

Police Service of Northern Ireland

Police Recorded Injury Road Traffic Collisions and Casualties Northern Ireland

Monthly Report

Covering the reporting period
1st January 2015 – 30th April 2015

Published 3rd July 2015

Contact: Traffic Statistician, Statistics Branch, Operational Support Department

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

Web: www.psni.police.uk

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



Keeping People Safe

Police Recorded Injury Road Traffic Collisions and Casualties in Northern Ireland: Monthly Update to 30th April 2015

Published 3rd July 2015

This bulletin presents the most recent injury road traffic casualty statistics relating to collisions recorded by the police for the period 1st January to the 30th April 2015 based on figures that were compiled on 26th June 2015. Any figures recorded from 1st April 2015 are provisional and will be subject to change until the finalised statistics are published in March 2016.

Daily update of road death statistics

As part of our commitment to provide users with more timely information, we publish a provisional daily count of road traffic deaths occurring on Northern Ireland's roads giving information of the location, age and gender of each road traffic fatality. This is updated each working day on the PSNI website, click the link below to access the Daily Fatal Report http://www.psnipolice.uk/daily_fatal_update.xls

Data quality

The PSNI's statistics on injury road traffic collisions are sourced from PSNI systems that are used to record incidents reported to the police and to manage any subsequent investigations. As such, the statistics are derived from an administrative dataset and we therefore have to apply a variety of checks to ensure that the statistics we report are accurate and reliable. Over the years the PSNI's Statistics Branch has worked closely with PSNI colleagues in designing systems and processes for recording injury RTC statistics to maximise data quality. These include:

- Having a direct link from the PSNI's Command & Control system to the Niche records management system, allowing us to ensure that details of all injury collisions are received.
- Having a series of status codes established to enable us to identify at which stage in the process each injury RTC incident is, at any given time. This ensures that RTC incidents aren't lost or overlooked during the process.
- We have a variety of internal data validation checks that we undertake throughout the year to improve data quality.
- We check the geo-coordinates of all collisions to ensure that there aren't any recorded in the incorrect location.
- We cross reference PSNI RTC fatalities with those recorded by the Coroner's office to check that they match and that we haven't missed any subsequent deaths.

More details of the processes and checks that we have in place can be accessed from the [Traffic Statistics User Guide](#) and the [Quality Report](#), all of which are available on our [website](#).

National Statistics

The United Kingdom Statistics Authority has designated these statistics as National Statistics, in accordance with the Statistics and Registration Service Act 2007 and signifying compliance with the Code of Practice for Official Statistics. Designation can be broadly interpreted to mean that the statistics:

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

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

Overall road traffic collision trends – January to April 2015

- The number of deaths, people seriously injured and slightly injured have increased during this four month period. There was one more road death, 46 more people seriously injured and 186 more people slightly injured when comparing January to April 2015 with the same period last year.
- There were 1,999 collisions recorded between January and April 2015 resulting in a total of 3,156 casualties. This is comprised of 23 fatalities, 262 people seriously injured and a further 2,871 people slightly injured. For the same time period last year there were 1,942 collisions (57 less than this year) of which there were 2,923 casualties comprised of 22 fatalities, 216 people slightly injured and 2,685 people slightly injured.
- The 285 people killed or seriously injured between January and April 2015 represents an increase of 47 (19.7%) more KSI casualties than the 238 recorded for the same time period last year.

