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## FOREWORD

This report provides a statistical summary of injury road traffic collisions (RTCs) reported to the police during the period 1st January to 31st December 2005. The focus of the report is on casualties and collisions where persons have been killed or seriously injured (KSI), reflecting the target in the Northern Ireland Road Safety Strategy<sup>1</sup> to reduce by a third the number of people killed or seriously injured on Northern Ireland's roads and to reduce by 50% the number of children killed or seriously injured by 2012.

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<sup>1</sup> Northern Ireland Road Safety Strategy 2002 – 2012, Published by Department of the Environment 2002



## 1.0 Introduction and Executive Summary

- The Northern Ireland Road Safety Strategy aims to reduce by one third the number of deaths or serious injuries on Northern Ireland's roads each year, from the 1996 - 2000 average of 1,750, to fewer than 1,200 by 2012. The Strategy also aims to reduce by 50% the number of children killed or seriously injured from the 1996 - 2000 average of 250, to fewer than 125 by 2012.
- Between 1996 and 2005 the number of casualties killed or seriously injured (KSI) fell from 1,741 to 1,208. However, despite this downward trend Northern Ireland compares unfavourably with other UK regions in relation to casualty rates per 100,000 population. Based on the 2005 KSI casualty figures the rate for Northern Ireland stands at 70.1, compared to figures of 55.4, 44.9 and 56.6 for England, Scotland and Wales respectively<sup>2</sup>.
- During 2005 there were 4,947 injury road traffic collisions reported to the police resulting in 135 fatalities, 1,073 serious injuries and 6,951 slight injuries. This is the lowest annual total recorded in Northern Ireland since 1987. Drivers of motor vehicles remained the largest casualty class killed or seriously injured. Excessive speed having regard to conditions also remained the largest causation factor for killed or seriously injured casualties in 2005.

Detailed tables for 2005 and tables containing casualty trends from 1996 – 2005 are included in appendices to the report.

<sup>2</sup> GB and NI rates are calculated using 2005 mid-year population estimates





## 2.0 CASUALTIES

## **Casualties: Key Facts 2005**

- ***The 2005 KSI casualty figure represented the lowest annual total recorded in Northern Ireland since 1987.***
- ***135 fatalities, 1,073 serious injuries and 6,951 slight injuries were recorded in 2005.***
- ***There were 36% fewer motorcyclist fatalities than in 2004.***
- ***More than three quarters (77%) of the fatalities on Northern Ireland roads were male.***
- ***Just over half (51%) of the pedestrians killed or seriously injured were under 25 years of age.***
- ***Nearly half (47%) of all casualties killed or seriously injured were aged between 16 and 34.***
- ***The most common cause of KSI casualties was excessive speed having regard to conditions (18%).***



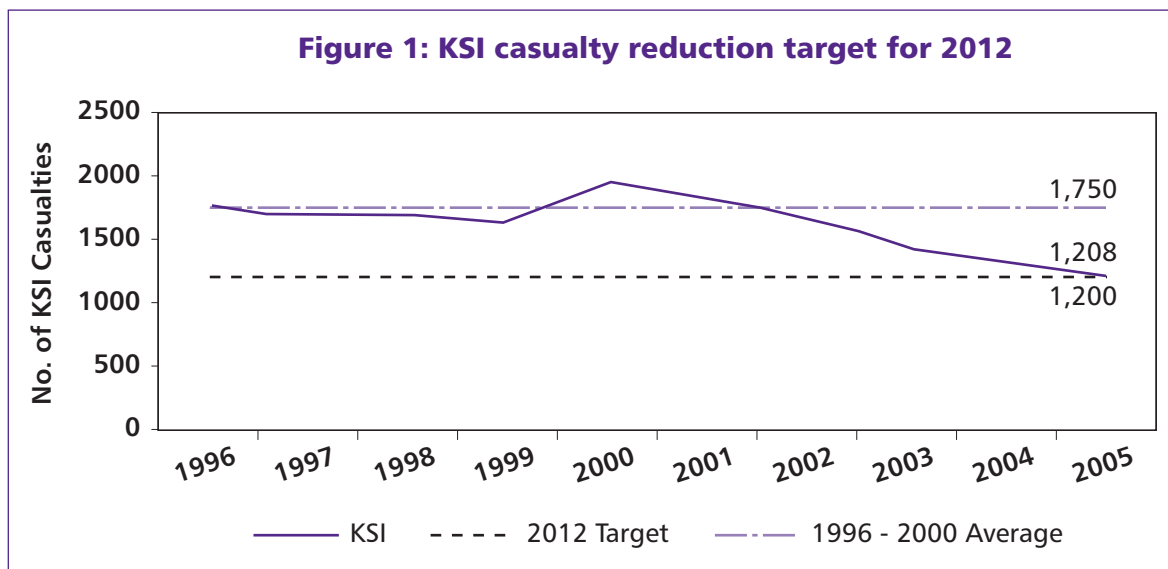
## 2.1 Summary of casualty figures for 2005 and 2004

### 2.1.1 Casualties by road user type

	Baseline average (1996-2000)	2004	2005	% change over baseline	% change from last year
<b>Pedestrians</b>					
Killed	38	23	28	-26.3	21.7
Seriously injured	296	190	176	-40.5	-7.4
Slightly injured	865	532	463	-46.5	-13.0
<b>All casualties</b>	<b>1,199</b>	<b>745</b>	<b>667</b>	<b>-44.4</b>	<b>-10.5</b>
<b>Drivers of motor vehicles</b>					
Killed	64	63	66	3.1	4.8
Seriously injured	659	509	451	-31.6	-11.4
Slightly injured	5,662	4,216	3,682	-35.0	-12.7
<b>All casualties</b>	<b>6,385</b>	<b>4,788</b>	<b>4,199</b>	<b>-34.2</b>	<b>-12.3</b>
<b>Motorcyclists</b>					
Killed	9	22	14	55.6	-36.4
Seriously injured	95	143	146	53.7	2.1
Slightly injured	217	311	251	15.7	-19.3
<b>All casualties</b>	<b>321</b>	<b>476</b>	<b>411</b>	<b>28.0</b>	<b>-13.7</b>
<b>Pedal cyclists</b>					
Killed	4	2	4	0.0	100.0
Seriously injured	54	27	25	-53.7	-7.4
Slightly injured	254	131	118	-53.5	-9.9
<b>All casualties</b>	<b>312</b>	<b>160</b>	<b>147</b>	<b>-52.9</b>	<b>-8.1</b>
<b>Passengers</b>					
Killed	35	36	22	-37.1	-38.9
Seriously injured	475	295	261	-45.1	-11.5
Slightly injured	4,543	2,950	2,396	-47.3	-18.8
<b>All casualties</b>	<b>5,053</b>	<b>3,281</b>	<b>2,679</b>	<b>-47.0</b>	<b>-18.3</b>
<b>Pillion Passenger</b>					
Killed	1	0	1	0.0	100.0
Seriously injured	8	8	8	0.0	0.0
Slightly injured	15	13	9	-40.0	-30.8
<b>All casualties</b>	<b>24</b>	<b>21</b>	<b>18</b>	<b>-25.0</b>	<b>-14.3</b>
<b>Other road users</b>					
Killed	1	1	0	-100.0	-100.0
Seriously injured	9	11	6	-33.3	-45.5
Slightly injured	65	24	32	-50.8	33.3
<b>All casualties</b>	<b>75</b>	<b>36</b>	<b>38</b>	<b>-49.3</b>	<b>5.6</b>
<b>All road users</b>					
Killed	152	147	135	-11.2	-8.2
Seriously injured	1,596	1,183	1,073	-32.8	-9.3
Slightly injured	11,621	8,177	6,951	-40.2	-15.0
<b>All casualties</b>	<b>13,369</b>	<b>9,507</b>	<b>8,159</b>	<b>-39.0</b>	<b>-14.2</b>

### 2.1.2 The Casualty Reduction Target for 2012

- The Northern Ireland Road Safety Strategy aims at a one-third reduction in the number of deaths or serious injuries on Northern Ireland's roads each year, from the 1996 - 2000 average of 1,750, to fewer than 1,200 by 2012. Progress to date towards achieving the target is shown in Figure 1. While the KSI trend continues downwards each year the target of 1,200 per annum was not achieved in 2005, albeit by 8 casualties.

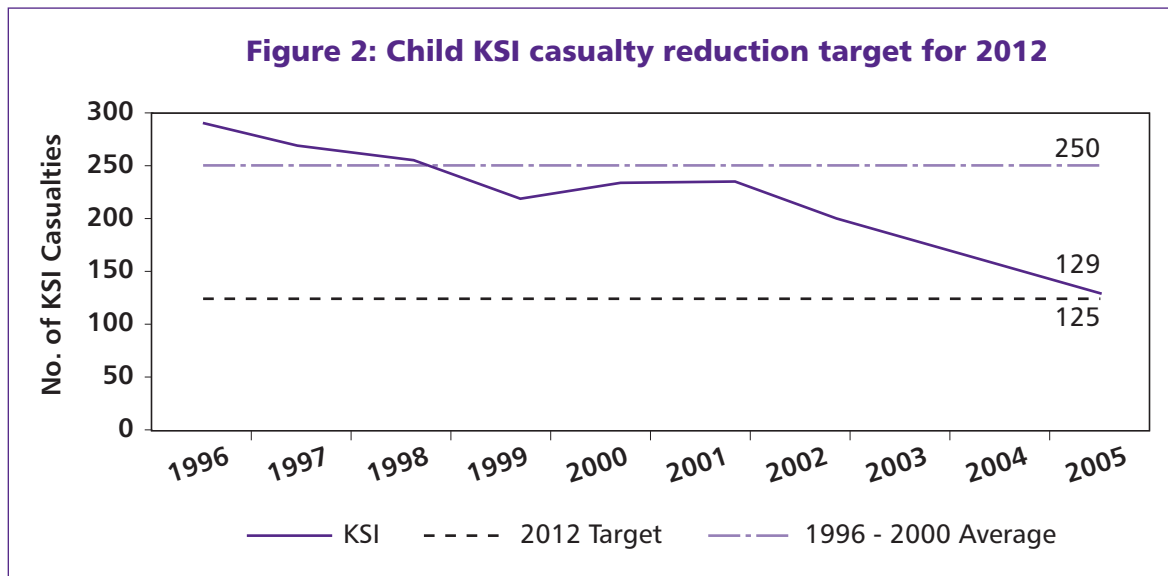


### 2.1.3 Child casualties by road user type

Children	Baseline average (1996-2000)	2004	2005	% Change over baseline	%Change from last year
<b>Pedestrians</b>					
Killed	9	3	6	-33.3	100.0
Seriously injured	129	74	57	-55.8	-23.0
Slightly injured	396	173	175	-55.8	1.2
<b>All casualties</b>	<b>534</b>	<b>250</b>	<b>238</b>	<b>-55.4</b>	<b>-4.8</b>
<b>Drivers of motor vehicles</b>					
Killed	0	1	1	100.0	0.0
Seriously injured	1	0	0	-100.0	0.0
Slightly injured	3	2	1	-66.7	-50.0
<b>All casualties</b>	<b>4</b>	<b>3</b>	<b>2</b>	<b>-50.0</b>	<b>-33.3</b>
<b>Motorcyclists</b>					
Killed	0	0	1	100.0	100.0
Seriously injured	1	5	2	100.0	-60.0
Slightly injured	2	3	2	0.0	-33.3
<b>All casualties</b>	<b>3</b>	<b>8</b>	<b>5</b>	<b>66.7</b>	<b>-37.5</b>
<b>Pedal cyclists</b>					
Killed	1	1	3	200.0	200.0
Seriously injured	28	8	7	-75.0	-12.5
Slightly injured	142	66	44	-69.0	-33.3
<b>All casualties</b>	<b>171</b>	<b>75</b>	<b>54</b>	<b>-68.4</b>	<b>-28.0</b>
<b>Passengers</b>					
Killed	5	5	3	-40.0	-40.0
Seriously injured	71	49	43	-39.4	-12.2
Slightly injured	1,010	702	560	-44.6	-20.2
<b>All casualties</b>	<b>1,086</b>	<b>756</b>	<b>606</b>	<b>-44.2</b>	<b>-19.8</b>
<b>Pillion Passengers</b>					
Killed	0	0	1	100.0	100.0
Seriously injured	1	2	2	100.0	0.0
Slightly injured	3	1	0	-100.0	-100.0
<b>All casualties</b>	<b>4</b>	<b>3</b>	<b>3</b>	<b>-25.0</b>	<b>0.0</b>
<b>Other road users</b>					
Killed	0	1	0	0.0	-100.0
Seriously injured	2	2	3	50.0	50.0
Slightly injured	6	4	6	0.0	50.0
<b>All casualties</b>	<b>8</b>	<b>7</b>	<b>9</b>	<b>12.5</b>	<b>28.6</b>
<b>All road users</b>					
Killed	15	11	15	0.0	36.4
Seriously injured	234	140	114	-51.3	-18.6
Slightly injured	1,562	951	788	-49.6	-17.1
<b>All casualties</b>	<b>1,811</b>	<b>1,102</b>	<b>917</b>	<b>-49.4</b>	<b>-16.8</b>

**2.1.4 The Child Casualty Reduction Target for 2012**

- The Strategy also aims at a 50% reduction in the number of children killed or seriously injured on Northern Ireland’s roads each year, from the 1996 - 2000 average of 250, to fewer than 125 by 2012. Progress to date towards achieving this target is shown in Figure 2. While the number of children killed or seriously injured is showing a downward trend each year, the target of 125 per annum was not achieved in 2005, albeit by 4 casualties.

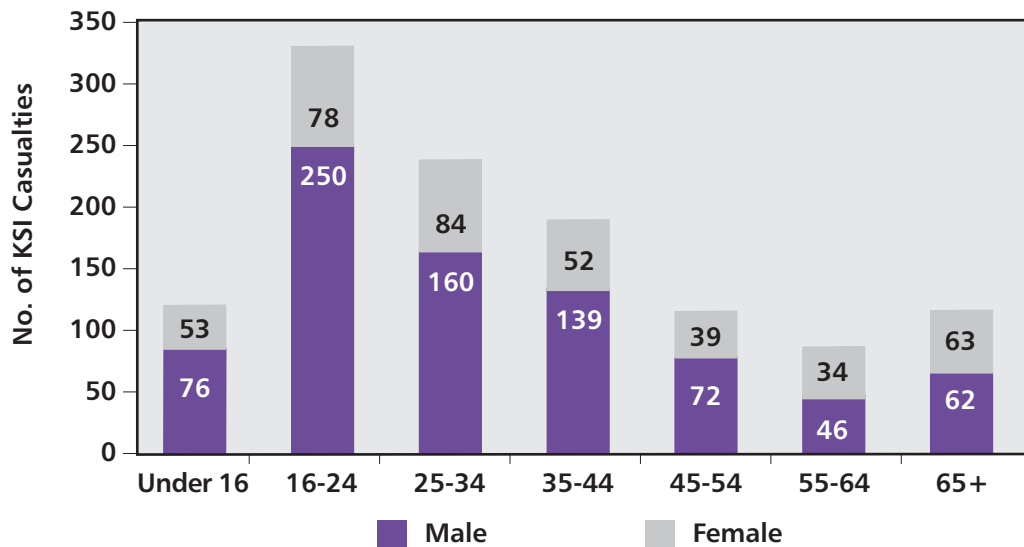


## 2.2 Casualties killed or seriously injured by road user class

### 2.2.1 Overview

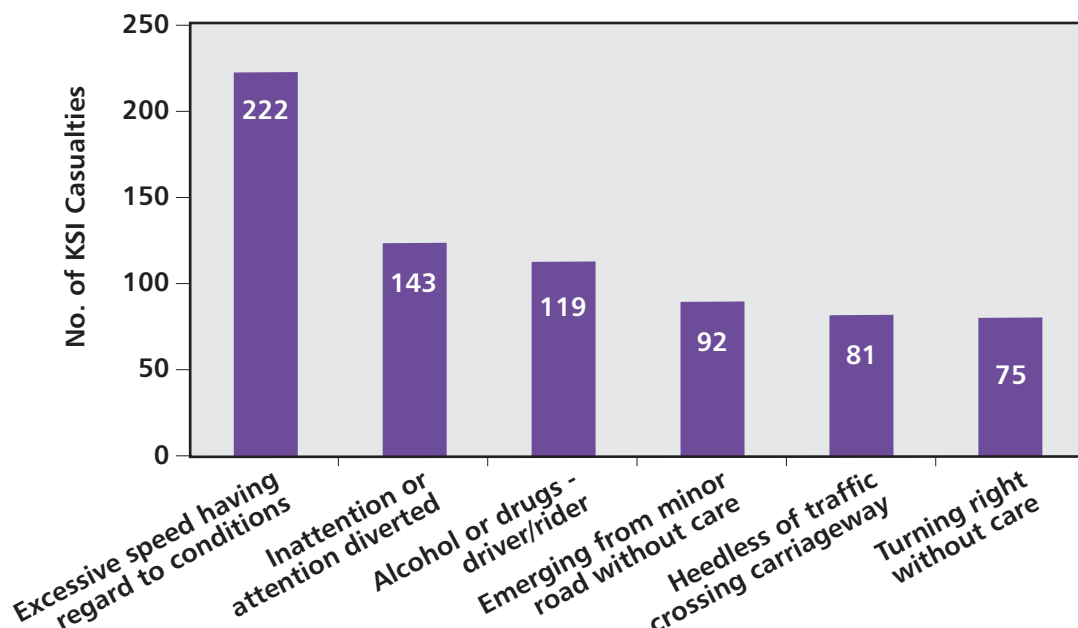
- In 2005 there were 135 fatalities, 1,073 serious injuries and 6,951 slight injuries resulting from road traffic collisions (Appendix 1: Table 1). Almost half (47%) of the casualties who were killed or seriously injured were aged between 16 and 34, with 328 (27%) aged between 16 and 24 years and 244 (20%) between 25 and 34 years. In 2005, 67% of casualties killed and seriously injured were male.

**Figure 3: Casualties killed or seriously injured by age and sex, 2005**



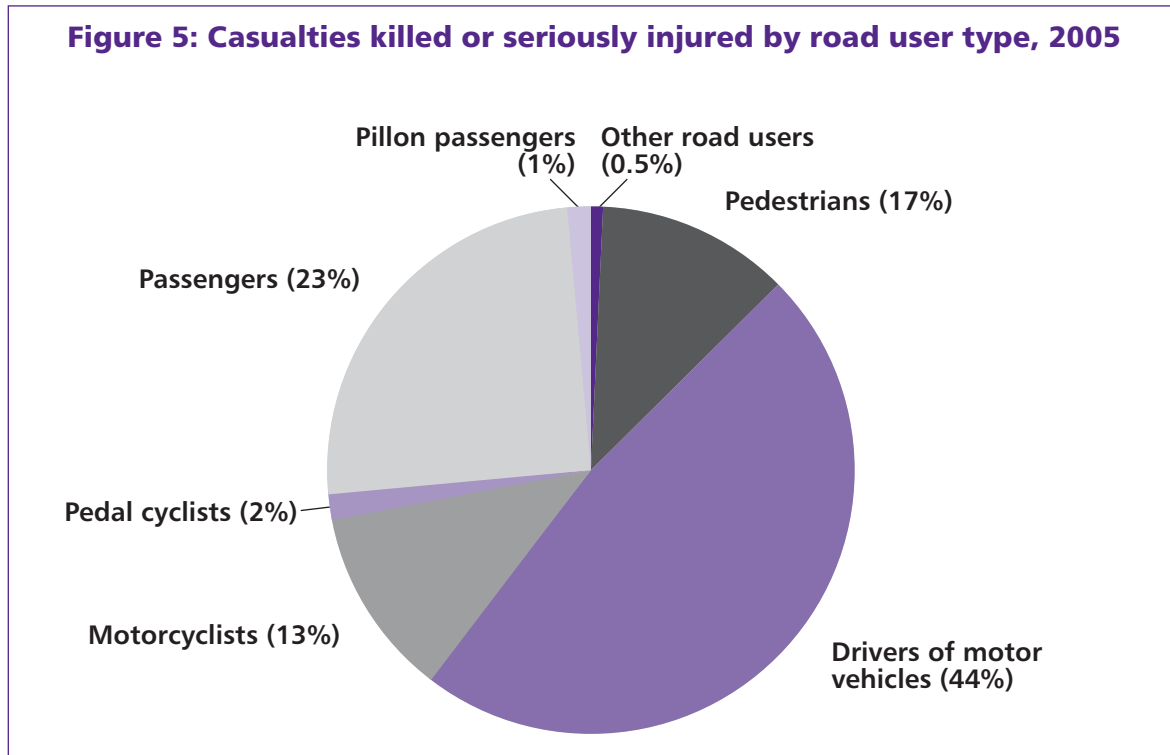
- In fatal and serious collisions excessive speed having regard to conditions was the most common cause, giving rise to 222 (18%) of casualties killed or seriously injured. Inattention and consumption of alcohol or drugs by drivers or riders were responsible for 143 (12%) and 119 (10%) casualties respectively (Appendix 1: Table 2).

