

Police Service of Northern Ireland

# Police Recorded Injury Road Traffic Collision Statistics

## 2013 Key Statistics Report

Covering the reporting period  
1<sup>st</sup> January 2013 – 31<sup>st</sup> December 2013

Published 28<sup>th</sup> March 2014

**Contact: Traffic Statistician, Statistics Branch, Operational Support Department**

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

Web: [www.psni.police.uk](http://www.psni.police.uk)

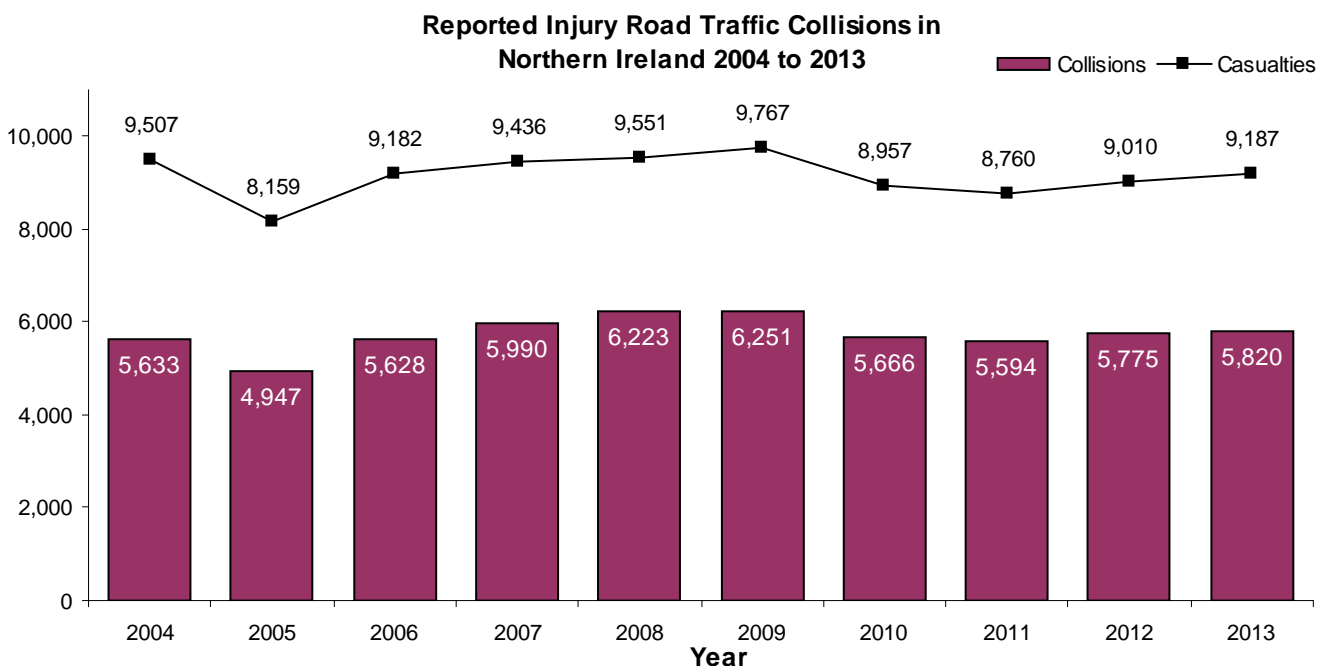
Tel: 02890 650222 Ext: 24135 Email: [statistics@psni.police.uk](mailto:statistics@psni.police.uk)

## Key Results 2013

Published 28th March 2014

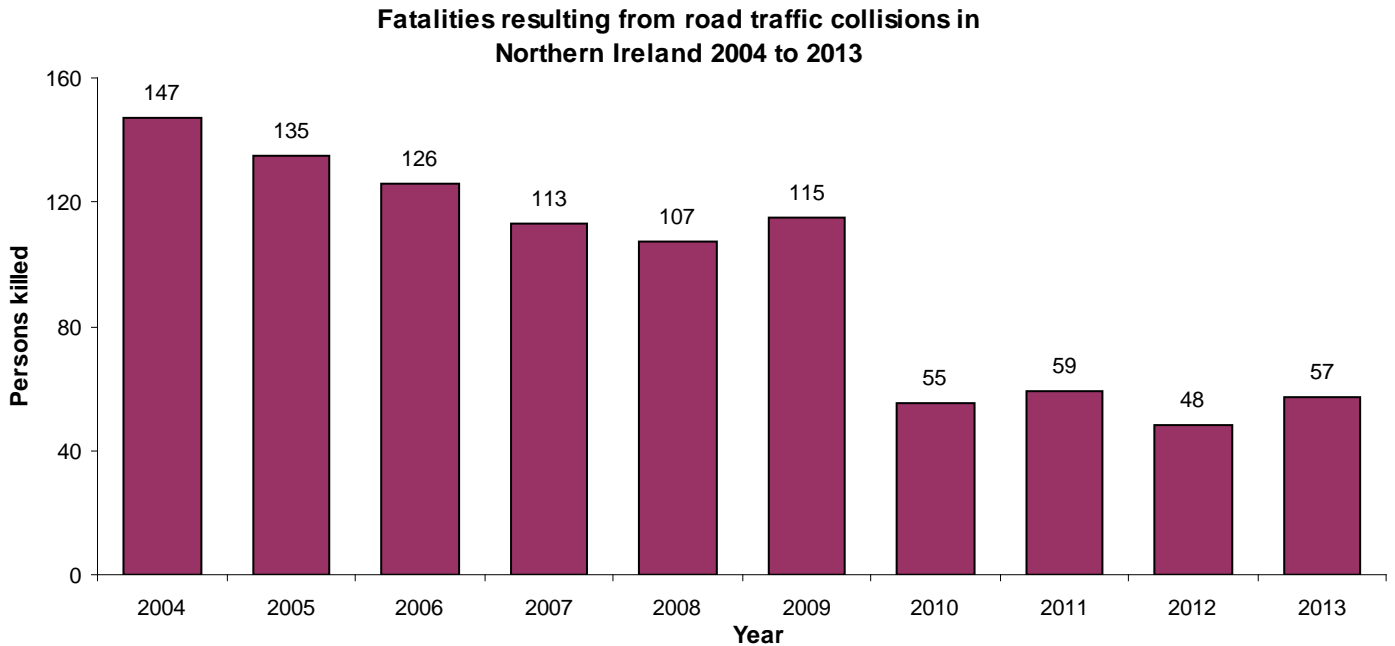
- There were 5,820 injury collisions recorded by PSNI between January to December 2013 resulting in a total of 9,187 casualties comprising 57 fatalities, 720 people seriously injured and a further 8,410 people slightly injured.
- Whilst there were 9 more fatalities recorded in 2013 than 2012, there were 90 fewer road deaths recorded than in 2004 and 315 fewer than in 1972.
- The number of persons killed or seriously injured at 777 is a decrease of 66 (7.8%) from the 843 recorded in 2012. This 66 is comprised of 9 more road deaths than last year but 75 fewer people seriously injured than was recorded in 2012.
- The number of persons seriously injured is at the lowest level since records began being collated on this figure in 1971. The figure of 720 people seriously injured in 2013 is a 9.4% reduction on 2012 and is 2,185 casualties fewer than the high of 2,905 recorded in 1977 (a reduction of 75.2%). See Appendix 5 for a complete breakdown of casualties recorded since 1931.
- The total number of injury road traffic collisions over the last 10 calendar years has increased from 5,633 in 2004 to 5,820 in 2013. However, the total number of casualties as a result of these collisions has actually fallen from 9,507 in 2004 to 9,187 in 2013. See figure one below.
- Whilst the number of casualties has decreased since 2004, the 9,187 casualties recorded in 2013 represents an increase of 177 in comparison to the 9,010 figure for 2012. The majority of this increase was due to a rise of 243 people slightly injured.
- There were 73 children (under 16) and 176 young people (aged between 16 and 24) killed or seriously injured on Northern Ireland's roads in 2013 which is the lowest annual total for these age groups since electronic data was made available in 1986.
- There were 10 motorcyclists killed in 2013 which is more than twice that of the figure last year and the highest number killed in a calendar year since 2009.

