

Police Service of Northern Ireland

# Police Recorded Injury Road Traffic Collisions and Casualties Northern Ireland

## Monthly Report

Covering the reporting period  
1<sup>st</sup> January 2015 – 31st May 2015

Published 31<sup>st</sup> July 2015

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Keeping People Safe

# Police Recorded Injury Road Traffic Collisions and Casualties in Northern Ireland: Monthly Update to 31<sup>st</sup> May 2015

Published 31<sup>st</sup> July 2015

This bulletin presents the most recent injury road traffic casualty statistics relating to collisions recorded by the police for the period 1<sup>st</sup> January to the 31<sup>st</sup> May 2015 based on figures that were compiled on 27<sup>th</sup> July 2015. Any figures recorded from 1<sup>st</sup> 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](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 May 2015

- There were 3 fewer collisions reported between January and May 2015 in comparison with the same time period in 2014 but 181 more casualties recorded this year comprising 41 more people seriously injured and 140 more people slightly injured. However, there was no change in the number of deaths when comparing the two 5 month periods.
- There were 2,446 collisions recorded between January and May 2015 resulting in a total of 3,889 casualties. This is comprised of 26 fatalities, 312 people seriously injured and a further 3,551 people slightly injured. For the same time period last year there were 2,449 collisions of which there were 3,708 casualties comprised of 26 fatalities, 271 people slightly injured and 3,411 people slightly injured.
- The 338 people killed or seriously injured between January and May 2015 represents an increase of 41 (13.8%) more KSI casualties than the 297 recorded for the same time period last year.

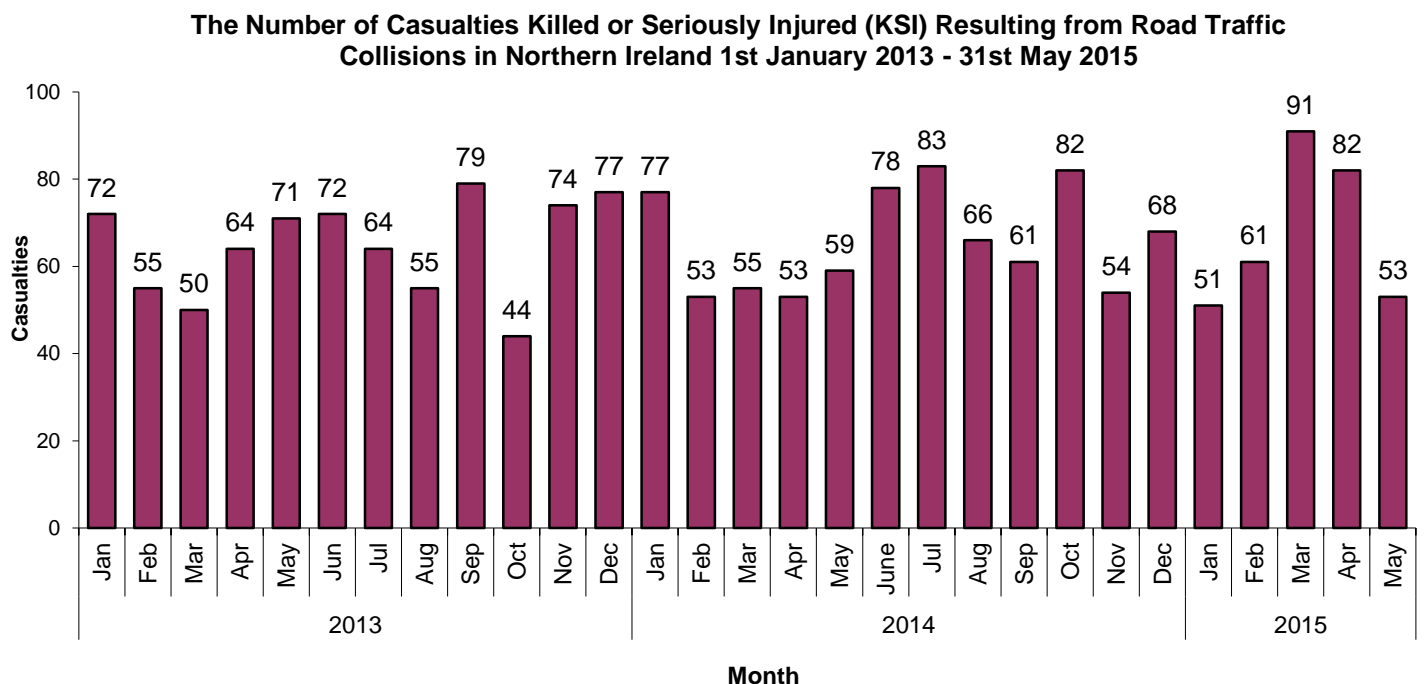
**Table 1 Police recorded road traffic casualties by injury severity and month:  
1<sup>st</sup> January 2015 – 31st May 2015 compared with 1<sup>st</sup> January 2014 – 31st May 2014**