**Figure 4: Casualties killed or seriously injured by most common causation factor, 2005**



- In 2005, 43% of KSI casualties were drivers of motor vehicles and 23% were passengers. Pedestrians accounted for 17%, followed by motorcyclists (13%) and pedal cyclists (2%).

**Figure 5: Casualties killed or seriously injured by road user type, 2005**



### 2.2.2 Drivers of motor vehicles

- Half of drivers of motor vehicles who were killed or seriously injured were aged 16 - 34, with 24% aged 16 - 24 years and 26% aged 25 - 34 years. Two-thirds (67%) of those who were killed or seriously injured were male. (Appendix 1: Table 1).
- Excessive speed was the most common cause of fatal and serious injuries to drivers (22%). This was followed by consumption of alcohol or drugs by drivers or riders (13%), inattention or attention diverted (12%) and emerging from minor road without care (10%) (Appendix 1: Table 2).

### 2.2.3 Passengers

- Young people aged 16 - 24 years accounted for 34% of passengers who were killed or seriously injured, while children under 16 accounted for 16% and 25 - 34 year olds for a further 15% of passengers who were killed or seriously injured. About half (49%) of fatal and seriously injured passengers were male (Appendix 1: Table 1).
- Excessive speed was again the most common cause of passenger KSIs, being responsible for 29% of passengers killed or seriously injured. This was followed by consumption of alcohol or drugs by driver or riders (12%) and inattention (10%) (Appendix 1: Table 2).

#### **2.2.4 Pedestrians**

- Just over half (51%) of all pedestrians who were killed or seriously injured were aged less than 25 and a further 19% were aged over 65. Over three fifths (62%) of pedestrians killed or seriously injured were male (Appendix 1: Table 1).
- Pedestrians were responsible for the vast majority of the fatal and serious pedestrian injuries. Thirty nine percent were attributed to a pedestrian not paying attention to traffic when crossing a carriageway, 12% were due to pedestrian consumption of alcohol or drugs, 8% were cases in which the pedestrian's movement was masked by, for example, a parked car and 12% were due to inattention or attention diverted (Appendix 1: Table 2).

#### **2.2.5 Motorcyclists**

- Just over three fifths (61%) of motorcyclists who were killed or seriously injured were aged 16 - 34. Males accounted for 96% of all motorcyclists killed or seriously injured in 2005 (Appendix 1: Table 1).
- Turning right without care accounted for 14% of fatal and serious injuries among motorcyclists and a further 14% of KSI casualties due to emerging from minor road without care, while excessive speed having regard to conditions accounted for a 11%. (Appendix 1: Table 2).

## **2.3 The main causes of fatal and serious injuries**

### **2.3.1 Overview**

- Excessive speed having regard to conditions was the most common cause of fatal and serious injuries, giving rise to 18% of KSI casualties, while inattention and consumption of alcohol or drugs by drivers or riders were responsible for 12% and 10% respectively (Appendix 1: Table 2).
- A composite causation factor known as 'careless driving' can be identified by combining several individual causation factors such as inattention, emerging from a minor road without care and a number of other factors (see 2.3.4). Using this classification, 50% of KSI casualties in 2005 were due to careless driving (Appendix 1: Table 5).

### **2.3.2 Excessive speed on the part of drivers/riders**

- During 2005, excessive speed having regard to conditions was responsible for killing 23 and seriously injuring a further 199 people. About two thirds (66%) of these casualties were male and 39% were aged 16 - 24. Nearly half (45%) of the male deaths and serious injuries that were due to excess speed were people aged 16 - 24, compared with 28% of such female casualties (Appendix 1: Table 3).
- Just over half (52%) of casualties killed or seriously injured due to excess speed were drivers of motor vehicles. Just over one third (34%) of this group were aged 16 - 24 and 68% of this group were male.
- Over one third (37%) of casualties killed or seriously injured due to excess speed, were passengers. Fifty five per cent of male passengers killed or seriously injured due to excess speed were aged 16 - 24 compared with 40% of female KSI passengers.
- Motorcyclists accounted for 8% of casualties who were killed or seriously injured due to excess speed. Ninety four per cent were male, with over half (53%) aged 16 - 34.

### **2.3.3 Consumption of alcohol or drugs by drivers/riders**

- During 2005, consumption of alcohol or drugs by drivers or riders was responsible for 24 deaths and 95 seriously injured casualties. Just over a third (34%) of these casualties were aged 25 - 34 and over three quarters (76%) were male. Of the male deaths and serious injuries that were due to consumption of alcohol or drugs by drivers or riders, one third (33%) were aged 16 - 24 and a further 33% were aged 25 - 34 (Appendix 1: Table 4).
- Over half of casualties killed or seriously injured due to consumption of driver/rider alcohol or drugs were drivers of motor vehicles (57%). Just less than two fifths (37%) of this group were aged 25 - 34 and 85% were male.
- Twenty nine per cent of casualties killed or seriously injured due to consumption of alcohol or drugs by drivers or riders were passengers. Forty - six percent of this group were female. Just less than half (47%) of the male passengers, who were killed or seriously injured as a result of driver/rider alcohol or drugs were aged 16 - 24.
- Pedestrians accounted for 8% of casualties who were killed or seriously injured due to consumption of alcohol or drugs by drivers and riders and motorcyclists accounted for 3%. All of the motorcyclist KSI casualties were male, while they made up for 67% of pedestrian KSI casualties.



### 2.3.4 Careless driving

- The category 'careless driving' is comprised of the following causation factors;
  - disobeyed traffic sign/signal,
  - wrong course position,
  - driving too close,
  - turning right without care,
  - turning left without care,
  - 'U' turning without care,
  - reversing without care,
  - stopping without care,
  - starting without care,
  - overtaking on nearside without care,
  - overtaking on offside without care,
  - changing lane without care,
  - emerging from minor road without care,
  - emerging from private road/entrance without care,
  - crossing/entering road junction without care,
  - inattention or attention diverted,
  - distracted by action inside vehicle,
  - distraction by action outside vehicle,
  - fatigue.
- During 2005, 'careless driving' was responsible for killing 54 and seriously injuring 554 people. A quarter (25%) of these casualties were aged 16 - 24. Careless driving resulted in a larger proportion of female KSI casualties (35%) than either consumption of alcohol or drugs by drivers/riders or excessive speed (Appendix 1: Table 5).
- Nearly a half (47%) of casualties killed or seriously injured due to careless driving were drivers of motor vehicles and 39% of this group were female. Around two fifths (41%) of drivers killed or seriously injured due to careless driving were aged 16 - 34.
- Passengers accounted for nearly a quarter (22%) of the casualties who were killed or seriously injured due to careless driving and over half of these casualties (60%) were female. Just over a quarter (26%) of female passenger KSI casualties were aged 65+ and 22% were aged 16-24. In contrast, 9% of male passenger KSI casualties were aged 65+ and nearly two fifths (38%) were aged 16-24 years.
- Motorcyclists comprised 20% and pedestrians 6%, of casualties who were killed or seriously injured due to careless driving. Almost all (99%) of the motorcyclists were male and over three fifths (61%) were aged 16 - 34. The largest proportion of pedestrian KSI casualties were aged 65+ (31%).

## 2.4 Seat belt Usage

### 2.4.1 Seat belt usage among casualties of cars, cars used as taxis and light goods vehicles

- Although the wearing of seat belts (front and rear) is compulsory for car drivers and passengers the results of the April 2006 Northern Ireland Seat Belt Survey carried out by the Department of the Environment<sup>3</sup>, show that a proportion of car occupants still do not wear seat belts. The overall wearing rate in April 2006 stood at 93% (Figure 6).

**Figure 6: Northern Ireland seat belt survey: Percentage of car occupants wearing seat belts (DOE)**

	April 2004	April 2005	April 2006
<i>Driver</i>	91%	93%	93%
<i>Front Seat Passenger</i>	90%	92%	93%
<i>Rear Seat Passenger</i>	77%	81%	85%
Of which			
Under 1 Year	98%	98%	96%
1-4 years	88%	92%	96%
5-9 years	77%	82%	84%
10-13 years	78%	82%	86%
<i>Overall wearing rate</i>	89%	91%	93%

- During 2005 there were 6,505 casualties who were occupants of cars, cars used as taxis and light goods vehicles. These are vehicles in which seat belts are normally worn. Eighty four of these casualties were fatally injured. Twenty nine per cent of those fatally injured were not wearing a seatbelt at the time of the collision and in a further 27% of cases it was not known whether a seatbelt was in use (Appendix 1:Table 6).

### 2.4.2 Drivers

- There were 4,046 casualties among drivers of vehicles in which a seat belt is normally worn. Of these 85% were wearing a seat belt at the time of the collision, 5% were not wearing a seat belt and for the remaining 10% it was unknown whether or not a seat belt was in use (Appendix 1:Table 6).
- The likelihood of a driver casualty being killed in a collision greatly increases when not wearing a seat belt. In 2005, 0.8% of driver casualties who were wearing a seatbelt sustained fatal injuries, compared to 10% of driver casualties who were not wearing a seat belt. Similarly, 10% of driver casualties were killed or seriously injured when wearing a seat belt compared to 22% of those not wearing a seat belt.

### 2.4.3 Front seat passengers

- A total of 1,551 front seat passengers were casualties in vehicles in which a seat belt is normally worn of whom 82% were wearing a seat belt and 9% were not wearing a seat belt (Appendix 1:Table 6).

<sup>3</sup> Northern Ireland Seatbelt Survey Report, April 2006. Prepared by Central Survey Unit of the Northern Ireland Statistics and Research Agency on behalf of DOE

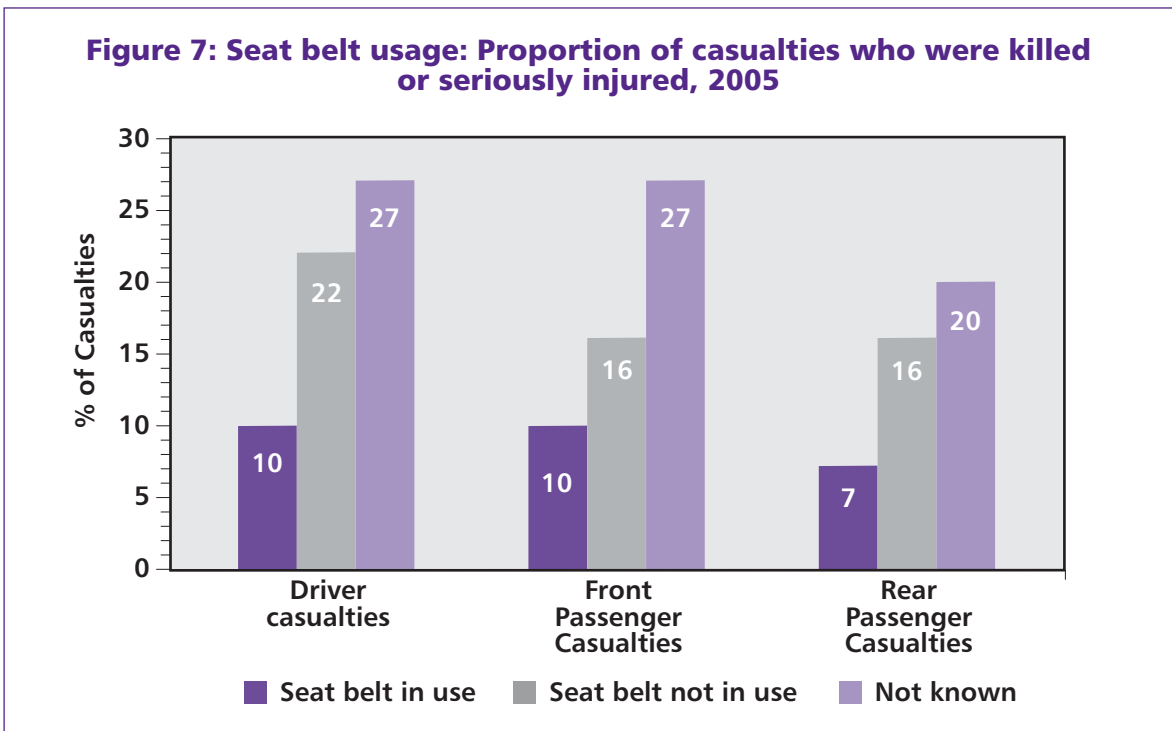
- Of the front seat passenger casualties wearing a seat belt 0.5% were killed compared to 1.4% of those not wearing a seat belt. Among KSI casualties, 10% of front seat passenger casualties who were wearing a seatbelt sustained fatal or serious injuries compared to 16% who were not wearing a seatbelt.

**2.4.4 Rear seat passengers**

- Results from the seat belt survey show that the wearing rates among rear seat passengers has improved year on year but remain at a lower level than those recorded for drivers and front seat passengers.
- A total of 908 rear seat passengers were casualties in vehicles in which a seat belt is normally worn. Seventy-six percent of rear seat passenger casualties were wearing a seat belt at the time of the collision and 14% were not wearing a seat belt (Appendix 1:Table 6).
- The likelihood of a rear seat passenger casualty being killed in a collision greatly increases when not wearing a seat belt. Of those rear seat passengers wearing a seat belt at the time of the collision less than one percent (0.4%) were killed compared to 1.6% of those who were not wearing a seat belt. Overall, 7% of rear seat passenger casualties were killed or seriously injured when a seat belt was in use compared with 16% of those who were not wearing a seat belt at the time of the collision.

**2.4.5 Seat belt usage among child casualties of cars, cars used as taxis and light goods vehicles**

- There were 534 child casualties who were occupants of cars, cars used as taxis or light goods vehicles. These are vehicles in which seat belts are normally worn. Ninety percent of casualties were found to be wearing a seat belt at the time of collision, 4% were not wearing a seat belt and for 6% of child casualties it was not known whether a seat belt was in use (Appendix 1: Table 7).

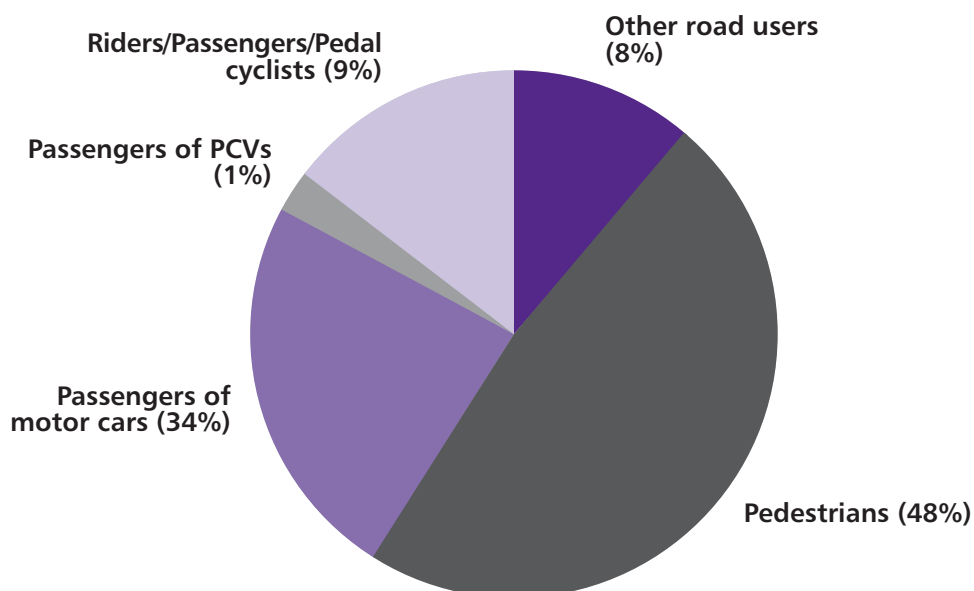


## 2.5 Child casualties

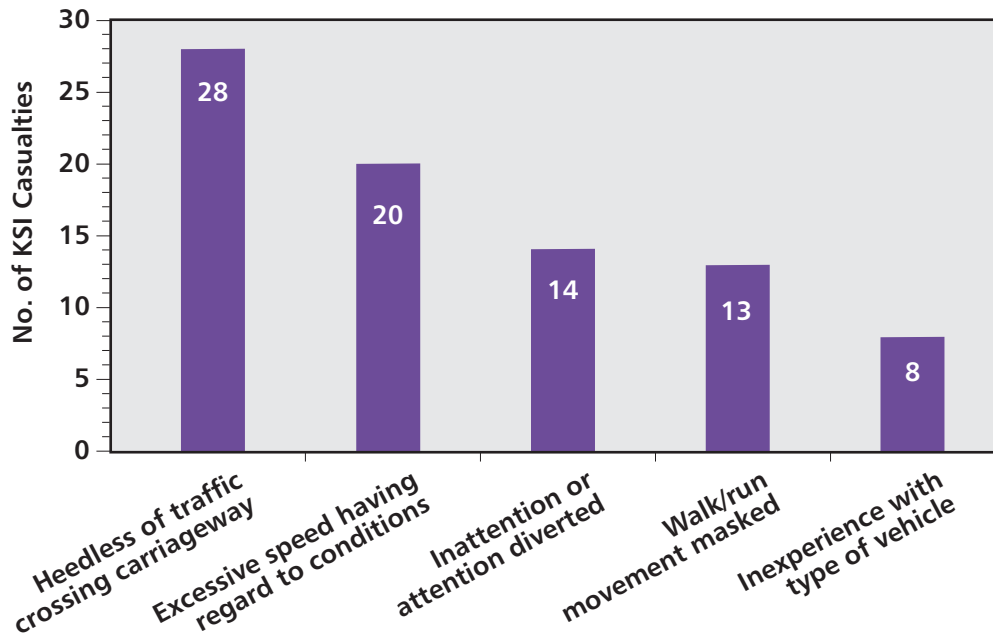
### 2.5.1 Overview

- There were 15 child fatalities, 114 serious injuries and 788 slight injuries among child casualties in 2005. Of all casualties who were killed or seriously injured, 11% were under 16 years of age.
- Just under half (49%) of child casualties killed or seriously injured were pedestrians, 35% were passengers of motor cars or people carrying vehicles and 9% were riders or passengers of pedal cyclists (Appendix 1: Table 8).

**Figure 8: Child casualties killed or seriously injured by road user type, 2005**



- The most common cause of fatal or serious injuries among children was lack of care by pedestrians when crossing carriageways (22%). This was followed by excessive speed having regard to conditions (16%) (Appendix 1: Table 2).

**Figure 9: Child casualties killed or seriously injured by most common causation factor, 2005**

- Nearly three quarters (71%) of **all** child casualties were school pupils and over a quarter (27%) of these pupils were on a journey to or from school at the time of the collision (Appendix 1: Table 8).
- Forty one percent of the child casualties, who were killed or injured while on a journey to or from school, were passengers of motor cars and a further 23% were passengers of PCVs. Almost all of the remaining casualties were pedestrians (35%) (Appendix 1: Table 8).