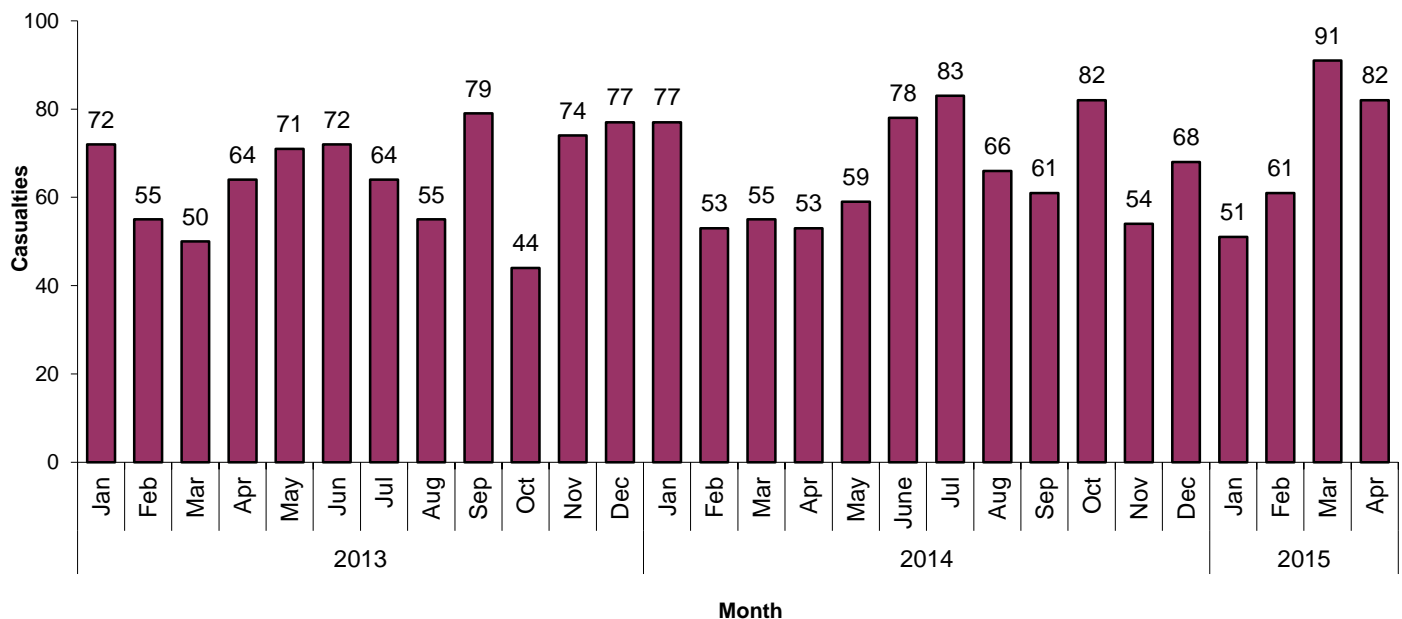
**Table 1 Police recorded road traffic casualties by injury severity and month:
1st January 2015 – 30th April 2015 compared with 1st January 2014 – 30th April 2014**

	01 Jan 2014 – 30 Apr 2014					01 Jan 2015 – 30 Apr 2015*				
	Killed	Seriously injured	KSI ¹	Slightly injured	Total	Killed	Seriously injured	KSI ¹	Slightly injured	Total
January	8	69	77	709	786	3	48	51	679	730
February	1	52	53	667	720	4	57	61	726	787
March	7	48	55	750	805	6	85	91	774	865
April	6	47	53	559	612	10	72	82	692	774
Total	22	216	238	2,685	2,923	23	262	285	2,871	3,156

¹ Killed or seriously injured * Figures are provisional and subject to change

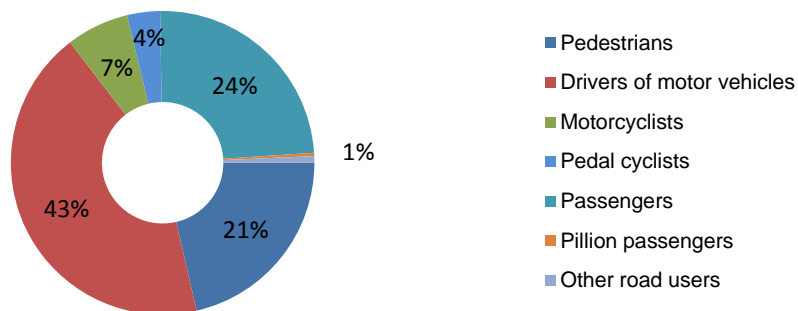
- There were 82 people killed or seriously injured in April 2015 which is 29 more than that recorded in April 2014 and 9 fewer than the previous calendar month of March 2015. However, March 2015 had the most KSI casualties in a month since the 94 that were recorded in September 2010.

**Figure 1: Casualties killed or seriously injured in road traffic collisions by month
1st January 2013 – 30th April 2015**



- Drivers of motor vehicles were the single largest casualty class from 1st January to 30th April 2015 and accounted for 43.2% of all casualties killed or seriously injured. Passengers accounted for 24.2% of killed or seriously injured casualties, followed by pedestrians (21.4%), motorcyclists (6.7%) and pedal cyclists (3.5%).

Figure 2: Casualties killed or seriously injured by road user type January to April 2015



- There has been a reduction in the number of people killed or seriously injured amongst vulnerable road users (pedestrians, motorcyclists and pedal cyclists) when comparing January to April 2015 with the same time period last year. The pedestrian KSI figure reduced by three, motorcyclists by four and pedal cyclists by one during this four month time period in comparison with January to April 2014.
- In contrast, there has been an increase in the number of driver and passengers killed or seriously injured with 28 more driver and 29 more passenger KSI casualties recorded between January and April 2015 in comparison with the same time period last year.