	01 Jan 2014 – 31 May 2014					01 Jan 2015 – 31 May 2015*				
	Killed	Seriously injured	KSI <sup>1</sup>	Slightly injured	Total	Killed	Seriously injured	KSI <sup>1</sup>	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	705	787
May	4	55	59	726	785	3	50	53	667	720
<b>Total</b>	<b>26</b>	<b>271</b>	<b>297</b>	<b>3,411</b>	<b>3,708</b>	<b>26</b>	<b>312</b>	<b>338</b>	<b>3,551</b>	<b>3,889</b>

<sup>1</sup> Killed or seriously injured \* Figures are provisional and subject to change

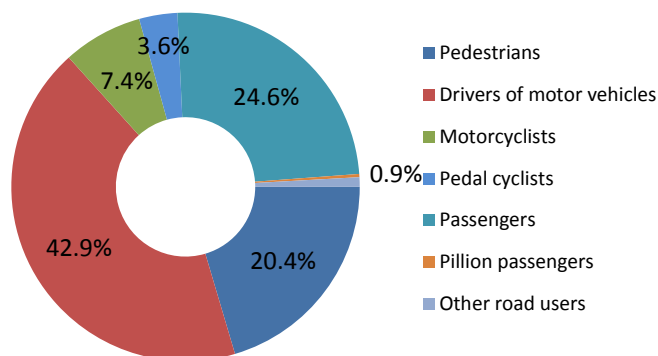
- There were 53 people killed or seriously injured in May 2015 which is 6 fewer than that recorded in May 2014 and 29 fewer than the previous calendar month of April 2015.

**Figure 1: Casualties killed or seriously injured in road traffic collisions by month  
1<sup>st</sup> January 2013 – 31st May 2015**



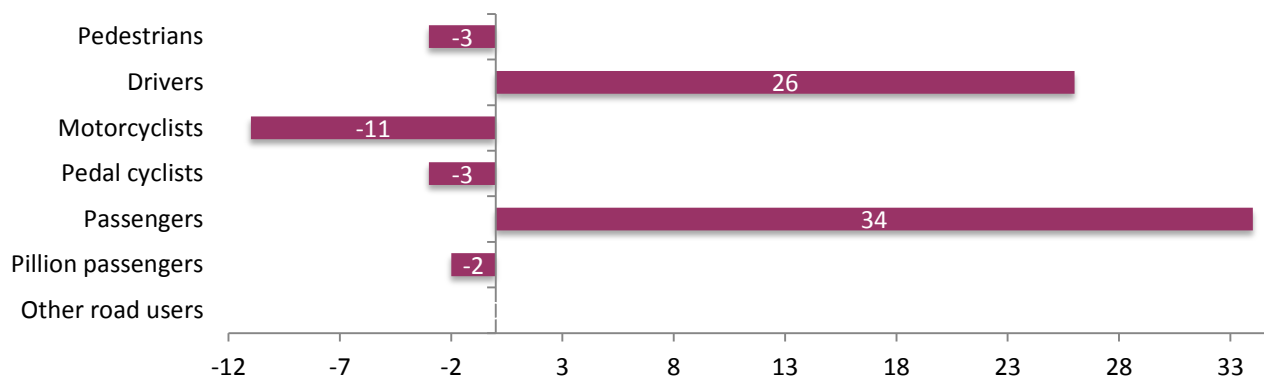
- Drivers of motor vehicles were the single largest casualty class from 1<sup>st</sup> January to 31st May 2015 and accounted for 42.9% of all casualties killed or seriously injured. Passengers accounted for 24.6% of KSI casualties, followed by pedestrians (20.4%), motorcyclists (7.4%) and pedal cyclists (3.6%).