## **3.0 INJURY ROAD TRAFFIC COLLISIONS**

## Collisions: Key Facts 2005

- ***Injury road traffic collisions decreased by 12% compared with 2004.***
- ***During 2005, 127 fatal collisions, 835 serious collisions and 3,985 slight collisions were recorded.***
- ***Lisburn District Command Unit had the greatest number (69) of fatal and serious injury collisions.***
- ***Collisions on roads in rural areas accounted for less than half (44%) of all collisions, but 73% of fatalities.***
- ***Four fifths (79%) of fatal and serious injury collisions were primarily attributable to driver / rider behaviour.***
- ***Twenty four per cent of fatal collisions were single vehicle collisions, resulting in 31% of fatalities.***
- ***Nearly three quarters (72%) of fatal and serious collisions occurred in fine weather.***



### 3.1 Summary of collision figures for 2005 and 2004

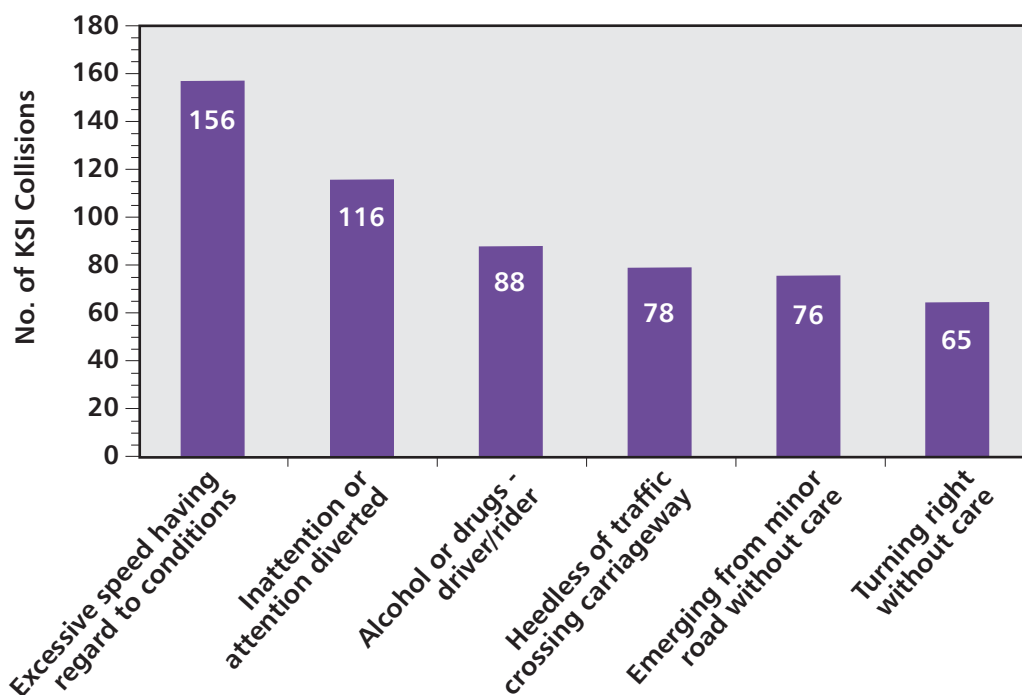
	Percentage		
	2004	2005	change (%)
Fatal collisions	128	127	-0.8%
Serious injury collisions	895	835	-6.7%
Slight injury collisions	4,610	3,985	-13.6%
<b>Total injury road traffic collisions</b>	<b>5,633</b>	<b>4,947</b>	<b>-12.2%</b>
Fatal collisions due to excess speed	23	21	-8.7%
Serious collisions due to excess speed	161	135	-16.1%
Slight collisions due to excess speed	389	361	-7.2%
<b>Total collisions due to excess speed</b>	<b>573</b>	<b>517</b>	<b>-9.8%</b>
Fatal collisions due to driver/rider alcohol/drugs	24	22	-8.3%
Serious collisions due to driver/rider alcohol/drugs	70	66	-5.7%
Slight collisions due to driver/rider alcohol/drugs	204	188	-7.8%
<b>Total collisions due to driver/rider alcohol/drugs</b>	<b>298</b>	<b>276</b>	<b>-7.4%</b>
Fatal collisions due to careless driving	51	51	0%
Serious collisions due to careless driving	458	429	-6.3%
Slight collisions due to careless driving	3,241	2,845	-14.8%
<b>Total collisions due to careless driving</b>	<b>3,850</b>	<b>3,325</b>	<b>-13.6%</b>

(See Appendix 1 for detailed tables containing figures for 2005)

### 3.2 Main causes of collisions

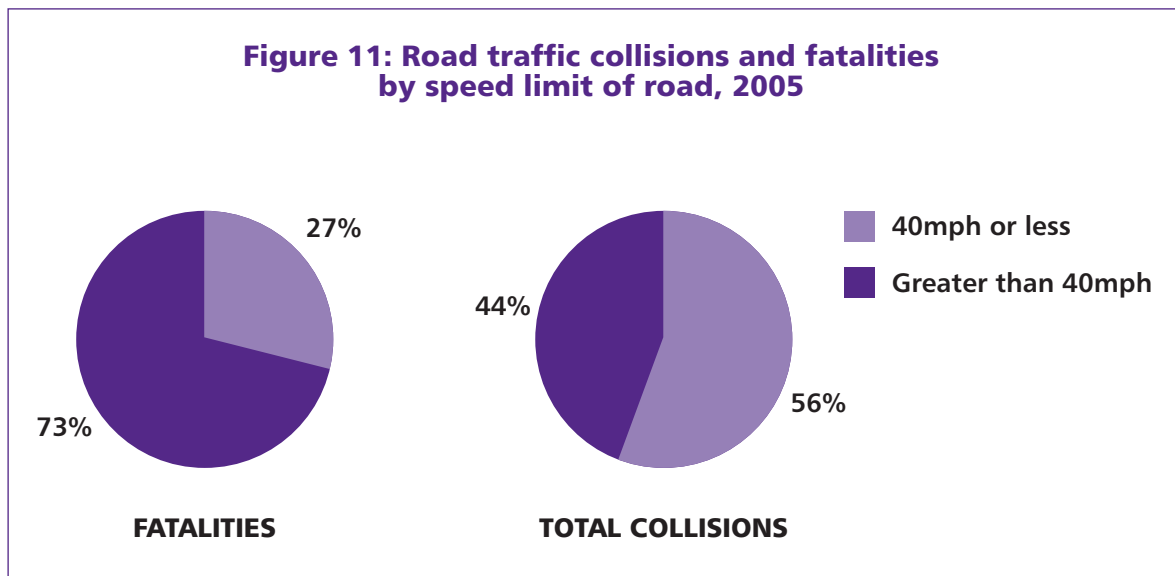
- There were 4,947 road traffic collisions in 2005 of which nearly one in five (19%) were fatal or serious. The most common cause of **all** collisions occurring in 2005 was inattention or attention diverted (25%). This was followed by excessive speed having regard to conditions (10%) and emerging from minor road without care (9%) (Appendix 1:Table 9).
- During 2005, there were 962 fatal and serious collisions. The most common causes of fatal and serious collisions were excessive speed having regard to conditions (16%), inattention or attention diverted (12%), followed by consumption of alcohol or drugs by drivers or riders (9%)(Appendix 1: Table 9).

**Figure 10: Main causes of fatal and serious collisions, 2005**



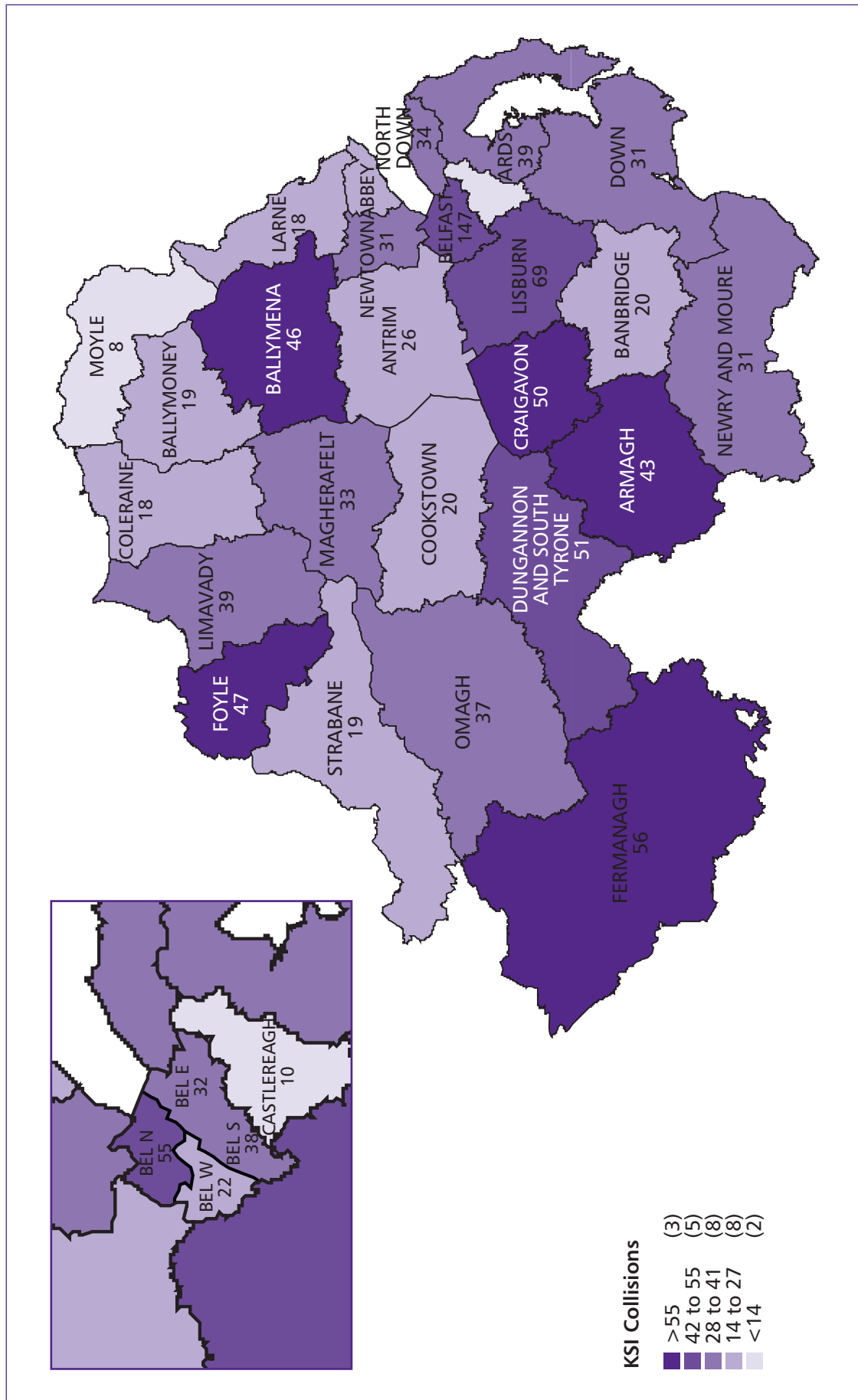
### 3.3 Where do collisions occur?

- In general, injury collisions were more prevalent on roads in built-up, more urban areas with a speed limit of 40 mph or less. Fatal collisions, however, were most likely to occur on the faster roads in rural areas, with a speed limit of above 40 mph (Appendix 1: Table 10).
- Of the 4,947 injury collisions recorded by the police in 2005, 56% occurred on roads in built-up areas (i.e. roads with a speed limit of 40 mph or less) and 44% occurred on roads with a speed limit of above 40 mph). The 2,775 collisions on roads in the built-up areas accounted for 52% of all casualties during the year and for 27% of deaths. The 2,172 collisions on roads with a speed limit of over 40 mph accounted for 48% of total casualties and for 98 deaths, nearly three quarters (73%) of all fatalities in 2005. (Appendix 1: Table 11).



- In the more urban District Command Units (where the majority of roads will have a speed limit of 40mph or less) there is less chance of being fatally injured if involved in a road traffic collision. For example, 1 in every 90 collisions in North Belfast involved a fatality compared to 1 in every 15 collisions in Newry and Mourne. (Appendix 1: Table 12).
- Figure 12 illustrates the number of fatal and serious collisions in each DCU in 2005. Lisburn had the most with 69 fatal and serious collisions, followed by Fermanagh with 56 and Dungannon and South Tyrone with 51 fatal and serious collisions. Approximately a quarter of the fatal and serious collisions in these DCUs occurred between 3pm and 6pm (Appendix 1: Table 18). Over half of the fatal and serious collisions in these DCUs occurred at the weekend (Appendix 1: Table 19).
- Careless driving accounted for more than half of fatal and serious collisions in Lisburn and Dungannon and South Tyrone DCUs and accounted for more than one third in Fermanagh DCU. Excessive speed also accounted for more than one in three fatal and serious collisions in Fermanagh DCU (Appendix 1: Table 17).

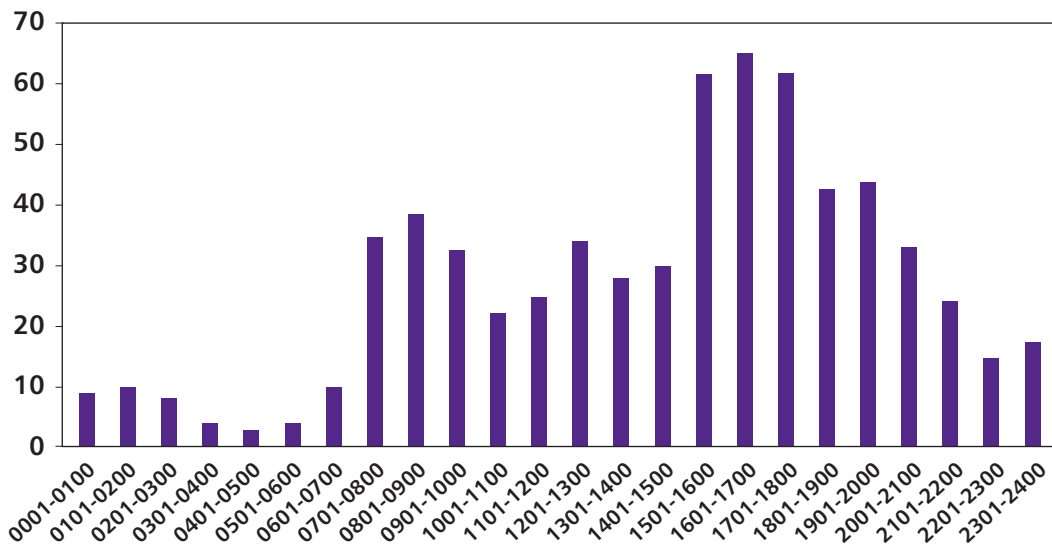
Figure 12: Number of fatal and serious collisions in each DCU in 2005



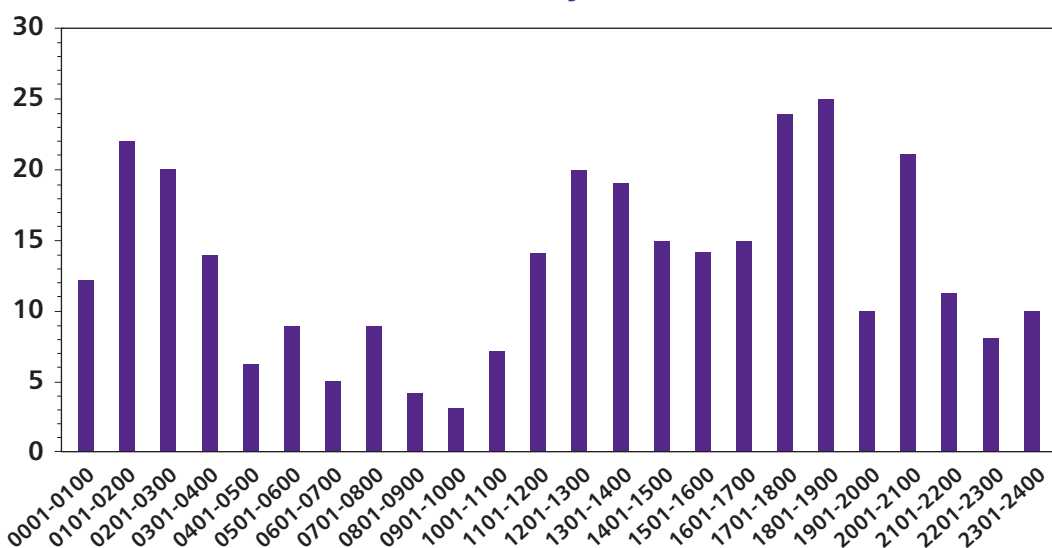
### 3.4 When do fatal and serious collisions occur?

- Taking the week as a whole the majority of fatal and serious collisions (67%) occurred between 8am and 8pm when traffic density is at its highest, with a peak between 4pm and 6pm (17%). There were however contrasts between the pattern of collisions at weekends and during the working week. From Monday to Friday three quarters (74%) of fatal and serious collisions occurred between 8am and 8pm compared to 54% on Saturday and Sunday. However at weekends there was a greater tendency for fatal and serious collisions to occur early in the morning with just over a fifth (21%) of weekend collisions occurring between midnight and 4am compared to 5% on weekdays. Fatal and serious collisions on Saturday or Sunday, accounted for a third (33%) of all fatal and serious collisions. (Appendix 1:Table 13a)

**Figure 13: Number of weekday fatal and serious road traffic collisions by hour, 2005**



**Figure 13a: Number of weekend fatal and serious road traffic collisions by hour, 2005**



Another way of illustrating the variation in collisions by time of day and day of week is shown below –

**Figure 13b: Fatal and serious collisions by time of day, 2005**

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	
0000 - 0059	1	2	0	1	2	4	6	0000 - 0059
0100 - 0159	2	5	1	1	2	7	9	0100 - 0159
0200 - 0259	1	3	0	2	3	10	14	0200 - 0259
0300 - 0359	0	1	2	0	1	5	11	0300 - 0359
0400 - 0459	0	1	0	1	0	1	6	0400 - 0459
0500 - 0559	0	1	0	1	0	5	4	0500 - 0559
0600 - 0659	2	3	2	2	0	5	1	0600 - 0659
0700 - 0759	6	4	6	6	7	2	6	0700 - 0759
0800 - 0859	7	7	9	12	8	4	1	0800 - 0859
0900 - 0959	7	8	5	6	5	0	2	0900 - 0959
1000 - 1059	3	3	6	5	6	2	5	1000 - 1059
1100 - 1159	2	5	8	4	6	7	5	1100 - 1159
1200 - 1259	7	5	5	7	7	6	14	1200 - 1259
1300 - 1359	11	6	2	4	4	7	12	1300 - 1359
1400 - 1459	4	6	6	3	13	7	7	1400 - 1459
1500 - 1559	11	9	8	9	14	7	9	1500 - 1559
1600 - 1659	13	16	15	10	14	9	6	1600 - 1659
1700 - 1759	11	9	11	20	14	14	9	1700 - 1759
1800 - 1859	11	6	8	9	6	13	12	1800 - 1859
1900 - 1959	6	9	11	9	8	5	7	1900 - 1959
2000 - 2059	7	3	8	8	7	8	13	2000 - 2059
2100 - 2159	7	6	4	2	9	6	5	2100 - 2159
2200 - 2259	3	5	2	0	3	5	3	2200 - 2259
2300 - 2359	3	1	5	3	8	7	4	2300 - 2359
	Mon	Tue	Wed	Thu	Fri	Sat	Sun	

No. of KSI Collisions

- 0-1
- 2-3
- 4-5
- 6-7
- 8-10
- 11+

- Looking at collisions involving children, the peak hours on weekdays were between 3pm and 6pm when nearly two-fifths (37%) of all weekday fatal and serious collisions involving children took place (Appendix 1: Table13c). Eighteen percent of all fatal and serious collisions involving children took place on a Saturday and the single worst month for such collisions was September (12%) (Appendix 1: Table 13d).

### 3.5 Responsibility for fatal and serious collisions

- In 2005 nearly four-fifths (79%) of fatal and serious injury road traffic collisions and 82% of KSI casualties were primarily attributable to driver/rider behaviour. (Appendix 1:Table 9)
- Only a small proportion of fatal and serious collisions were not directly linked to the road user. During 2005, 5% of collisions were the result of vehicle defects or other factors such as weather or road surface conditions.

#### 3.5.1 Driver / Rider

- In fatal and serious collisions for which drivers/riders were primarily responsible, 'Excessive speed having regard to conditions' was the principal cause of 156 collisions, one in five (20%) of all KSI collisions for which drivers/riders were responsible. This factor resulted in 23 fatalities and 199 seriously injured casualties.
- 'Inattention or attention diverted' was the main cause of 116 fatal and serious collisions, 15% of the KSI collisions for which drivers were responsible. Inattention resulted in 10 fatalities and 133 seriously injured casualties.
- 'Emerging from minor road / driveway without care' is also a major factor in fatal and serious collisions. It was the primary cause of 102 fatal and serious collisions in 2005. This factor resulted in 7 fatalities and 116 seriously injured casualties.
- In fatal and serious collisions where drivers/riders were responsible drivers/riders aged 17 - 24 were responsible for 26% of these collisions and 25 - 34 year olds responsible for a further 23% of these collisions. Of the 17 - 24 year olds responsible 81% were male and 82% of the 25 - 34 year olds responsible were male.

