

# Police Recorded Injury Road Traffic Collision Statistics

## 2014 Key Statistics Report

Covering the reporting period  
1<sup>st</sup> January 2014 – 31<sup>st</sup> December 2014

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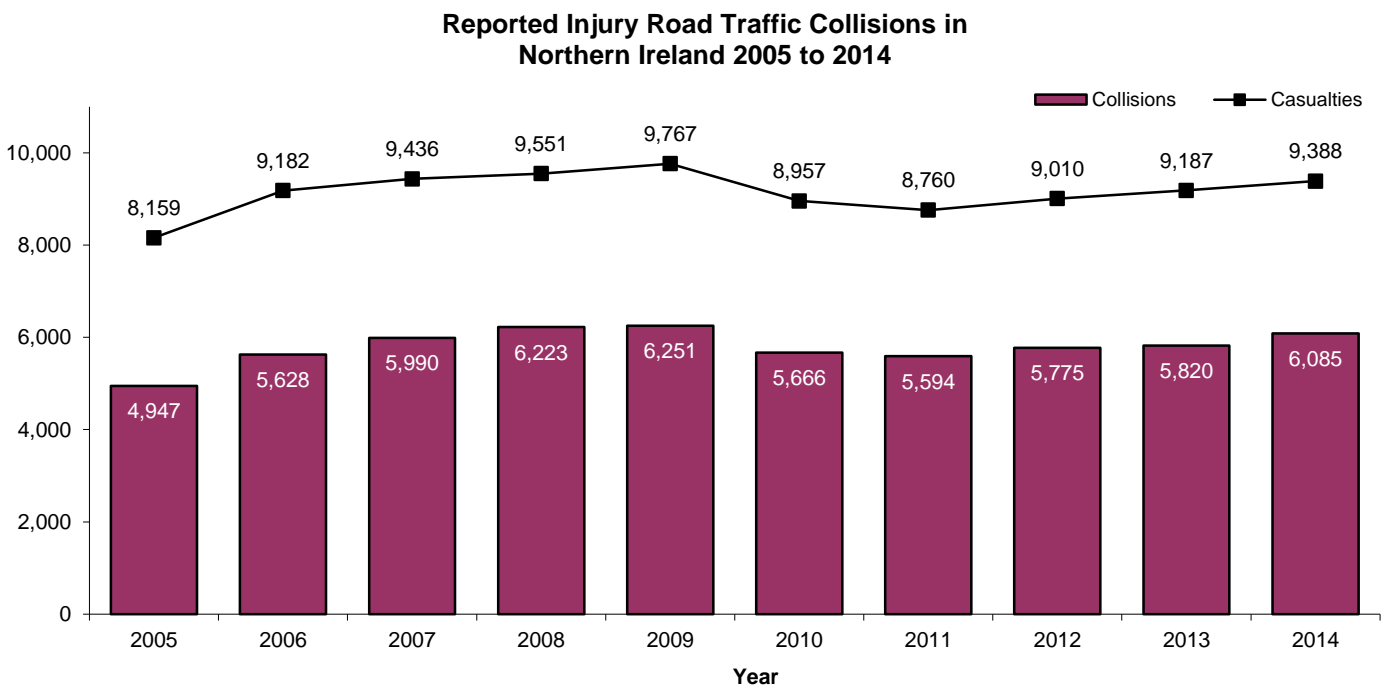
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## Key Results 2014