Figure 3: Difference in the number of KSI casualties by road user type January to April 2015 compared with January to April 2014

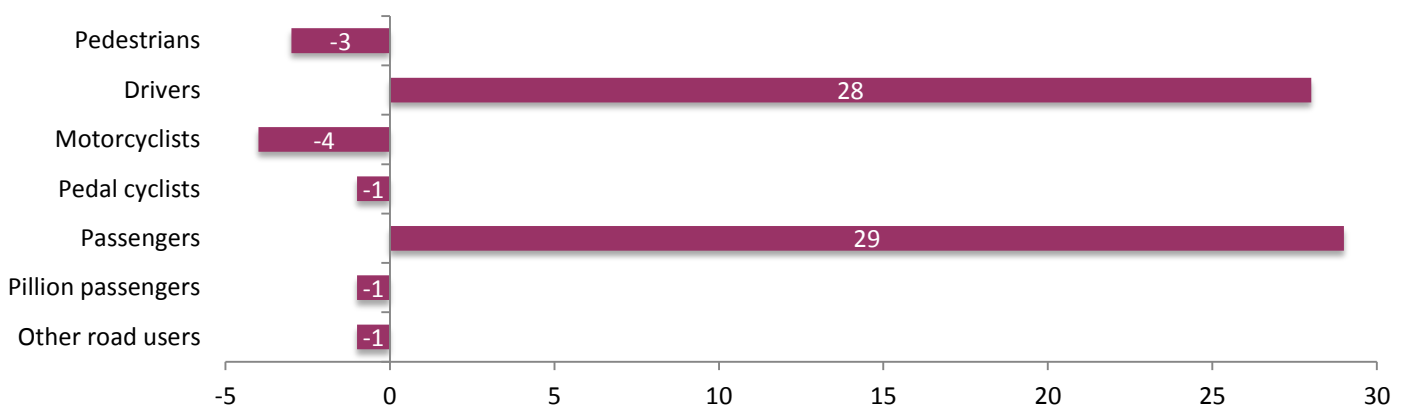


Table 2 Number of police recorded road traffic casualties by road user type: 1st January 2015 – 30th April 2015 compared with 1st January 2014 – 30th April 2014

	01 Jan 2014 – 30 Apr 2014					01 Jan 2015 – 30 Apr 2015*				
	Killed	Seriously injured	KSI ¹	Slightly injured	Total	Killed	Seriously injured	KSI ¹	Slightly injured	Total
Pedestrians	7	57	64	208	272	5	56	61	194	255
Drivers of motor vehicles	10	85	95	1,528	1,623	13	110	123	1,637	1,760
Motorcyclists	3	20	23	50	73	1	18	19	57	76
Pedal cyclists	0	11	11	86	97	0	10	10	60	70
Passengers	2	38	40	794	834	4	65	69	907	976
Pillion passengers	0	2	2	0	2	0	1	1	1	2
Other road users	0	3	3	19	22	0	2	2	15	17
Total	22	216	238	2,685	2,923	23	262	285	2,871	3,156

Killed or seriously injured * Figures are provisional and subject to change

- There were 298 child (under 16) casualties recorded between 1st January and 30th April 2015, 2 of whom were killed, 25 were seriously injured and 271 were slightly injured. During the same period the previous year, there were 274 child casualties of whom 2 were killed, 23 were seriously injured and 249 were slightly injured.
- There have been 13 more young people (aged 16 to 24) killed or seriously injured this year to date with 73 KSI casualties recorded in January to April 2015 in comparison with 60 for the same time period last year. All age groups have increased the number of KSI casualties in comparison with last year with the exception of those aged 65 and over which has reduced by four.
- The age group with the largest increase in those killed or seriously injured was the 25 to 34 age group which increased by 21 from 36 in January to April 2014 to 57 in the same four month period this year. Males from this age group made up most of the increase comprising a rise of 20 KSI casualties when comparing the two time periods.