#### 3.5.2 Pedestrians

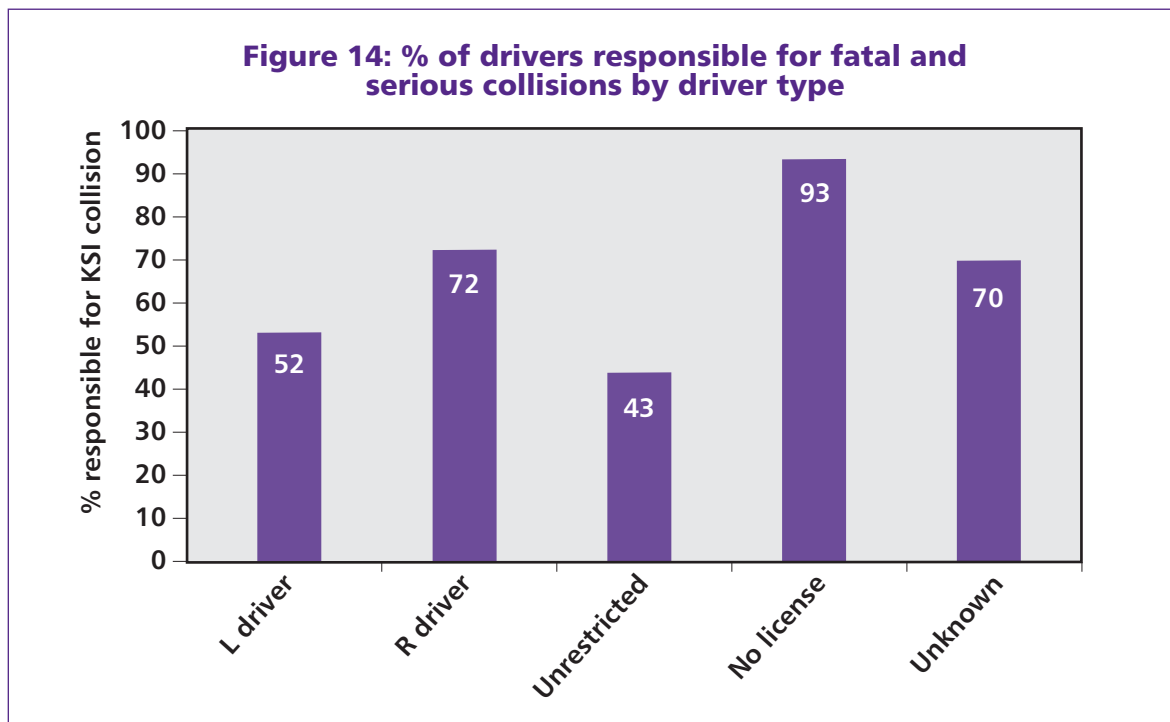
- One in seven (15%) of fatal and serious collisions in 2005 were primarily attributable to pedestrians. 'Pedestrian heedless of traffic' was the principal factor in (59%) of these collisions and resulted in 14 fatalities and 74 serious injuries. The consumption of alcohol or drugs by pedestrians was also a major cause of fatal and serious collisions. This resulted in 17% KSI collisions with 8 fatalities and 17 serious injuries. 'Walk/run movement masked' was the principal factor in a further 13% fatal and serious collisions for which pedestrians were responsible, resulting in 18 serious injuries.

#### 3.5.3 Responsibility for road traffic collisions involving children

- A large proportion of the 170 fatal and serious collisions involving children were caused by behaviour of drivers / riders (66%). (Appendix 1:Table 14). The most common causes of KSI collisions involving children and for which drivers/riders were responsible were 'excessive speed having regard to conditions' (28%) and 'emerging from minor road without care' (18%) (Appendix 1:Table 14).
- Pedestrians were responsible for 32% of fatal and serious collisions involving children. The most common cause of these collisions was 'pedestrians heedless of traffic' (54%) followed by 'walk / run movement masked' (24%).

### 3.5.4 Licence type

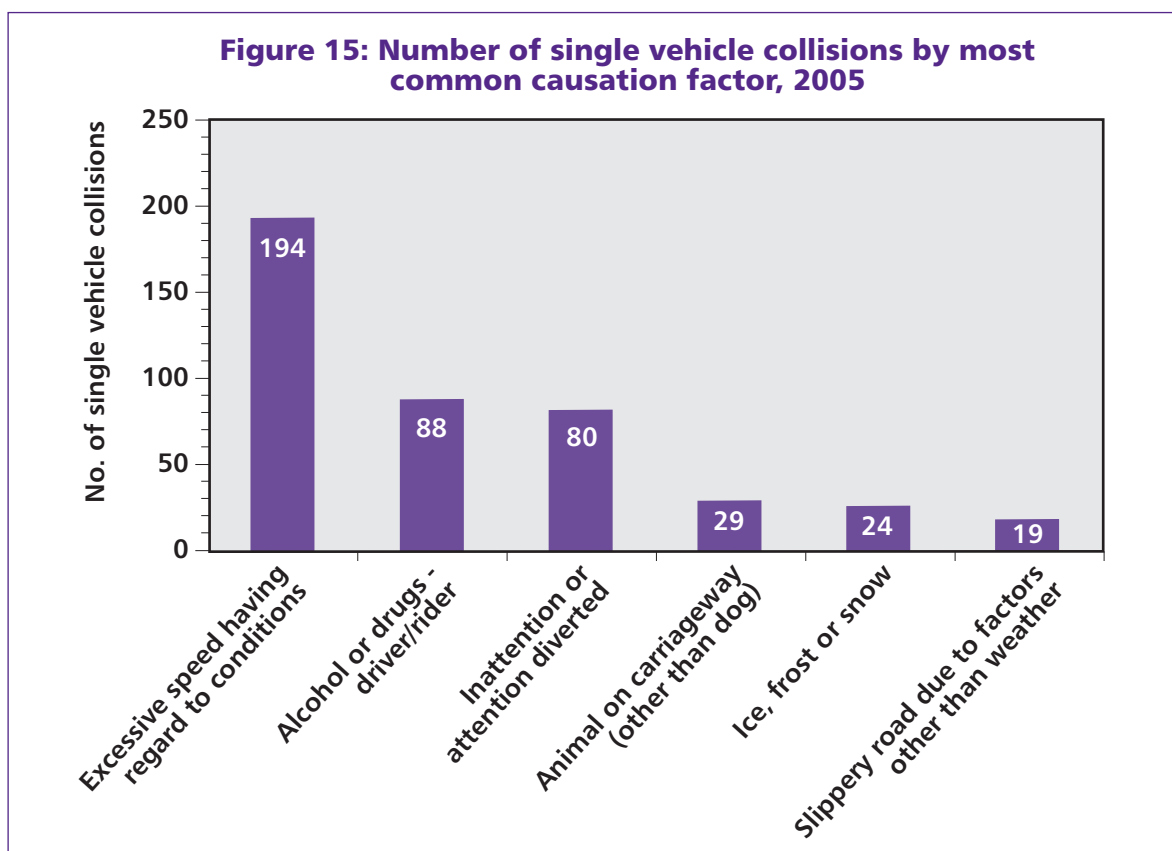
- Over half (52%) of L-drivers involved in fatal or serious injury road traffic collisions were responsible for the collision, 72% of R drivers involved were responsible. When looking at drivers with no licence 93% of drivers involved were responsible for the fatal or serious injury collision.





### 3.6 Single vehicle collisions

- During 2005, there were 561 single vehicle collisions accounting for over one tenth (11%) of all collisions and nearly a quarter of all fatal collisions (24%) (Appendix 1: Table 15).
- The most common causation factor for all single vehicle collisions occurring last year was excessive speed having regard to conditions (35%), followed by consumption of alcohol or drugs by drivers or riders (16%) and inattention (14%). The most common causes of fatal and serious single vehicle collisions were similar, with excessive speed accounting for over a third (35%) of fatal and serious collisions, followed by consumption of alcohol or drugs by drivers or riders (23%).



- More than a third (36%) of the drivers involved in single vehicle collisions in 2005 were aged 17 – 24 and a further 27% were aged 25 – 34. When looking at fatal and serious single vehicle collisions 33% of the drivers involved were aged 17 – 24 and a further 31% were aged 25 – 34.

### 3.7 Road and weather conditions

- In 2005, as in previous years, the majority (72%) of fatal and serious injury road traffic collisions occurred when the weather was fine. (Appendix 1: Table 16). Three quarters (75%) of fatal and serious collisions occurred not only when weather was fine, but also when road surface was dry and high winds was not a factor. Nearly a quarter (23%) of fatal and serious collisions occurred when it was raining. Only a very small proportion (2%) of fatal and serious collisions occurred when there was snow, frost or ice on the road surface.



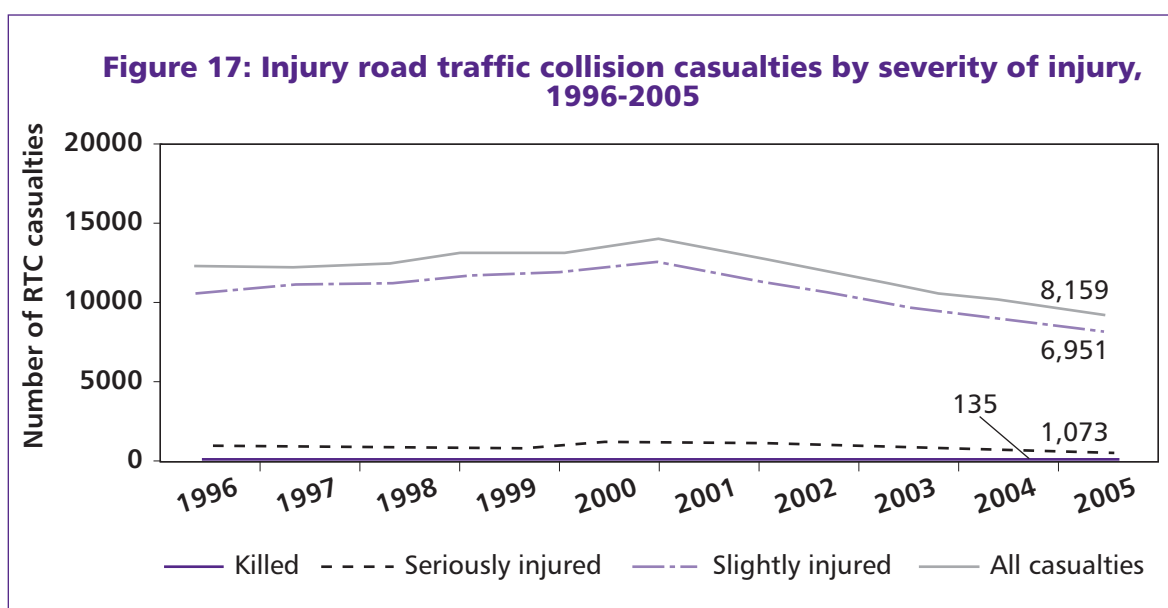
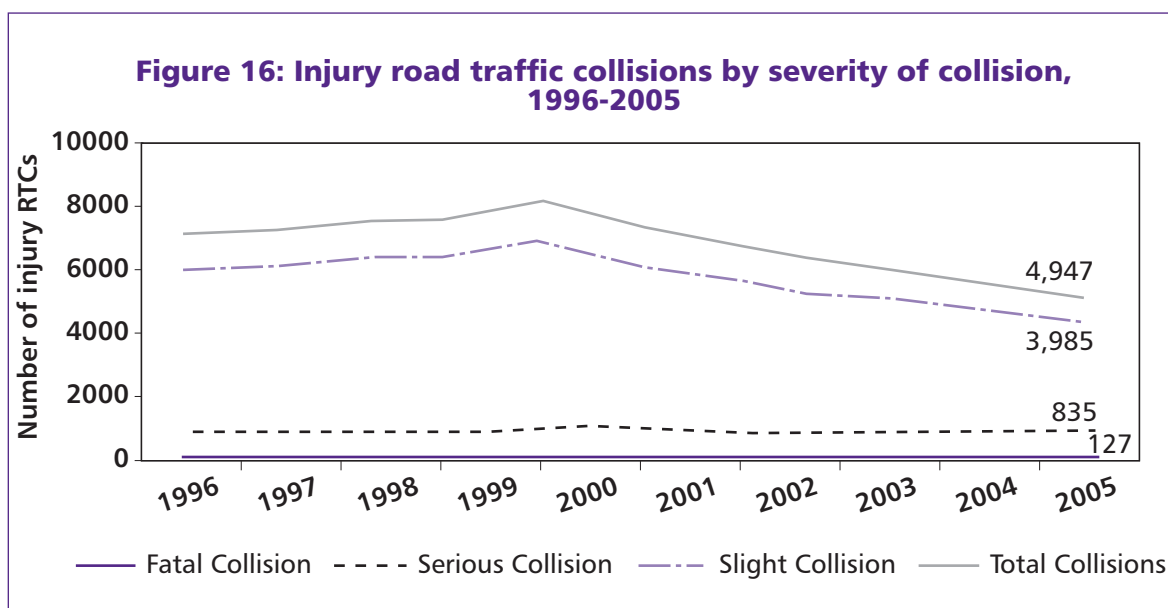


**4.0 TRENDS IN  
COLLISIONS AND  
CASUALTIES 1996-2005**

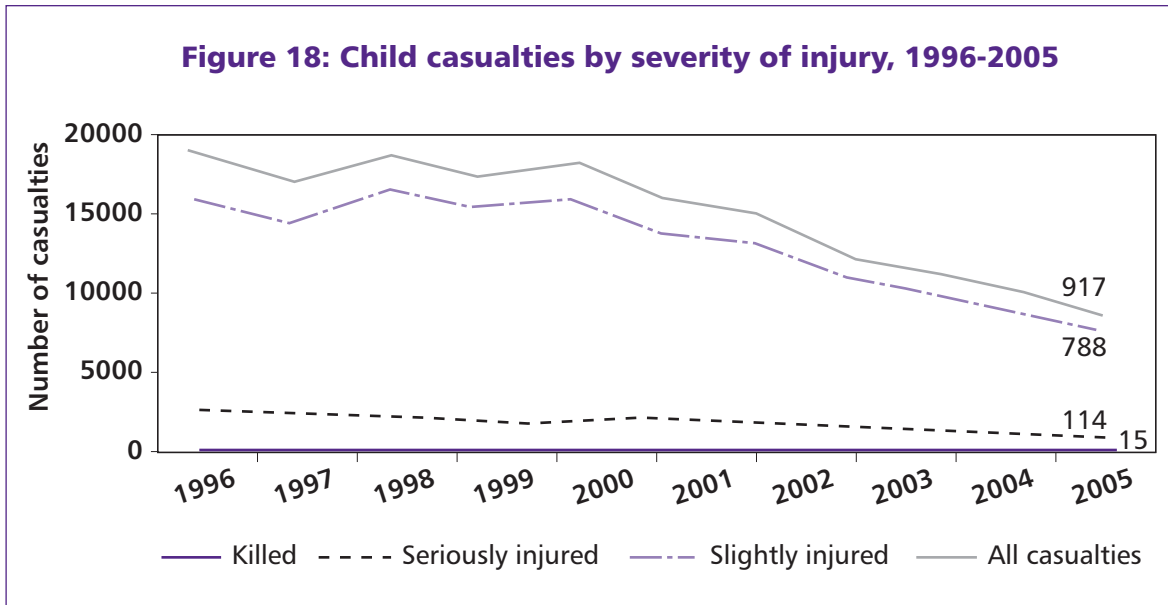
## 4.0 Trends in collisions and casualties 1996 - 2005

### 4.1 Injury RTCs and casualty trends

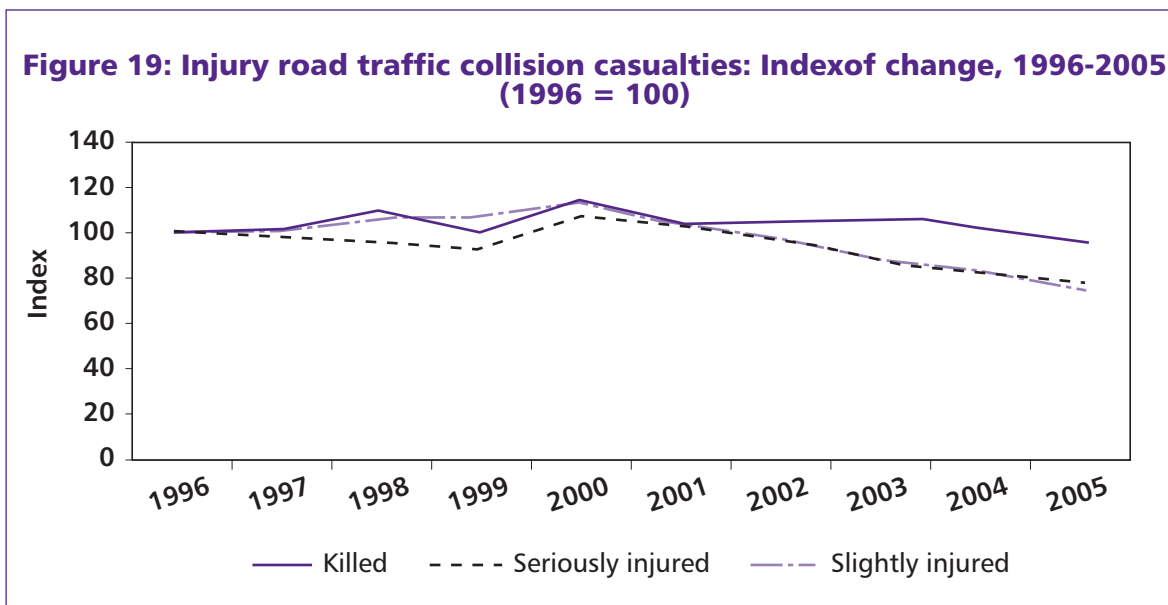
- The number of people killed and seriously injured as a result of injury road traffic collisions has remained relatively constant over the last ten years (Figure 17). However, the number of slight injuries increased gradually between 1996 and 2000, dropping over the next 5 years to a level considerably below that in 1996.
- This pattern of gradual increase between 1996 and 2000 followed by a decline is also reflected in the overall numbers of collisions and casualties. (Appendix 2: Table 1)



- The trend in child casualties occurring as a result of injury road traffic collisions over the last 10 years is illustrated in Figure 18. While the number of children killed has fluctuated only slightly, overall there has been a downward trend in the number of children seriously or slightly injured over this time period. (Appendix 2: Table 2).



- Figure 19 shows the relative change in deaths and injuries resulting from road traffic collisions since 1996.