Figure One



## Fatalities

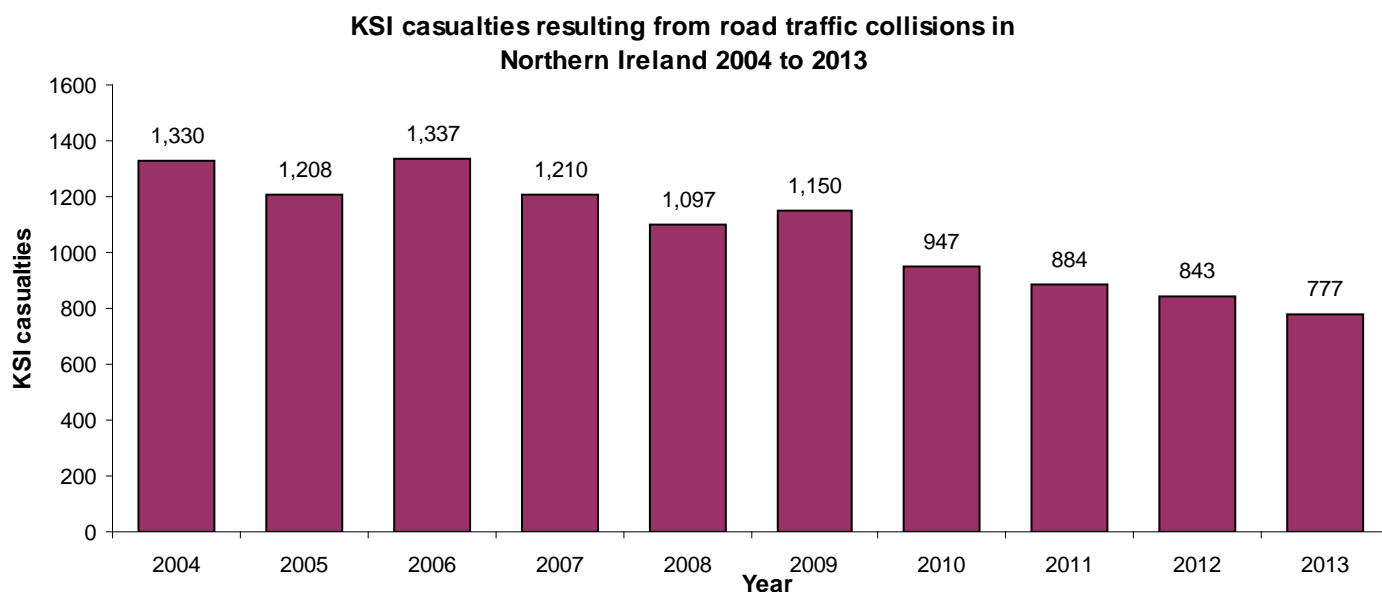
Figure Two



- There were 57 people killed on Northern Ireland's roads during 2013 which was nine higher than the 48 recorded in 2012. This represents 90 fewer than that recorded ten years ago in 2004 and 315 fewer than the high recorded in 1972. (See Appendix 3 for fatalities by year dating back to 1931)
- Over the last 10 calendar years the number of persons killed on the roads has decreased gradually from 147 fatalities in 2004 to 115 fatalities in 2009 before the numbers virtually halved in 2010 (55 fatalities). The figures since then have fluctuated slightly, increasing to 59 fatalities in 2011 before dropping to 48 in 2012 and then increasing again to 57 in 2013.
- The decrease in fatalities between 2009 and 2010 has been replicated in other parts of the UK but has not been attributed to one specific cause. It is unclear whether one single factor or a combination of factors has contributed to such a relatively low level of fatalities since 2010. Links are included in the notes section to further research.
- Drivers of motor vehicles were the largest casualty class for fatalities in 2013, accounting for 22 people killed. There were also 13 passengers, 10 motorcyclists, 7 pedestrians, 4 pedal cyclists and 1 other road user killed (the driver of a tractor).
- There were 10 motorcyclists killed in 2013 which is an increase of 6 from the 4 recorded in 2012. This is the highest number of motorcyclists killed in a calendar year since the 16 recorded in 2009.
- There were 2 child (under 16) fatalities recorded in 2013 compared with 5 in 2012.
- Of the 57 persons killed on Northern Ireland's roads in 2013, 43 were male and 14 female. The age groups with the highest number of fatalities came from those aged between 16 and 24 and those over 65 (both with 15 each).
- The worst months for fatalities in 2013 were July and October (both with 7).
- There was a period of 27 days during August and September 2013 without a fatality. This led to the lowest month for fatalities in 2013 being September with only one road traffic death being recorded during this month.
- Fermanagh Police Area had the highest number of fatalities recorded in 2013 with 7 (three of these were recorded in November) while Larne was second highest with 5.

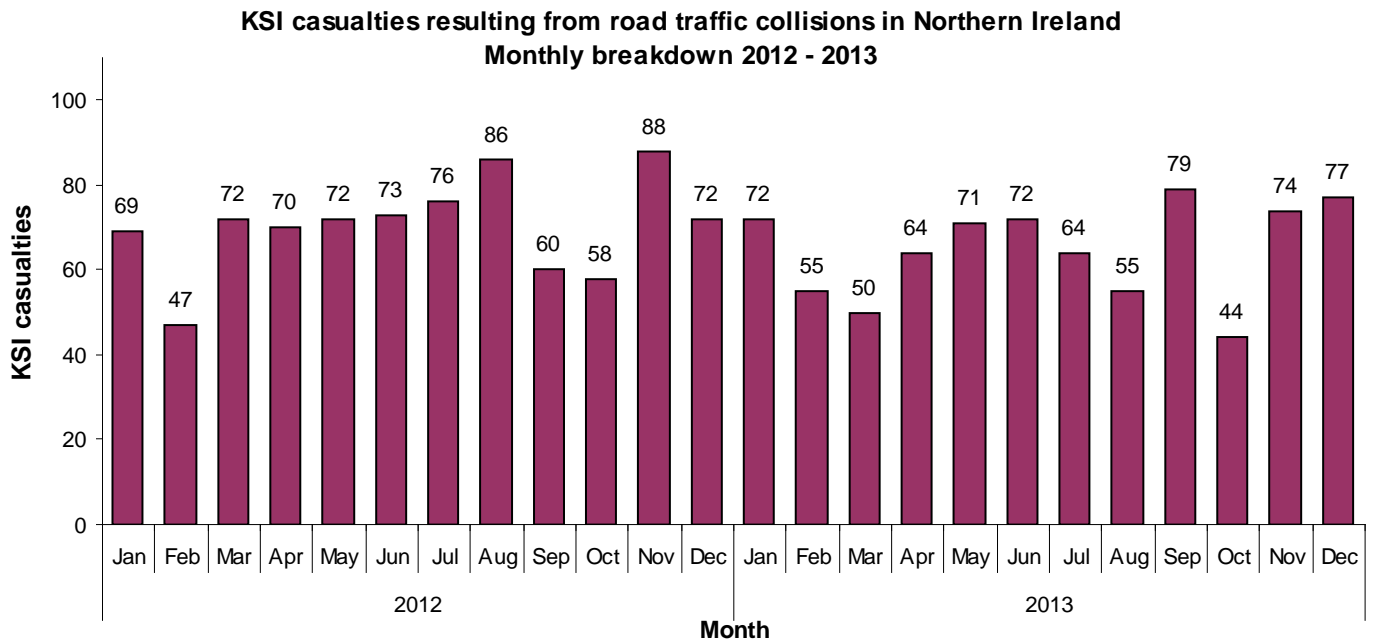
## Number of persons killed or seriously injured (KSI Casualties)

