

Police Service of Northern Ireland

Police Recorded Injury Road Traffic Collisions and Casualties Northern Ireland

Annual Report covering the period
1st April 2014 to 31st March 2015

Published 22nd May 2015

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Police Recorded Injury Road Traffic Collisions and Casualties Northern Ireland to 31st March 2015 (Final Figures for 2014/15)

Published 22nd May 2015

This report provides the finalised figures for injury road traffic collisions that were reported to the Police in Northern Ireland in 2014/15 which meet the criteria as established by government (defined by the STATS 19 system and Department for Transport (DfT) guidance). Further information on the context and background to these statistics is provided in the NOTES section.

The tables in this report are available in excel format from our website www.psni.police.uk. The [Police Recorded Injury Road Traffic Collision Statistics User Guide](#), with more detailed definitions and background information is also available on the website along with pre-announcement of future publication dates.

The Annual Detailed Trends Report covering the calendar year 2014 will be published on Friday 26th June 2015. Monthly updates, which provide timely in-year, provisional data will be available from Friday 3rd July 2015, covering the period to the end of April 2015, and monthly thereafter.

Daily Fatal Spreadsheet

As part of our commitment to provide users with more timely information, we publish a provisional Daily Fatal Spreadsheet, giving details of the location, age and gender of road traffic fatalities. This is updated each working day on the PSNI website.

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 and balances 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:

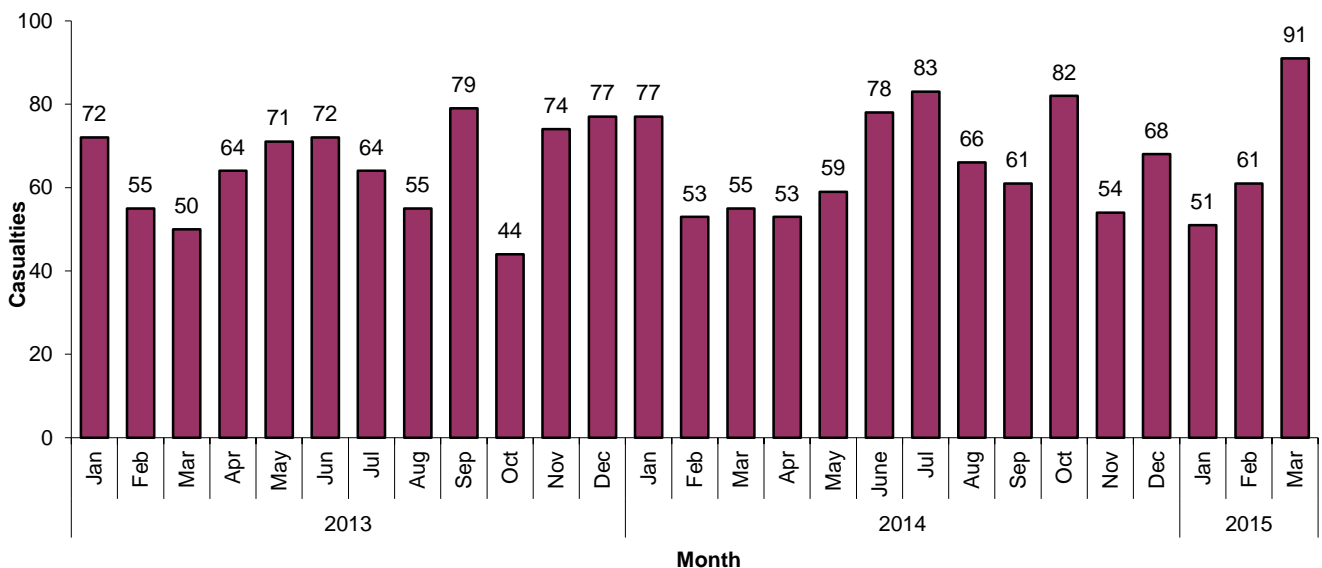
- Having a direct link from the PSNI's Command & Control system to the Niche records management system, allowing us to ensure that details of all injury collisions are received.
- Having a series of status codes established to enable us to identify at which stage in the process each injury RTC incident 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](#).

Key Results 2014/15

- During 2014/15 there were 6,063 injury road traffic collisions. These collisions resulted in 9,459 casualties of whom 76 were killed, 731 were seriously injured and 8,652 were slightly injured.
- There were 76 fatalities recorded in 2014/15 which is 16 more deaths than in 2013/14 but 58 fewer than ten years ago in 2005/06.
- Deaths amongst pedestrians, drivers and motorcyclists are at the highest level since the 2009/10 financial year.
- There were 807 people killed or seriously injured (KSI casualties) which is 22 more recorded than in 2013/14 and the first time that the KSI casualty figure has increased from a previous financial year since 2006/07. However, the number of serious collisions recorded in 2014/15 is fewer than in any financial year since records on the severity of injury commenced in 1971.
- The number of motorcyclists seriously injured has decreased by 30.0% compared with 5 years ago (falling from 120 recorded in 2010/11 to 84 in 2014/15).
- Pedal cycle casualties have increased by 42.3% compared with 5 years ago (increasing from 215 recorded in 2010/11 to 306 in 2014/15), although the majority of this increase is due to a rise in pedal cyclists with slight injuries recorded.
- Males accounted for 5,029 casualties (53.2%) and females 4,430 (46.8%) while the 16 to 24 age group had the highest proportion of those killed or seriously injured in 2014/15 accounting for over a quarter (26.5%) of all KSI casualties.
- While Lisburn had the highest number of road traffic casualties with 680 recorded in 2014/15, the most road deaths were recorded in Fermanagh Police Area with 9.
- There were 890 child casualties recorded in 2014/15 in comparison with 938 in 2013/14. There were 3 child fatalities recorded in 2014/15, the same number as that recorded last year.
- The main principal causation factors for KSI casualties during 2014/15 were ‘inattention or attention diverted’ (98 KSI casualties), followed by ‘excessive speed having regard to collisions’ (85 KSI casualties) and ‘impaired by drugs/alcohol – driver rider’ (68 KSI casualties).

