrians	629	552	628	596	639
Drivers of motor vehicles	4,706	4,209	4,212	4,458	4,722
Motorcyclists	262	251	235	173	215
Pedal cyclists	164	164	225	202	244
Passengers	2,765	2,611	2,623	2,704	2,722
Pillion passengers	11	9	9	9	10
Other road users	42	51	40	45	44
Total	8,579	7,847	7,972	8,187	8,596
All Casualties:					
Pedestrians	833	737	830	794	808
Drivers of motor vehicles	5,132	4,564	4,521	4,767	5,023
Motorcyclists	402	380	344	266	314
Pedal cyclists	196	215	270	262	289
Passengers	3,029	2,819	2,795	2,859	2,874
Pillion passengers	20	19	15	12	16
Other road users	63	62	55	59	57
Total	9,675	8,796	8,830	9,019	9,381

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.). ² Killed or seriously injured

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. Compared to 5 years ago, all deaths by road user type have decreased in 2013/14 in comparison with 2009/10 with the exception of pedal cyclists which has increased from no deaths recorded in 2009/10 to 3 deaths recorded in 2013/14.

Persons Seriously Injured

Among casualties with serious injuries the most common road user types over the last five years were drivers of motor vehicles followed by pedestrians and then passengers. The 725 persons seriously injured in 2013/14 is 270 fewer than that recorded in 2009/10 (a reduction of 27.1%) and all types of road user have decreased when comparing the two years apart from pedal cyclist casualties which at 42 is ten higher than that recorded five years ago.

Persons Slightly Injured

Drivers of motor vehicles followed by passengers and then pedestrians are the most likely road user types to be slightly injured over the last 5 years. While the number of persons slightly injured in these categories have remained relatively consistent over the last five years, motorcyclists have decreased by 17.9% (down from 262 persons slightly injured in 2009/10 to 215 in 2013/14). In contrast, slight injuries among pedal cyclists have increased by 48.8% (rising from 164 persons slightly injured in 2009/10 to 244 in 2013/14).

Comparison of Child Casualty Road User Group and Age

Fatalities

During 2013/14 there were 3 child fatalities, three fewer than that of 2012/13. Of the three child fatalities recorded in 2013/14, one was aged between 5 and 10 while the other two were aged between 11 and 15. Two of the children killed were pedestrians while one was a passenger.

Persons Seriously Injured

Of the 76 children seriously injured in 2013/14, 26 were aged between 5 and 10, 33 were aged 11 to 15 while 17 were under the age of five. Over two thirds of all children seriously injured in 2013/14 were pedestrians (71.1%) while the next largest group was passengers with 21.1%.

Persons Slightly Injured

In 2013/14 the 5 to 10 age group accounted for the greatest proportion of slightly injured child casualties (39.3%) whereas previously in 2012/13 it was those aged 11 to 15 who accounted for the greatest proportion (41.7%). Passengers accounted for over three quarters (75.8%) of all children slightly injured in 2013/14 followed by pedestrians (19.3%).

Table 6: Child Casualties (under 16) by Road User Type, Age Group and Severity 2012/13 and 2013/14

Type of Road User ¹	2012/13				2013/14			
	Under 5	5 – 10	11 – 15	Totals	Under 5	5 – 10	11 – 15	Totals
Fatalities:								
Pedestrians	1	0	2	3	0	1	1	2
Pedal cyclists	0	0	0	0	0	0	0	0
Passengers	2	0	1	3	0	0	1	1
Others	0	0	0	0	0	0	0	0
Total	3	0	3	6	0	1	2	3
Seriously Injured:								
Pedestrians	7	25	22	54	13	19	22	54
Pedal cyclists	0	6	2	8	2	1	2	5
Passengers	3	4	8	15	2	6	8	16
Others	0	2	2	4	0	0	1	1
Total	10	37	34	81	17	26	33	76
KSI Casualties:²								
<i>Pedestrians</i>	8	25	24	57	13	20	23	56
<i>Pedal cyclists</i>	0	6	2	8	2	1	2	5
<i>Passengers</i>	5	4	9	18	2	6	9	17
<i>Others</i>	0	2	2	4	0	0	1	1
Total	13	37	37	87	17	27	35	79
Slightly Injured								
Pedestrians	29	63	74	166	27	70	69	166
Pedal cyclists	2	26	17	45	1	20	15	36
Passengers	166	269	302	737	173	245	233	651
Others	1	0	5	6	0	3	3	6
Total	198	358	398	954	201	338	320	859
All Child Casualties								
Pedestrians	37	88	98	223	40	90	92	222
Pedal cyclists	2	32	19	53	3	21	17	41
Passengers	171	273	311	755	175	251	242	668
Others	1	2	7	10	0	3	4	7
Total	211	395	435	1,041	218	365	355	938