Figure Three



- The number of people seriously injured is at the lowest level since these records began being collated in 1971. In 2013 there were 777 people killed or seriously injured which is 66 fewer than that recorded in 2012, 553 fewer than in 2004 and 2,483 fewer than the highest level of 1977 (reductions of 7.8%, 41.6% and 76.2% respectively).
- Drivers of motor vehicles were the single largest casualty class in 2013, accounting for over half of all casualties and 37.7% of all KSI casualties recorded the year. Pedestrians accounted for 21.8% of those killed or seriously injured, followed by passengers (19.2%), motorcyclists (13.0%) and pedal cyclists (5.9%).
- Whilst the numbers of drivers of motor vehicles, motorcyclists, pedal cyclists, pedestrians and passengers who were seriously injured decreased in 2013 compared with 2012, the numbers of fatalities within these road user types all increased during the same period with the exception of pedestrians.
- There were 73 child (under 16) KSI casualties recorded in 2013. This is 19 fewer than the 92 recorded in 2012 and represents the lowest level of children killed or seriously injured since electronic data was made available in 1986. See Appendix 4.
- There were 176 young people (16-24) killed or seriously injured in 2013 which is also the lowest annual total since this information became available in 1986. However, this age group still had the highest proportion of those killed or seriously injured by age group in 2013 with 22.7%.
- All age groups have shown a decrease in the number of persons killed or seriously injured in comparison to last year apart from the 25 to 34 and 65+ age groups which have increased by one and 17 respectively.
- In terms of gender for 2013, there were 63 fewer males killed or seriously injured than last year (down 11.0%) as opposed to only 3 fewer females. However, males still account for the majority with approximately two thirds of KSI casualties reported in 2013 (509 of the 777 KSI casualties).
- The most common causation factors for KSI casualties during 2013 were 'Inattention or attention diverted (101 KSI casualties), followed by 'Excessive speed having regard to conditions' (90 KSI casualties) and 'Impaired by alcohol/drugs – driver/rider' (50 KSI casualties).
- Lisburn Police Area had the highest number of KSI casualties in 2013 with 56. A full breakdown by Police Area is available in Appendix 2 of this report.

Figure Four



- The trend of KSI casualties by month over the last 2 years (Figure Four) identifies that October 2013 had the fewest KSI casualties with 44 while November 2012 had the most with 88.
- The average number of people killed or seriously injured per month in 2013 was 65, compared with an average of 70 in 2012 and 111 in 2004.
- The current figure of 777 people killed or seriously injured in 2013 equates to a reduction of 46 fewer KSI casualties per month compared to 2004.

Table 1 Recorded Injury Road Traffic Collisions and Casualties 2004-2013

	Collisions				Casualties			Total Casualties
	Fatal Collisions	Serious Collisions	Slight Collisions	All Injury Collisions	Killed	Seriously Injured	Slightly Injured	
2004	128	895	4,610	5,633	147	1,183	8,177	9,507
2005	127	835	3,985	4,947	135	1,073	6,951	8,159
2006	110	904	4,614	5,628	126	1,211	7,845	9,182
2007	105	838	5,047	5,990	113	1,097	8,226	9,436
2008	98	814	5,311	6,223	107	990	8,454	9,551
2009	104	826	5,321	6,251	115	1,035	8,617	9,767
2010	51	726	4,889	5,666	55	892	8,010	8,957
2011	57	706	4,831	5,594	59	825	7,876	8,760
2012	45	669	5,061	5,775	48	795	8,167	9,010
2013	55	615	5,150	5,820	57	720	8,410	9,187

## Principal causation factors

The most common principal causation factors associated with injury road traffic collisions reported to the police during 2013 are presented in the table below. In this table those casualties who were killed or seriously injured are grouped together and labelled as KSI casualties.

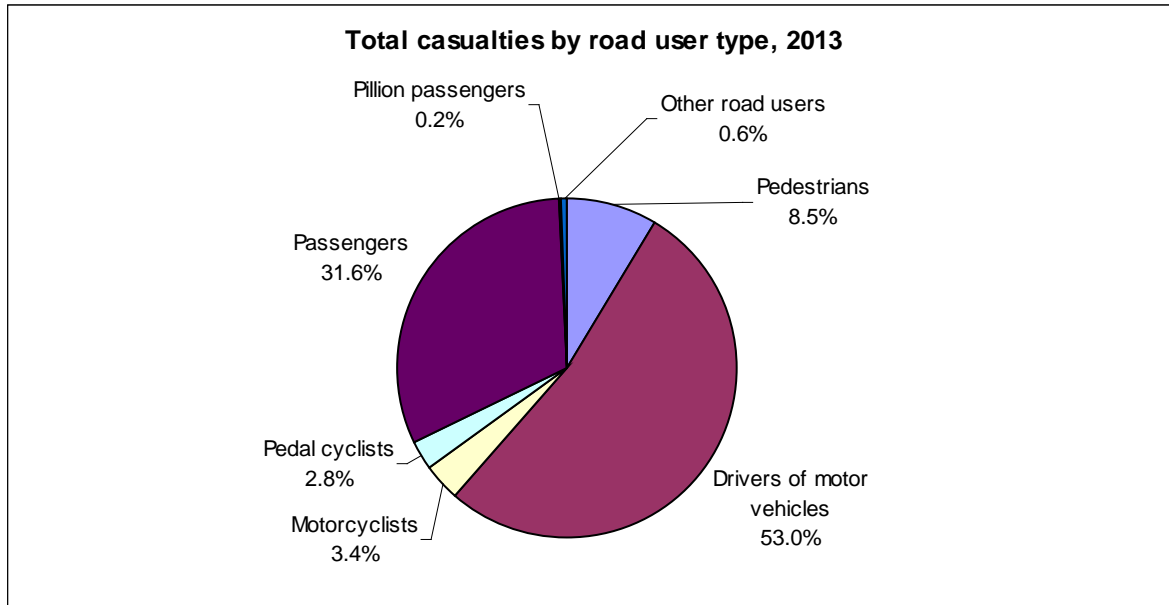
**Table 2 Most Common Principal Causation Factors in Road Traffic Collisions - 2013**