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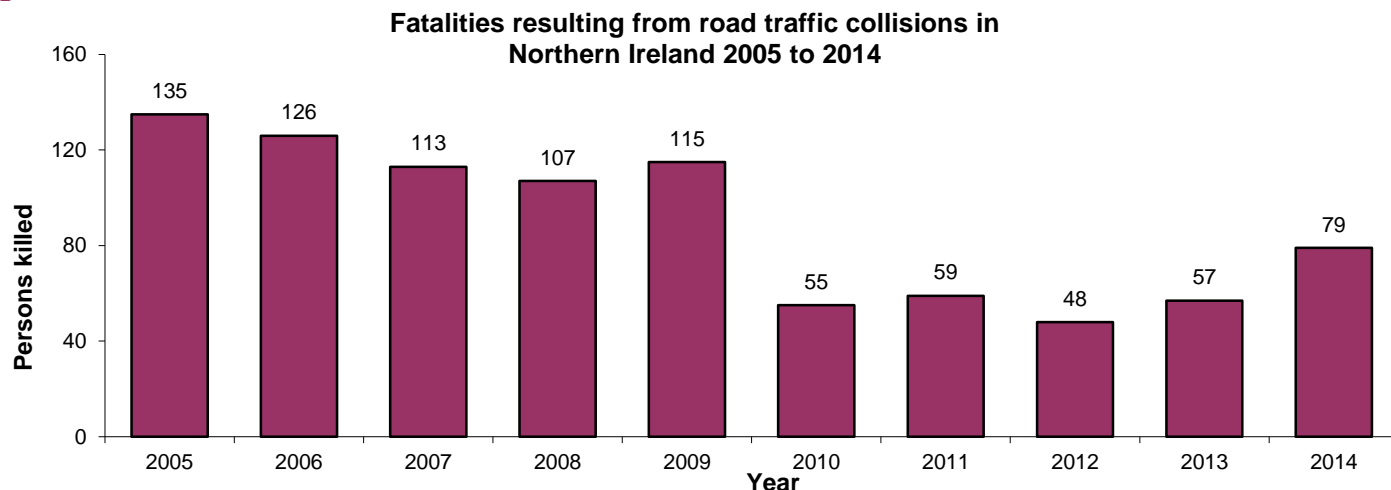
- There were 6,085 injury collisions recorded by PSNI between January to December 2014 resulting in a total of 9,388 casualties comprising 79 fatalities, 710 people seriously injured and a further 8,599 people slightly injured.
- There were 22 more fatalities recorded in 2014 than 2013, this is 56 fewer road deaths recorded than ten years ago in 2005 and 293 fewer than in 1972.
- The number of deaths among pedestrians, drivers and motorcyclists recorded in 2014 is the highest for each category in a calendar year since 2009.
- The 789 people killed or seriously injured is 12 more than the 777 recorded in 2013. This is comprised of 22 more deaths but 10 fewer persons seriously injured recorded in 2014 than in 2013.
- The number of persons seriously injured is at the lowest level since records on the severity of injury commenced in 1971. The 710 people seriously injured in 2014 is a 1.4% reduction on 2013 and is 2,195 casualties less than the peak of 2,905 recorded in 1977 (a reduction of 75.6%). See Appendix 5 for a complete breakdown of casualties recorded since 1931.
- The total number of injury road traffic collisions over the last 10 calendar years has increased from 4,947 in 2005 to 6,085 in 2014 (rising by 23.0%). Similarly the total number of casualties has increased by 15.1% from 8,159 to 9,388 over the last decade. 2014 has recorded the highest number of collisions and casualties since 2009.
- Whilst there were 4 child fatalities compared with 2 last year, the 70 children (under 16) killed or seriously injured on Northern Ireland's roads in 2014 represents the lowest annual total for this age group since severity of injury by age group details began being recorded in 1986.
- There were 59 pedal cyclists seriously injured and 271 slightly injured in 2014. This is the highest level of injury amongst pedal cyclists recorded since 1997.