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



- The number of people killed or seriously injured amongst vulnerable road users (pedestrians, motorcyclists and pedal cyclists) has reduced by 17 when comparing January to May 2015 with the same time period last year. The pedestrian KSI figure reduced by 3, motorcyclists by 11 and pedal cyclists by 3 during this five month time period in comparison with January to May 2014.
- In contrast, there has been an increase in the number of driver and passengers killed or seriously injured with 26 more driver and 34 more passenger KSI casualties recorded between January and May 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 May 2015 compared with January to May 2014**



**Table 2 Number of police recorded road traffic casualties by road user type: 1<sup>st</sup> January 2015 – 31st May 2015 compared with 1<sup>st</sup> January 2014 – 31st May 2014**

	01 Jan 2014 – 31 May 2014					01 Jan 2015 – 31 May 2015*				
	Killed	Seriously injured	KSI <sup>1</sup>	Slightly injured	Total	Killed	Seriously injured	KSI <sup>1</sup>	Slightly injured	Total
Pedestrians	7	65	72	246	318	5	64	69	235	304
Drivers of motor vehicles	11	108	119	1,908	2,027	13	132	145	2,006	2,151
Motorcyclists	5	31	36	76	112	1	24	25	72	97
Pedal cyclists	0	15	15	110	125	0	12	12	77	89
Passengers	3	46	49	1,039	1,088	6	77	83	1,141	1,224
Pillion passengers	0	3	3	4	7	0	1	1	1	2
Other road users	0	3	3	28	31	1	2	3	19	22
<b>Total</b>	<b>26</b>	<b>271</b>	<b>297</b>	<b>3,411</b>	<b>3,708</b>	<b>26</b>	<b>312</b>	<b>338</b>	<b>3,551</b>	<b>3,889</b>

<sup>1</sup> Killed or seriously injured \* Figures are provisional and subject to change

- There were 379 child (under 16) casualties recorded between 1<sup>st</sup> January and 31st May 2015, 2 of whom were killed, 28 were seriously injured and 349 were slightly injured. During the same period the previous year, there were 358 child casualties of whom 2 were killed, 31 were seriously injured and 325 were slightly injured.
- There have been 11 more young people (aged 16 to 24) killed or seriously injured this year to date with 89 KSI casualties recorded in January to May 2015 in comparison with 78 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 children (under 16) which has reduced by three.
- The age group with the largest increase in both overall casualties and amongst those killed or seriously injured was those aged 25 to 34. This age group increased by 16 KSI casualties from 46 in January to May 2014 to 62 in the same five month period this year. While the number of females killed or seriously injured from this age group decreased by one, their male counterparts increased by 17 KSI casualties when comparing the two time periods.

**Table 3 Number of police recorded road traffic casualties by age and gender:  
1<sup>st</sup> January 2015 – 31st May 2015 compared with 1<sup>st</sup> January 2014 – 31st May 2014**

	01 Jan 2014 – 31 May 2014					01 Jan 2015 – 31 May 2015*				
	Killed	Seriously injured	KSI <sup>1</sup>	Slightly injured	Total	Killed	Seriously injured	KSI <sup>1</sup>	Slightly injured	Total
<b>Male</b>										
Under 16	2	20	22	165	187	1	16	17	179	196
16 - 24	3	44	47	380	427	3	53	56	411	467
25 - 34	2	29	31	400	431	3	45	48	412	460
35 - 49	7	35	42	461	503	2	38	40	473	513
50 - 64	4	27	31	256	287	5	25	30	263	293
65 +	5	14	19	107	126	2	9	11	127	138
Unknown	0	2	2	11	13	0	0	0	7	7
<b>Total</b>	<b>23</b>	<b>171</b>	<b>194</b>	<b>1,780</b>	<b>1,974</b>	<b>16</b>	<b>186</b>	<b>202</b>	<b>1,872</b>	<b>2,074</b>
<b>Female</b>										
Under 16	0	11	11	159	170	1	12	13	169	182
16 - 24	1	30	31	365	396	2	31	33	360	393
25 - 34	0	15	15	345	360	0	14	14	374	388
35 - 49	0	12	12	385	397	0	24	24	401	425
50 - 64	0	15	15	249	264	3	21	24	231	255
65 +	2	16	18	117	135	4	24	28	130	158
Unknown	0	1	1	10	11	0	0	0	13	13
<b>Total</b>	<b>3</b>	<b>100</b>	<b>103</b>	<b>1,630</b>	<b>1,733</b>	<b>10</b>	<b>126</b>	<b>136</b>	<b>1,678</b>	<b>1,814</b>
<b>All</b>										
Under 16	2	31	33	325	358	2	28	30	349	379
16 - 24	4	74	78	745	823	5	84	89	771	860
25 - 34	2	44	46	745	791	3	59	62	786	848
35 - 49	7	47	54	846	900	2	62	64	874	938
50 - 64	4	42	46	505	551	8	46	54	494	548
65 +	7	30	37	224	261	6	33	39	257	296
Unknown	0	3	3	21	24	0	0	0	20	20
<b>Total<sup>2</sup></b>	<b>26</b>	<b>271</b>	<b>297</b>	<b>3,411</b>	<b>3,708</b>	<b>26</b>	<b>312</b>	<b>338</b>	<b>3,551</b>	<b>3,889</b>