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

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

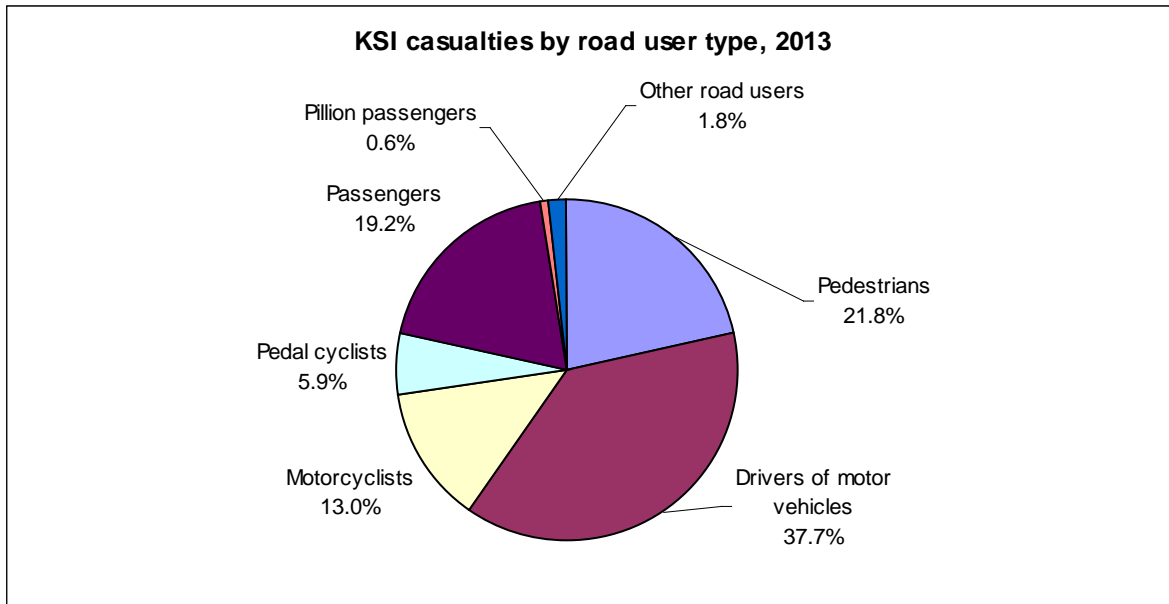
## Road traffic collisions casualty breakdown

Figure Five: Road traffic collision casualties by road user type



- Drivers of motor vehicles accounted for the largest proportion of casualties (53.0%) followed by passengers (31.6%), pedestrians (8.5%), motorcyclists (3.4%) and pedal cyclists (2.8%).

Figure Six: Persons killed or seriously injured in road traffic collisions by road user type



- Drivers accounted for 37.7% of all KSI casualties, followed by pedestrians (21.8%), passengers (19.2%), motorcyclists (13.0%) and pedal cyclists (5.9%).

Table 3: Type of Road User 2009 – 2013

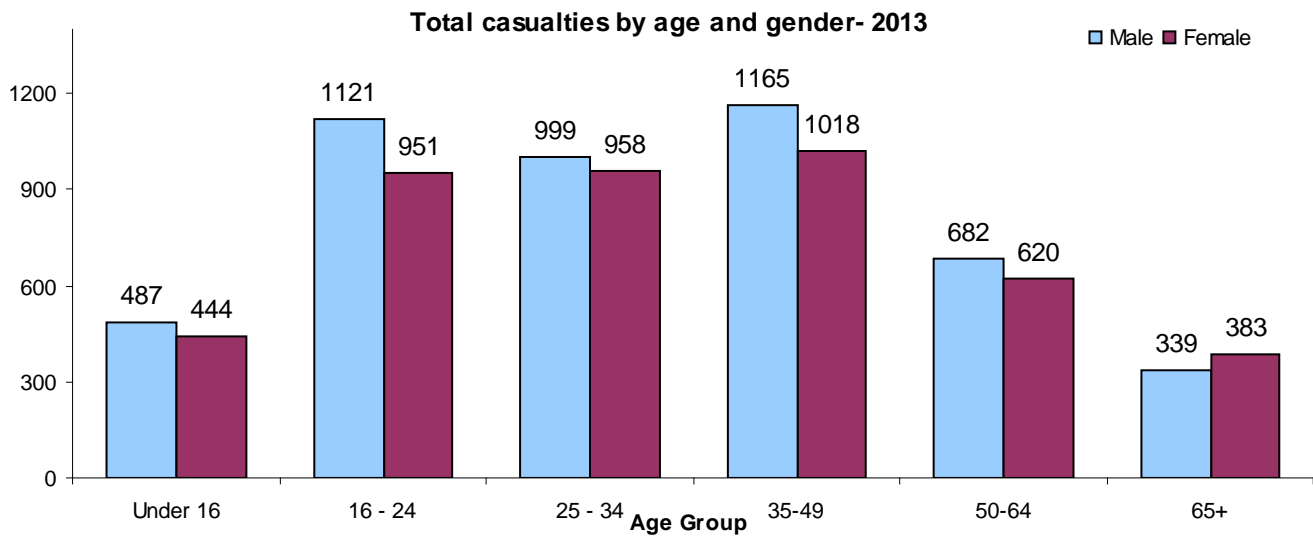
Type of Road User <sup>1</sup>	2009	2010	2011	2012	2013
<b>Fatalities:</b>					
Pedestrians	24	10	13	9	7
Drivers of motor vehicles	42	21	23	21	22
Motorcyclists	16	8	6	4	10
Pedal cyclists	0	0	2	2	4
Passengers	29	13	11	10	13
Pillion passengers	0	2	1	0	0
Other road users	4	1	3	2	1
Totals	115	55	59	48	57
<b>Seriously Injured:</b>					
Pedestrians	191	167	200	182	162
Drivers of motor vehicles	417	332	295	294	271
Motorcyclists	138	112	102	96	91
Pedal cyclists	32	49	47	55	42
Passengers	235	211	161	155	136
Pillion passengers	7	8	7	3	5
Other road users	15	13	13	10	13
Totals	1,035	892	825	795	720
<b>KSI:</b>					
Pedestrians	215	177	213	191	169
Drivers of motor vehicles	459	353	318	315	293
Motorcyclists	154	120	108	100	101
Pedal cyclists	32	49	49	57	46
Passengers	264	224	172	165	149
Pillion passengers	7	10	8	3	5
Other road users	19	14	16	12	14
Totals	1150	947	884	843	777
<b>Slightly Injured:</b>					
Pedestrians	636	558	621	613	610
Drivers of motor vehicles	4,669	4,364	4,144	4,425	4,577
Motorcyclists	260	255	238	189	210
Pedal cyclists	173	165	206	220	210
Passengers	2,817	2,613	2,615	2,670	2,750
Pillion passengers	13	9	7	11	11
Other road users	49	46	45	39	42
Totals	8,617	8,010	7,876	8,167	8,410
<b>All Casualties:</b>					
Pedestrians	851	735	834	804	779
Drivers of motor vehicles	5,128	4,717	4,462	4,740	4,870
Motorcyclists	414	375	346	289	311
Pedal cyclists	205	214	255	277	256
Passengers	3,081	2,837	2,787	2,835	2,899
Pillion passengers	20	19	15	14	16
Other road users	68	60	61	51	56
Totals	9,767	8,957	8,760	9,010	9,187

<sup>1</sup> 'Passengers' include pedal cycle passengers. 'Other road users' include drivers/riders and passengers of 'other vehicles' (e.g. tractors, invalid carriages, horse-drawn vehicles).