Figure 1: Casualties Killed or Seriously Injured by Month 1st January 2013 – 31st March 2015



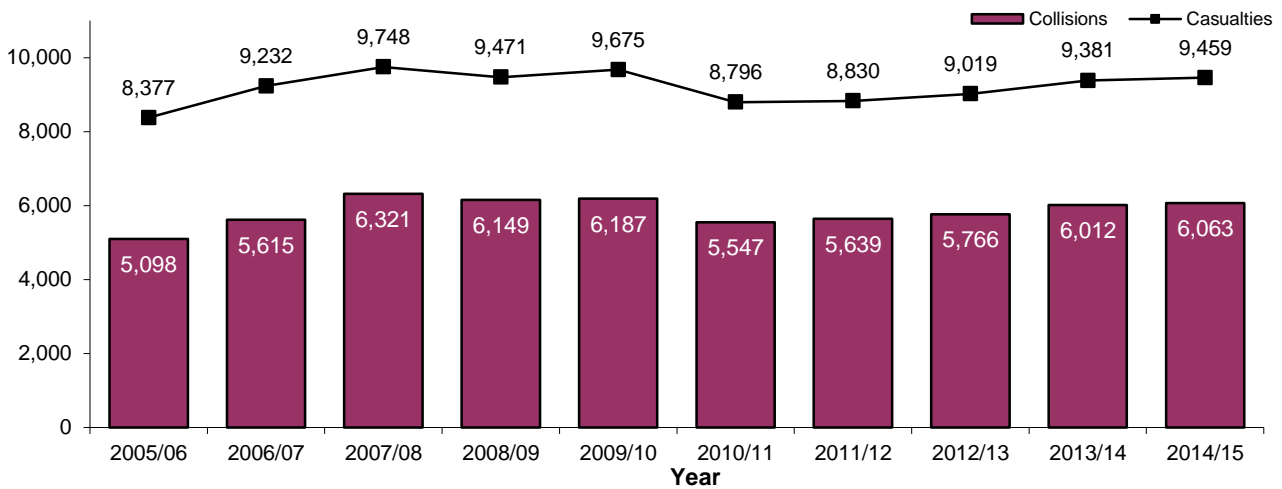
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Section 1 – Injury Road Traffic Collisions and Casualties

Injury Collisions

There were 6,063 collisions recorded by PSNI from 1st April 2014 to 31st March 2015 resulting in a total of 9,459 casualties of whom there were 76 fatalities, 731 people seriously injured and 8,652 people slightly injured. Both the number of collisions and casualties have increased year on year since 2010/11 and are at the highest level for each since the 2009/10 financial year. Compared with ten years ago the total number of injury road traffic collisions and casualties has shown an increase with 965 more collisions and 1,082 more casualties recorded than that of 2005/06.

Figure 2: Recorded Injury Road Traffic Collisions 2005/06 – 2014/15



Fatal and Serious Injuries

The 76 people killed on Northern Ireland’s roads in 2014/15 represents an increase of 16 from the 60 recorded in 2013/14 but a decrease of 43.3% on the 134 killed ten years ago in 2005/06. Drivers of motor vehicles were the largest casualty class for fatalities in 2014/15 accounting for 29 road deaths while in terms of Police Area, Fermanagh had the highest with 9.

The 590 serious collisions recorded in 2014/15 is fewer than any previous financial year since records on the severity of injury commenced in 1971. However, the number of people seriously injured in road traffic collisions has increased slightly from 2013/14 (up by six from 725 to 731), the first time that this figure has shown an increase from a previous financial year since 2006/07. Nevertheless, the 731 people seriously injured in 2014/15 is still over a third lower than that of 10 years previously in 2005/06 in which 1,115 were recorded.

Table 1: Recorded Injury Road Traffic Collisions and Casualties 2005/06 – 2014/15

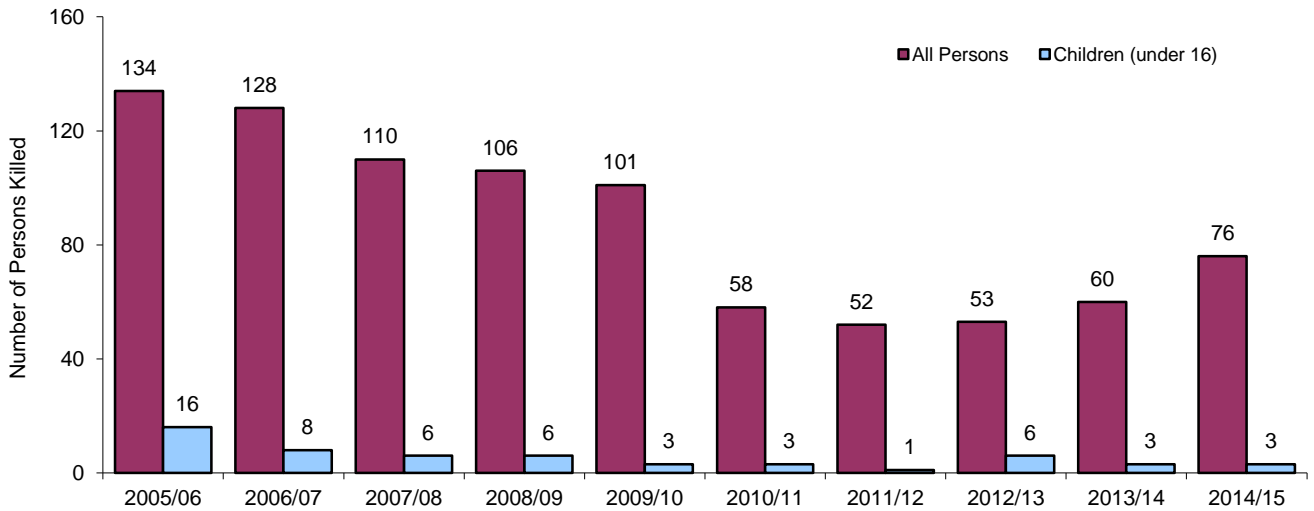
	Collisions				Casualties				
	Fatal Collisions	Serious Collisions	Slight Collisions	All Injury Collisions	Killed	Seriously Injured	Total KSI ¹	Slightly Injured	Total Casualties
2005/06	128	852	4,118	5,098	134	1,115	1,249	7,128	8,377
2006/07	112	886	4,617	5,615	128	1,194	1,322	7,910	9,232
2007/08	101	844	5,376	6,321	110	1,076	1,186	8,562	9,748
2008/09	99	813	5,237	6,149	106	998	1,104	8,367	9,471
2009/10	90	793	5,304	6,187	101	995	1,096	8,579	9,675
2010/11	54	736	4,757	5,547	58	891	949	7,847	8,796
2011/12	51	689	4,899	5,639	52	806	858	7,972	8,830
2012/13	50	659	5,057	5,766	53	779	832	8,187	9,019
2013/14	57	611	5,344	6,012	60	725	785	8,596	9,381
2014/15	72	590	5,401	6,063	76	731	807	8,652	9,459