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.). ² Killed or seriously injured

Gender and age of road traffic collision casualties

Fatalities

Of the 60 persons killed on Northern Ireland's roads in 2013/14, 50 were male and 10 were female. The age group with the highest number of fatalities was the 65 and over category with 16 closely followed by those aged between 16 and 24 with 15.

Persons Seriously Injured

In 2013/14, males accounted for 62.8% and females accounted for 37.2% 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 (22.8% of all persons seriously injured in 2013/14 and 24.4% in 2012/13).

Persons Slightly Injured

While a greater proportion of males than females tend to be fatally or seriously injured, the number of persons slightly injured is much more evenly balanced with males accounting for 51.3% and females 48.6% of those slightly injured in 2013/14. Four of the six age groups showed an increase in the number of persons slightly injured in 2013/14 compared with 2012/13 with the exception of the under 16 and the 16 to 24 age group. Those aged between 35 and 49 accounted for the greatest numbers of casualties slightly injured in 2013/14 followed by the 16 to 24 age group. This is the same pattern that was observed last year.

Table 7: Casualties in Recorded Injury Road Traffic Collisions by Severity of Injury and Age Group 2012/13 and 2013/14

	2012/13					2013/14				
	Killed	Seriously Injured	Total KSI ¹	Slightly Injured	Total	Killed	Seriously Injured	Total KSI ¹	Slightly Injured	Total
Male										
Under 16	4	55	59	509	568	2	44	46	446	492
16 - 24	8	146	154	978	1,132	15	114	129	981	1,110
25 - 34	8	106	114	848	962	7	81	88	946	1,034
35 - 49	5	100	105	990	1,095	9	94	103	1,091	1,194
50 - 64	2	73	75	528	603	6	70	76	633	709
65 +	11	48	59	272	331	11	50	61	298	359
Unknown	0	0	0	7	7	0	2	2	18	20
Total	38	528	566	4,132	4,698	50	455	505	4,413	4,918
Female										
Under 16	2	26	28	445	473	1	32	33	412	445
16 - 24	6	44	50	944	994	0	51	51	928	979
25 - 34	2	36	38	893	931	3	48	51	913	964
35 - 49	1	46	47	958	1,005	1	40	41	981	1,022
50 - 64	1	50	51	533	584	0	46	46	590	636
65 +	3	49	52	278	330	5	51	56	345	401
Unknown	0	0	0	4	4	0	2	2	12	14
Total	15	251	266	4,055	4,321	10	270	280	4,181	4,461
All²										
Under 16	6	81	87	954	1,041	3	76	79	859	938
16 - 24	14	190	204	1,922	2,126	15	165	180	1,909	2,089
25 - 34	10	142	152	1,741	1,893	10	129	139	1,859	1,998
35 - 49	6	146	152	1,948	2,100	10	134	144	2,073	2,217
50 - 64	3	123	126	1,061	1,187	6	116	122	1,223	1,345
65 +	14	97	111	550	661	16	101	117	643	760
Unknown	0	0	0	11	11	0	4	4	30	34
Total	53	779	832	8,187	9,019	60	725	785	8,596	9,381

¹ Killed or seriously injured

² Total includes those where gender is unknown, transgender or unassigned

Section 4 – Geographical Location of Injury Collisions

Table 8 below outlines the numbers and severity of casualties injured by road traffic collisions in 2013/14 and 2012/13 by Police District and Area.