## **Appendix 1:**

### ***Detailed tables – 2005***

<b>Table 1</b>	Road traffic collision casualties by age, sex, road user type and severity
<b>Table 2</b>	Casualties who were killed or seriously injured, by age and causation factor
<b>Table 3</b>	Road traffic casualties attributable to excessive speed
<b>Table 4</b>	Road traffic casualties attributable to driver/rider alcohol or drugs
<b>Table 5</b>	Road traffic casualties attributable to 'careless driving'
<b>Table 6</b>	Road traffic collision casualties by severity, road user type and seat belt usage
<b>Table 7</b>	Child casualties by severity, road user type and seat belt usage
<b>Table 8</b>	Child road traffic collision casualties
<b>Table 9</b>	Road traffic collisions and casualties by causation factor
<b>Table 10</b>	Road traffic collisions and casualties by area and causation factor
<b>Table 11</b>	Road traffic collision casualties by area and road user type
<b>Table 12</b>	Number of injury road traffic collisions and casualties by DCU
<b>Table 13a</b>	Road traffic fatal and serious collisions by time of day and day of week
<b>Table 13b</b>	Road traffic fatal and serious collisions by month of year and day of week
<b>Table 13c</b>	Road traffic fatal and serious collisions involving children by time of day and day of week
<b>Table 13d</b>	Road traffic fatal and serious collisions involving children by month of year and day of week
<b>Table 14</b>	Road traffic collisions involving children and child casualties by responsibility
<b>Table 15</b>	Single vehicle collisions by causation factor
<b>Table 16</b>	Weather / road surface conditions during fatal and serious collisions
<b>Table 17</b>	Number of fatal and serious collisions by DCU and combined causation factor
<b>Table 18</b>	Number of fatal and serious collisions by DCU and time of day
<b>Table 19</b>	Number of fatal and serious collisions by DCU and day of week

Table 1 Road traffic collision casualties by age, sex, road user type and severity: 2005

	Male			Female			All			
	Killed	Slightly injured	Total	Killed	Slightly injured	Total	Killed	Slightly injured	Total	
<b>Pedestrians</b>										
Under 16	2	33	103	4	24	72	6	57	175	238
16 - 24	5	28	52	0	9	38	5	37	90	132
25 - 34	5	10	31	0	8	19	5	18	50	73
35 - 44	2	8	28	0	4	20	2	12	48	62
45 - 54	0	9	24	0	0	16	0	9	40	49
55 - 64	1	8	13	0	6	13	1	14	26	41
65+	5	10	15	4	19	19	9	29	34	72
Total	20	106	266	8	70	197	28	176	463	667
<b>Drivers of motor vehicles</b>										
Under 16	1	0	1	0	0	0	1	0	1	2
16 - 24	16	74	483	2	31	347	18	105	830	953
25 - 34	10	70	485	6	46	454	16	116	939	1,071
35 - 44	10	64	492	2	29	393	12	93	885	990
45 - 54	3	37	306	0	28	254	3	65	560	628
55 - 64	6	24	168	2	14	111	8	38	279	325
65+	8	24	130	0	10	58	8	34	188	230
Total	54	293	2,065	12	158	1,617	66	451	3,682	4,199
<b>Motorcyclists</b>										
Under 16	1	1	2	0	1	0	1	2	2	5
16 - 24	5	52	114	0	0	8	5	52	122	179
25 - 34	5	35	34	0	1	1	5	36	35	76
35 - 44	0	33	47	2	2	3	2	35	50	87
45 - 54	1	14	30	0	0	1	1	14	31	46
55 - 64	0	5	9	0	0	0	0	5	9	14
65+	0	2	2	0	0	0	0	2	2	4
Total	12	142	238	2	4	13	14	146	251	411

	Male			Female			All		
	Killed	Seriously injured	Total	Killed	Seriously injured	Total	Killed	Seriously injured	Total
<b>Pedal cyclists</b>									
Under 16	2	5	40	1	2	14	3	7	54
16 - 24	0	4	18	0	1	4	0	5	22
25 - 34	0	6	18	0	0	6	0	6	24
35 - 44	0	2	14	0	1	6	0	3	20
45 - 54	1	1	13	0	0	3	1	1	16
55 - 64	0	0	3	0	0	1	0	0	4
65+	0	3	7	0	0	0	0	3	7
<b>Total</b>	<b>3</b>	<b>21</b>	<b>113</b>	<b>1</b>	<b>4</b>	<b>34</b>	<b>4</b>	<b>25</b>	<b>147</b>
<b>Passengers</b>									
Under 16	2	23	274	1	20	286	3	43	606
16 - 24	6	56	430	0	35	417	6	91	847
25 - 34	3	16	189	0	23	235	3	39	424
35 - 44	2	16	162	0	12	139	2	28	301
45 - 54	1	5	72	1	9	140	2	14	212
55 - 64	0	2	26	2	10	99	2	12	125
65+	0	8	30	4	26	134	4	34	164
<b>Total</b>	<b>14</b>	<b>126</b>	<b>1208</b>	<b>8</b>	<b>135</b>	<b>1471</b>	<b>22</b>	<b>261</b>	<b>2679</b>
<b>Pillion passengers</b>									
Under 16	1	2	3	0	0	0	1	2	3
16 - 24	0	3	4	0	0	2	0	3	6
25 - 34	0	0	1	0	0	2	0	0	3
35 - 44	0	1	2	0	0	1	0	1	3
45 - 54	0	0	0	0	1	2	0	1	2
65+	0	1	1	0	0	0	0	1	1
<b>Total</b>	<b>1</b>	<b>7</b>	<b>11</b>	<b>0</b>	<b>1</b>	<b>7</b>	<b>1</b>	<b>8</b>	<b>18</b>



	Male			Female			All		
	Killed	Slightly injured	Total	Killed	Slightly injured	Total	Killed	Slightly injured	Total
<b>Other road users</b>									
Under 16	0	3	7	0	2	2	0	3	9
16 - 24	0	1	7	0	0	0	0	1	7
25 - 34	0	0	5	0	1	1	0	0	6
35 - 44	0	1	3	0	1	1	0	1	4
45 - 54	0	0	3	0	0	0	0	0	3
55 - 64	0	0	2	0	0	0	0	0	2
65+	0	1	7	0	0	0	0	1	7
Total	0	6	34	0	4	4	0	6	38
<b>All Road Users</b>									
Under 16	9	67	493	6	47	424	15	114	917
16 - 24	32	218	1,288	2	76	858	34	294	2,146
25 - 34	23	137	898	6	78	779	29	215	1,677
35 - 44	14	125	865	4	48	602	18	173	1,467
45 - 54	6	66	512	1	38	444	7	104	956
55 - 64	7	39	265	4	30	246	11	69	511
65+	13	49	241	8	55	244	21	104	485
Total	104	701	4,562	31	372	3,597	135	1,073	8,159

**Table 2 Casualties who were killed or seriously injured, by age and causation factor: 2005**

	Under 16	16-24	25-34	35-44	45-54	55-64	65+	Total
<b>Pedestrian</b>								
Disobeying pedestrian crossing	0	1	0	0	0	0	1	2
Disobeying traffic sign/signal	0	1	0	0	0	0	0	1
Wrong course/position	0	1	0	0	0	0	0	1
Turning right without care	0	1	0	0	0	1	0	2
Reversing without care	0	0	0	0	0	2	3	5
Emerging from minor road without care	0	0	0	0	0	1	0	1
Emerging from private road/entrance without care	0	0	0	0	0	1	0	1
Inattention or attention diverted	5	4	2	3	2	1	7	24
Alcohol or drugs - driver/rider	1	3	4	1	0	0	0	9
Excessive speed having regard to conditions	2	1	0	2	1	0	0	6
Inexperience with type of vehicle	1	0	0	0	0	0	0	1
Distraction by action outside vehicle	0	0	0	0	0	0	1	1
Other driver/rider factor	0	1	1	1	0	0	0	3
Slipping or falling pedestrian	1	1	0	0	0	0	1	3
Headless of traffic crossing carriageway	28	14	8	2	2	5	20	79
Headless of traffic walking or standing in carriageway - not crossing	1	3	0	1	1	1	0	7
Walking or running onto carriageway	1	1	0	0	0	0	0	2
Walk/run movement masked	13	1	1	0	1	1	0	17
Using pedestrian crossing without care	0	0	0	0	0	0	1	1
Lack of supervision/escaping from custody	7	0	0	0	0	0	0	7
Alcohol or drugs - pedestrian	2	8	7	4	1	1	2	25
Physical/mental illness or injury - pedestrian	0	1	0	0	0	0	1	2
Other pedestrian factor	1	0	0	0	0	0	0	1
Insecure load	0	0	0	0	0	1	1	2
Vegetation	0	0	0	0	1	0	0	1
<b>Total</b>	<b>63</b>	<b>42</b>	<b>23</b>	<b>14</b>	<b>9</b>	<b>15</b>	<b>38</b>	<b>204</b>

	Under 16	16-24	25-34	35-44	45-54	55-64	65+	Total
<b>Drivers of motor vehicles</b>								
No apparent cause/ cause not traced	0	0	0	1	0	0	0	1
Disobeying traffic sign/signal	0	0	0	0	3	3	0	6
Wrong course/position	0	9	8	10	5	7	6	45
Driving too close	0	1	0	1	2	1	0	5
Turning right without care	0	3	4	10	7	3	5	32
Turning left without care	0	0	0	1	0	0	0	1
U turning without care	0	1	2	1	0	1	0	5
Stopping without care	0	1	0	0	1	0	0	2
Starting without care	0	0	0	0	0	1	0	1
Overtaking on offside without care	0	3	8	4	6	0	3	24
Changing lane without care	0	0	3	0	0	0	0	3
Emerging from minor road without care	1	14	12	8	3	4	8	50
Emerging from private road/entrance without care	0	2	1	2	4	1	0	10
Crossing or entering road junction without care	0	7	3	7	1	5	4	27
Inattention or attention diverted	0	13	16	15	8	7	5	64
Alcohol or drugs - driver/rider	0	17	25	13	8	3	2	68
Excessive speed having regard to conditions	0	39	35	17	13	7	4	115
Inexperience with type of vehicle	0	3	2	1	0	0	0	6
Distraction by action inside vehicle	0	0	1	1	0	0	0	2
Fatigue	0	2	2	4	0	1	1	10
Physical/mental illness or injury - driver/rider	0	0	1	4	0	0	1	6
Other driver/rider factor	0	0	1	1	0	0	0	2
Headless of traffic crossing carriageway	0	1	0	0	1	0	0	2
Insecure load	0	0	0	0	2	0	0	2
Tyre blow-out before impact	0	0	0	0	1	0	0	1
Other obstruction	0	1	0	0	0	0	0	1

	Under 16	16-24	25-34	35-44	45-54	55-64	65+	Total
<b>Drivers of motor vehicles ctd</b>								
Flooding	0	1	0	0	0	0	0	1
Slippery road due to factors other than the weather	0	0	2	1	0	0	1	4
Road surface in need of repair	0	1	1	0	0	0	1	3
Road works in progress	0	1	0	0	0	0	0	1
Other road factor	0	1	0	0	0	0	1	2
Ice, frost or snow	0	1	3	1	1	2	0	8
Strong wind	0	1	0	2	1	0	0	4
Animal on carriageway (other than dog)	0	0	2	0	1	0	0	3
<b>Total</b>	<b>1</b>	<b>123</b>	<b>132</b>	<b>105</b>	<b>68</b>	<b>46</b>	<b>42</b>	<b>517</b>
<b>Motorcyclists</b>								
Disobeying traffic sign/signal	0	1	0	0	0	0	0	1
Wrong course/position	0	1	1	2	0	0	0	4
Driving too close	0	0	1	1	1	0	0	3
Turning right without care	0	10	7	3	1	2	0	23
U turning without care	0	1	4	1	0	0	0	6
Reversing without care	0	1	0	0	0	0	1	2
Overtaking on nearside without care	0	2	0	0	0	0	0	2
Overtaking on offside without care	0	2	6	3	2	0	0	13
Changing lane without care	0	2	0	2	1	0	1	6
Emerging from minor road without care	0	8	7	4	1	3	0	23
Emerging from private road/entrance without care	0	3	1	1	3	0	0	8
Crossing or entering road junction without care	0	6	2	4	1	0	0	13
Inattention or attention diverted	1	6	3	5	3	0	0	18
Alcohol or drugs - driver/rider	0	2	1	1	0	0	0	4
Excessive speed having regard to conditions	1	5	4	5	2	0	0	17
Inexperience with type of vehicle	1	5	2	2	0	0	0	10

	Under 16	16-24	25-34	35-44	45-54	55-64	65+	Total
<b>Motorcyclists ctd</b>								
Insecure load	0	0	0	1	0	0	0	1
Tyre blow-out before impact	0	0	0	1	0	0	0	1
Skip	0	0	1	0	0	0	0	1
Slippery road due to factors other than the weather	0	1	1	1	0	0	0	3
Dog on carriageway	0	1	0	0	0	0	0	1
<b>Total</b>	<b>3</b>	<b>57</b>	<b>41</b>	<b>37</b>	<b>15</b>	<b>5</b>	<b>2</b>	<b>160</b>
<b>Pedal Cyclists</b>								
Failing to give or giving faulty signal	0	0	0	1	0	0	0	1
Wrong course/position	1	0	1	0	1	0	0	3
Turning right without care	0	0	1	1	0	0	0	2
Overtaking on nearside without care	0	0	1	0	0	0	0	1
Emerging from minor road without care	0	1	1	0	0	0	1	3
Emerging from private road/entrance without care	4	0	0	0	0	0	1	5
Crossing or entering road junction without care	0	0	1	0	0	0	0	1
Opening door without care - driver	0	0	0	0	0	0	1	1
Inattention or attention diverted	2	3	1	1	0	0	0	7
Alcohol or drugs - driver/rider	0	1	0	0	0	0	0	1
Inexperience with type of vehicle	3	0	0	0	0	0	0	3
Insecure load	0	0	0	0	1	0	0	1
<b>Total</b>	<b>10</b>	<b>5</b>	<b>6</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>29</b>

	Under 16	16-24	25-34	35-44	45-54	55-64	65+	Total
<b>Passengers</b>								
Disobeying traffic sign/signal	1	2	2	2	0	2	1	10
Failing to give or giving faulty signal	0	0	0	0	0	1	1	2
Wrong course/position	2	3	2	2	1	5	2	17
Turning right without care	3	2	0	1	1	2	5	14
U turning without care	0	0	2	0	0	0	1	3
Overtaking on offside without care	1	4	0	1	3	0	2	11
Changing lane without care	0	0	0	0	0	0	2	2
Emerging from minor road without care	4	4	3	1	0	1	2	15
Emerging from private road/entrance without care	3	1	1	0	0	0	2	7
Crossing or entering road junction without care	3	8	2	1	1	0	3	18
Inattention or attention diverted	6	9	2	6	1	0	5	29
Alcohol or drugs - driver/rider	2	12	11	3	3	1	3	35
Excessive speed having regard to conditions	16	40	10	9	3	1	3	82
Inexperience with type of vehicle	2	3	0	2	0	0	1	8
Fatigue	0	3	1	0	0	0	0	4
Physical/mental illness or injury - driver/rider	0	0	0	0	0	0	1	1
Other driver/rider factor	0	0	0	0	1	0	0	1
Walk/run movement masked	0	0	0	0	0	0	1	1
Slipping or falling - passenger	0	0	0	0	0	0	3	3
Alcohol or drugs - passenger	0	1	1	0	0	0	0	2
Other passenger factor	0	1	0	0	0	0	0	1
Insecure load	1	0	0	0	1	0	0	2
Tyre blow-out before impact	2	0	1	0	0	0	0	3
Flooding	0	0	1	1	0	0	0	2
Slippery road due to factors other than the weather	0	0	1	1	0	1	0	3
Ice, frost or snow	0	1	0	0	1	0	0	2
Strong wind	0	1	0	0	0	0	0	1
Glaring sun	0	2	0	0	0	0	0	2
Animal on carriageway (other than dog)	0	0	2	0	0	0	0	2
<b>Total</b>	<b>46</b>	<b>97</b>	<b>42</b>	<b>30</b>	<b>16</b>	<b>14</b>	<b>38</b>	<b>283</b>

	Under 16	16-24	25-34	35-44	45-54	55-64	65+	Total
<b>Pillion Passengers</b>								
Turning right without care	0	1	0	0	1	0	0	2
Changing lane without care	1	0	0	0	0	0	0	1
Crossing or entering road junction without care	1	0	0	0	0	0	0	1
Inattention or attention diverted	0	1	0	0	0	0	0	1
Alcohol or drugs - driver/rider	0	1	0	1	0	0	0	2
Inexperience with type of vehicle	1	0	0	0	0	0	0	1
Slippery road due to factors other than the weather	0	0	0	0	0	0	1	1
<b>Total</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>9</b>
<b>Other road users</b>								
U turning without care	1	0	0	0	0	0	0	1
Overtaking on offside without care	0	0	0	1	0	0	0	1
Crossing or entering road junction without care	1	0	0	0	0	0	0	1
Excessive speed having regard to conditions	1	1	0	0	0	0	0	2
Fatigue	0	0	0	0	0	0	1	1
<b>Total</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>6</b>
<b>All road users</b>								
No apparent cause/ cause not traced	0	0	0	1	0	0	0	1
Disobeying pedestrian crossing	0	1	0	0	0	0	1	2
Disobeying traffic sign/signal	1	4	2	2	3	5	1	18
Failing to give or giving faulty signal	0	0	0	1	0	1	1	3
Wrong course/position	3	14	12	14	7	12	8	70
Driving too close	0	1	1	2	3	1	0	8
Turning right without care	3	17	12	15	10	8	10	75
Turning left without care	0	0	0	1	0	0	0	1
U turning without care	1	2	8	2	0	1	1	15
Reversing without care	0	1	0	0	0	2	4	7

	Under 16	16-24	25-34	35-44	45-54	55-64	65+	Total
<b>All road users ctd</b>								
Stopping without care	0	1	0	0	1	0	0	2
Starting without care	0	0	0	0	0	1	0	1
Overtaking on nearside without care	0	2	1	0	0	0	0	3
Overtaking on offside without care	1	9	14	9	11	0	5	49
Changing lane without care	1	2	3	2	1	0	3	12
Emerging from minor road without care	5	27	23	13	4	9	11	92
Emerging from private road/entrance without care	7	6	3	3	7	2	3	31
Crossing or entering road junction without care	5	21	8	12	3	5	7	61
Opening door without care - driver	0	0	0	0	0	0	1	1
Inattention or attention diverted	14	36	24	30	14	8	17	143
Alcohol or drugs - driver/rider	3	36	41	19	11	4	5	119
Excessive speed having regard to conditions	20	86	49	33	19	8	7	222
Inexperience with type of vehicle	8	11	4	5	0	0	1	29
Distraction by action inside vehicle	0	0	1	1	0	0	0	2
Distraction by action outside vehicle	0	0	0	0	0	0	1	1
Fatigue	0	5	3	4	0	1	2	15
Physical/mental illness or injury - driver/rider	0	0	1	4	0	0	2	7
Other driver/rider factor	0	1	2	2	1	0	0	6
Slipping or falling pedestrian	1	1	0	0	0	0	1	3
Headless of traffic crossing carriageway	28	15	8	2	3	5	20	81
Headless of traffic walking or standing in carriageway - not crossing	1	3	0	1	1	1	0	7
Walking or running onto carriageway	1	1	0	0	0	0	0	2
Walk/run movement masked	13	1	1	0	1	1	1	18
Using pedestrian crossing without care	0	0	0	0	0	0	1	1
Slipping or falling - passenger	0	0	0	0	0	0	3	3
Lack of supervision/escaping from custody	7	0	0	0	0	0	0	7
Alcohol or drugs - pedestrian	2	8	7	4	1	1	2	25
Alcohol or drugs - passenger	0	1	1	0	0	0	0	2



	Under 16	16-24	25-34	35-44	45-54	55-64	65+	Total
<b>All road users ctd</b>								
Physical/mental illness or injury - pedestrian	0	1	0	0	0	0	1	2
Other pedestrian factor	1	0	0	0	0	0	0	1
Other passenger factor	0	1	0	0	0	0	0	1
Insecure load	1	0	0	1	4	1	1	8
Tyre blow-out before impact	2	0	1	1	1	0	0	5
Skip	0	0	1	0	0	0	0	1
Vegetation	0	0	0	0	1	0	0	1
Other obstruction	0	1	0	0	0	0	0	1
Flooding	0	1	1	1	0	0	0	3
Slippery road due to factors other than the weather	0	1	4	3	0	1	2	11
Road surface in need of repair	0	1	1	0	0	0	1	3
Road works in progress	0	1	0	0	0	0	0	1
Other road factor	0	1	0	0	0	0	1	2
Ice, frost or snow	0	2	3	1	2	2	0	10
Strong wind	0	2	0	2	1	0	0	5
Glaring sun	0	2	0	0	0	0	0	2
Dog on carriageway	0	1	0	0	0	0	0	1
Animal on carriageway (other than dog)	0	0	4	0	1	0	0	5
<b>Total</b>	<b>129</b>	<b>328</b>	<b>244</b>	<b>191</b>	<b>111</b>	<b>80</b>	<b>125</b>	<b>1,208</b>

Table 3 Road traffic casualties attributable to excessive speed: 2005

	Male			Female			All				
	Killed	Slightly injured	Total	Killed	Slightly injured	Total	Killed	Slightly injured	Total		
<b>Pedestrians</b>											
Under 16	0	1	2	3	1	0	3	4	1	5	7
16 - 24	1	0	2	3	0	0	4	4	1	6	7
25 - 34	0	0	1	1	0	0	0	0	0	1	1
35 - 44	0	0	2	2	0	2	2	4	0	4	6
45 - 54	0	1	0	1	0	0	0	0	0	0	1
Total	1	2	7	10	1	2	9	12	2	16	22
<b>Drivers of motor vehicles</b>											
16 - 24	5	27	104	136	0	7	50	57	5	154	193
25 - 34	2	16	60	78	3	14	40	57	5	100	135
35 - 44	0	12	48	60	0	5	33	38	0	81	98
45 - 54	0	7	24	31	0	6	18	24	0	42	55
55 - 64	0	5	17	22	0	2	5	7	0	22	29
65+	1	3	13	17	0	0	4	4	1	17	21
Total	8	70	266	344	3	34	150	187	11	416	531
<b>Motorcyclists</b>											
Under 16	0	0	1	1	0	1	0	1	0	1	2
16 - 24	1	4	7	12	0	0	0	0	1	7	12
25 - 34	1	3	1	5	0	0	0	0	1	1	5
35 - 44	0	5	2	7	0	0	0	0	0	2	7
45 - 54	0	2	1	3	0	0	0	0	0	1	3
55 - 64	0	0	2	2	0	0	0	0	0	2	2
Total	2	14	14	30	0	1	0	1	2	14	31