¹ Killed or seriously injured

Child Fatalities

Figure 3 below shows the numbers of persons killed each year in road traffic collisions over the 10 year period 2005/06 to 2014/15 and within these, the numbers of deaths that involved children under the age of 16. While there were 16 more people killed on the roads in 2014/15 in comparison with 2013/14, there was no increase in child fatalities with 3 recorded in each year.

Figure 3: Persons Killed in Recorded Injury Road Traffic Collisions 2005/06 – 2014/15



Collisions Involving Children

There were 695 collisions involving child casualties recorded in 2014/15 comprising 3 fatal collisions, 62 serious collisions and 630 slight. The number of fatal and serious collisions at 65 is over a half lower than the 132 recorded ten years ago in 2005/06.

Child Casualties

The 890 child casualties recorded this year is comprised of 3 fatalities, 67 children seriously injured and 820 children slightly injured. The 70 children killed or seriously injured in 2014/15 is the fewest number of child KSI casualties in a financial year since severity of injury by age group details began being recorded in 1986.

In comparison with 10 years ago, there were 5 fewer child casualties recorded in 2014/15 than the 895 in 2005/06. However, the difference in terms of severity of injury is quite marked as this comprises 73 fewer child KSI casualties this year (made up of 13 fewer child deaths and 60 fewer children seriously injured) although 68 more children were slightly injured this year than in 2005/06.

Table 2: Recorded Injury Road Traffic Collisions involving Child Casualties (under 16) 2005/06 – 2014/15

	Collisions involving children				Child Casualties				
	Fatal Collisions	Serious Collisions	Slight Collisions	All Injury Collisions	Killed	Seriously Injured	Total KSI [†]	Slightly Injured	Total Casualties
2005/06	16	116	569	701	16	127	143	752	895
2006/07	8	107	647	762	8	128	136	847	983
2007/08	5	88	720	813	6	103	109	931	1,040
2008/09	5	85	694	784	6	96	102	846	948
2009/10	3	103	642	748	3	107	110	811	921
2010/11	3	97	591	691	3	102	105	774	879
2011/12	1	82	664	747	1	85	86	859	945
2012/13	6	79	669	754	6	81	87	954	1,041
2013/14	3	75	675	753	3	76	79	859	938
2014/15	3	62	630	695	3	67	70	820	890

[†] Killed or seriously injured

Section 2 – Principal Causation Factors

The main principal causation factors for KSI casualties during 2014/15 were ‘inattention or attention diverted’ (98 KSI casualties), followed by ‘excessive speed having regard to collisions’ (85 KSI casualties) and ‘impaired by drugs/alcohol – driver rider’ (68 KSI casualties).

The most common principal causation factors of all injury road traffic collisions in 2014/15 were ‘inattention or attention diverted’ (1,765 casualties), ‘driving too close’ (1,218 casualties) and ‘emerging from a minor road without care’ (759 casualties).

Table 3: Most Common Principal Causation Factors in Road Traffic Collisions - 2014/15

Principal Factor	Number of Injury Collisions	Casualties		
		Total KSI ¹	Slightly Injured	Total Casualties
Inattention or attention diverted	1,139	98	1,667	1,765
Driving too close	763	21	1,197	1,218
Emerging from minor road without care	454	37	722	759
Turning right without care	290	50	498	548
Excessive speed having regard to conditions	271	85	416	501
Alcohol/drugs driver rider	245	68	321	389
Crossing or entering road junction without care	230	36	363	399
Other driver/rider factor	223	31	276	307
Wrong course/position	215	60	315	375
Heedless of traffic crossing carriageway	184	48	157	205

¹Killed or seriously injured

Principal Causation Factors for Child Casualties

Table 4 below presents the numbers of collisions and casualties associated with the main principal causation factors for collisions resulting in child casualties in 2014/15. The most common principal causation factor for child casualties who were either killed or seriously injured (KSIs) was ‘heedless of traffic crossing carriageway’ (14 child KSI casualties) followed by ‘inattention or attention diverted’ with 9 and ‘walk/run movement masked’ with 6.

The most common principal causation factors associated with all child casualties involved in road traffic collisions were ‘inattention or attention diverted’ (158 child casualties), ‘driving too close’ (109 child casualties) and ‘emerging from minor road without care’ (70 child casualties).

Table 4: Most Common Principal Causation Factors in Road Traffic Collisions involving Child Casualties (under 16) 2014/15

Principal Factor	Number of Injury Collisions	Casualties		
		Total KSI ¹	Slightly Injured	Total Casualties
Inattention or attention diverted	119	9	149	158
Driving too close	76	2	107	109
Heedless of traffic crossing carriageway	64	14	51	65
Emerging from minor road without care	51	0	70	70
Turning right without care	31	2	42	44
Crossing or entering road junction without care	29	3	39	42
Excessive speed having regard to conditions	28	5	29	34
Walk/run movement masked	26	6	20	26
Walking or running onto carriageway	24	4	20	24

