

Police Service of Northern Ireland

Police Recorded Injury Road Traffic Fatalities in Northern Ireland; Provisional Figures for 2012

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

Published 3rd January 2013

Contact: Traffic Statistician, Statistics Branch, Operational Support Department

Lisnasharragh, 42 Montgomery Road, Belfast, Northern Ireland, BT6 9LD

Web: www.psnl.police.uk

Tel: 0845 600 8000 Ext: 24135 Fax: 028 9092 2998 Email: statistics@psnl.police.uk



Personal, Professional, Protective Policing

Police Recorded Injury Road Traffic Fatalities in Northern Ireland

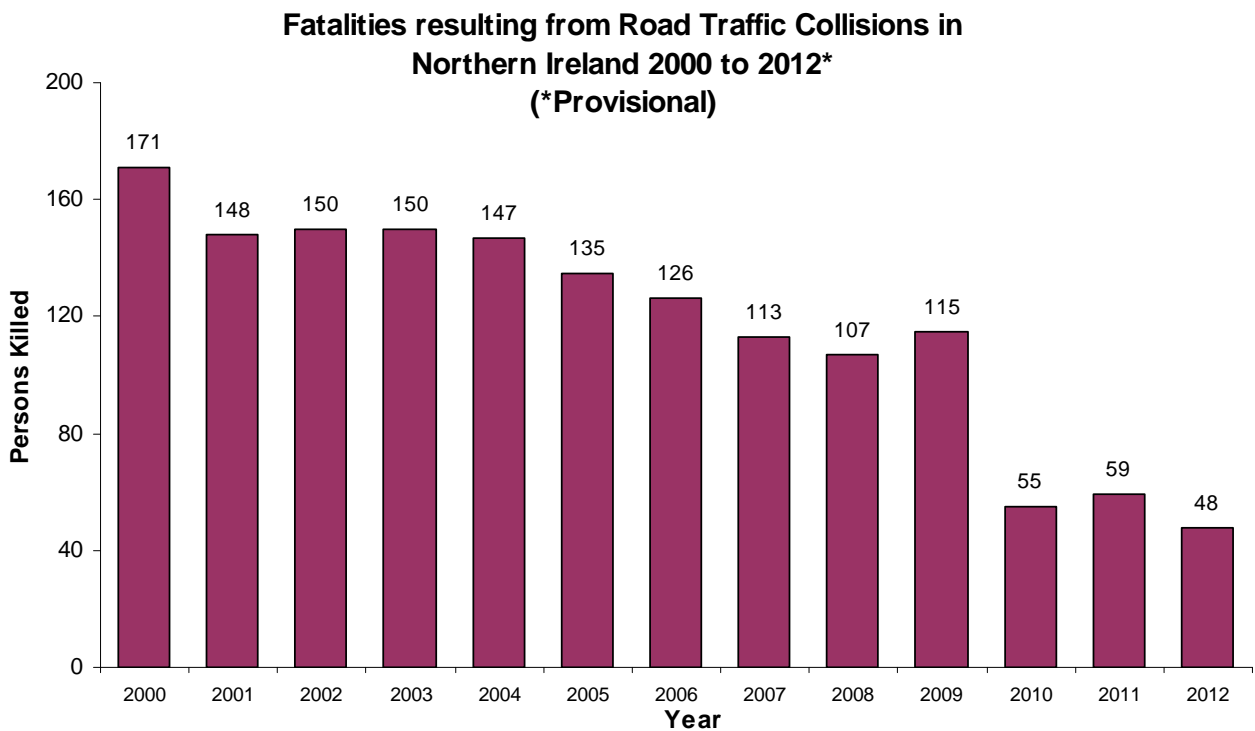
Provisional figures for 2012

Published 3rd January 2013

This bulletin presents the **provisional 2012** road fatality figures for Northern Ireland along with a short analysis of the figures. These figures are produced in line with national guidelines which stipulate that a person who died as a result of their injuries within 30 days of the date of the collision, should be included in the figures for that period. As this report is published in advance of the thirty day period from the end of December 2012, the figures contained in this report are provisional and may change. The finalised figure for the 2012 calendar year will be available on Thursday 9th May 2013 when validated financial year figures are published for 2012/13.