**Table 3 Number of police recorded road traffic casualties by age and gender:
1st January 2015 – 30th April 2015 compared with 1st January 2014 – 30th April 2014**

	01 Jan 2014 – 30 Apr 2014					01 Jan 2015 – 30 Apr 2015*				
	Killed	Seriously injured	KSI ¹	Slightly injured	Total	Killed	Seriously injured	KSI ¹	Slightly injured	Total
Male										
Under 16	2	15	17	135	152	1	13	14	135	149
16 - 24	3	34	37	291	328	3	42	45	336	381
25 - 34	2	22	24	319	343	3	41	44	336	380
35 - 49	5	28	33	364	397	2	30	32	385	417
50 - 64	4	21	25	214	239	4	21	25	210	235
65 +	5	13	18	90	108	1	7	8	108	116
Unknown	0	2	2	9	11	0	0	0	5	5
Total	21	135	156	1,422	1,578	14	154	168	1,515	1,683
Female										
Under 16	0	8	8	113	121	1	12	13	135	148
16 - 24	1	22	23	281	304	1	27	28	300	328
25 - 34	0	12	12	271	283	0	13	13	305	318
35 - 49	0	10	10	306	316	0	22	22	314	336
50 - 64	0	12	12	184	196	3	16	19	189	208
65 +	0	16	16	99	115	4	18	22	100	122
Unknown	0	1	1	8	9	0	0	0	12	12
Total	1	81	82	1,262	1,344	9	108	117	1,355	1,472
All										
Under 16	2	23	25	249	274	2	25	27	271	298
16 - 24	4	56	60	572	632	4	69	73	636	709
25 - 34	2	34	36	590	626	3	54	57	641	698
35 - 49	5	38	43	670	713	2	52	54	699	753
50 - 64	4	33	37	398	435	7	37	44	399	443
65 +	5	29	34	189	223	5	25	30	208	238
Unknown	0	3	3	17	20	0	0	0	17	17
Total²	22	216	238	2,685	2,923	23	262	285	2,871	3,156

¹ Killed or seriously injured ² Total includes those where gender or age is unknown

* Figures are provisional and subject to change

**Table 4 Number of police recorded road traffic casualties by injury severity and Police District:
1st January 2015 – 30th April 2015 compared with 1st January 2014 – 30th April 2014**

District/Area	01 Jan 2014 – 30 Apr 2014					01 Jan 2015 – 30 Apr 2015*				
	Killed	Seriously Injured	Total KSI ¹	Slightly Injured	Total	Killed	Seriously Injured	Total KSI ¹	Slightly Injured	Total
Belfast City	0	30	30	725	755	1	35	36	733	769
Antrim & Newtownabbey	1	14	15	205	220	1	14	15	211	226
Causeway Coast & Glens	4	21	25	174	199	2	16	18	159	177
Derry City & Strabane	3	27	30	196	226	2	14	16	212	228
Mid & East Antrim	0	13	13	145	158	2	27	29	152	181
North Area Policing	8	75	83	720	803	7	71	78	734	812
Ards & North Down	0	13	13	199	212	2	11	13	222	235
Armagh City, Banbridge & Craigavon	3	21	24	246	270	3	33	36	263	299
Fermanagh & Omagh	2	18	20	140	160	4	21	25	187	212
Lisburn & Castlereagh City	2	19	21	239	260	3	15	18	279	297
Mid Ulster	3	13	16	172	188	3	40	43	204	247
Newry, Mourne & Down	4	27	31	244	275	0	36	36	249	285
South Area Policing	14	111	125	1240	1365	15	156	171	1404	1575
Northern Ireland Total	22	216	238	2,685	2923	23	262	285	2871	3156

^{#1} Killed or seriously injured * Figures are provisional and subject to change

- Fermanagh and Omagh Police District had the highest number of road deaths recorded between 1st January and 30th April 2015 with four. In contrast, Newry, Mourne and Down which had the most deaths by District recorded in 2014 has had none recorded during this period.
- There were 43 people killed or seriously injured in Mid Ulster during January to April 2015 which is the highest number of KSI casualties by District and 27 more than was recorded in this District at this stage last year. This District also had the largest increase in overall casualties with 247 recorded between January and April 2015 in comparison with 188 for the same time period last year (an increase of 59).
- Derry City and Strabane had the biggest reduction in comparison with last year almost halving the number of KSI casualties recorded from 30 in January to April 2014 to 16 during the first 4 months this year.

**Table 5 Single vehicle collisions by injury severity and month:
1st January 2015 – 30th April 2015 compared with 1st January 2014 – 30th April 2014**

	01 Jan 2014 – 30 Apr 2014					01 Jan 2015 – 30 Apr 2015*				
	Killed	Seriously injured	KSI ¹	Slightly injured	Total	Killed	Seriously injured	KSI ¹	Slightly injured	Total
January	1	10	11	99	110	1	8	9	94	103
February	0	7	7	85	92	0	16	16	97	113
March	3	15	18	96	114	2	19	21	81	102
April	1	7	8	57	65	1	12	13	77	90
Total	5	39	44	337	381	4	55	59	349	408