Table 8: Casualties in Recorded Injury Road Traffic Collisions by Severity of Injury, District and Area 2012/13 and 2013/14

District	Area	2012/13					2013/14				
		Killed	Seriously Injured	Total KSI ¹	Slightly Injured	Total	Killed	Seriously Injured	Total KSI ¹	Slightly Injured	Total
A District	North Belfast	1	35	36	496	532	1	39	40	495	535
	West Belfast	1	31	32	454	486	0	28	28	446	474
	A District Total	2	66	68	950	1,018	1	67	68	941	1,009
B District	East Belfast	0	30	30	424	454	1	25	26	407	433
	South Belfast	1	40	41	548	589	0	24	24	608	632
	B District Total	1	70	71	972	1,043	1	49	50	1,015	1,065
C District	Ards	2	36	38	392	430	1	31	32	316	348
	Castlereagh	1	23	24	272	296	0	21	21	310	331
	Down	2	33	35	324	359	1	35	36	333	369
	North Down	1	21	22	295	317	1	12	13	283	296
	C District Total	6	113	119	1,283	1,402	3	99	102	1,242	1,344
D District	Antrim	4	26	30	240	270	3	19	22	278	300
	Carrickfergus	1	13	14	147	161	2	15	17	104	121
	Lisburn	4	59	63	578	641	4	49	53	668	721
	Newtownabbey	1	23	24	343	367	2	19	21	356	377
	D District Total	10	121	131	1,308	1,439	11	102	113	1,406	1,519
E District	Armagh	4	29	33	201	234	1	35	36	237	273
	Banbridge	2	19	21	172	193	2	25	27	175	202
	Craigavon	4	41	45	365	410	1	23	24	412	436
	Newry & Mourne	2	38	40	429	469	3	40	43	469	512
	E District Total	12	127	139	1,167	1,306	7	123	130	1,293	1,423
F District	Cookstown	0	12	12	131	143	3	12	15	114	129
	Dungannon	2	17	19	251	270	4	19	23	267	290
	Fermanagh	5	38	43	248	291	6	38	44	249	293
	Omagh	2	25	27	183	210	4	30	34	263	297
	F District Total	9	92	101	813	914	17	99	116	893	1,009
G District	Foyle	3	35	38	493	531	2	35	37	561	598
	Limavady	1	24	25	144	169	1	17	18	139	157
	Magherafelt	5	17	22	150	172	1	22	23	120	143
	Strabane	0	11	11	140	151	4	28	32	135	167
	G District Total	9	87	96	927	1,023	8	102	110	955	1,065
H District	Ballymena	3	24	27	293	320	2	21	23	260	283
	Ballymoney	0	9	9	102	111	0	13	13	124	137
	Coleraine	0	24	24	214	238	4	24	28	292	320
	Larne	0	22	22	88	110	5	18	23	120	143
	Moyle	1	24	25	70	95	1	8	9	55	64
	H District Total	4	103	107	767	874	12	84	96	851	947
NI Total	NI Total	53	779	832	8,187	9,019	60	725	785	8,596	9,381

¹ Killed or seriously injured

Location of Collisions

D District has had the greatest number of road traffic collision casualties in both years with 1,519 casualties in 2013/14 and 1,439 casualties in 2012/13 (Table 8). Within that, Lisburn Police Area accounted for the greatest numbers of casualties in both years (721 casualties in 2013/14 and 641 in 2012/13).

Location of Fatalities

In 2013/14 the greatest number of fatalities took place in F District where there were 17 road deaths. During the previous year, E District accounted for the highest number of fatalities with 12. In terms of Police Area, Fermanagh had the highest number of road deaths in 2013/14 with 6 while the largest increase in fatalities was in Larne Area rising by 5 deaths from none recorded in 2012/13 to 5 in 2013/14.

Location of Serious Casualties

Across the 8 Police Districts, the greatest number of persons seriously injured by road traffic collisions occurred in E District in each of the last two years (123 in 2013/14 and 127 in 2012/13) while Lisburn Area has also had the highest number of persons seriously injured by Police Area in the last two years (49 in 2013/14 and 59 in 2012/13).

The largest increase in those seriously injured in comparison to last year was in Strabane Area (increasing by 17 from 11 to 28) while in contrast, Craigavon has had the largest decrease in persons seriously injured (falling from 41 in 2012/13 to 23 in 2013/14).

Location of Child Injury Collisions

Table 9 below presents the numbers and severity of children injured by road traffic collisions in 2012/13 and 2013/14 by Police District and Area.