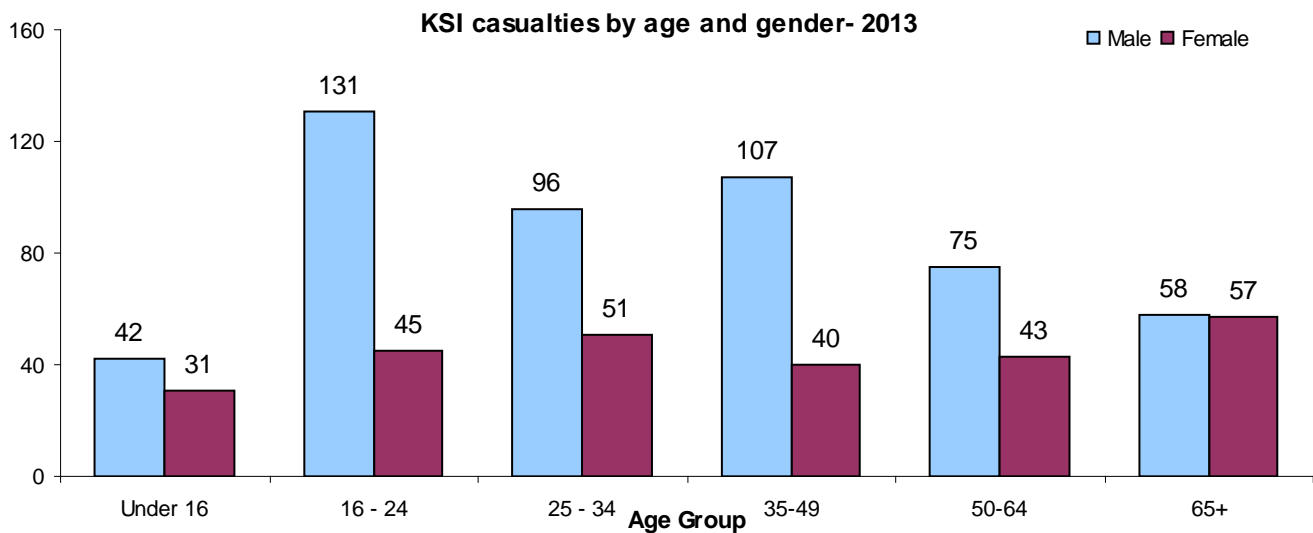
## Road traffic collisions age and gender breakdown

Figure Seven



- The gender split for all traffic casualties in 2013 is 52.3% male compared to 47.7% female.
- The highest proportion of casualties fell within the 35-49 age group which accounted for 23.8% of overall casualties in 2013.
- The 65+ age group was the only category in which there were more female casualties than males.

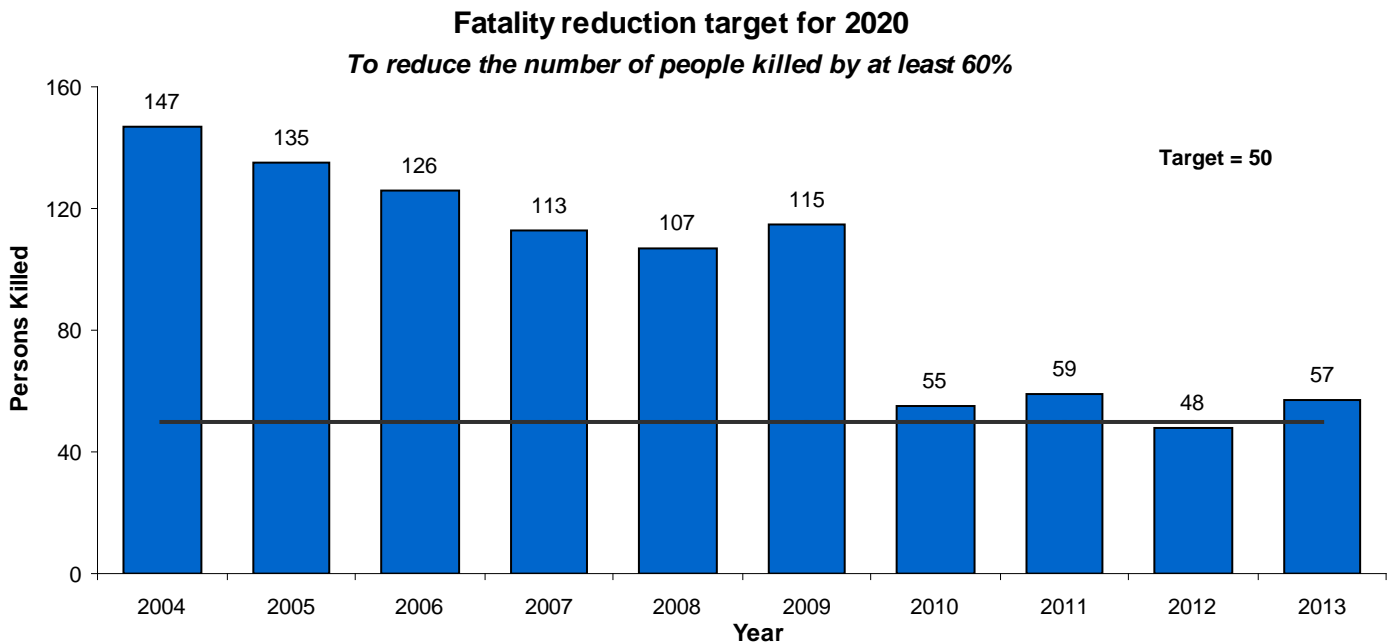
Figure Eight



- Males accounted for approximately two thirds of all KSI casualties recorded in 2013 (representing 65.5%).
- The highest proportion of KSI casualties came from the 16-24 age group with 22.7%.
- There were more males killed or seriously injured than females for all age groups in 2013 with the proportion of males to females ranging from 74.4% for the 16-24 age group to 50.4% for the 65+ age group.
- Further breakdown of casualty information as well as casualties by severity and location (by Police Area) are available in Appendix 1 and 2.