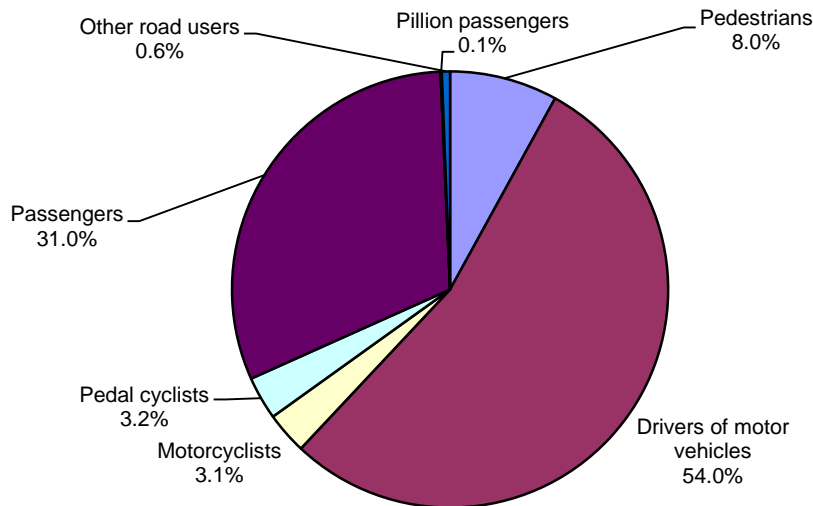
¹Killed or seriously injured

Section 3 – Road Traffic Collisions Casualty Breakdown

Road Traffic Collision Casualties by Road User Type

Figure 4 below shows the road user types of the casualties resulting from road traffic collisions in 2014/15. Drivers of motor vehicles accounted for the largest proportion of casualties (54.0%) followed by passengers (31.0%), pedestrians (8.0%), pedal cyclists (3.2%) and motorcyclists (3.1%). This is very similar to the previous year except for slight increases in the proportion of pedal cyclist, passengers and driver casualties (increasing by 0.1%, 0.4% and 0.5% respectively) which has been offset by a decrease in both pedestrian (down from 8.6% to 8.0%) and motorcyclist casualties (falling from 3.3% to 3.1%) from that of the 2013/14 figure.

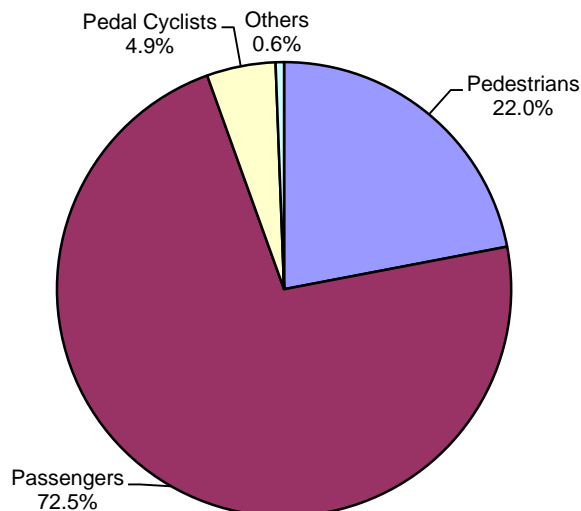
Figure 4: Casualties in Injury Recorded Road Traffic Collisions by Type of Road User 2014/15



Road Traffic Collision Child Casualties by Road User Type

Figure 5 below shows the road user types of those child casualties injured in road traffic collisions in 2014/15. The biggest group of child casualties were passengers (72.5%), followed by pedestrians (22.0%) and pedal cyclists (4.9%). Compared to the previous year there has been an increase in the proportion of child casualties who were passengers (rising from 71.2% in 2013/14 to 72.5% in 2014/15) and pedal cyclists (up from 4.4% to 4.9%) whereas the proportion of child pedestrian casualties have decreased accordingly (down from 23.7% to 22.0%).

Figure 5: Child Casualties in Injury Recorded Road Traffic Collisions by Type of Road User 2014/15



Trends in Casualty Road User Type over the Last 5 Years

Table 5: Casualties by Type of Road User and Severity 2010/11 – 2014/15

Type of Road User ¹	2010/11	2011/12	2012/13	2013/14	2014/15
Fatalities:					
Pedestrians	11	10	11	11	16
Drivers of motor vehicles	23	23	22	23	29
Motorcyclists	9	4	4	10	13
Pedal cyclists	0	2	3	3	3
Passengers	13	9	12	12	12
Pillion passengers	1	1	0	0	1
Other road users	1	3	1	1	2
Total	58	52	53	60	76
Seriously Injured:					
Pedestrians	174	192	187	158	144
Drivers of motor vehicles	332	286	287	278	278
Motorcyclists	120	105	89	89	84
Pedal cyclists	51	43	57	42	57
Passengers	195	163	143	140	159
Pillion passengers	9	5	3	6	4
Other road users	10	12	13	12	5
Total	891	806	779	725	731
KSI Casualties²:					
<i>Pedestrians</i>	<i>185</i>	<i>202</i>	<i>198</i>	<i>169</i>	<i>160</i>
<i>Drivers of motor vehicles</i>	<i>355</i>	<i>309</i>	<i>309</i>	<i>301</i>	<i>307</i>
<i>Motorcyclists</i>	<i>129</i>	<i>109</i>	<i>93</i>	<i>99</i>	<i>97</i>
<i>Pedal cyclists</i>	<i>51</i>	<i>45</i>	<i>60</i>	<i>45</i>	<i>60</i>
<i>Passengers</i>	<i>208</i>	<i>172</i>	<i>155</i>	<i>152</i>	<i>171</i>
<i>Pillion passengers</i>	<i>10</i>	<i>6</i>	<i>3</i>	<i>6</i>	<i>5</i>
<i>Other road users</i>	<i>11</i>	<i>15</i>	<i>14</i>	<i>13</i>	<i>7</i>
Total	949	858	832	785	807
Slightly Injured:					
Pedestrians	552	628	596	639	594
Drivers of motor vehicles	4,209	4,212	4,458	4,722	4,798
Motorcyclists	251	235	173	215	196
Pedal cyclists	164	225	202	244	246
Passengers	2,611	2,623	2,704	2,722	2,763
Pillion passengers	9	9	9	10	7
Other road users	51	40	45	44	48
Total	7,847	7,972	8,187	8,596	8,652
All Casualties:					
Pedestrians	737	830	794	808	754
Drivers of motor vehicles	4,564	4,521	4,767	5,023	5,105
Motorcyclists	380	344	266	314	293
Pedal cyclists	215	270	262	289	306
Passengers	2,819	2,795	2,859	2,874	2,934
Pillion passengers	19	15	12	16	12
Other road users	62	55	59	57	55
Total	8,796	8,830	9,019	9,381	9,459