Table 9: Child Casualties in Recorded Injury Road Traffic Collisions by Severity of Injury, District and Area 2012/13 and 2013/14

District	Area	2012/13					2013/14				
		Killed	Seriously Injured	Total KSI ¹	Slightly Injured	Total	Killed	Seriously Injured	Total KSI ¹	Slightly Injured	Total
A District	North Belfast	0	6	6	58	64	0	10	10	86	96
	West Belfast	0	5	5	71	76	0	5	5	55	60
	A District Total	0	11	11	129	140	0	15	15	141	156
B District	East Belfast	0	2	2	49	51	0	3	3	37	40
	South Belfast	0	2	2	43	45	0	5	5	51	56
	B District Total	0	4	4	92	96	0	8	8	88	96
C District	Ards	0	4	4	72	76	0	0	0	20	20
	Castlereagh	1	1	2	26	28	0	3	3	30	33
	Down	0	4	4	41	45	0	4	4	36	40
	North Down	0	6	6	26	32	0	3	3	22	25
	C District Total	1	15	16	165	181	0	10	10	108	118
D District	Antrim	1	2	3	24	27	0	1	1	25	26
	Carrickfergus	1	3	4	15	19	0	2	2	14	16
	Lisburn	0	3	3	36	39	1	4	5	50	55
	Newtownabbey	0	5	5	36	41	0	1	1	33	34
	D District Total	2	13	15	111	126	1	8	9	122	131
E District	Armagh	0	3	3	25	28	0	1	1	24	25
	Banbridge	0	0	0	20	20	1	1	2	21	23
	Craigavon	1	3	4	52	56	0	4	4	38	42
	Newry & Mourne	0	7	7	35	42	0	3	3	57	60
	E District Total	1	13	14	132	146	1	9	10	140	150
F District	Cookstown	0	1	1	11	12	1	1	2	8	10
	Dungannon	0	5	5	24	29	0	3	3	19	22
	Fermanagh	1	1	2	25	27	0	2	2	38	40
	Omagh	0	2	2	26	28	0	0	0	23	23
	F District Total	1	9	10	86	96	1	6	7	88	95
G District	Foyle	0	5	5	72	77	0	9	9	64	73
	Limavady	0	2	2	20	22	0	3	3	10	13
	Magherafelt	1	0	1	26	27	0	0	0	9	9
	Strabane	0	1	1	23	24	0	0	0	12	12
	G District Total	1	8	9	141	150	0	12	12	95	107
H District	Ballymena	0	1	1	34	35	0	3	3	18	21
	Ballymoney	0	0	0	13	13	0	1	1	13	14
	Coleraine	0	3	3	33	36	0	3	3	28	31
	Larne	0	0	0	9	9	0	1	1	13	14
	Moyle	0	4	4	9	13	0	0	0	5	5
	H District Total	0	8	8	98	106	0	8	8	77	85
NI Total	NI Total	6	81	87	954	1,041	3	76	79	859	938

¹ Killed or seriously injured

Location of Child Injury Collisions

There were 938 child casualties resulting from road traffic collisions in 2013/14 compared with 1,041 the previous year, a decrease of 103 (9.9%). A District had the greatest number of child casualties in 2013/14 with 156. Across the 29 Police Areas, North Belfast had the highest number of child casualties in 2013/14 with 96 followed by Foyle with 73.

The largest decrease in child casualties in comparison to last year came from Ards Area (falling by 56 from 76 in 2012/13 to 20 in 2013/14) while in contrast, North Belfast had the largest increase in children injured in a road traffic collision (increasing by 32 from 64 in 2012/13 to 96 in 2013/14).

Child Fatalities

The three child deaths in 2013/14 took place in three different Police Areas with one each recorded in Lisburn, Banbridge and Cookstown Police Areas.

Serious Injury Child Casualties

There were 76 children seriously injured in 2013/14, five fewer than the 81 recorded last year. The Police District that had the most children seriously injured in road traffic collisions in 2013/14 was A District with 15, closely followed by G District with 12. This is reflected when looking at the numbers by Police Area as the highest was in North Belfast with 10 and second highest was Foyle with 9.

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](#).

Also note that PSNI Statistics Branch will publish a more detailed 2013 annual report in June 2014. 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



Based Upon Ordnance Survey of Northern Ireland Data © 2007