	Male			Female			All		
	Killed	Slightly injured	Total	Killed	Slightly injured	Total	Killed	Slightly injured	Total
<b>Pedal cyclists</b>									
25 - 34	0	1	1	0	0	0	0	1	1
Total	0	1	1	0	0	0	0	1	1
<b>Passengers</b>									
Under 16	0	30	39	1	44	51	1	74	90
16 - 24	4	62	88	0	56	70	4	118	158
25 - 34	0	15	20	0	17	22	0	32	42
35 - 44	1	14	21	0	6	8	1	20	29
45 - 54	0	4	4	1	11	14	1	15	18
55 - 64	0	1	1	1	6	7	1	7	8
65+	0	2	2	0	10	13	0	12	15
Total	5	128	175	3	150	185	8	278	360
<b>Pillion passengers</b>									
45 - 54	0	0	0	0	1	1	0	1	1
Total	0	0	0	0	1	1	0	1	1
<b>Other road users</b>									
Under 16	0	0	1	0	0	0	0	0	1
16 - 24	0	0	1	0	0	0	0	0	1
25 - 34	0	2	2	0	0	0	0	2	2
45 - 54	0	1	1	0	0	0	0	1	1
55 - 64	0	1	1	0	0	0	0	1	1
Total	0	4	6	0	0	0	0	4	6

	Male			Female			All		
	Killed	Slightly injured	Total	Killed	Slightly injured	Total	Killed	Slightly injured	Total
<b>All road users</b>									
Under 16	0	11	44	2	7	56	2	18	100
16 - 24	11	54	240	0	21	131	11	75	371
25 - 34	3	24	107	3	19	79	6	43	186
35 - 44	1	23	90	0	9	50	1	32	140
45 - 54	0	10	40	1	8	39	1	18	79
55 - 64	0	5	26	1	2	14	1	7	40
65+	1	3	19	0	3	17	1	6	36
<b>Total</b>	<b>16</b>	<b>130</b>	<b>566</b>	<b>7</b>	<b>69</b>	<b>386</b>	<b>23</b>	<b>199</b>	<b>952</b>

Table 4 Road Traffic casualties attributable to driver/rider - alcohol or drugs: 2005

	Male			Female			All					
	Killed	Seriously injured	Slightly injured	Total	Killed	Seriously injured	Slightly injured	Total	Killed	Seriously injured	Slightly injured	Total
<b>Pedestrians</b>												
Under 16	0	0	0	0	0	1	2	3	0	1	2	3
16 - 24	0	2	2	4	0	1	1	2	0	3	3	6
25 - 34	0	3	3	6	0	1	2	3	0	4	5	9
35 - 44	1	0	2	3	0	0	0	0	1	0	2	3
45 - 54	0	0	0	0	0	0	1	1	0	0	1	1
55 - 64	0	0	0	0	0	0	1	1	0	0	1	1
Total	1	5	7	13	0	3	7	10	1	8	14	23
<b>Drivers of motor vehicles</b>												
Under 16	0	0	1	1	0	0	0	0	0	0	1	1
16 - 24	6	9	40	55	0	2	7	9	6	11	47	64
25 - 34	3	20	47	70	1	1	15	17	4	21	62	87
35 - 44	4	7	43	54	0	2	17	19	4	9	60	73
45 - 54	2	3	24	29	0	3	5	8	2	6	29	37
55 - 64	1	1	9	11	1	0	5	6	2	1	14	17
65+	1	1	5	7	0	0	0	0	1	1	5	7
Total	17	41	169	227	2	8	49	59	19	49	218	286
<b>Motorcyclists</b>												
16 - 24	2	0	4	6	0	0	0	0	2	0	4	6
25 - 34	0	1	1	2	0	0	0	0	0	1	1	2
35 - 44	0	1	1	2	0	0	0	0	0	1	1	2
45 - 54	0	0	1	1	0	0	0	0	0	0	1	1
Total	2	2	7	11	0	0	0	0	2	2	7	11

	Male			Female			All		
	Killed	Slightly injured	Total	Killed	Slightly injured	Total	Killed	Slightly injured	Total
<b>Pedal cyclists</b>									
Under 16	0	1	1	0	0	0	0	1	1
16 - 24	0	1	2	0	0	0	0	1	2
25 - 34	0	1	1	0	0	0	0	1	1
55 - 64	0	1	1	0	0	0	0	1	1
Total	0	4	5	0	0	0	0	4	5
<b>Passengers</b>									
Under 16	0	9	10	1	6	7	0	15	17
16 - 24	0	42	51	3	15	18	0	57	69
25 - 34	2	30	33	8	16	24	2	46	57
35 - 44	0	21	23	1	9	10	0	30	33
45 - 54	0	1	3	1	9	10	0	10	13
55 - 64	0	2	3	0	3	3	0	5	6
65+	0	0	1	2	2	4	0	2	5
Total	2	105	124	16	60	76	2	165	200
<b>Pillion passengers</b>									
16 - 24	0	1	2	0	0	0	0	1	2
35 - 44	0	0	1	0	1	1	0	1	2
Total	0	1	3	0	1	1	0	2	4

	Male			Female			All					
	Killed	Seriously injured	Slightly injured	Total	Killed	Seriously injured	Slightly injured	Total	Killed	Seriously injured	Slightly injured	Total
<b>All road users</b>												
Under 16	0	1	11	12	0	2	8	10	0	3	19	22
16 - 24	8	22	90	120	0	6	23	29	8	28	113	149
25 - 34	5	25	82	112	1	10	33	44	6	35	115	156
35 - 44	5	11	67	83	0	3	27	30	5	14	94	113
45 - 54	2	5	26	33	0	4	15	19	2	9	41	52
55 - 64	1	2	12	15	1	0	9	10	2	2	21	25
65+	1	2	5	8	0	2	2	4	1	4	7	12
<b>Total</b>	<b>22</b>	<b>68</b>	<b>293</b>	<b>383</b>	<b>2</b>	<b>27</b>	<b>117</b>	<b>146</b>	<b>24</b>	<b>95</b>	<b>410</b>	<b>529</b>

Table 5 Road traffic casualties attributable to 'careless driving': 2005

	Male			Female			All		
	Killed	Slightly injured	Total	Killed	Slightly injured	Total	Killed	Slightly injured	Total
<b>Pedestrians</b>									
Under 16	0	2	12	1	2	16	1	4	28
16 - 24	0	5	18	0	2	21	0	7	39
25 - 34	0	2	12	0	0	6	0	2	18
35 - 44	0	3	12	0	0	12	0	3	24
45 - 54	0	2	9	0	0	9	0	2	18
55 - 64	0	4	9	0	2	9	0	6	18
65+	0	4	8	1	6	16	1	10	24
Total	0	22	80	2	12	89	2	34	169
<b>Drivers of motor vehicles</b>									
Under 16	1	0	1	0	0	0	1	0	1
16 - 24	5	31	332	2	19	279	7	50	611
25 - 34	4	25	365	2	29	389	6	54	754
35 - 44	4	39	399	1	20	341	5	59	740
45 - 54	1	21	249	0	18	226	1	39	475
55 - 64	4	18	151	1	11	102	5	29	253
65+	5	17	125	0	10	61	5	27	186
Total	24	151	1,622	6	107	1,398	30	258	3,020
<b>Motorcyclists</b>									
Under 16	1	0	1	0	0	0	1	0	1
16 - 24	1	42	138	0	0	8	1	42	146
25 - 34	4	28	62	0	0	1	4	28	63
35 - 44	0	25	66	1	0	4	1	25	70



	Male			Female			All			
	Killed	Seriously injured	Slightly injured Total	Killed	Seriously injured	Slightly injured Total	Killed	Seriously injured	Slightly injured Total	
<b>Motorcyclists ctd</b>										
45 - 54	1	12	25	0	0	1	1	12	26	39
55 - 64	0	5	4	0	0	0	0	5	4	9
65+	0	2	2	0	0	0	0	2	2	4
Total	7	114	197	1	0	13	14	114	210	332
<b>Pedal cyclists</b>										
Under 16	2	4	31	0	1	10	11	2	5	48
16 - 24	0	3	9	0	1	1	2	4	10	14
25 - 34	0	6	10	0	0	5	5	6	15	21
35 - 44	0	1	11	0	1	4	5	2	15	17
45 - 54	1	0	9	0	0	2	2	0	11	12
55 - 64	0	0	2	0	0	1	1	0	3	3
65+	0	2	3	0	0	0	0	2	3	5
Total	3	16	75	0	3	23	26	19	98	120
<b>Passengers</b>										
Under 16	1	9	212	0	13	220	233	1	22	432
16 - 24	2	18	226	0	17	286	303	2	35	549
25 - 34	1	7	103	0	7	169	176	1	14	287
35 - 44	1	6	87	0	7	105	112	1	13	206
45 - 54	1	1	54	0	5	108	113	1	6	169
55 - 64	0	1	18	1	8	74	83	1	9	102
65+	0	5	19	3	17	77	97	3	22	121
Total	6	47	719	4	74	1,039	1,117	10	121	1,758
			772							1,889

	Male			Female			All					
	Killed	Seriously injured	Slightly injured	Total	Killed	Seriously injured	Slightly injured	Total	Killed	Seriously injured	Slightly injured	Total
<b>Pillion passengers</b>												
Under 16	1	1	0	2	0	0	0	0	1	1	0	2
16 - 24	0	2	0	2	0	0	2	2	0	2	2	4
25 - 34	0	0	1	1	0	0	2	2	0	0	3	3
45 - 54	0	0	0	0	0	1	0	1	0	1	0	1
Total	1	3	1	5	0	1	4	5	1	4	5	10
<b>Other road users</b>												
Under 16	0	2	1	3	0	0	1	1	0	2	2	4
16 - 24	0	0	5	5	0	0	0	0	0	0	5	5
25 - 34	0	0	2	2	0	0	1	1	0	0	3	3
35 - 44	0	1	2	3	0	0	1	1	0	1	3	4
45 - 54	0	0	2	2	0	0	0	0	0	0	2	2
55 - 64	0	0	1	1	0	0	0	0	0	0	1	1
65+	0	1	6	7	0	0	0	0	0	1	6	7
Total	0	4	19	23	0	0	3	3	0	4	22	26
<b>All road users</b>												
Under 16	6	18	254	278	1	16	244	261	7	34	498	539
16 - 24	8	101	644	753	2	39	574	615	10	140	1,218	1,368
25 - 34	9	68	492	569	2	36	542	580	11	104	1,034	1,149
35 - 44	5	75	506	586	2	28	445	475	7	103	951	1,061
45 - 54	4	36	324	364	0	24	328	352	4	60	652	716
55 - 64	4	28	159	191	2	21	172	195	6	49	331	386
65+	5	31	137	173	4	33	137	174	9	64	274	347
Total	41	357	2,516	2,914	13	197	2,442	2,652	54	554	4,958	5,566

**Table 6 Road traffic collision casualties by severity, road user type and seat belt usage: 2005**

	Killed	Seriously injured	Slightly injured	Total
<b>Driver</b>				
Seat belt in use	28	310	3,094	3,432
Seat belt not in use	20	24	158	202
Not known	14	97	301	412
<b>Total</b>	<b>62</b>	<b>431</b>	<b>3,553</b>	<b>4,046</b>
<b>Front passenger</b>				
Seat belt in use	6	117	1,149	1,272
Seat belt not in use	2	20	118	140
Not known	5	33	101	139
<b>Total</b>	<b>13</b>	<b>170</b>	<b>1,368</b>	<b>1,551</b>
<b>Rear passenger</b>				
Seat belt in use	3	47	642	692
Seat belt not in use	2	18	105	125
Not known	4	14	73	91
<b>Total</b>	<b>9</b>	<b>79</b>	<b>820</b>	<b>908</b>

**Table 7 Child casualties by severity, road user type and seat belt usage: 2005**

	Killed	Seriously injured	Slightly injured	Total
<b>Driver</b>				
Seat belt not in use	1	0	0	1
Not known	0	0	1	1
<b>Total</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>2</b>
<b>Front passenger</b>				
Seat belt in use	1	14	135	150
Seat belt not in use	0	0	4	4
Not known	1	6	6	13
<b>Total</b>	<b>2</b>	<b>20</b>	<b>145</b>	<b>167</b>
<b>Rear passenger</b>				
Seat belt in use	1	16	314	331
Seat belt not in use	0	5	12	17
Not known	0	0	17	17
<b>Total</b>	<b>1</b>	<b>21</b>	<b>343</b>	<b>365</b>

Table 8 Child road traffic collision casualties: 2005

	Not a school pupil	Pupil not on journey to/from school	Pupil on journey to/from school	Total
<b>Pedestrians</b>				
Killed	1	3	2	6
Seriously injured	11	36	10	57
Slightly injured	31	95	49	175
Total	43	134	61	238
<b>Passengers of motor cars</b>				
Killed	0	2	1	3
Seriously injured	15	21	5	41
Slightly injured	186	233	64	483
Total	201	256	70	527
<b>Passengers of PCVs</b>				
Killed	0	0	0	0
Seriously injured	0	0	1	1
Slightly injured	2	16	39	57
Total	2	16	40	58
<b>Riders/Passengers of Pedal Cycles</b>				
Killed	0	3	0	3
Seriously injured	2	6	0	8
Slightly injured	9	34	1	44
Total	11	43	1	55
<b>Other road users</b>				
Killed	0	3	0	3
Seriously injured	1	6	0	7
Slightly injured	8	18	3	29
Total	9	27	3	39
<b>All road users</b>				
Killed	1	11	3	15
Seriously injured	29	69	16	114
Slightly injured	236	396	156	788
Total	266	476	175	917

\* motor cars are cars and cars used as taxis

Table 9 Road traffic collisions and casualties by causation factor: 2005

	Fatal Collisions			Serious Collisions			Slight Collisions			Total			
	Fatal Collisions	Serious Collisions	Slight Collisions	Total	Killed	Seriously Injured	Slightly Injured	Total					
<b>Driver/Rider Fault</b>													
Disobeyed pedestrian crossing	0	2	7	9	0	2	7	9					
Disobeyed traffic sign/signal	0	14	79	93	0	18	168	186					
Failing to give or giving faulty signal	0	2	6	8	0	3	9	12					
Wrong course/position	10	40	116	166	11	59	241	311					
Driving too close	0	7	193	200	0	8	350	358					
Turning right without care	4	61	201	266	4	71	426	501					
Turning left without care	0	1	24	25	0	1	33	34					
U turning without care	1	12	41	54	1	14	76	91					
Reversing without care	0	7	61	68	0	7	78	85					
Stopping without care	0	1	16	17	0	2	28	30					
Starting without care	0	1	38	39	0	1	54	55					
Overtaking without care	7	32	166	205	8	44	292	344					
Changing lane without care	0	10	87	97	0	12	138	150					
Emerging from minor road/driveway without care	7	95	452	554	7	116	812	935					
Crossing or entering road junction without care	9	32	240	281	10	51	417	478					
Opening door without care - driver	0	1	4	5	0	1	4	5					
Inattention or attention diverted	10	106	1,111	1,227	10	133	1,799	1,942					
Alcohol or drugs - driver/rider	22	66	188	276	24	95	410	529					
Excessive speed having regard to conditions	21	135	361	517	23	199	730	952					
Inexperienced with type of vehicle in use	5	15	33	53	6	23	58	87					
Dazzled by headlights	0	0	3	3	0	0	3	3					
Distracted by action inside vehicle	0	2	11	13	0	2	23	25					
Distracted by action outside vehicle	1	0	4	5	1	0	9	10					
Fatigue	2	8	5	15	2	13	17	32					

	Fatal Collisions	Serious Collisions	Slight Collisions	Total	Killed	Seriously Injured	Slightly Injured	Total
<b>Driver/Rider Fault ctd</b>								
Physical/mental illness or injury - driver/rider	1	5	13	19	1	6	27	34
Other driver/rider factor	0	6	42	48	0	6	85	91
<b>Total</b>	<b>100</b>	<b>661</b>	<b>3,502</b>	<b>4,263</b>	<b>108</b>	<b>887</b>	<b>6,294</b>	<b>7,289</b>
<b>Passenger Fault</b>								
Slipping or falling - passenger	0	3	9	12	0	3	9	12
Alcohol or drugs - passenger	0	2	0	2	0	2	0	2
Physical/mental illness or injury - passenger	0	0	1	1	0	0	1	1
Opening door without care - passenger	0	0	5	5	0	0	5	5
Other passenger factor	0	1	1	2	0	1	4	5
<b>Total</b>	<b>0</b>	<b>6</b>	<b>16</b>	<b>22</b>	<b>0</b>	<b>6</b>	<b>19</b>	<b>25</b>
<b>Pedestrian Fault</b>								
Slipping or falling - pedestrian	0	3	8	11	0	3	8	11
Pedestrian heedless of traffic	14	71	121	206	14	74	140	228
Playing on carriageway	0	0	1	1	0	0	1	1
Walking or running onto carriageway - not crossing	0	2	12	14	0	2	13	15
Walk/run movement masked	0	18	61	79	0	18	61	79
Using pedestrian crossing without care	0	1	7	8	0	1	7	8
Lack of supervision/escaping from custody	0	7	10	17	0	7	12	19
Alcohol or drugs - pedestrian	8	17	31	56	8	17	41	66
Physical/mental illness or injury - pedestrian	0	2	1	3	0	2	1	3
Other pedestrian factor	0	1	6	7	0	1	16	17
<b>Total</b>	<b>22</b>	<b>122</b>	<b>258</b>	<b>402</b>	<b>22</b>	<b>125</b>	<b>300</b>	<b>447</b>

	Fatal Collisions	Serious Collisions	Slight Collisions	Total	Killed	Seriously Injured	Slightly Injured	Total
<b>Vehicle Defects</b>								
Overladen	0	0	1	1	0	0	3	3
Insecure load	2	4	13	19	2	6	15	23
Overhanging load	0	0	4	4	0	0	5	5
Defective brakes	0	0	4	4	0	0	6	6
Defective steering/suspension	0	0	2	2	0	0	2	2
Defective rear lights	0	0	1	1	0	0	1	1
Tyre blow-out before impact	0	4	8	12	0	5	14	19
Unattended vehicle running away	0	0	4	4	0	0	8	8
Other vehicle factor	0	0	9	9	0	0	13	13
Total	2	8	46	56	2	11	67	80
<b>Obstructions</b>								
Skip	0	1	0	1	0	1	0	1
Previous road accident	0	0	1	1	0	0	1	1
Vegetation	0	1	7	8	0	1	16	17
Other obstruction	0	1	1	2	0	1	1	2
Total	0	3	9	12	0	3	18	21
<b>Physical/Road</b>								
Flooding	0	3	4	7	0	3	13	16
Slippery road due to factors other than weather	0	10	37	47	0	11	62	73
Road surface in need of repair	0	2	2	4	0	3	3	6
Road works in progress	0	1	2	3	0	1	3	4
Bend	0	0	2	2	0	0	4	4
Speed control hump	0	0	1	1	0	0	1	1
Other road factor	0	2	22	24	0	2	36	38
Total	0	18	70	88	0	20	122	142