<sup>1</sup> Killed or seriously injured <sup>2</sup> 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: 1<sup>st</sup> January 2015 – 31st May 2015 compared with 1<sup>st</sup> January 2014 – 31st May 2014**

District/Area	01 Jan 2014 – 31 May 2014					01 Jan 2015 – 31 May 2015*				
	Killed	Seriously Injured	Total KSI <sup>1</sup>	Slightly Injured	Total	Killed	Seriously Injured	Total KSI <sup>1</sup>	Slightly Injured	Total
<b>Belfast City</b>	<b>0</b>	<b>35</b>	<b>35</b>	<b>902</b>	<b>937</b>	<b>2</b>	<b>39</b>	<b>41</b>	<b>881</b>	<b>922</b>
Antrim & Newtownabbey	1	18	19	266	285	1	17	18	284	302
Causeway Coast & Glens	5	29	34	222	256	3	23	26	200	226
Derry City & Strabane	3	33	36	228	264	2	16	18	262	280
Mid & East Antrim	0	16	16	193	209	2	31	33	185	218
<b>North Area Policing</b>	<b>9</b>	<b>96</b>	<b>105</b>	<b>909</b>	<b>1,014</b>	<b>8</b>	<b>87</b>	<b>95</b>	<b>931</b>	<b>1,026</b>
Ards & North Down	0	15	15	254	269	2	15	17	274	291
Armagh City, Banbridge & Craigavon	4	27	31	324	355	3	42	45	322	367
Fermanagh & Omagh	3	19	22	199	221	4	24	28	238	266
Lisburn & Castlereagh City	2	24	26	308	334	4	20	24	346	370
Mid Ulster	4	17	21	210	231	3	42	45	237	282
Newry, Mourne & Down	4	38	42	305	347	0	43	43	322	365
<b>South Area Policing</b>	<b>17</b>	<b>140</b>	<b>157</b>	<b>1600</b>	<b>1757</b>	<b>16</b>	<b>186</b>	<b>202</b>	<b>1739</b>	<b>1941</b>
<b>Northern Ireland Total</b>	<b>26</b>	<b>271</b>	<b>297</b>	<b>3411</b>	<b>3708</b>	<b>26</b>	<b>312</b>	<b>338</b>	<b>3551</b>	<b>3889</b>

<sup>#1</sup> Killed or seriously injured \* Figures are provisional and subject to change

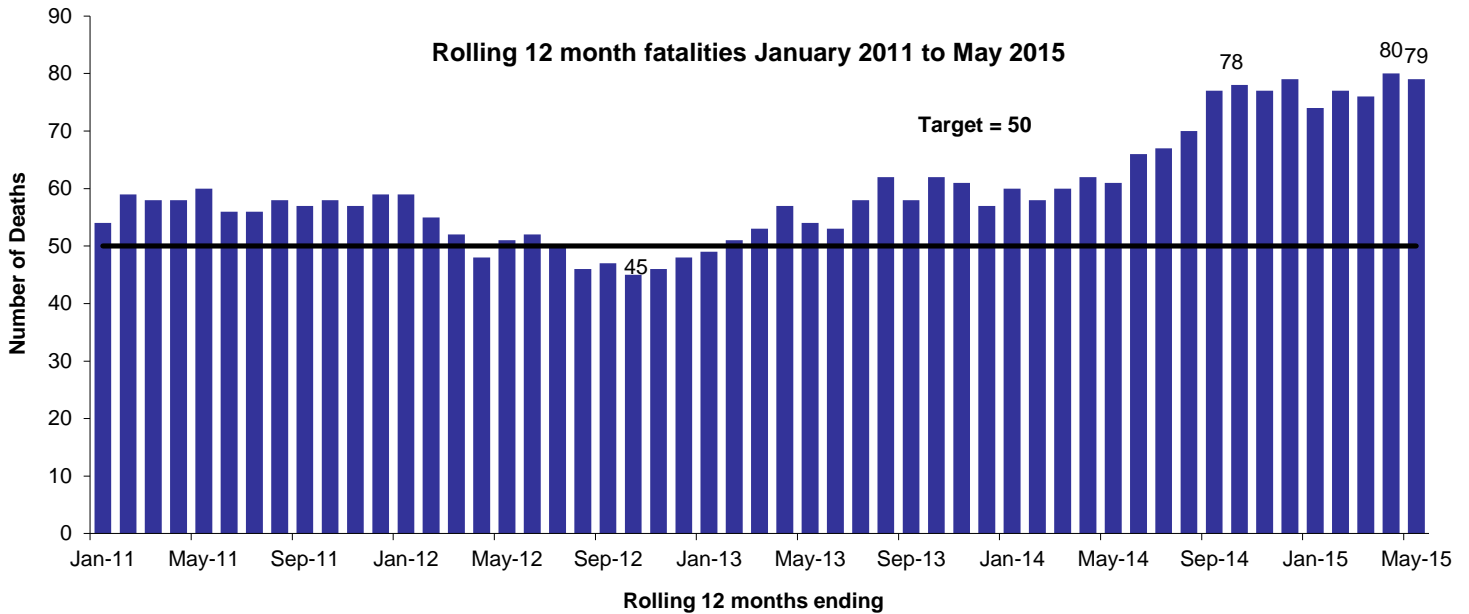
- Fermanagh & Omagh and Lisburn & Castlereagh City Police Districts had the highest number of road deaths recorded between 1st January and 31st May 2015 with four each. In contrast, Newry, Mourne & Down which had the most deaths by District recorded in 2014 has had none recorded during this period.
- Armagh City, Banbridge & Craigavon along with Mid Ulster have had the joint highest number of those killed or seriously injured between January and May 2015 with 45 each. Mid Ulster also had the largest increase in KSI casualties in comparison with the same time period last year rising by 24 from 21 recorded in the first five month period of 2014 to 45 this year.
- Derry City & Strabane had the biggest reduction in comparison with last year halving the number of KSI casualties recorded from 36 in January to May 2014 to 18 during the first five months this year.