¹ 'Passengers' include pedal cycle passengers. 'Others' include drivers of motor vehicles, riders and pillion passengers on motor cycles and drivers/riders and passengers of 'other vehicles' (e.g. tractors, invalid carriages and horse-drawn vehicles etc.). ² Killed or seriously injured

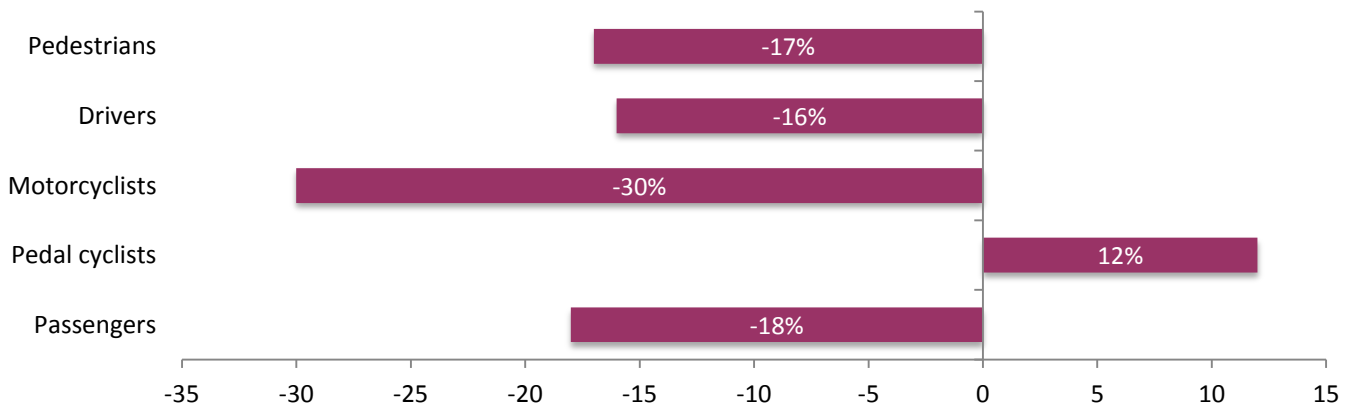
Fatalities

As with previous years, the majority of deaths in 2014/15 were made up of drivers of motor vehicles accounting for approximately two fifths of the total with 29. Pedestrians were the next highest category with 16 deaths followed by motorcyclists with 13 and then by passengers with 12. In comparison with last year all deaths by road user category have either increased or remained the same with the number recorded in 2013/14. Indeed, deaths amongst pedestrians, motorcyclists and drivers are at the highest level recorded since the 2009/10 financial year.

Persons Seriously Injured

Drivers of motor vehicles were the most common road user group to be seriously injured in 2014/15 followed by passengers which is the first time since 2010/11 that the number of passengers seriously injured has exceeded the number of pedestrians. Compared with five years ago, serious injuries amongst all types of road user have decreased since the 2010/11 financial year with the exception of pedal cyclist casualties which increased by six. Motorcyclists, in particular, have reduced in the number of persons seriously injured, falling by 30.0% from 120 motorcyclists seriously injured in 2010/11 to 84 in 2014/15.

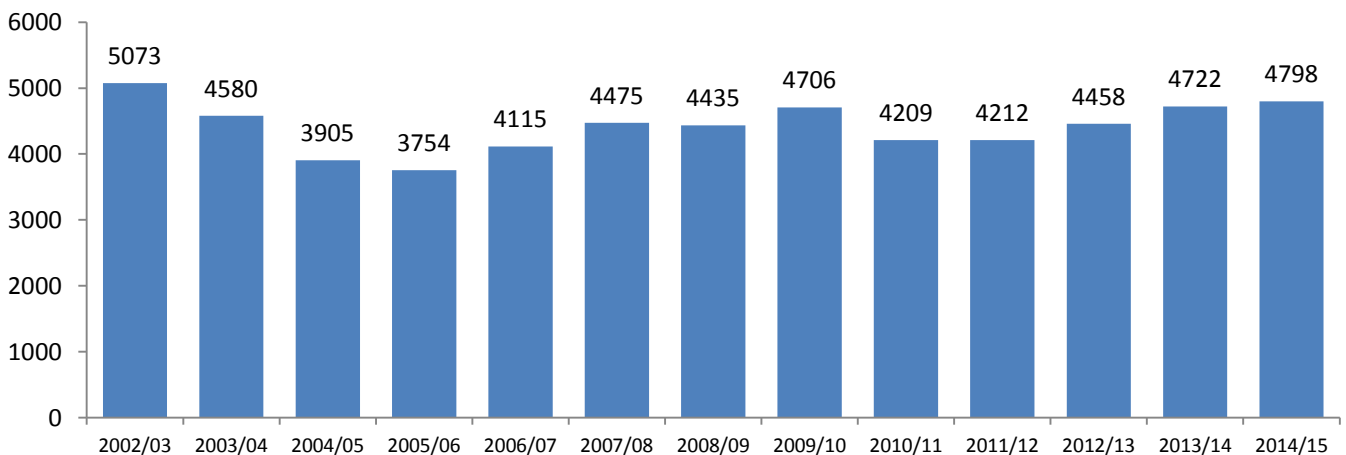
Figure 6: Percentage change of people seriously injured amongst the main road user types when comparing 2010/11 with 2014/15



Persons Slightly Injured

There were 4,798 drivers of motor vehicles slightly injured in 2014/15 which accounts for over half the number of people slightly injured this financial year and is the largest number of slight injuries recorded for drivers since the 5,073 recorded in 2002/03.