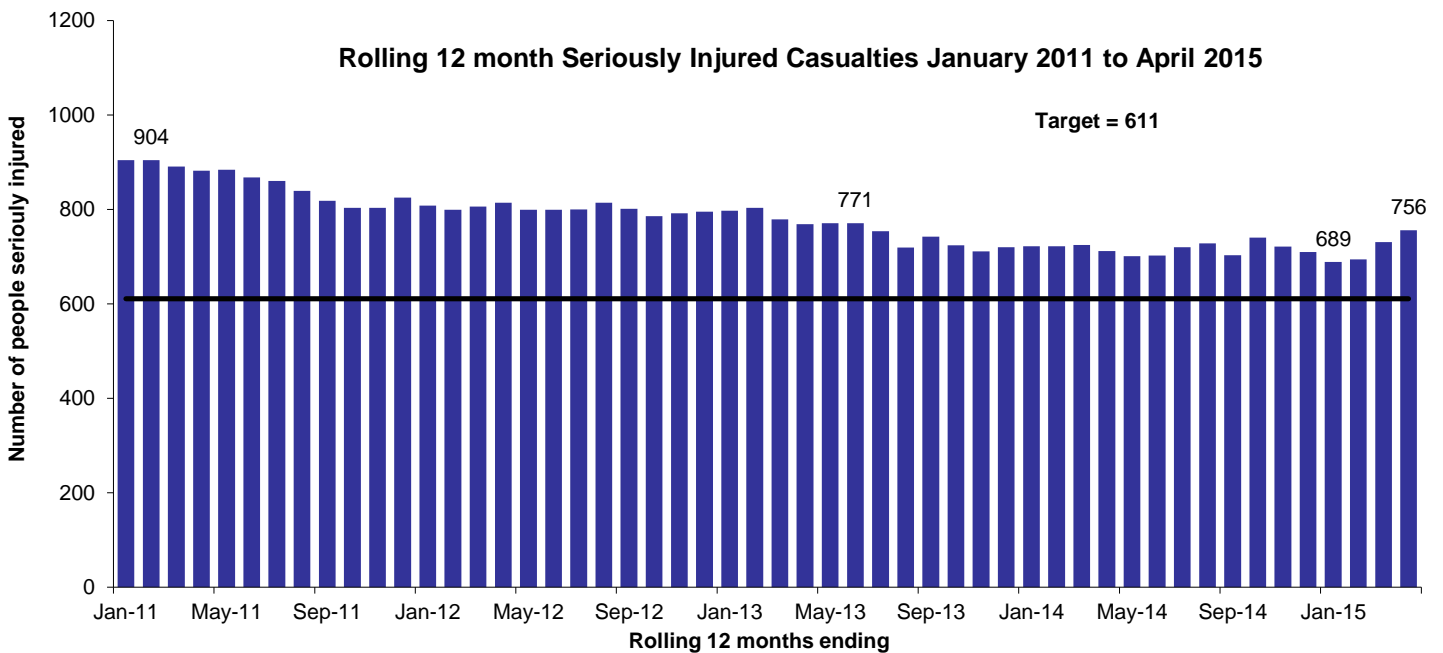
- There were 408 single vehicle collisions recorded between January and April 2015 which accounts for over a fifth (20.4%) of the total number of collisions recorded.
- The 59 single vehicle collisions which resulted in a person being killed or seriously injured is 15 more during this four months than the 44 which occurred between January and April 2014.

Figure 1 Number of people killed on Northern Ireland's Roads – Rolling 12 months January 2011 to April 2015