**Table 5 Single vehicle collisions by injury severity and month: 1<sup>st</sup> January 2015 – 31st May 2015 compared with 1<sup>st</sup> January 2014 – 31st May 2014**

	01 Jan 2014 – 31 May 2014					01 Jan 2015 – 31 May 2015*				
	Killed	Seriously injured	KSI <sup>1</sup>	Slightly injured	Total	Killed	Seriously injured	KSI <sup>1</sup>	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
May	1	20	21	88	109	1	13	14	55	69
<b>Total</b>	<b>6</b>	<b>59</b>	<b>65</b>	<b>425</b>	<b>490</b>	<b>6</b>	<b>68</b>	<b>74</b>	<b>404</b>	<b>478</b>

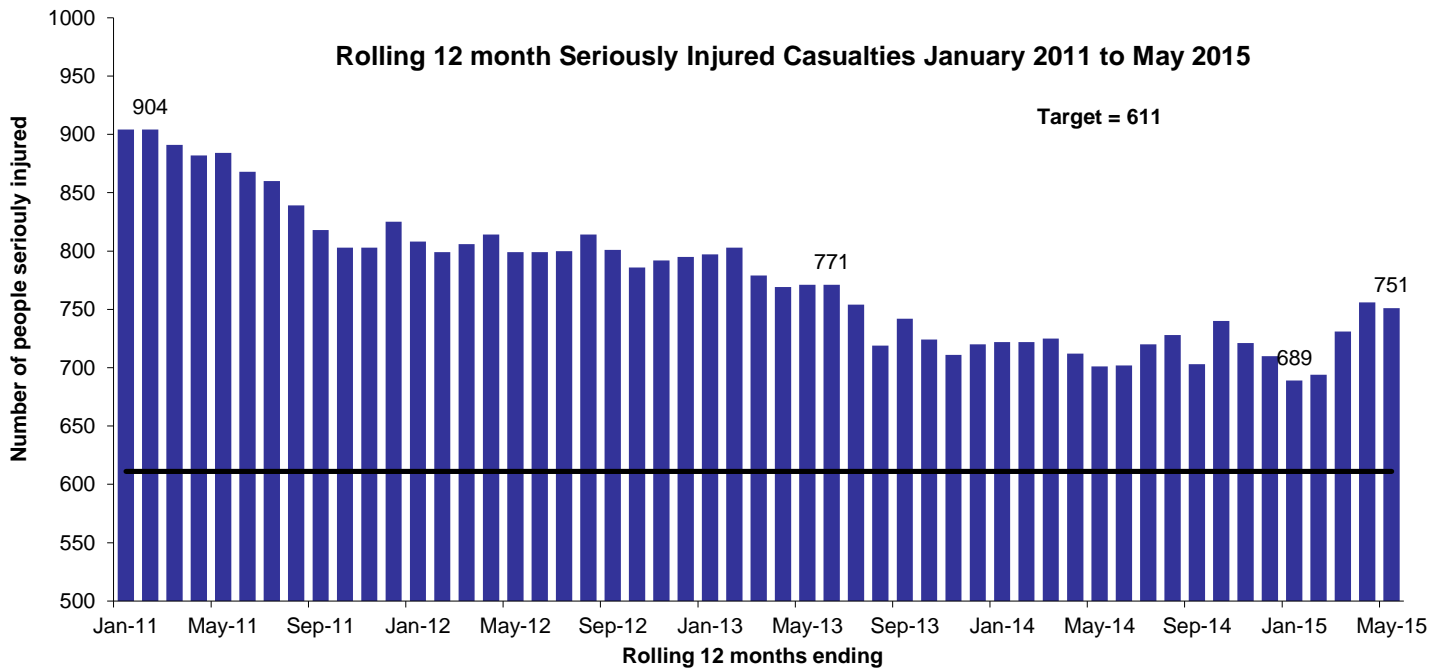
- There were 372 single vehicle collisions recorded between January and May 2015 which accounts for 15.2% of the total number of collisions recorded.
- The 74 single vehicle collisions which resulted in a person being killed or seriously injured is 9 more during this five months than the 65 which occurred between January and May 2014.