Key Points

- Provisional figures indicate that 48 people died on the roads in Northern Ireland between 1st January 2012 and 31st December 2012.
- This is the lowest level of road deaths recorded in a year since records began in 1931 (Annex 1).
- Over the last 13 calendar years the number of persons killed on the roads has decreased gradually from 171 fatalities in 2000 to 115 fatalities in 2009 before the numbers virtually halved in 2010 (55 fatalities) with similar numbers recorded in 2011 (59 fatalities). This latest figure of 48 deaths in 2012 would indicate that the annual level of road deaths in Northern Ireland continues to decrease.



- Drivers of motor vehicles were the single largest casualty class from 1st January to 31st December 2012, accounting for 21 casualties killed. There were also 10 passengers, 9 pedestrians, 4 motorcyclists, 2 pedal cyclists and 2 other road users killed in road traffic collisions in 2012.
- There were 5 child (under 16) fatalities recorded from 1st January to 31st December compared with 2 child casualties recorded in 2011.
- Of the 48 persons killed on Northern Ireland Roads in 2012, 35 were male and 13 were female.
- During 2012 the most road deaths occurred in Magherafelt Police Area (5 fatalities) while Omagh Police Area had the highest number of persons killed in road traffic collisions in 2011 (6 fatalities). A full breakdown by Area and District is presented in Table 4 below.

Table 1: Number of police recorded road traffic casualties by road user type in Northern Ireland: 2012 compared with 2011

	1 st Jan – 31 st Dec 2011	1 st Jan – 31 st Dec 2012*
	Persons Killed	Persons Killed
Pedestrians	13	9
Drivers of motor vehicles	23	21
Motorcyclists	6	4
Pedal cyclists	2	2
Passengers	11	10
Pillion passengers	1	0
Other road users	3	2
Total	59	48

* Figures are provisional and subject to change

Table 2: Number of police recorded road traffic casualties by age and gender in Northern Ireland: 2012 compared with 2011

	1 st Jan – 31 st Dec 2011			1 st Jan – 31 st Dec 2012*		
	Persons Killed			Persons Killed		
	Male	Female	Total	Male	Female	Total
Under 16	1	1	2	3	2	5
16 - 24	13	5	18	7	5	12
25 - 34	3	2	5	5	1	6
35 - 49	7	3	10	8	2	10
50 - 64	9	3	12	2	1	3
65 +	5	7	12	10	2	12
Unknown	0	0	0	0	0	0
Total	38	21	59	35	13	48

* Figures are provisional and subject to change

Table 3: Number of police recorded road traffic casualties by injury severity and month in Northern Ireland: 2012 compared with 2011

	1 st Jan – 31 st Dec 2011	1 st Jan – 31 st Dec 2012*
	Persons Killed	Persons Killed
January	4	4
February	5	1
March	6	3
April	4	0
May	5	8
June	5	6
July	4	2
August	6	2
September	4	5
October	5	3
November	5	6
December	6	8
Total	59	48

* Figures are provisional and subject to change

Table 4: Number of police recorded road traffic casualties by injury severity and Police Area: 1st January – 31st December 2012*

		1 st Jan – 31 st Dec 2011	1 st Jan – 31 st Dec 2012*
District	Area	Persons Killed	Persons Killed
A District	North Belfast	2	1
	West Belfast	0	1
	A District Total	2	2
B District	East Belfast	2	0
	South Belfast	1	1
	B District Total	3	1
C District	Ards	2	1
	Castlereagh	1	1
	Down	3	2
	North Down	0	0
	C District Total	6	4
D District	Antrim	4	4
	Carrickfergus	1	1
	Lisburn	2	4
	Newtownabbey	4	1
	D District Total	11	10
E District	Armagh	3	3
	Banbridge	0	1
	Craigavon	4	3
	Newry and Mourne	5	2
	E District Total	12	9
F District	Cookstown	1	0
	Dungannon and S. Tyrone	3	2
	Fermanagh	1	3
	Omagh	6	4
	F District Total	11	9
G District	Foyle	5	2
	Limavady	1	0
	Magherafelt	2	5
	Strabane	0	0
	G District Total	8	7
H District	Ballymena	1	4
	Ballymoney	2	0
	Coleraine	1	1
	Larne	1	0
	Moyle	1	1
	H District Total	6	6
NI Total	NI Total	59	48

* Figures are provisional and subject to change

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 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-reporting¹. 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 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 within the current financial year to date are provisional and will be subject to slight revision until figures for the full financial year are published. This means that the totals for each month from April 2012 can change each time the figures are published during

the financial year. 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 1st November 2012) relate to 1st July 2011 – 30th June 2012. They report a 5.8% decrease in the number of persons killed but a 1.1 per cent increase in those killed or seriously injured. Those slightly injured decreased by 4.2%.