# Update on Northern Ireland's Road Safety Strategy

Figure Nine



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

Figure Ten

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

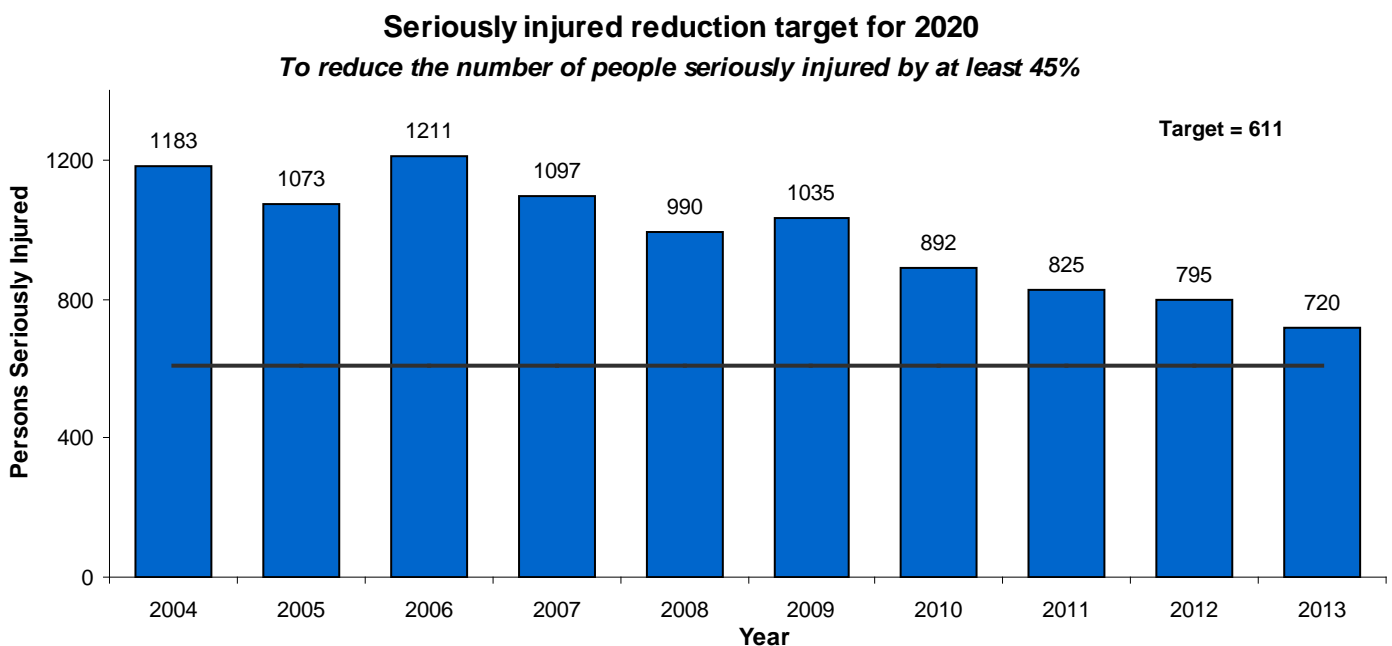
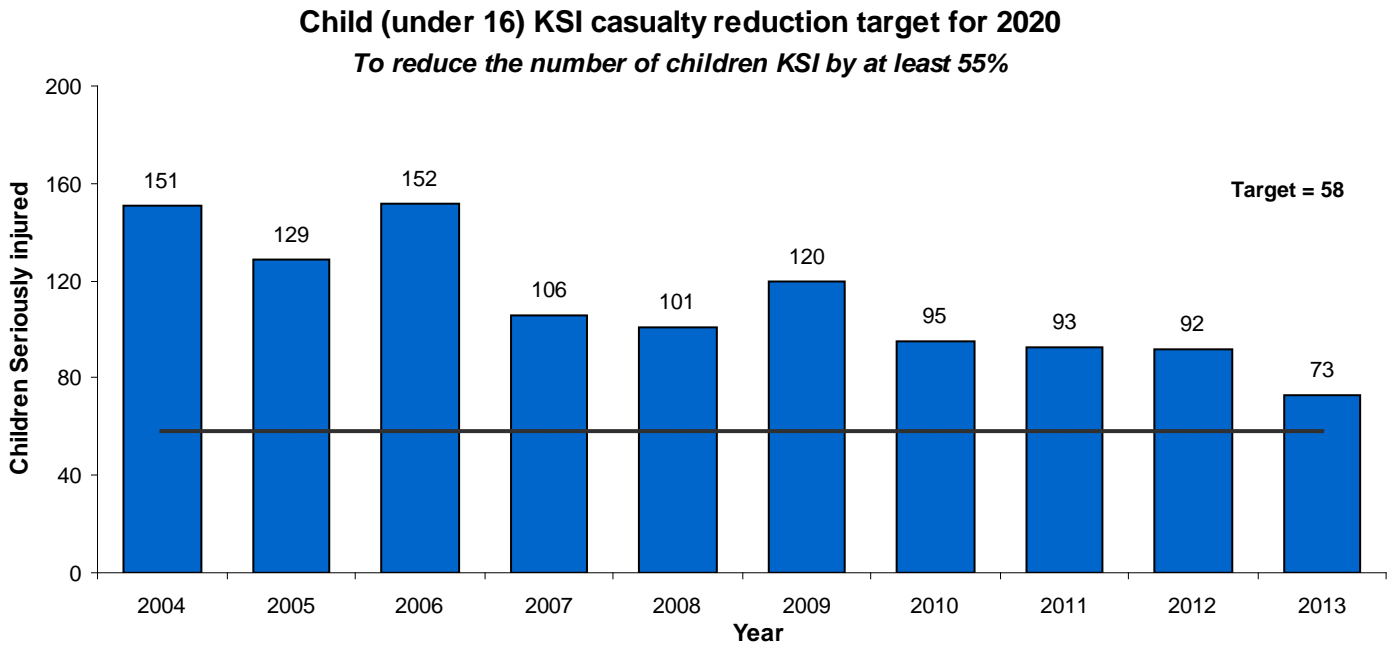
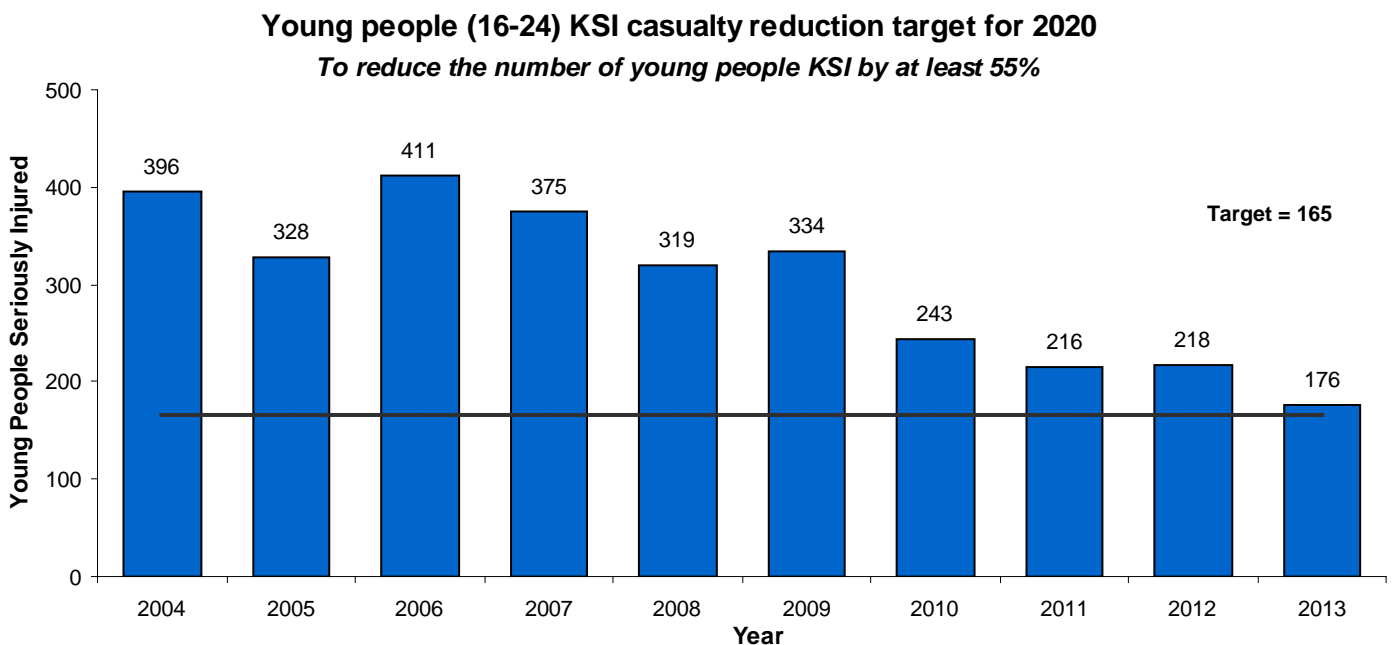


Figure Eleven



- The Road Safety Strategy has set a target of 55% reduction in the number of children killed or seriously injured on Northern Ireland's roads each year, from the 2004 – 2008 average of 128 to fewer than 58 by 2020. The figure of 73 child KSI casualties recorded in 2013 is the lowest annual level recorded but is still 15 more than the target of 58.

Figure Twelve



- The Strategy also has a target of a 55% reduction in the number of young people (16-24) killed or seriously injured on Northern Ireland's roads each year, from the 2004 – 2008 average of 366 to fewer than 165 by 2020. There were 176 KSI casualties of young people in 2013 which is 235 fewer than the 2006 figure of 411 (a reduction of 57.2%) and only 11 above the 2020 target.