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



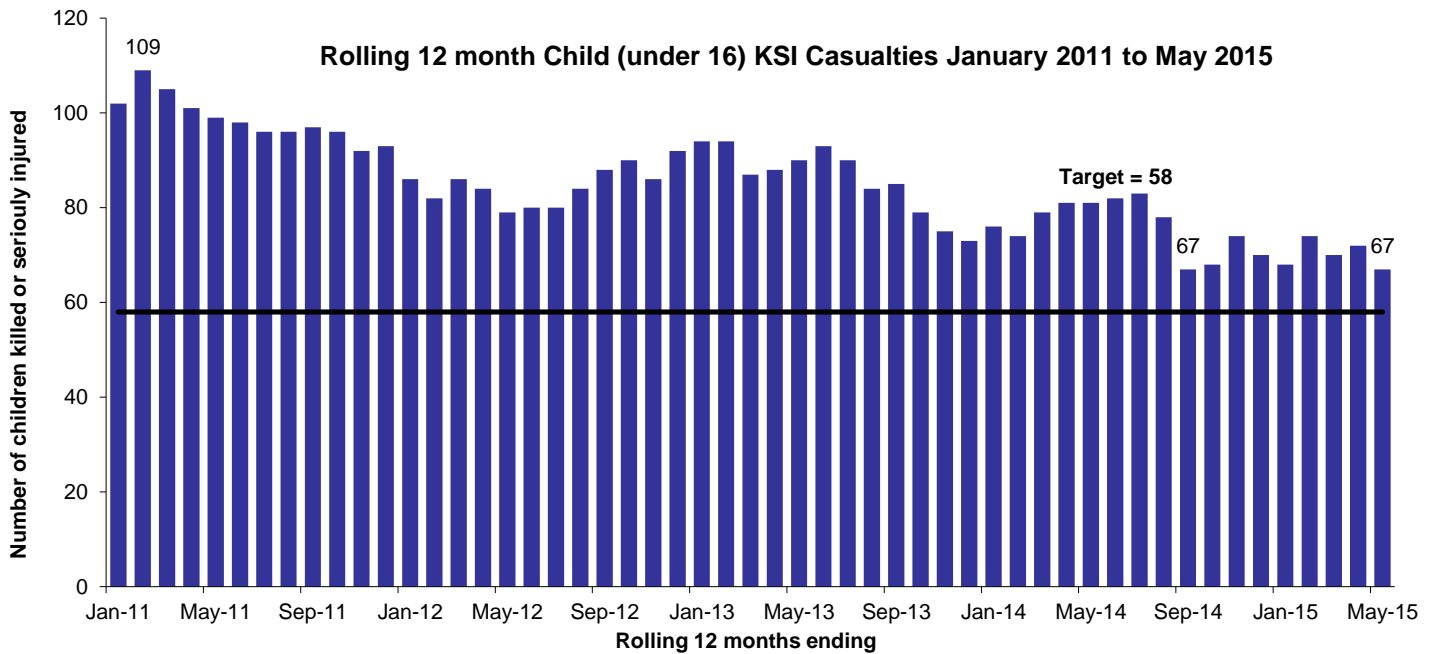
- The Department of Environment's Northern Ireland Road Safety Strategy aims at a 60% reduction on the number of fatalities on Northern Ireland's roads each year, from the 2004 – 2008 average of 126 to fewer than 50 by 2020. The current figure is sitting at 79 for the period 1<sup>st</sup> June 2014 to 31<sup>st</sup> May 2015, one fewer than the 80 recorded last month for the period ending April 2015, although this was 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 May 2015**