Figure 7: The number of drivers of motor vehicles slightly injured 2002/03 – 2014/15



In comparison with five years ago, all the main road user types have shown an increase in the number of persons slightly injured with the exception of motorcyclists which decreased by 55 (a fall of 21.9%). While pedestrians, drivers and passengers all showed relative slight increases from 2010/11, the largest increase in persons slightly injured was amongst pedal cyclists which increased by 50.0% from 164 persons slightly injured in 2010/11 to 246 in 2014/15.

Comparison of Child Casualty Road User Group and Age

Fatalities

During 2014/15 there were 3 child fatalities, the same number as that recorded in 2013/14. Of the three children killed, one was a pedestrian, one was a pedal cyclist and the other was a passenger. Two were aged between 5 and 10 and the other one was between 11 and 15 years old.

Persons Seriously Injured

There were 67 children seriously injured in 2014/15 which is nine fewer than the 76 recorded in 2013/14. Of the 67 children seriously injured, 28 were aged between 5 and 10, 33 were aged 11 to 15 while six were under the age of five. Approximately a half of all children seriously injured in 2014/15 were pedestrians.

Persons Slightly Injured

As with 2013/14 the largest number of children slightly injured were from the 5 to 10 age group. Passengers accounted for over three quarters (76.1%) of all children slightly injured in 2014/15 followed by pedestrians (19.6%).

Table 6: Child Casualties (under 16) by Road User Type, Age Group and Severity 2013/14 and 2014/15

Type of Road User ¹	2013/14				2014/15			
	Under 5	5 – 10	11 – 15	Totals	Under 5	5 – 10	11 – 15	Totals
Fatalities:								
Pedestrians	0	1	1	2	0	1	0	1
Pedal cyclists	0	0	0	0	0	1	0	1
Passengers	0	0	1	1	0	0	1	1
Others	0	0	0	0	0	0	0	0
Total	0	1	2	3	0	2	1	3
Seriously Injured:								
Pedestrians	13	19	22	54	4	16	14	34
Pedal cyclists	2	1	2	5	0	4	6	10
Passengers	2	6	8	16	2	8	10	20
Others	0	0	1	1	0	0	3	3
Total	17	26	33	76	6	28	33	67
KSI Casualties:²								
<i>Pedestrians</i>	13	20	23	56	4	17	14	35
<i>Pedal cyclists</i>	2	1	2	5	0	5	6	11
<i>Passengers</i>	2	6	9	17	2	8	11	21
<i>Others</i>	0	0	1	1	0	0	3	3
Total	17	27	35	79	6	30	34	70
Slightly Injured								
Pedestrians	27	70	69	166	23	76	62	161
Pedal cyclists	1	20	15	36	3	21	9	33
Passengers	173	245	233	651	153	271	200	624
Others	0	3	3	6	0	0	2	2
Total	201	338	320	859	179	368	273	820
All Child Casualties								
Pedestrians	40	90	92	222	27	93	76	196
Pedal cyclists	3	21	17	41	3	26	15	44
Passengers	175	251	242	668	155	279	211	645
Others	0	3	4	7	0	0	5	5
Total	218	365	355	938	185	398	307	890

¹ 'Passengers' include pedal cycle passengers. 'Others' include drivers of motor vehicles, riders and pillion passengers on motor cycles and drivers/riders and passengers of 'other vehicles' (e.g. tractors, invalid carriages and horse-drawn vehicles etc.). ² Killed or seriously injured

Gender and age of road traffic collision casualties

Fatalities

Of the 76 people killed on Northern Ireland's roads in 2014/15, 54 were male and 22 were female. Most of the fatalities were from either the 16 to 24 age group (19 deaths) or from those aged 65 and over (21 deaths) with approximately half of those killed coming from these age categories.

Persons Seriously Injured

In 2014/15, males accounted for approximately two thirds of all persons seriously injured, similar to that observed in the previous year. Across the various age groups, those aged 16-24 accounted for the greatest numbers of those seriously injured in both years (26.7% of all persons seriously injured in 2014/15 and 22.8% in 2013/14).

Persons Slightly Injured

While a greater proportion of males than females tend to be fatally or seriously injured, the number of persons slightly injured is much more evenly balanced with males accounting for 51.8% and females 48.2% of those slightly injured in 2014/15. There was an increase in the number of persons slightly injured from the 16 to 24, 25 to 34 and 50-64 age groups in comparison with last year while those aged between 35 and 49 accounted for the greatest numbers of casualties slightly injured in 2014/15 followed by the 16 to 24 age group. This is the same pattern that has been observed in the last four financial years.

Table 7: Casualties in Recorded Injury Road Traffic Collisions by Severity of Injury and Age Group 2013/14 and 2014/15

	2013/14					2014/15				
	Killed	Seriously Injured	Total KSI ¹	Slightly Injured	Total	Killed	Seriously Injured	Total KSI ¹	Slightly Injured	Total
Male										
Under 16	2	44	46	446	492	2	41	43	429	472
16 - 24	15	114	129	981	1,110	16	136	152	1,028	1,180
25 - 34	7	81	88	946	1,034	9	106	115	986	1,101
35 - 49	9	94	103	1,091	1,194	11	109	120	1,074	1,194
50 - 64	6	70	76	633	709	7	69	76	646	722
65 +	11	50	61	298	359	9	28	37	296	333
Unknown	0	2	2	18	20	0	1	1	26	27
Total	50	455	505	4,413	4,918	54	490	544	4,485	5,029
Female										
Under 16	1	32	33	412	445	1	26	27	391	418
16 - 24	0	51	51	928	979	3	59	62	942	1,004
25 - 34	3	48	51	913	964	0	30	30	915	945
35 - 49	1	40	41	981	1,022	1	40	41	950	991
50 - 64	0	46	46	590	636	5	38	43	614	657
65 +	5	51	56	345	401	12	47	59	331	390
Unknown	0	2	2	12	14	0	1	1	24	25
Total	10	270	280	4,181	4,461	22	241	263	4,167	4,430
All²										
Under 16	3	76	79	859	938	3	67	70	820	890
16 - 24	15	165	180	1,909	2,089	19	195	214	1,970	2,184
25 - 34	10	129	139	1,859	1,998	9	136	145	1,901	2,046
35 - 49	10	134	144	2,073	2,217	12	149	161	2,024	2,185
50 - 64	6	116	122	1,223	1,345	12	107	119	1,260	1,379
65 +	16	101	117	643	760	21	75	96	627	723
Unknown	0	4	4	30	34	0	2	2	50	52
Total	60	725	785	8,596	9,381	76	731	807	8,652	9,459

¹ Killed or seriously injured

² Total includes those where gender is unknown, transgender or unassigned

Section 4 – Road Traffic Casualties by District and Area

Table 8 below outlines the numbers and severity of casualties injured by road traffic collisions in 2013/14 and 2014/15 by Police District and Area.