## Appendix 1 - Road traffic casualties by age and gender

## 2013 compared with 2012

	2012					2013				
	Killed	Seriously injured	KSI <sup>1</sup>	Slightly injured	Total	Killed	Seriously injured	KSI <sup>1</sup>	Slightly injured	Total
<b>Male</b>										
Under 16	3	63	66	512	578	1	41	42	445	487
16 - 24	7	155	162	975	1,137	14	117	131	990	1,121
25 - 34	5	106	111	847	958	9	87	96	903	999
35 - 49	8	100	108	964	1,072	7	100	107	1,058	1,165
50 - 64	2	67	69	524	593	4	71	75	607	682
65 +	10	44	54	277	331	8	50	58	281	339
Unknown	0	2	2	14	16	0	0	0	13	13
<b>Total</b>	<b>35</b>	<b>537</b>	<b>572</b>	<b>4,113</b>	<b>4,685</b>	<b>43</b>	<b>466</b>	<b>509</b>	<b>4,297</b>	<b>4,806</b>
<b>Female</b>										
Under 16	2	24	26	444	470	1	30	31	413	444
16 - 24	5	51	56	934	990	1	44	45	906	951
25 - 34	1	34	35	866	901	4	47	51	907	958
35 - 49	2	53	55	954	1,009	1	39	40	978	1,018
50 - 64	1	54	55	576	631	0	43	43	577	620
65 +	2	42	44	272	316	7	50	57	326	383
Unknown	0	0	0	6	6	0	1	1	5	6
<b>Total</b>	<b>13</b>	<b>258</b>	<b>271</b>	<b>4,052</b>	<b>4,323</b>	<b>14</b>	<b>254</b>	<b>268</b>	<b>4,112</b>	<b>4,380</b>
<b>All</b>										
Under 16	5	87	92	956	1,048	2	71	73	858	931
16 - 24	12	206	218	1,909	2,127	15	161	176	1,896	2,072
25 - 34	6	140	146	1,713	1,859	13	134	147	1,810	1,957
35 - 49	10	153	163	1,918	2,081	8	139	147	2,037	2,184
50 - 64	3	121	124	1,100	1,224	4	114	118	1,184	1,302
65 +	12	86	98	549	647	15	100	115	607	722
Unknown	0	2	2	22	24	0	1	1	18	19
<b>Total<sup>2</sup></b>	<b>48</b>	<b>795</b>	<b>843</b>	<b>8,167</b>	<b>9,010</b>	<b>57</b>	<b>720</b>	<b>777</b>	<b>8,410</b>	<b>9,187</b>

<sup>1</sup> Killed or seriously injured <sup>2</sup> Total includes those where gender is unknown, transgender or unassigned

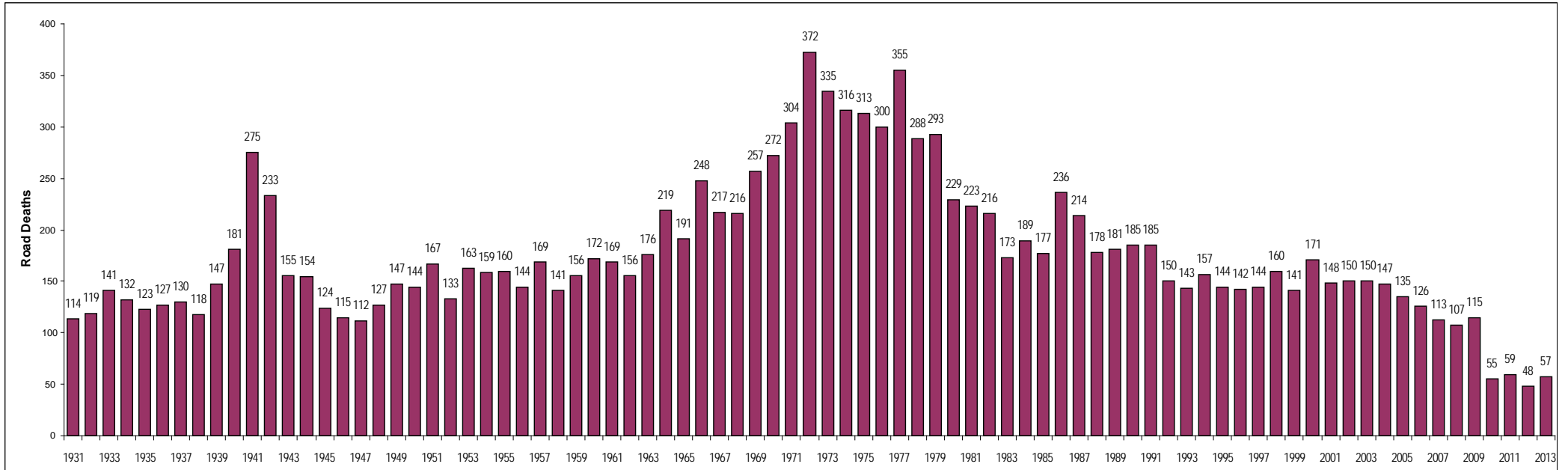
## Appendix 2 - Road traffic casualties by Police District and Area