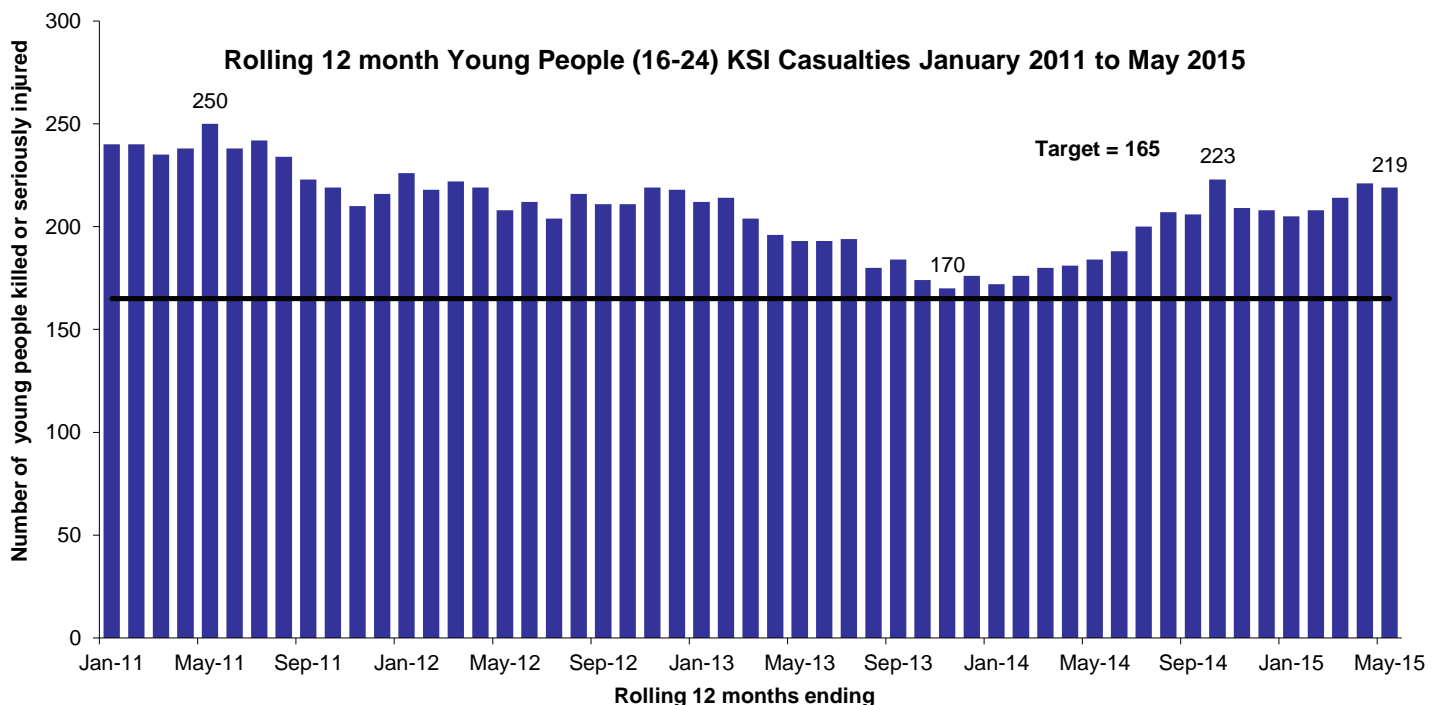
- The Department of Environment's Northern Ireland Road Safety Strategy also aims at a 45% reduction in the number of persons seriously injured on Northern Ireland's roads each year, from the 2004 – 2008 average of 1,111 to fewer than 611 by 2020. The current rolling 12 month figure covering 1<sup>st</sup> June 2014 to 31<sup>st</sup> May 2015 provisionally sits at 751, five fewer than the 756 recorded last month to April 2015.

**Figure 3 Number of children killed or seriously injured on Northern Ireland's Roads – Rolling 12 months January 2011 to May 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 June 2014 to 31st May 2015 provisionally sits 19 above the target at 67, the joint lowest rolling 12 month figure along with the period ending September 2014.