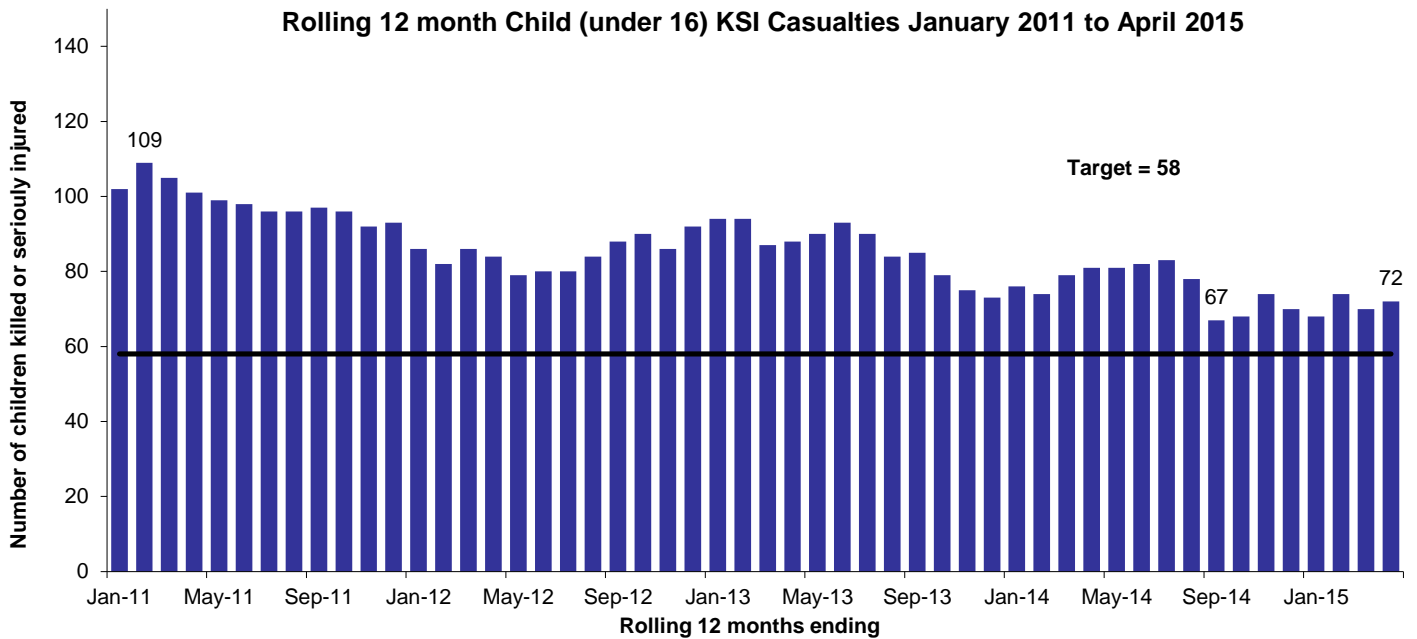
- The Department of Environment's Northern Ireland Road Safety Strategy aims at a 60% reduction on the number of fatalities on Northern Ireland's roads each year, from the 2004 – 2008 average of 126 to fewer than 50 by 2020. The current figure is sitting at 80 for the period 1st May 2014 to 30th April 2015 which is the highest rolling 12 month figure in five years since the 84 deaths recorded in the period ending June 2010.

Figure 2 Number of persons seriously injured on Northern Ireland's Roads – Rolling 12 months January 2011 to April 2015



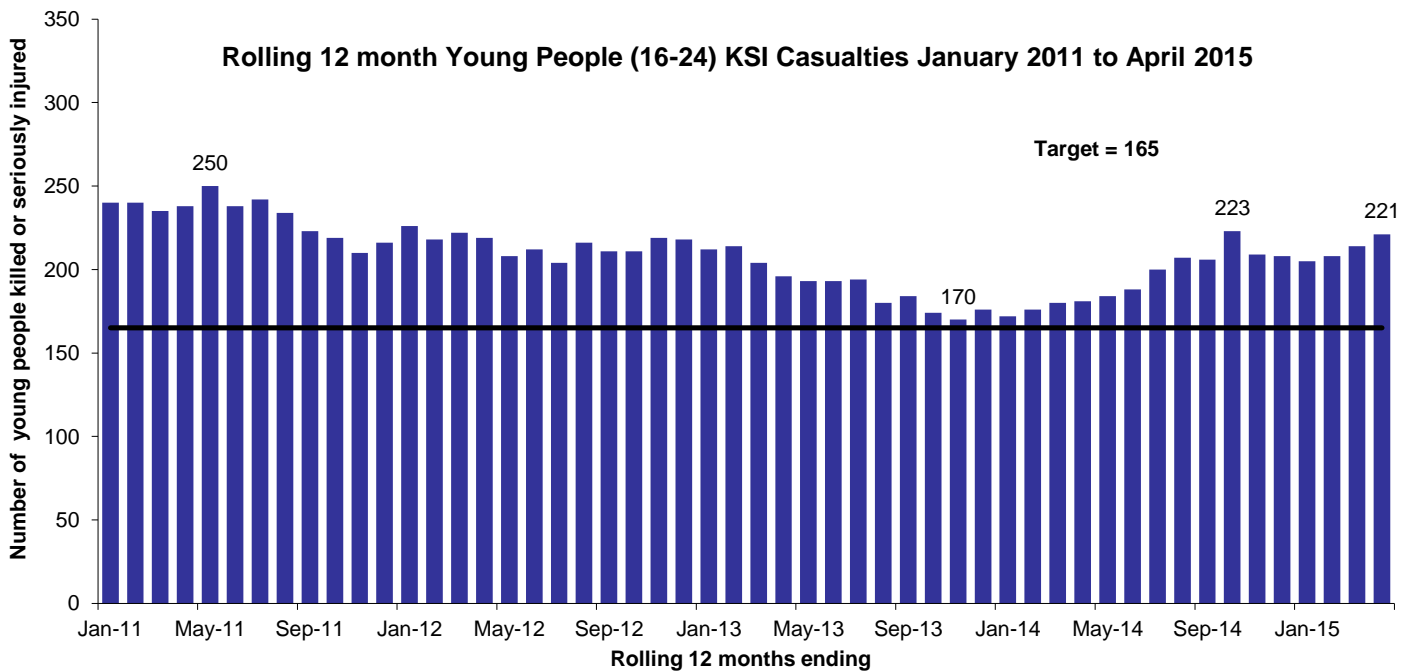
- The Department of Environment's Northern Ireland Road Safety Strategy also aims at a 45% reduction in the number of persons seriously injured on Northern Ireland's roads each year, from the 2004 – 2008 average of 1,111 to fewer than 611 by 2020. The current rolling 12 month figure covering 1st May 2014 to 30th April 2015 provisionally sits at 756, the highest since the 771 recorded in the period ending June 2013.