	Fatal Collisions	Serious Collisions	Slight Collisions	Total	Killed	Seriously Injured	Slightly Injured	Total
<b>Weather</b>								
Fog or mist	0	0	3	3	0	0	3	3
Ice, frost or snow	1	8	27	36	1	9	46	56
Strong wind	1	3	2	6	1	4	4	9
Heavy rain	0	0	1	1	0	0	1	1
Glaring sun	0	1	7	8	0	2	16	18
Other weather factor	0	0	1	1	0	0	1	1
<b>Total</b>	<b>2</b>	<b>12</b>	<b>41</b>	<b>55</b>	<b>2</b>	<b>15</b>	<b>71</b>	<b>88</b>
<b>Miscellaneous</b>								
Dog on carriageway	0	1	8	9	0	1	11	12
Animal on carriageway (other than dog)	0	4	30	34	0	5	40	45
Other miscellaneous factor	0	0	4	4	0	0	4	4
No apparent cause/ cause not traced	1	0	1	2	1	0	5	6
<b>Total</b>	<b>1</b>	<b>5</b>	<b>43</b>	<b>49</b>	<b>1</b>	<b>6</b>	<b>60</b>	<b>67</b>
<b>All Factors</b>	<b>127</b>	<b>835</b>	<b>3,985</b>	<b>4,947</b>	<b>135</b>	<b>1,073</b>	<b>6,159</b>	<b>8,159</b>



Table 10 Road traffic collisions and casualties by area and causation factor: 2005

	Fatal Collisions			Serious Collisions			Slight Collisions			Total			
	Fatal Collisions	Serious Collisions	Slight Collisions	Total	Killed	Seriously Injured	Slightly Injured	Total					
<b>Roads in Urban Areas</b>													
Disobeyed pedestrian crossing	0	2	7	9	0	2	7	9	0	2	7	9	9
Disobeyed traffic sign/signal	0	10	73	83	0	14	157	171	0	14	157	171	171
Failing to give or giving faulty signal	0	2	3	5	0	3	5	8	0	3	5	8	8
Wrong course/position	1	9	49	59	1	9	89	99	1	9	89	99	99
Driving too close	0	1	114	115	0	1	168	169	0	1	168	169	169
Turning right without care	2	32	143	177	2	38	279	319	2	38	279	319	319
Turning left without care	0	0	17	17	0	0	22	22	0	0	22	22	22
U turning without care	1	4	22	27	1	4	41	46	1	4	41	46	46
Reversing without care	0	6	51	57	0	6	66	72	0	6	66	72	72
Stopping without care	0	1	11	12	0	2	13	15	0	2	13	15	15
Starting without care	0	0	31	31	0	0	36	36	0	0	36	36	36
Overtaking without care	1	5	56	62	1	7	82	90	1	7	82	90	90
Changing lane without care	0	3	51	54	0	4	80	84	0	4	80	84	84
Emerging from minor road/driveway without care	4	37	287	328	4	40	465	509	4	40	465	509	509
Crossing or entering road junction without care	1	16	162	179	1	18	239	258	1	18	239	258	258
Opening door without care - driver	0	1	3	4	0	1	3	4	0	1	3	4	4
Inattention or attention diverted	1	58	703	762	1	67	1,070	1,138	1	67	1,070	1,138	1,138
Alcohol or drugs - driver/rider	5	31	115	151	5	43	254	302	5	43	254	302	302
Excessive speed having regard to conditions	6	31	82	119	7	52	176	235	7	52	176	235	235
Inexperienced with type of vehicle in use	0	7	15	22	0	10	22	32	0	10	22	32	32
Distracted by action inside vehicle	0	0	5	5	0	0	13	13	0	0	13	13	13
Distracted by action outside vehicle	1	0	2	3	1	0	7	8	1	0	7	8	8
Fatigue	1	2	2	5	1	2	6	9	1	2	6	9	9
Physical/mental illness or injury - driver/rider	0	2	8	10	0	2	17	19	0	2	17	19	19
Other driver/rider factor	0	4	35	39	0	4	74	78	0	4	74	78	78

	Fatal Collisions				Serious Collisions				Slight Collisions				Total
	Fatal Collisions	Serious Collisions	Slight Collisions	Total	Fatal Collisions	Serious Collisions	Slight Collisions	Total	Killed	Seriously Injured	Slightly Injured	Total	
Slipping or falling - passenger	0	3	7	10	0	3	7	10	0	3	7	10	
Alcohol or drugs - passenger	0	1	0	1	0	1	0	1	0	1	0	1	
Physical/mental illness or injury - passenger	0	0	1	1	0	0	1	1	0	0	1	1	
Opening door without care - passenger	0	0	5	5	0	0	5	5	0	0	5	5	
Slipping or falling - pedestrian	0	3	7	10	0	3	7	10	0	3	7	10	
Pedestrian heedless of traffic	10	56	115	181	10	56	115	181	10	58	132	200	
Playing on carriageway	0	0	1	1	0	0	1	1	0	0	1	1	
Walking or running onto carriageway - not crossing	0	2	11	13	0	2	11	13	0	2	12	14	
Walk/run movement masked	0	16	58	74	0	16	58	74	0	16	58	74	
Using pedestrian crossing without care	0	1	7	8	0	1	7	8	0	1	7	8	
Lack of supervision/escaping from custody	0	7	10	17	0	7	10	17	0	7	12	19	
Alcohol or drugs - pedestrian	2	15	29	46	2	15	29	46	2	15	37	54	
Physical/mental illness or injury - pedestrian	0	2	1	3	0	2	1	3	0	2	1	3	
Other pedestrian factor	0	1	6	7	0	1	6	7	0	1	16	17	
Insecure load	0	2	4	6	0	2	4	6	0	2	4	6	
Overhanging load	0	0	3	3	0	0	3	3	0	0	4	4	
Defective brakes	0	0	1	1	0	0	1	1	0	0	1	1	
Defective steering/suspension	0	0	1	1	0	0	1	1	0	0	1	1	
Tyre blow-out before impact	0	0	2	2	0	0	2	2	0	0	2	2	
Unattended vehicle running away	0	0	4	4	0	0	4	4	0	0	8	8	
Other vehicle factor	0	0	3	3	0	0	3	3	0	0	3	3	
Skip	0	1	0	1	0	1	0	1	0	1	0	1	
Vegetation	0	1	2	3	0	1	2	3	0	1	2	3	
Flooding	0	0	1	1	0	0	1	1	0	0	1	1	
Slippery road due to factors other than weather	0	1	7	8	0	1	7	8	0	1	9	10	
Road works in progress	0	0	1	1	0	0	1	1	0	0	1	1	
Bend	0	0	1	1	0	0	1	1	0	0	2	2	

	Fatal Collisions	Serious Collisions	Slight Collisions	Total	Killed	Seriously Injured	Slightly Injured	Total
Speed control hump	0	0	1	1	0	0	1	1
Other road factor	0	0	1	1	0	0	1	1
Fog or mist	0	0	1	1	0	0	1	1
Ice, frost or snow	0	0	6	6	0	0	10	10
Heavy rain	0	0	1	1	0	0	1	1
Glaring sun	0	1	4	5	0	2	9	11
Dog on carriageway	0	1	5	6	0	1	8	9
Animal on carriageway (other than dog)	0	0	3	3	0	0	3	3
Other miscellaneous factor	0	0	3	3	0	0	3	3
No apparent cause/ cause not traced	0	0	1	1	0	0	3	3
<b>Total</b>	<b>36</b>	<b>378</b>	<b>2,361</b>	<b>2,775</b>	<b>37</b>	<b>446</b>	<b>3,765</b>	<b>4,248</b>
<b>Roads in Rural Areas</b>								
Disobeyed traffic sign/signal	0	4	6	10	0	4	11	15
Failing to give or giving faulty signal	0	0	3	3	0	0	4	4
Wrong course/position	9	31	67	107	10	50	152	212
Driving too close	0	6	79	85	0	7	182	189
Turning right without care	2	29	58	89	2	33	147	182
Turning left without care	0	1	7	8	0	1	11	12
U turning without care	0	8	19	27	0	10	35	45
Reversing without care	0	1	10	11	0	1	12	13
Stopping without care	0	0	5	5	0	0	15	15
Starting without care	0	1	7	8	0	1	18	19
Overtaking without care	6	27	110	143	7	37	210	254
Changing lane without care	0	7	36	43	0	8	58	66
Emerging from minor road/driveway without care	3	58	165	226	3	76	347	426
Crossing or entering road junction without care	8	16	78	102	9	33	178	220

	Fatal Collisions	Serious Collisions	Slight Collisions	Total	Killed	Seriously Injured	Slightly Injured	Total
Opening door without care - driver	0	0	1	1	0	0	1	1
Inattention or attention diverted	9	48	408	465	9	66	729	804
Alcohol or drugs - driver/rider	17	35	73	125	19	52	156	227
Excessive speed having regard to conditions	15	104	279	398	16	147	554	717
Inexperienced with type of vehicle in use	5	8	18	31	6	13	36	55
Dazzled by headlights	0	0	3	3	0	0	3	3
Distracted by action inside vehicle	0	2	6	8	0	2	10	12
Distracted by action outside vehicle	0	0	2	2	0	0	2	2
Fatigue	1	6	3	10	1	11	11	23
Physical/mental illness or injury - driver/rider	1	3	5	9	1	4	10	15
Other driver/rider factor	0	2	7	9	0	2	11	13
Slipping or falling - passenger	0	0	2	2	0	0	2	2
Alcohol or drugs - passenger	0	1	0	1	0	1	0	1
Other passenger factor	0	1	1	2	0	1	4	5
Slipping or falling - pedestrian	0	0	1	1	0	0	1	1
Pedestrian heedless of traffic	4	15	6	25	4	16	8	28
Walking or running onto carriageway - not crossing	0	0	1	1	0	0	1	1
Walk/run movement masked	0	2	3	5	0	2	3	5
Alcohol or drugs - pedestrian	6	2	2	10	6	2	4	12
Overladen	0	0	1	1	0	0	3	3
Insecure load	2	2	9	13	2	4	11	17
Overhanging load	0	0	1	1	0	0	1	1
Defective brakes	0	0	3	3	0	0	5	5
Defective steering/suspension	0	0	1	1	0	0	1	1
Defective rear lights	0	0	1	1	0	0	1	1

	Fatal Collisions	Serious Collisions	Slight Collisions	Total	Killed	Seriously Injured	Slightly Injured	Total
Tyre blow-out before impact	0	4	6	10	0	5	12	17
Other vehicle factor	0	0	6	6	0	0	10	10
Previous road accident	0	0	1	1	0	0	1	1
Vegetation	0	0	5	5	0	0	14	14
Other obstruction	0	1	1	2	0	1	1	2
Flooding	0	3	3	6	0	3	12	15
Slippery road due to factors other than weather	0	9	30	39	0	10	53	63
Road surface in need of repair	0	2	2	4	0	3	3	6
Road works in progress	0	1	1	2	0	1	2	3
Bend	0	0	1	1	0	0	2	2
Other road factor	0	2	21	23	0	2	35	37
Fog or mist	0	0	2	2	0	0	2	2
Ice, frost or snow	1	8	21	30	1	9	36	46
Strong wind	1	3	2	6	1	4	4	9
Glaring sun	0	0	3	3	0	0	7	7
Other weather factor	0	0	1	1	0	0	1	1
Dog on carriageway	0	0	3	3	0	0	3	3
Animal on carriageway (other than dog)	0	4	27	31	0	5	37	42
Other miscellaneous factor	0	0	1	1	0	0	1	1
No apparent cause/ cause not traced	1	0	0	1	1	0	2	3
<b>Total</b>	<b>91</b>	<b>457</b>	<b>1,624</b>	<b>2,172</b>	<b>98</b>	<b>627</b>	<b>3,186</b>	<b>3,911</b>

**Table 11 Road traffic collision casualties by area and road user type: 2005**

	Killed	Seriously injured	Slightly injured	Total
<b>Roads in Urban Areas</b>				
Pedestrians	15	150	428	593
Drivers of motor vehicles	9	106	1,748	1,863
Motorcyclists	4	75	186	265
Pedal cyclists	3	19	100	122
Passengers	5	91	1,286	1,382
Pillion passengers	1	2	8	11
Other road users	0	3	9	12
<b>Total</b>	<b>37</b>	<b>446</b>	<b>3,765</b>	<b>4,248</b>
<b>Roads in Rural Areas</b>				
Pedestrians	13	26	35	74
Drivers of motor vehicles	57	345	1,934	2,336
Motorcyclists	10	71	65	146
Pedal cyclists	1	6	18	25
Passengers	17	170	1,110	1,297
Pillion passengers	0	6	1	7
Other road users	0	3	23	26
<b>Total</b>	<b>98</b>	<b>627</b>	<b>3,186</b>	<b>3,911</b>
<b>All roads</b>				
Pedestrians	28	176	463	667
Drivers of motor vehicles	66	451	3,682	4,199
Motorcyclists	14	146	251	411
Pedal cyclists	4	25	118	147
Passengers	22	261	2,396	2,679
Pillion passengers	1	8	9	18
Other road users	0	6	32	38
<b>Total</b>	<b>135</b>	<b>1,073</b>	<b>6,951</b>	<b>8,159</b>

Table 12 Number of injury road traffic collisions and casualties by DCU: 2005

DCU	Collisions				Casualties			
	Fatal Collision	Serious Collision	Slight Collision	Total	Killed	Seriously injured	Slightly injured	Total
Antrim	6	20	92	118	7	21	147	175
Ards	4	35	187	226	5	53	302	360
Armagh	5	38	121	164	5	48	263	316
Banbridge	1	19	96	116	1	27	192	220
East Belfast	1	31	203	235	1	38	296	335
North Belfast	4	51	305	360	4	57	512	573
South Belfast	4	34	201	239	4	37	314	355
West Belfast	3	19	187	209	4	28	358	390
Ballymena	7	39	141	187	7	52	256	315
Ballymoney	5	14	46	65	5	20	87	112
Carrickfergus	0	20	65	85	0	22	119	141
Coleraine	3	15	89	107	4	20	153	177
Cookstown	3	17	90	110	3	26	162	191
Craigavon	2	48	213	263	2	53	342	397
Castlereagh	3	7	98	108	3	7	151	161
Dungannon and South Tyrone	6	45	138	189	6	59	252	317
Down	4	27	135	166	4	31	248	283
Fermanagh	11	45	135	191	11	67	278	356
Foyle	6	41	220	267	6	48	410	464
Larne	2	16	53	71	2	21	80	103
Limavady	6	33	97	136	7	44	199	250
Lisburn	8	61	298	367	9	71	474	554
Magherafelt	9	24	90	123	11	36	193	240
Moyle	0	8	28	36	0	11	49	60
Newtownabbey	4	27	182	213	4	39	301	344
North Down	3	31	186	220	3	39	287	329
Newry and Mourne	9	22	100	131	9	32	174	215
Omagh	8	29	106	143	8	36	210	254
Strabane	0	19	83	102	0	30	142	172
<b>Total</b>	<b>127</b>	<b>835</b>	<b>3,985</b>	<b>4,947</b>	<b>135</b>	<b>1,073</b>	<b>6,951</b>	<b>8,159</b>

**Table 13a Road traffic fatal and serious collisions by time of day and day of week: 2005**

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Total
0001 - 0100	2	3	1	1	2	5	7	21
0101 - 0200	1	5	0	1	3	9	13	32
0201 - 0300	1	2	0	2	3	8	12	28
0301 - 0400	0	1	2	0	0	4	10	17
0401 - 0500	0	1	0	1	0	1	5	8
0501 - 0600	0	1	1	1	0	6	3	12
0601 - 0700	3	3	2	2	0	4	1	15
0701 - 0800	8	5	7	7	7	2	7	43
0801 - 0900	5	7	7	12	8	4	0	43
0901 - 1000	6	9	6	5	6	1	2	35
1001 - 1100	3	1	6	6	6	1	6	29
1101 - 1200	3	6	7	3	5	7	7	38
1201 - 1300	10	4	5	7	7	8	12	53
1301 - 1400	8	7	2	5	6	7	12	47
1401 - 1500	5	5	6	2	12	6	9	45
1501 - 1600	12	11	12	10	16	7	7	75
1601 - 1700	12	15	12	12	14	10	5	80
1701 - 1800	10	8	11	19	13	12	12	85
1801 - 1900	10	8	10	7	6	14	11	66
1901 - 2000	7	8	11	10	6	4	6	52
2001 - 2100	6	3	5	7	11	8	13	53
2101 - 2200	7	5	5	2	5	7	4	35
2201 - 2300	4	5	1	0	4	5	3	22
2301 - 2400	2	1	5	3	7	6	4	28
Total	125	124	124	125	147	146	171	962

**Table 13b Road traffic fatal and serious collisions by month of year and day of week: 2005**

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Total
January	10	15	9	12	10	18	12	86
February	5	9	9	12	14	14	9	72
March	10	10	7	5	7	10	6	55
April	9	10	5	10	10	9	16	69
May	11	11	11	11	11	11	15	81
June	14	6	17	12	10	14	13	86
July	11	8	6	7	15	10	24	81
August	7	10	17	9	8	11	17	79
September	15	14	6	17	9	16	16	93
October	11	11	12	13	17	10	13	87
November	10	10	13	8	19	14	17	91
December	12	10	12	9	17	9	13	82
Total	125	124	124	125	147	146	171	962



**Table 13c Road traffic fatal and serious collisions involving children by time of day and day of week: 2005**

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Total
0001 - 0100	0	1	0	0	0	1	1	3
0101 - 0200	0	1	0	0	0	0	1	2
0301 - 0400	0	0	0	0	0	1	0	1
0601 - 0700	0	1	0	0	0	0	0	1
0701 - 0800	0	0	1	2	0	0	0	3
0801 - 0900	1	2	2	3	0	0	0	8
0901 - 1000	1	0	0	1	0	0	0	2
1001 - 1100	0	0	1	0	2	0	0	3
1101 - 1200	0	0	1	1	0	3	2	7
1201 - 1300	1	1	0	0	3	1	4	10
1301 - 1400	3	1	0	0	1	2	4	11
1401 - 1500	2	1	2	0	1	2	2	10
1501 - 1600	2	3	4	1	8	3	0	21
1601 - 1700	2	1	4	3	2	2	1	15
1701 - 1800	1	3	2	5	1	6	4	22
1801 - 1900	1	1	3	1	3	3	2	14
1901 - 2000	1	0	3	1	2	1	2	10
2001 - 2100	3	1	1	1	4	2	2	14
2101 - 2200	2	2	1	0	0	1	0	6
2201 - 2300	0	1	0	0	1	2	2	6
2301 - 2400	0	0	0	0	1	0	0	1
Total	20	20	25	19	29	30	27	170

**Table 13d Road traffic fatal and serious collisions involving children by month of year and day of week: 2005**

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Total
January	2	1	3	1	2	2	1	12
February	2	3	2	1	3	4	1	16
March	1	2	0	1	0	2	0	6
April	3	1	1	3	2	2	3	15
May	3	2	2	2	2	2	3	16
June	1	2	2	2	0	0	3	10
July	0	4	1	2	7	2	2	18
August	1	1	4	1	1	2	5	15
September	3	1	0	4	2	8	2	20
October	3	0	3	2	4	2	1	15
November	1	0	2	0	3	2	1	9
December	0	3	5	0	3	2	5	18
Total	20	20	25	19	29	30	27	170

Table 14 Road traffic collisions involving children and child casualties by responsibility: 2005

	Fatal Collisions			Serious Collisions			Slight Collisions			Total		
	Fatal Collisions	Serious Collisions	Slight Collisions	Total	Killed	Seriously Injured	Slightly Injured	Total				
<b>Driver/Rider Fault</b>												
Disobeyed pedestrian crossing	0	0	1	1	0	0	1	1				
Disobeyed traffic sign/signal	0	2	8	10	0	1	11	12				
Wrong course/position	0	5	14	19	0	3	22	25				
Driving too close	0	1	13	14	0	0	23	23				
Turning right without care	1	8	17	26	0	3	34	37				
Turning left without care	0	0	4	4	0	0	5	5				
U turning without care	0	2	2	4	0	1	3	4				
Reversing without care	0	0	4	4	0	0	4	4				
Stopping without care	0	0	3	3	0	0	5	5				
Starting without care	0	0	6	6	0	0	7	7				
Overtaking without care	2	1	17	20	1	0	40	41				
Changing lane without care	0	1	3	4	0	1	7	8				
Emerging from minor road/driveway without care	4	16	61	81	3	9	100	112				
Crossing or entering road junction without care	2	4	25	31	1	4	40	45				
Inattention or attention diverted	2	15	142	159	2	12	189	203				
Alcohol or drugs - driver/rider	0	4	13	17	0	3	19	22				
Excessive speed having regard to conditions	5	26	39	70	2	18	80	100				
Inexperienced with type of vehicle in use	1	7	6	14	1	7	7	15				
Distracted by action inside vehicle	0	1	1	2	0	0	2	2				
Distracted by action outside vehicle	0	0	1	1	0	0	3	3				
Fatigue	0	1	0	1	0	0	3	3				
Physical/mental illness or injury - driver/rider	1	0	1	2	0	0	6	6				
Other driver/rider factor	0	0	4	4	0	0	5	5				
<b>Total</b>	<b>18</b>	<b>94</b>	<b>385</b>	<b>497</b>	<b>10</b>	<b>62</b>	<b>616</b>	<b>688</b>				