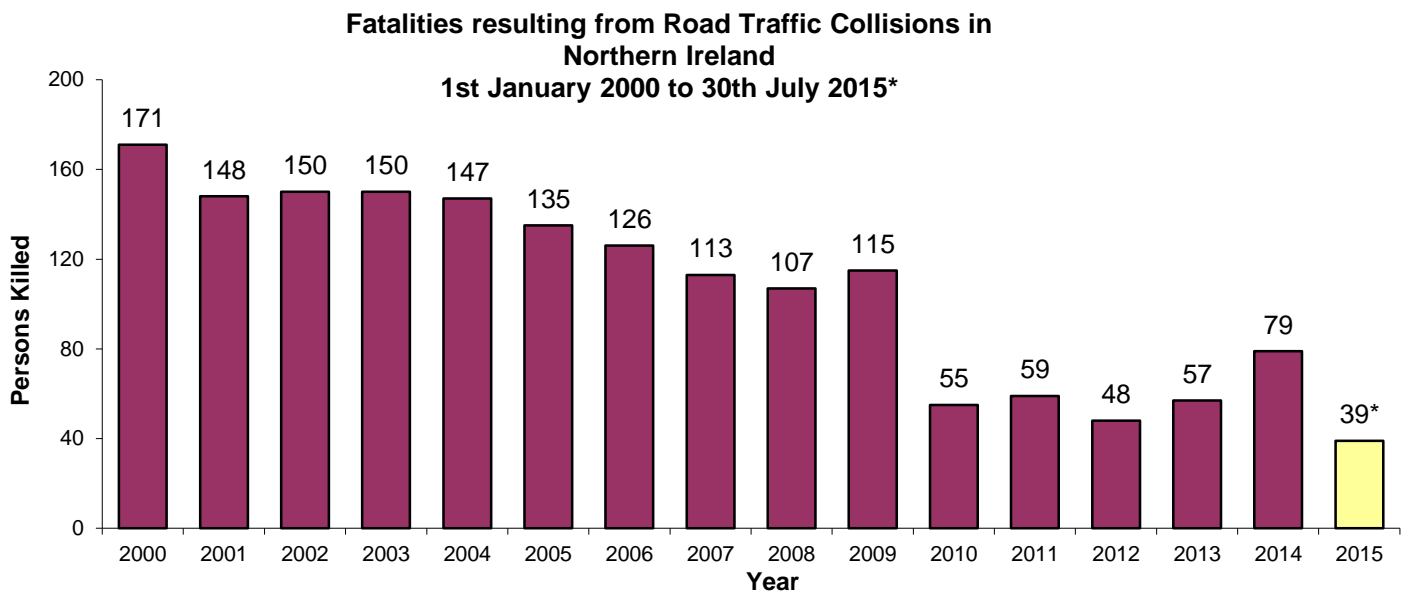
**Figure 4 Number of young people (16-24) killed or seriously injured on Northern Ireland's Roads – Rolling 12 months January 2011 to May 2015**



- 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 May 2015 provisionally sits at 219.



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



\* Provisional fatality figure up to the 30<sup>th</sup> 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 30<sup>th</sup> July there have been 39 people killed which is four less at this stage than the same time period in 2014.
- Of the 39 road deaths occurring so far in 2015, 25 (64.1%) occurred on rural roads (defined as where the speed limit is over 40 miles per hour excluding motorways and dual carriageways) while 10 occurred on urban roads (40 miles per hour or less) and four 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 data<sup>1</sup> and (ii) survey data from The National Travel Survey<sup>2</sup>.

<sup>1</sup> Reported Road Casualties in Great Britain: 2010 Annual Report.: Hospital Admissions data on Road Casualties. Department for Transport  
<http://assets.dft.gov.uk/statistics/releases/road-accidents-and-safety-annual-report-2010/rrcgb2010-06.pdf>

<sup>2</sup> Reported Road Casualties in Great Britain: 2010 Annual Report. Survey Data on Road Accidents. Department for Transport  
<http://assets.dft.gov.uk/statistics/releases/road-accidents-and-safety-annual-report-2010/rrcgb2010-05.pdf>

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

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

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

## Revisions

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

Comparing this monthly bulletin with the previous one, published 3<sup>rd</sup> July 2015, the following revisions have been made:

Police recorded road traffic collision casualty figures by month						
		Collisions	Casualties			
	Month	No of injury collisions	Killed	Seriously Injured	Slightly Injured	Total casualties
Reported 3 <sup>rd</sup> July 2015	Apr-15	488	10	72	692	774
Reported 31 <sup>st</sup> July 2015	Apr-15	499	10	72	705	787
Scale of Revision (Latest month compared with initial report)						
	Apr-15	11 (2.3%)	0	0 (0.0%)	13 (1.9%)	13 (1.7%)

## 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](http://www.roadsafetyobservatory.com)

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

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

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

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

## Recorded road traffic collision and casualty definitions

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

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

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

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

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

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

**Children:** Persons under 16 years of age.

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

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

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

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

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

**Pillion passengers:** Passenger on a moped or motorcycle.

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

**Pedestrians:** Include

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