Figure 3 Number of children killed or seriously injured on Northern Ireland's Roads – Rolling 12 months January 2011 to April 2015



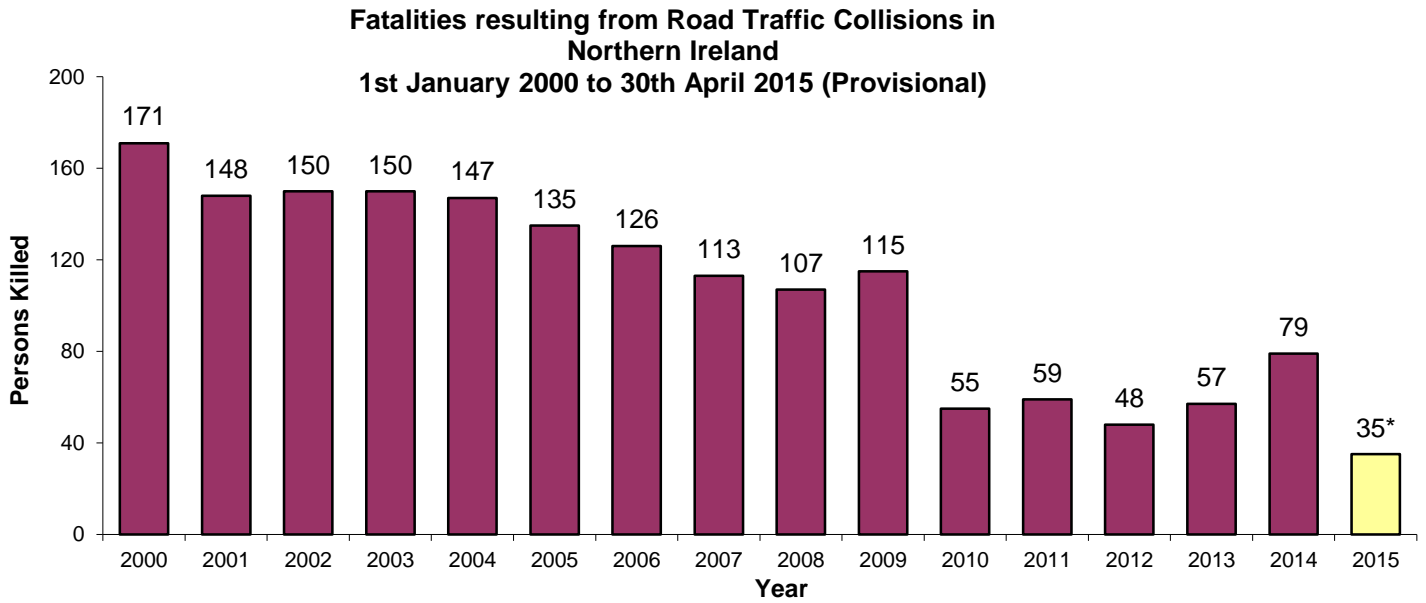
- The Road Safety Strategy has set a target of 55% reduction in the number of children killed or seriously injured on Northern Ireland's roads each year, from the 2004 – 2008 average of 128 to fewer than 58 by 2020. The current figure covering the period 1st May 2014 to 30th April 2015 provisionally sits 14 above the target at 72.