	Fatal Collisions	Serious Collisions	Slight Collisions	Total	Killed	Seriously Injured	Slightly Injured	Total
<b>Passenger Fault</b>								
Slipping or falling - passenger	0	0	3	3	0	0	3	3
Total	0	0	3	3	0	0	3	3
<b>Pedestrian Fault</b>								
Slipping or falling - pedestrian	0	1	5	6	0	1	5	6
Pedestrian heedless of traffic	3	26	57	86	3	26	60	89
Playing on carriageway	0	0	1	1	0	0	1	1
Walking or running onto carriageway - not crossing	0	1	9	10	0	1	10	11
Walk/run movement masked	0	13	43	56	0	13	43	56
Using pedestrian crossing without care	0	0	5	5	0	0	5	5
Lack of supervision/escaping from custody	0	7	10	17	0	7	11	18
Alcohol or drugs - pedestrian	1	1	0	2	1	1	0	2
Other pedestrian factor	0	1	0	1	0	1	2	3
Total	4	50	130	184	4	50	137	191
<b>Vehicle Defects</b>								
Insecure load	1	0	1	2	1	0	1	2
Defective steering/suspension	0	0	1	1	0	0	1	1
Tyre blow-out before impact	0	1	3	4	0	2	5	7
Unattended vehicle running away	0	0	2	2	0	0	2	2
Other vehicle factor	0	0	2	2	0	0	3	3
Total	1	1	9	11	1	2	12	15

	Fatal Collisions	Serious Collisions	Slight Collisions	Total	Killed	Seriously Injured	Slightly Injured	Total
<b>Obstructions</b>								
Vegetation	0	0	1	1	0	0	2	2
Total	0	0	1	1	0	0	2	2
<b>Physical/Road</b>								
Flooding	0	0	2	2	0	0	2	2
Slippery road due to factors other than weather	0	1	1	2	0	0	3	3
Other road factor	0	0	3	3	0	0	4	4
Total	0	1	6	7	0	0	9	9
<b>Weather</b>								
Ice, frost or snow	0	0	3	3	0	0	7	7
Glaring sun	0	0	1	1	0	0	1	1
Total	0	0	4	4	0	0	8	8
<b>Miscellaneous</b>								
No apparent cause/ cause not traced	1	0	0	1	0	0	1	1
Total	1	0	0	1	0	0	1	1

Table 15 Single vehicle collisions by causation factor: 2005

	Fatal Collision	Serious Collision	Slight Collision	Total
Wrong course/position	1	0	4	5
Turning right without care	0	0	1	1
U turning without care	0	1	0	1
Reversing without care	0	0	1	1
Stopping without care	0	0	4	4
Starting without care	0	0	1	1
Overtaking on offside without care	0	1	4	5
Emerging from minor road without care	0	1	0	1
Emerging from private road/entrance without care	0	0	2	2
Crossing or entering road junction without care	0	0	2	2
Inattention or attention diverted	2	20	58	80
Alcohol or drugs - driver/rider	12	31	45	88
Excessive speed having regard to conditions	10	56	128	194
Inexperience with type of vehicle	2	7	9	18
Dazzled by headlights	0	0	1	1
Distraction by action inside vehicle	0	1	4	5
Distraction by action outside vehicle	0	0	1	1
Fatigue	2	2	3	7
Physical/mental illness or injury - driver/rider	0	2	6	8
Slipping or falling - passenger	0	3	7	10
Alcohol or drugs - passenger	0	2	0	2
Other passenger factor	0	1	1	2
Insecure load	0	0	1	1
Defective brakes	0	0	1	1
Defective steering/suspension	0	0	1	1
Tyre blow-out before impact	0	4	6	10
Other vehicle factor	0	0	3	3
Skip	0	1	0	1
Vegetation	0	0	4	4
Other obstruction	0	1	0	1
Flooding	0	3	1	4
Slippery road due to factors other than the weather	0	6	13	19
Road surface in need of repair	0	0	2	2
Speed control hump	0	0	1	1
Other road factor	0	0	2	2
Fog or mist	0	0	2	2
Ice, frost or snow	1	5	18	24
Strong wind	1	2	1	4
Glaring sun	0	1	1	2
Other weather factor	0	0	1	1
Other miscellaneous factor	0	0	3	3
Dog on carriageway	0	1	6	7
Animal on carriageway (other than dog)	0	4	25	29
<b>Total</b>	<b>31</b>	<b>156</b>	<b>374</b>	<b>561</b>

Table 16 Weather / road surface conditions during fatal and serious collisions: 2005

Weather	Road surface conditions								Total
	Dry	Wet/damp	Snow	Frost/ice	Flood (surface water 1"+)	Oil	Slippery	Other road conditions	
Fine (without high wind)	503	140	0	5	0	3	13	4	668
Rain (without high wind)	0	178	0	1	4	2	3	0	188
Snow (without high wind)	0	1	2	0	0	0	0	0	3
Fine (with high wind)	11	11	0	0	0	0	0	0	22
Rain (with high wind)	0	30	0	0	2	0	0	0	32
Snow (with high wind)	0	0	2	0	0	0	0	0	2
Fog (or mist if hazard)	0	4	0	2	0	0	0	0	6
Strong sun (glaring)	7	3	0	0	0	1	0	0	11
Other	1	7	0	4	0	0	0	0	12
Unknown	6	3	0	0	0	0	0	9	18
Total	528	377	4	12	6	6	16	13	962

**Table 17 Number of fatal and serious collisions by DCU and combined causation factor: 2005**

	Alcohol or Drugs- Driver/Rider	Excessive Speed	Careless Driving	Alcohol or Drugs- Pedestrian	Other Pedestrian Dault	Other Factors	Total
Antrim	0	4	18	0	2	2	26
Ards	6	8	15	0	4	6	39
Armagh	2	8	25	1	2	5	43
Banbridge	2	4	11	0	1	2	20
East Belfast	3	3	20	0	5	1	32
North Belfast	3	8	23	2	13	6	55
South Belfast	2	3	17	1	12	3	38
West Belfast	1	3	11	3	3	1	22
Ballymena	3	10	25	1	3	4	46
Ballymoney	5	3	8	0	0	3	19
Carrickfergus	0	2	16	0	2	0	20
Coleraine	3	7	7	0	0	1	18
Cookstown	2	4	10	0	2	2	20
Craigavon	3	2	26	1	14	4	50
Castlereagh	1	1	5	0	2	1	10
Dungannon & South Tyrone	6	6	29	2	4	4	51
Down	3	6	16	0	3	3	31
Fermanagh	6	19	21	0	4	6	56
Foyle	8	5	17	1	12	4	47
Larne	1	3	10	0	2	2	18
Limavady	3	5	17	3	4	7	39
Lisburn	5	8	35	3	10	8	69
Magherafelt	5	7	14	1	1	5	33
Moyle	1	2	2	1	0	2	8
Newtownabbey	3	3	20	1	1	3	31
North Down	2	3	20	2	6	1	34
Newry and Mourne	2	8	16	0	3	2	31
Omagh	6	7	17	2	2	3	37
Strabane	1	4	9	0	2	3	19
Total	88	156	480	25	119	94	962

Table 18 Number of fatal and serious collisions by DCU and time of day: 2005

	0000- 0259	0300- 0559	0600- 0859	0900- 1159	1200- 1459	1500- 1759	1800- 2059	2100- 2359	Total
Antrim	2	0	4	3	2	10	2	3	26
Ards	2	0	7	3	8	10	6	3	39
Armagh	0	1	5	2	8	14	10	3	43
Banbridge	1	0	2	2	6	5	3	1	20
East Belfast	1	0	4	4	4	13	1	5	32
North Belfast	7	4	4	5	10	10	10	5	55
South Belfast	4	0	4	3	7	11	6	3	38
West Belfast	4	1	2	2	1	4	5	3	22
Ballymena	0	5	3	6	7	13	9	3	46
Ballymoney	2	1	3	0	4	6	1	2	19
Carrickfergus	0	0	2	2	6	5	3	2	20
Coleraine	3	0	3	1	2	3	3	3	18
Cookstown	2	1	1	3	4	2	3	4	20
Craigavon	4	0	5	5	8	18	6	4	50
Castlereagh	0	0	1	1	1	4	2	1	10
Dungannon & South Tyrone	3	1	5	5	2	15	12	8	51
Down	2	1	6	4	3	7	5	3	31
Fermanagh	7	2	3	6	8	13	12	5	56
Foyle	4	5	2	4	5	13	13	1	47
Larne	1	1	2	5	2	2	4	1	18
Limavady	5	3	2	7	5	9	1	7	39
Lisburn	6	1	8	6	12	17	14	5	69
Magherafelt	5	1	4	2	8	3	8	2	33
Moyle	1	0	0	2	3	1	1	0	8
Newtownabbey	2	1	2	1	5	10	6	4	31
North Down	2	2	8	5	3	7	3	4	34
Newry and Mourne	4	2	1	2	3	5	11	3	31
Omagh	1	6	4	4	3	6	11	2	37
Strabane	1	1	3	5	3	2	3	1	19
Total	76	40	100	100	143	238	174	91	962



Table 19 Number of fatal and serious collisions by DCU and day of week: 2005

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Total
Antrim	2	5	4	5	6	2	2	26
Ards	5	4	5	9	6	3	7	39
Armagh	4	2	9	4	14	5	5	43
Banbridge	1	2	2	4	4	4	3	20
East Belfast	4	5	11	5	2	1	4	32
North Belfast	8	8	5	9	8	5	12	55
South Belfast	5	6	3	10	8	2	4	38
West Belfast	3	1	5	1	3	8	1	22
Ballymena	11	7	7	6	7	4	4	46
Ballymoney	2	2	2	0	3	4	6	19
Carrickfergus	0	6	3	3	1	2	5	20
Coleraine	4	3	3	1	1	3	3	18
Cookstown	1	3	2	4	3	3	4	20
Craigavon	4	11	3	12	2	8	10	50
Castlereagh	1	1	1	1	0	2	4	10
Dungannon & South Tyrone	7	6	7	5	9	10	7	51
Down	6	1	4	2	2	8	8	31
Fermanagh	9	3	5	8	10	7	14	56
Foyle	12	7	3	6	7	6	6	47
Larne	0	2	3	2	3	6	2	18
Limavady	3	7	3	2	7	11	6	39
Lisburn	11	6	10	6	7	13	16	69
Magherafelt	5	2	2	4	1	11	8	33
Moyle	1	0	1	1	1	1	3	8
Newtownabbey	3	3	4	3	11	3	4	31
North Down	3	7	4	5	6	2	7	34
Newry and Mourne	4	3	5	3	7	5	4	31
Omagh	3	8	5	3	5	7	6	37
Strabane	3	3	3	1	3	0	6	19
Total	125	124	124	125	147	146	171	962

## **Appendix 2:**

### ***Tables showing casualty trends for 1996 to 2005***

- Table 1**      Casualties of road traffic collisions by road user type and severity: 1996 –2005
- Table 2**      Child casualties of road traffic collisions by road user type: 1996 – 2005
- Table 3**      Casualties of road traffic collisions by causation factor and severity: 1996 – 2005

Table 1 Casualties of road traffic collisions by road user type and severity: 1996 - 2005

	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005
<b>Pedestrians</b>										
Killed	42	37	40	39	32	32	33	28	23	28
Seriously injured	320	307	297	265	292	268	244	222	190	176
Slightly injured	894	858	887	832	852	678	631	558	532	463
Total	1,256	1,202	1,224	1,136	1,176	978	908	808	745	667
Killed	62	54	51	62	91	64	56	57	63	66
Seriously injured	674	631	615	628	748	738	656	523	509	451
Slightly injured	5,147	5,280	5,630	5,836	6,417	5,795	5,246	4,526	4,216	3,682
Total	5,883	5,965	6,296	6,526	7,256	6,597	5,958	5,106	4,788	4,199
<b>Motorcyclists</b>										
Killed	7	15	10	7	7	11	19	20	22	14
Seriously injured	72	80	85	98	138	146	168	144	143	146
Slightly injured	137	178	216	230	326	268	278	285	311	251
Total	216	273	311	335	471	425	465	449	476	411
<b>Pedal cyclists</b>										
Killed	5	4	7	1	4	2	3	2	2	4
Seriously injured	54	58	53	51	52	43	27	36	27	25
Slightly injured	300	277	265	217	210	167	139	155	131	118
Total	359	339	325	269	266	212	169	193	160	147
<b>Passengers</b>										
Killed	25	32	50	30	36	38	39	37	36	22
Seriously injured	462	455	468	448	540	461	406	347	295	261
Slightly injured	4,277	4,336	4,614	4,597	4,890	4,325	3,870	3,324	2,950	2,396
Total	4,764	4,823	5,132	5,075	5,466	4,824	4,315	3,708	3,281	2,679

	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005
<b>Pillion passengers</b>										
Killed	0	1	1	2	0	0	0	2	0	1
Seriously injured	9	10	6	6	11	10	13	9	8	8
Slightly injured	14	18	12	15	17	26	20	14	13	9
Total	23	29	19	23	28	36	33	25	21	18
<b>Other road users</b>										
Killed	1	1	1	0	1	1	0	4	1	0
Seriously injured	8	7	14	13	5	16	12	7	11	6
Slightly injured	65	59	80	72	51	53	54	25	24	32
Total	74	67	95	85	57	70	66	36	36	38
<b>All road users</b>										
Killed	142	144	160	141	171	148	150	150	147	135
Seriously injured	1,599	1,548	1,538	1,509	1,786	1,682	1,526	1,288	1,183	1,073
Slightly injured	10,834	11,006	11,704	11,799	12,763	11,312	10,238	8,887	8,177	6,951
Total	12,575	12,698	13,402	13,449	14,720	13,142	11,914	10,325	9,507	8,159

Table 2 Child casualties of road traffic collisions by road user type and severity: 1996 - 2005

	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005
<b>Pedestrians</b>										
Killed	9	6	12	10	8	3	4	7	3	6
Seriously injured	146	146	131	100	122	110	85	79	74	57
Slightly injured	421	403	427	374	354	300	264	214	173	175
Total	576	555	570	484	484	413	353	300	250	238
<b>Drivers of motor vehicles</b>										
Killed	0	0	0	0	1	1	0	0	1	1
Seriously injured	2	3	0	0	1	5	2	1	0	0
Slightly injured	3	1	5	4	2	2	6	3	2	1
Total	5	4	5	4	4	8	8	4	3	2
<b>Motorcyclists</b>										
Killed	0	0	0	0	0	1	0	0	0	1
Seriously injured	1	1	1	1	3	5	5	3	5	2
Slightly injured	2	3	2	1	1	5	4	1	3	2
Total	3	4	3	2	4	11	9	4	8	5
<b>Pedal cyclists</b>										
Killed	1	3	3	0	0	1	3	1	1	3
Seriously injured	30	37	23	27	22	19	12	13	8	7
Slightly injured	175	147	148	122	120	86	64	66	66	44
Total	206	187	174	149	142	106	79	80	75	54
<b>Passengers</b>										
Killed	4	4	3	8	4	4	6	4	5	3
Seriously injured	89	62	76	61	68	82	71	53	49	43
Slightly injured	975	881	1,051	1,025	1,118	937	949	765	702	560
Total	1,068	947	1,130	1,094	1,190	1,023	1,026	822	756	606

	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005
<b>Pillion passengers</b>										
Killed	0	0	0	0	0	0	0	2	0	1
Seriously injured	1	1	1	1	2	1	3	4	2	2
Slightly injured	5	3	4	2	3	4	5	3	1	0
Total	6	4	5	3	5	5	8	9	3	3
<b>Other road users</b>										
Killed	1	0	0	0	0	0	0	1	1	0
Seriously injured	1	1	4	1	3	4	3	3	2	3
Slightly injured	3	4	8	9	4	9	7	6	4	6
Total	5	5	12	10	7	13	10	10	7	9
<b>All road users</b>										
Killed	15	13	18	18	13	10	13	15	11	15
Seriously injured	270	251	236	191	221	226	181	156	140	114
Slightly injured	1,584	1,442	1,645	1,537	1,602	1,343	1,299	1,058	951	788
Total	1,869	1,706	1,899	1,746	1,836	1,579	1,493	1,229	1,102	917

Table 3 Casualties of road traffic collisions by causation factor and severity: 1996 – 2005

	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005
<b>Alcohol or Drugs - Driver/Rider</b>										
Killed	23	24	28	22	43	24	28	37	30	24
Seriously injured	119	132	159	133	178	152	168	148	124	95
Slightly injured	484	589	638	655	768	638	631	550	452	410
Total	626	745	825	810	989	814	827	735	606	529
<b>Excessive Speed</b>										
Killed	26	43	42	39	44	40	43	33	31	23
Seriously injured	341	375	323	316	345	363	352	217	219	199
Slightly injured	1,648	1,705	1,714	1,652	1,527	1,352	1,294	1,028	782	730
Total	2,015	2,123	2,079	2,007	1,916	1,755	1,689	1,278	1,032	952
<b>Careless Driving</b>										
Killed	39	39	51	42	53	43	43	51	56	54
Seriously injured	691	674	685	722	830	747	697	620	606	552
Slightly injured	6,977	7,185	7,575	7,804	8,594	7,456	6,789	6,260	5,916	4,961
Total	7,707	7,898	8,311	8,568	9,477	8,246	7,529	6,931	6,578	5,567
<b>Alcohol or Drugs - Pedestrian</b>										
Killed	12	20	8	10	8	13	9	7	7	8
Seriously injured	42	46	44	34	24	28	32	29	20	17
Slightly injured	96	103	88	88	71	60	68	35	39	41
Total	150	169	140	132	103	101	109	71	66	66
<b>Other Pedestrian Fault</b>										
Killed	24	10	20	20	14	13	17	13	11	14
Seriously injured	228	196	183	177	197	172	134	138	115	108
Slightly injured	588	593	586	516	537	424	381	337	276	259
Total	840	799	789	713	748	609	532	488	402	381

	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005
<b>Other Factors</b>										
Killed	18	8	11	8	9	15	10	9	12	12
Seriously injured	178	125	144	127	212	220	143	136	99	102
Slightly injured	1,041	831	1,103	1,084	1,266	1,382	1,075	677	712	550
Total	1,237	964	1,258	1,219	1,487	1,617	1,228	822	823	664
<b>All Factors</b>										
Killed	142	144	160	141	171	148	150	150	147	135
Seriously injured	1,599	1,548	1,538	1,509	1,786	1,682	1,526	1,288	1,183	1,073
Slightly injured	10,834	11,006	11,704	11,799	12,763	11,312	10,238	8,887	8,177	6,951
Total	12,575	12,698	13,402	13,449	14,720	13,142	11,914	10,325	9,507	8,159



## Appendix 3

### Definitions

<b>Collisions:</b>	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.
<b>Killed:</b>	Died within 30 days from injuries received in a collision
<b>Serious Injury:</b>	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.
<b>Slight Injury:</b>	An injury of a minor character such as a sprain, bruise or cut not judged to be severe, or slight shock requiring roadside attention.
<b>Casualty:</b>	A person who sustains a slight, serious or fatal injury.
<b>Children:</b>	Persons under 16 years of age
<b>Vehicles Involved:</b>	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.
<b>Drivers of motor vehicles:</b>	Drivers of hackneys, cars, motor caravans, LGVs, HGVs, cars used as taxis, minibuses and buses
<b>Motorcyclists:</b>	Drivers/riders of mopeds and motorcycles. Includes riders of two-wheeled motor vehicles, motorcycle combinations, scooters and mopeds.
<b>Pedal cyclists:</b>	Drivers/riders of pedal cycles. Includes children riding toy cycles on the carriageway and the first rider of a tandem.
<b>Passengers:</b>	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
<b>Pillion passengers:</b>	Passenger on a moped or motorcycle
<b>Other road users:</b>	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.

**Built-up Areas:**

Areas in which roads have a speed limit of 40mph or less.

## NOTES



## NOTES