## 2013 compared with 2012

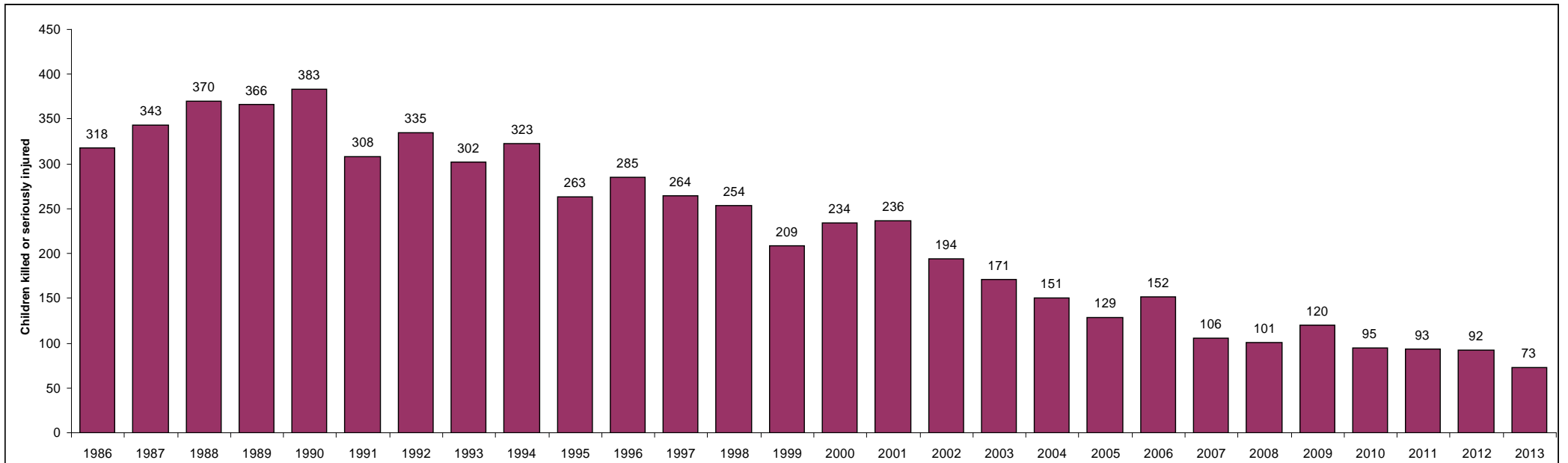
District	Area	2012					2013				
		Killed	Seriously Injured	Total KSI <sup>1</sup>	Slightly Injured	Total	Killed	Seriously Injured	Total KSI <sup>1</sup>	Slightly Injured	Total
A District	North Belfast	1	30	31	507	538	1	42	43	500	543
	West Belfast	1	32	33	475	508	0	32	32	426	458
	<b>A District Total</b>	<b>2</b>	<b>62</b>	<b>64</b>	<b>982</b>	<b>1,046</b>	<b>1</b>	<b>74</b>	<b>75</b>	<b>926</b>	<b>1,001</b>
B District	East Belfast	0	32	32	405	437	1	26	27	421	448
	South Belfast	1	44	45	567	612	0	25	25	535	560
	<b>B District Total</b>	<b>1</b>	<b>76</b>	<b>77</b>	<b>972</b>	<b>1,049</b>	<b>1</b>	<b>51</b>	<b>52</b>	<b>956</b>	<b>1,008</b>
C District	Ards	1	34	35	432	467	2	30	32	305	337
	Castlereagh	1	20	21	261	282	0	19	19	320	339
	Down	2	31	33	329	362	1	28	29	303	332
	North Down	0	22	22	307	329	2	16	18	266	284
	<b>C District Total</b>	<b>4</b>	<b>107</b>	<b>111</b>	<b>1,329</b>	<b>1,440</b>	<b>5</b>	<b>93</b>	<b>98</b>	<b>1,194</b>	<b>1,292</b>
D District	Antrim	4	26	30	233	263	3	22	25	272	297
	Carrickfergus	1	11	12	125	137	2	14	16	133	149
	Lisburn	4	58	62	596	658	2	54	56	630	686
	Newtownabbey	1	27	28	337	365	2	14	16	352	368
	<b>D District Total</b>	<b>10</b>	<b>122</b>	<b>132</b>	<b>1,291</b>	<b>1,423</b>	<b>9</b>	<b>104</b>	<b>113</b>	<b>1,387</b>	<b>1,500</b>
E District	Armagh	3	29	32	204	236	3	33	36	245	281
	Banbridge	1	18	19	156	175	2	25	27	186	213
	Craigavon	3	46	49	355	404	2	23	25	417	442
	Newry & Mourne	2	44	46	423	469	1	39	40	468	508
	<b>E District Total</b>	<b>9</b>	<b>137</b>	<b>146</b>	<b>1,138</b>	<b>1,284</b>	<b>8</b>	<b>120</b>	<b>128</b>	<b>1,316</b>	<b>1,444</b>
F District	Cookstown	0	18	18	118	136	1	11	12	133	145
	Dungannon	2	25	27	267	294	3	19	22	255	277
	Fermanagh	3	34	37	261	298	7	36	43	229	272
	Omagh	4	25	29	178	207	4	30	34	255	289
	<b>F District Total</b>	<b>9</b>	<b>102</b>	<b>111</b>	<b>824</b>	<b>935</b>	<b>15</b>	<b>96</b>	<b>111</b>	<b>872</b>	<b>983</b>
G District	Foyle	2	39	41	479	520	2	30	32	547	579
	Limavady	0	19	19	131	150	1	21	22	151	173
	Magherafelt	5	20	25	145	170	2	19	21	122	143
	Strabane	0	17	17	149	166	2	16	18	141	159
	<b>G District Total</b>	<b>7</b>	<b>95</b>	<b>102</b>	<b>904</b>	<b>1,006</b>	<b>7</b>	<b>86</b>	<b>93</b>	<b>961</b>	<b>1,054</b>
H District	Ballymena	4	21	25	290	315	2	26	28	245	273
	Ballymoney	0	9	9	99	108	0	13	13	106	119
	Coleraine	1	27	28	192	220	3	21	24	272	296
	Larne	0	15	15	88	103	5	24	29	116	145
	Moyle	1	22	23	58	81	1	12	13	59	72
	<b>H District Total</b>	<b>6</b>	<b>94</b>	<b>100</b>	<b>727</b>	<b>827</b>	<b>11</b>	<b>96</b>	<b>107</b>	<b>798</b>	<b>905</b>
<b>NI Total</b>	<b>NI Total</b>	<b>48</b>	<b>795</b>	<b>843</b>	<b>8,167</b>	<b>9,010</b>	<b>57</b>	<b>720</b>	<b>777</b>	<b>8,410</b>	<b>9,187</b>

<sup>1</sup> Killed or seriously injured

## Appendix 3 Road Deaths on Northern Ireland's Roads 1931 - 2013



## Appendix 4 Children killed or seriously injured on Northern Ireland's Roads 1986 - 2013



## Appendix 5 - Summary of casualty figures from 1931 – 2013

Year	No of injury collisions	Killed	Seriously Injured	Injured	Slightly Injured	Total casualties
1931	1582	114		1724		1838
1932	1765	119		1890		2009
1933	1633	141		1757		1898
1934	1835	132		1954		2086
1935	1975	123		2159		2282
1936	2021	127		2216		2343
1937	1793	130		1891		2021
1938	1945	118		2128		2246
1939	1993	147		2211		2358
1940	1451	181		1576		1757
1941	1778	275		1928		2203
1942	1636	233		1844		2077
1943	1205	155		1308		1463
1944	1205	154		1259		1413
1945	1222	124		1429		1553
1946	1602	115		1919		2034
1947	1700	112		1976		2088
1948	1695	127		1892		2019
1949	2135	147		2396		2543
1950	2430	144		2748		2892
1951	2583	167		2975		3142
1952	2625	133		3028		3161
1953	3139	163		3715		3878
1954	3315	159		3954		4113
1955	3854	160		4561		4721
1956	3860	144		4631		4775
1957	3324	169		4001		4170
1958	3533	141		4379		4520
1959	3992	156		5068		5224
1960	4237	172		5443		5615
1961	4196	169		5520		5689
1962	4297	156		5677		5833
1963	4536	176		6001		6177
1964	4736	219		6363		6582
1965	4987	191		6755		6946
1966	5034	248		6876		7124
1967	5094	217		7076		7293
1968	5213	216		7305		7521
1969	4981	257		7124		7381
1970	5308	272		7902		8174
1971	5158	304	2135		5523	7962
1972	5261	372	2430		5595	8397
1973	5000	335	2358		5304	7997
1974	4795	316	2268		4920	7504
1975	4882	313	2231		5109	7653
1976	4943	300	2570		4749	7619
1977	5352	355	2905		4944	8204
1978	5473	288	2749		5331	8368
1979	5388	293	2546		5082	7921
1980	4982	229	2387		4648	7264
1981	5245	223	2418		5139	7780
1982	5551	216	2503		5420	8139
1983	5425	173	2300		5240	7713
1984	5978	189	2465		6096	8750

**Appendix 5 - Summary of casualty figures from 1931 – 2013 continued**

Year	No of injury collisions	Killed	Seriously Injured	Slightly Injured	Total casualties
1985	5779	177	1148	7312	8637
1986	6171	236	1825	7381	9442
1987	6344	214	1885	7837	9936
1988	6943	178	1969	8820	10967
1989	7199	181	2014	9416	11611
1990	7159	185	1993	9583	11761
1991	6171	185	1648	8481	10314
1992	6650	150	1841	9273	11264
1993	6517	143	1725	9232	11100
1994	6783	157	1648	10289	12094
1995	6792	144	1532	10049	11725
1996	7093	142	1599	10834	12575
1997	7192	144	1548	11006	12698
1998	7487	160	1538	11704	13402
1999	7562	141	1509	11799	13449
2000	8388	171	1786	12763	14720
2001	7447	148	1682	11312	13142
2002	6784	150	1526	10238	11914
2003	6049	150	1288	8887	10325
2004	5633	147	1183	8177	9507
2005	4947	135	1073	6951	8159
2006	5628	126	1211	7845	9182
2007	5990	113	1097	8226	9436
2008	6223	107	990	8454	9551
2009	6251	115	1035	8617	9767
2010	5666	55	892	8010	8957
2011	5594	59	825	7876	8760
2012	5775	48	795	8167	9010
2013	5820	57	720	8410	9187

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



## 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 data<sup>1</sup> and (ii) survey data from The National Travel Survey<sup>2</sup>.

<sup>1</sup> 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>

<sup>2</sup> 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 year 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](http://www.roadsafetyobservatory.com)

[www.dft.gov.uk](http://www.dft.gov.uk)

[www.pacts.org.uk](http://www.pacts.org.uk)

[www.trl.co.uk](http://www.trl.co.uk)

[www.doeni.gov.uk](http://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.