Table 8: Casualties in Recorded Injury Road Traffic Collisions by Severity of Injury, District and Area 2013/14 and 2014/15

District	Area	2013/14					2014/15				
		Killed	Seriously Injured	Total KSI ¹	Slightly Injured	Total	Killed	Seriously Injured	Total KSI ¹	Slightly Injured	Total
A District	North Belfast	1	39	40	495	535	2	36	38	580	618
	West Belfast	0	28	28	446	474	2	16	18	475	493
	A District Total	1	67	68	941	1,009	4	52	56	1,055	1,111
B District	East Belfast	1	25	26	407	433	0	18	18	399	417
	South Belfast	0	24	24	608	632	2	30	32	570	602
	B District Total	1	49	50	1,015	1,065	2	48	50	969	1,019
C District	Ards	1	31	32	316	348	5	40	45	332	377
	Castlereagh	0	21	21	310	331	3	14	17	325	342
	Down	1	35	36	333	369	3	41	44	327	371
	North Down	1	12	13	283	296	1	12	13	252	265
	C District Total	3	99	102	1,242	1,344	12	107	119	1,236	1,355
D District	Antrim	3	19	22	278	300	1	20	21	315	336
	Carrickfergus	2	15	17	104	121	2	13	15	148	163
	Lisburn	4	49	53	668	721	6	48	54	626	680
	Newtownabbey	2	19	21	356	377	2	25	27	358	385
	D District Total	11	102	113	1,406	1,519	11	106	117	1,447	1,564
E District	Armagh	1	35	36	237	273	3	26	29	229	258
	Banbridge	2	25	27	175	202	4	28	32	164	196
	Craigavon	1	23	24	412	436	2	32	34	433	467
	Newry & Mourne	3	40	43	469	512	8	56	64	415	479
	E District Total	7	123	130	1,293	1,423	17	142	159	1,241	1,400
F District	Cookstown	3	12	15	114	129	0	12	12	143	155
	Dungannon	4	19	23	267	290	1	34	35	234	269
	Fermanagh	6	38	44	249	293	9	28	37	246	283
	Omagh	4	30	34	263	297	3	17	20	281	301
	F District Total	17	99	116	893	1,009	13	91	104	904	1,008
G District	Foyle	2	35	37	561	598	2	38	40	507	547
	Limavady	1	17	18	139	157	1	12	13	153	166
	Magherafelt	1	22	23	120	143	3	27	30	219	249
	Strabane	4	28	32	135	167	1	10	11	127	138
	G District Total	8	102	110	955	1,065	7	87	94	1,006	1,100
H District	Ballymena	2	21	23	260	283	4	25	29	327	356
	Ballymoney	0	13	13	124	137	2	15	17	111	128
	Coleraine	4	24	28	292	320	3	27	30	192	222
	Larne	5	18	23	120	143	0	12	12	108	120
	Moyle	1	8	9	55	64	1	19	20	56	76
	H District Total	12	84	96	851	947	10	98	108	794	902
NI Total	NI Total	60	725	785	8,596	9,381	76	731	807	8,652	9,459

¹ Killed or seriously injured

Location of Casualties

D District has had the greatest number of road traffic collision casualties in both years with 1,564 casualties in 2014/15 and 1,519 casualties in 2013/14 (Table 8). Within that, Lisburn Police Area accounted for the greatest numbers of casualties in both years (680 casualties in 2014/15 and 721 in 2013/14).

Location of Fatalities

In 2014/15 the greatest number of fatalities took place in E District where there were 17 road deaths while in the previous year, F District accounted for the highest number of fatalities also with 17. In terms of Police Area, Fermanagh has had the highest number of road deaths in the last two financial years with 6 in 2013/14 and 9 in 2014/15. The largest increase in fatalities was in Newry & Mourne Area rising by five deaths from 3 recorded in 2013/14 to 8 in 2014/15 while conversely Larne had the largest decrease, falling by five from 5 recorded in 2013/14 to zero this year.

Location of Serious Casualties

Across the 8 Police Districts, the District with the greatest number of people seriously injured in each of the last two years was in E District (142 in 2014/15 and 123 in 2013/14) while Newry & Mourne Police Area had the highest number of persons seriously injured by Police Area in 2014/15. This is the first time since 2011/12 that a Police Area other than Lisburn has had the largest number of persons seriously injured.

Newry & Mourne Police Area also had the largest increase in those seriously injured in comparison with last year (increasing by 16 from 40 to 56) while in contrast, Strabane has had the largest decrease in persons seriously injured (falling from 28 in 2013/14 to 10 in 2014/15).

Child Casualties by District and Area

Table 9 below presents the numbers and severity of children injured by road traffic collisions in 2013/14 and 2014/15 by Police District and Area.