<http://www.dft.gov.uk/statistics/releases/road-accidents-and-safety-quarterly-estimates-q2-2012>

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](#).

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;

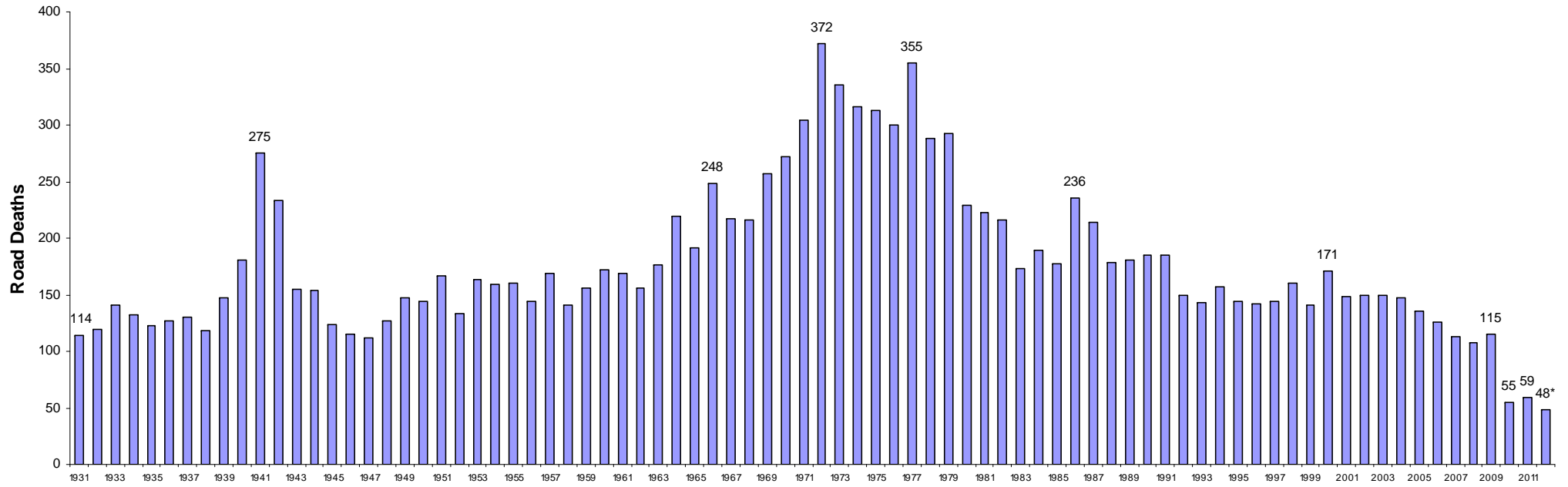
- Persons pushing bicycles or other vehicles or operating pedestrian-controlled vehicles;
- Persons leading or herding animals;
- Occupants of prams or wheelchairs;
- People who alight safely from vehicles and are subsequently injured;
- Persons pushing or pulling a vehicle;
- Persons other than cyclists holding on to the back of a moving vehicle.

Annex One – Police Recorded Injury Road Traffic Collision Statistics Fatalities on Northern Ireland Roads 1931 – 2012*

Year	Killed	Year	Killed
1931	114	1972	372
1932	119	1973	335
1933	141	1973	316
1934	132	1975	313
1935	123	1976	300
1936	127	1977	355
1937	130	1978	288
1938	118	1979	293
1939	147	1980	229
1940	181	1981	223
1941	275	1982	216
1942	233	1983	173
1943	155	1984	189
1944	154	1985	177
1945	124	1986	236
1946	115	1987	214
1947	112	1988	178
1948	127	1989	181
1949	147	1990	185
1950	144	1991	185
1951	167	1992	150
1952	133	1993	143
1953	163	1994	157
1954	159	1995	144
1955	160	1996	142
1956	144	1997	144
1957	169	1998	160
1958	141	1999	141
1959	156	2000	171
1960	172	2001	148
1961	169	2002	150
1962	156	2003	150
1963	176	2004	147
1964	219	2005	135
1965	191	2006	126
1966	248	2007	113
1967	217	2008	107
1968	216	2009	115
1969	257	2010	55
1970	272	2011	59
1971	304	2012*	48

* Figures are provisional and subject to change

Road Deaths in Northern Ireland 1931-2012



* The 2012 figure is provisional and may be subject to change