Figure 4 Number of young people (16-24) killed or seriously injured on Northern Ireland's Roads – Rolling 12 months January 2011 to April 2015



- The Strategy also has a target of a 55% reduction in the number of young people (16-24) killed or seriously injured on Northern Ireland's roads each year, from the 2004 – 2008 average of 366 to fewer than 165 by 2020. The lowest rolling 12 month figure recorded for this target was 170 for the period ending November 2013, only 5 above this target, however the current figure to the end of April 2015 provisionally sits at 221.

Figure 5 Number of persons Killed on Northern Ireland's Roads – 2000 to 2015*



* Provisional fatality figure up to the 2nd July 2015

- The number of people killed in road traffic collisions in the years up to and including 2009 was consistently above 100 and then in 2010, there was an unprecedented reduction in which fatalities fell to 55 (a reduction of 52%). This figure has fluctuated around this level until increasing to 79 deaths in 2014 (up 38.6% from 2013). In 2015 this year to the 2nd July there have been 35 people killed which is four less at this stage than the same time period in 2014.
- Of the 35 road deaths occurring in 2014, 23 (65.7%) occurred on rural roads (defined as where the speed limit is over 40 miles per hour excluding motorways and dual carriageways) while 9 occurred on urban roads (40 miles per hour or less) and three occurred on motorways or dual carriageways. See the Daily Fatal Report on the [PSNI website](#).

NOTES

Strengths and Limitations of the data

Strengths

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

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

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

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

Limitations

Comparison of road accident reports with death registrations shows that very few, if any, road accident fatalities are not reported to the police. However, it has long been known in GB (and by extension in NI) that a considerable proportion of non-fatal casualties are not known to the police, as hospital, survey and compensation claims data all indicate a higher number of casualties than suggested by police accident data.

The data used as the basis for these statistics are therefore not a complete record of all personal injury road accidents, and this should be kept in mind when using and analysing the figures. However, police data on road accidents (STATS 19), whilst not perfect, remain the most detailed, complete and reliable single source of information on road casualties, in particular for monitoring trends over time.

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

¹ Reported Road Casualties in Great Britain: 2010 Annual Report.: Hospital Admissions data on Road Casualties. Department for Transport

<http://assets.dft.gov.uk/statistics/releases/road-accidents-and-safety-annual-report-2010/rrcgb2010-06.pdf>

² Reported Road Casualties in Great Britain: 2010 Annual Report. Survey Data on Road Accidents. Department for Transport

<http://assets.dft.gov.uk/statistics/releases/road-accidents-and-safety-annual-report-2010/rrcgb2010-05.pdf>

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

In Northern Ireland, police recorded serious injury collision casualties over the 3 year period 2010/11 -2012/13 equate to around 64%-66% of the comparable figures on road casualties obtained from hospital admission

statistics over the same period. The Northern Ireland Travel Survey has only recently been modified to include the relevant road collision questions and therefore comparable information is not yet available.

Revisions

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

Comparisons with Great Britain

Results from the most recent period covered by the Department for Transport statistical releases (published 25th June 2015) refer to the 2014 calendar year. Key points from the publication are as below:

- An increase in the number of reported road deaths to 1,775 fatalities in 2014. This is 4%, or 62 deaths, higher than in 2013. It is the third lowest year on record.
- The number of people seriously injured in accidents reported to the police rose by 5% to 22,807 casualties in 2014. This is the first rise in serious injuries since 1994.
- Overall, there was a total of 194,477 reported casualties in 2014, up 6% from 2013.
- Almost three-quarters of the increase in fatalities were pedestrians. There were 446 pedestrian fatalities in 2014, up 12% (or 48 deaths) from the 2013 level. Significantly, the number of pedestrians aged 60 or over who were killed increased by 45 between 2013 and 2014, accounting for a significant proportion of the increase in fatalities.

<https://www.gov.uk/government/statistics/reported-road-casualties-in-great-britain-main-results-2014>.

Additional Data

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

Further Information

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

Also note that PSNI Statistics Branch will publish a more detailed 2013 annual report in June 2014. This report will provide detailed information on casualties, causation, location, conditions and comparisons with other areas. If you have anything that you would like to see included in this report, please feel free to contact us, details are provided on the cover page.

Further Research

Research into road traffic collisions and casualties can be directed by visiting:

www.roadsafetyobservatory.com

www.dft.gov.uk

www.pacts.org.uk

www.trl.co.uk

www.doeni.gov.uk

Recorded road traffic collision and casualty definitions

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

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

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

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

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

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

Children: Persons under 16 years of age.

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

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

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

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

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

Pillion passengers: Passenger on a moped or motorcycle.

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

Pedestrians: Include

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