Table 9: Child Casualties in Recorded Injury Road Traffic Collisions by Severity of Injury, District and Area 2013/14 and 2014/15

District	Area	2013/14					2014/15				
		Killed	Seriously Injured	Total KSI ¹	Slightly Injured	Total	Killed	Seriously Injured	Total KSI ¹	Slightly Injured	Total
A District	North Belfast	0	10	10	86	96	1	4	5	62	67
	West Belfast	0	5	5	55	60	0	3	3	47	50
	A District Total	0	15	15	141	156	1	7	8	109	117
B District	East Belfast	0	3	3	37	40	0	1	1	34	35
	South Belfast	0	5	5	51	56	0	2	2	41	43
	B District Total	0	8	8	88	96	0	3	3	75	78
C District	Ards	0	0	0	20	20	0	4	4	41	45
	Castlereagh	0	3	3	30	33	0	0	0	37	37
	Down	0	4	4	36	40	0	2	2	22	24
	North Down	0	3	3	22	25	0	0	0	16	16
	C District Total	0	10	10	108	118	0	6	6	116	122
D District	Antrim	0	1	1	25	26	0	2	2	28	30
	Carrickfergus	0	2	2	14	16	0	1	1	12	13
	Lisburn	1	4	5	50	55	0	3	3	55	58
	Newtownabbey	0	1	1	33	34	0	7	7	31	38
	D District Total	1	8	9	122	131	0	13	13	126	139
E District	Armagh	0	1	1	24	25	0	2	2	23	25
	Banbridge	1	1	2	21	23	0	1	1	16	17
	Craigavon	0	4	4	38	42	0	3	3	58	61
	Newry & Mourne	0	3	3	57	60	0	8	8	45	53
	E District Total	1	9	10	140	150	0	14	14	142	156
F District	Cookstown	1	1	2	8	10	0	0	0	14	14
	Dungannon	0	3	3	19	22	0	2	2	17	19
	Fermanagh	0	2	2	38	40	0	2	2	19	21
	Omagh	0	0	0	23	23	0	3	3	31	34
	F District Total	1	6	7	88	95	0	7	7	81	88
G District	Foyle	0	9	9	64	73	1	6	7	60	67
	Limavady	0	3	3	10	13	0	0	0	10	10
	Magherafelt	0	0	0	9	9	0	0	0	19	19
	Strabane	0	0	0	12	12	0	1	1	8	9
	G District Total	0	12	12	95	107	1	7	8	97	105
H District	Ballymena	0	3	3	18	21	0	6	6	35	41
	Ballymoney	0	1	1	13	14	1	2	3	12	15
	Coleraine	0	3	3	28	31	0	2	2	18	20
	Larne	0	1	1	13	14	0	0	0	6	6
	Moyle	0	0	0	5	5	0	0	0	3	3
	H District Total	0	8	8	77	85	1	10	11	74	85
NI Total	NI Total	3	76	79	859	938	3	67	70	820	890

¹ Killed or seriously injured

Location of Child Casualties

There were 890 child casualties resulting from road traffic collisions in 2014/15 compared with 938 the previous year, a decrease of 48 (5.1%). E District had the greatest number of child casualties in 2014/15 with 156 while across the 29 Police Areas, North Belfast and Foyle had the joint highest number of child casualties in 2014/15 with 67 each.

Despite North Belfast having the joint highest number of child casualties, this Area had the largest decrease in comparison to last year (falling by 29 from 96 in 2013/14 to 67 in 2014/15) while in contrast, Ards had the largest increase of children injured in road traffic collisions (increasing by 25 from 20 in 2013/14 to 45 in 2014/15).

Child Fatalities

The three child deaths in 2014/15 took place in three different Police Areas with one each recorded in North Belfast, Foyle and Ballymoney Police Areas.

Serious Injury Child Casualties

The Police District that had the most children seriously injured in road traffic collisions in 2014/15 was E District with 14, closely followed by D District with 13. This is reflected when looking at the numbers by Police Area as the highest was in Newry & Mourne with 8 and second highest was Newtownabbey with 7.

Road traffic casualties by new Council Areas

Please note that Police Areas are changing to the new 11 District Council Areas from the 1st April 2015. The following table shows a breakdown of 2014/15 collision statistics for this geography.

Area	2014				
	Killed	Seriously Injured	Total KSI ¹	Slightly Injured	Total
Belfast City	8	114	122	2,259	2,381
Antrim & Newtownabbey	3	45	48	678	726
Causeway Coast & Glens	7	73	80	512	592
Derry City & Strabane	3	48	51	634	685
Mid & East Antrim	6	50	56	578	634
North Area Policing	19	216	235	2,402	2,637
Ards & North Down	6	52	58	583	641
Armagh City, Banbridge & Craigavon	9	84	93	825	918
Fermanagh & Omagh	12	45	57	527	584
Lisburn & Castlereagh City	7	48	55	719	774
Mid Ulster	4	71	75	587	662
Newry, Mourne and Down	11	101	112	750	862
South Area Policing	49	401	450	3,991	4,441
Northern Ireland Total	76	731	807	8,652	9,459

- Fermanagh and Omagh District had the highest number of fatalities recorded in 2014/15 with 12 while Newry, Mourne and Down was next highest with 11.
- Belfast City had the most persons seriously injured in 2014/15 with 114.
- Over a quarter of all casualties reported in 2014/15 occurred in the new Belfast District (2,381 casualties out of 9,459). The next highest was Armagh City, Banbridge and Craigavon District which had 918 casualties (9.7%).

NOTES

The United Kingdom Statistics Authority has designated these statistics as National Statistics, in accordance with the Statistics and Registration Service Act 2007 and signifying compliance with the Code of Practice for Official Statistics.

Designation can be broadly interpreted to mean that the statistics:

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

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

Maps of Collision Locations

We have been working with our partner agencies to improve the information on the locations of collisions that we provide and together with NINIS (Northern Ireland Neighbourhood Information Service) we have produced interactive maps plotted with fatal, serious and slight collisions over the past six years, available on the [NINIS website](#). The 2014 collisions will be available on this webpage from July 2015.

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 for 2013/14 equates to approximately 57% 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 5th February 2015) refer to the year ending September 2014. Key points from the publication are as below:

- Road deaths increased by 1% compared to the year ending September 2013 to 1,730.
- Killed or seriously injured (KSI) casualties increased by 4 percent to 24,360 in the year ending September 2014 compared with the previous year.
- Child KSI casualties also increased by 3 percent over the same period.
- For the year ending September 2014, there were 192,910 reported road casualties of all severities a 5 percent increase from 184,087 for the year ending September 2013.

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/401295/quarterly-estimates-jul-to-sep-2014.pdf

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 2014 annual report in June 2015. 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

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

PSNI POLICING DISTRICTS FROM 1ST APRIL 2007



Based Upon Ordnance Survey of Northern Ireland Data © 2007