Figure One



## Fatalities

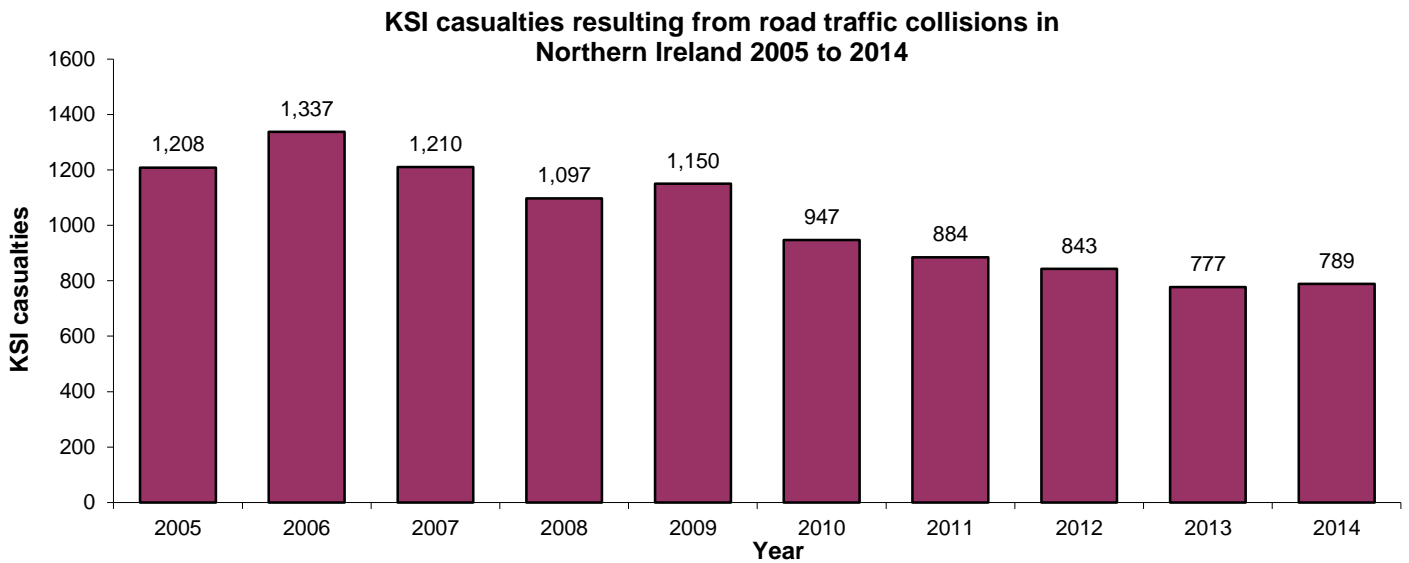
Figure Two



- There were 79 people killed on Northern Ireland's roads during 2014 which is 22 higher than the 57 recorded in 2013 and 31 higher than that of 2012. However, this represents 56 fewer deaths than that recorded ten years ago in 2005 and 293 fewer than the high of 372 deaths recorded in 1972. (See Appendix 3 for fatalities by year dating back to 1931)
- 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 dropped by 52% (falling from 115 in 2009 to 55 in 2010). Since then the figures have fluctuated slightly, increasing to 59 fatalities in 2011 before dropping to 48 in 2012 and then increasing again to 57 in 2013 and further increasing to 79 in 2014.
- It is unclear what factors have contributed to an approximate 40% increase in road deaths since 2013. It may be linked to economic growth following the recession or the reduction in fuel prices might have encouraged people to increase their car usage. The most recent figures from Great Britain and Republic of Ireland have both shown an increase in deaths in 2014 (although not to the same level as Northern Ireland) and it will be interesting to monitor if the number of road deaths recorded in the future here increases to a level experienced prior to 2010 or will the level fall again.
- Drivers of motor vehicles were the largest casualty class for fatalities in 2014, accounting for 30 people killed. Amongst the other road user types, pedestrians were the next highest category with 18 fatalities while there were also 13 motorcyclists, 12 passengers, 3 pedal cyclists, 2 other road users and 1 pillion passenger killed.
- The 18 pedestrians killed in 2014 is an increase of 11 from the 7 recorded in 2013. This is the highest number of pedestrians killed in a calendar year since the 24 recorded in 2009.
- There were 4 fatalities of children (under the age of 16) recorded in 2014 compared with 2 in 2013.
- Of the 79 people killed on Northern Ireland's roads in 2014, 63 were male and 16 female. Over half the fatalities came from the 16 to 24 and 65 and over age groups combined (with 21 and 22 deaths respectively).
- The worst month for fatalities in 2014 was June with 10.
- There were 8 deaths recorded at the start of the year in a 14 day period between 3rd January and 17<sup>th</sup> January. However, following this there was a period of 23 days between February and March 2014 without a fatality. This led to the lowest month for fatalities in 2013 being February with only one road traffic death recorded during this month.
- Newry and Mourne Police Area had the highest number of road deaths recorded in 2014 with 11 (four of these were recorded in September) while Fermanagh was second highest with 9.

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

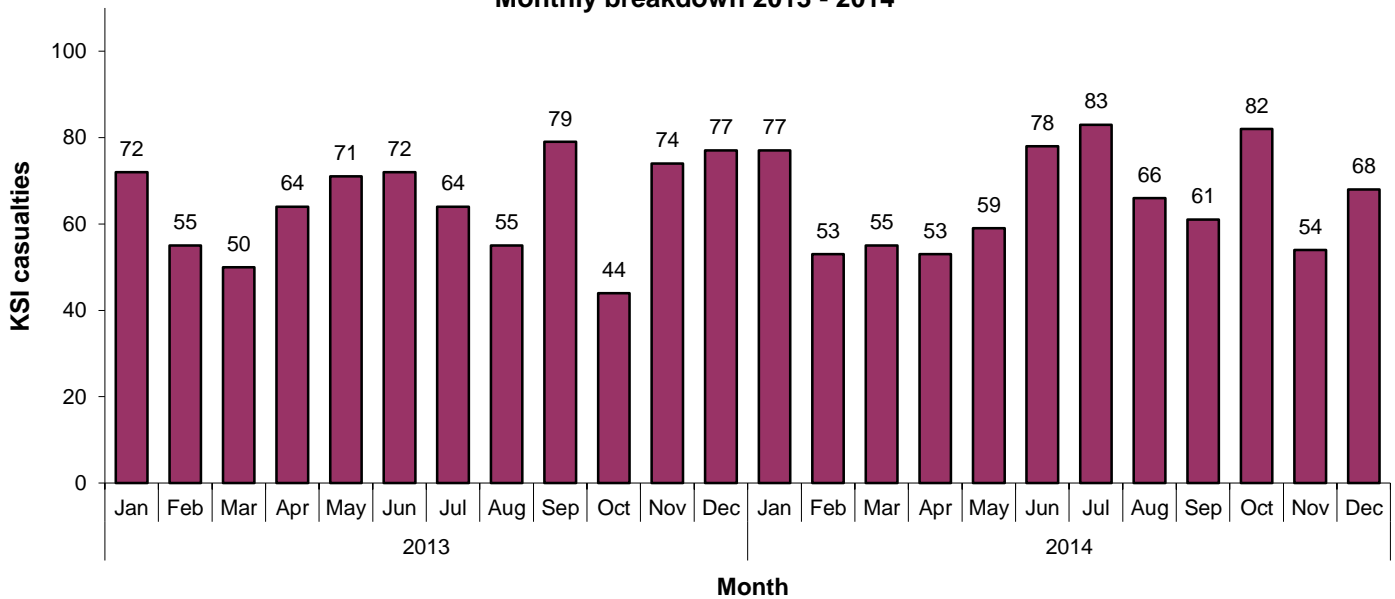
Figure Three



- There were 789 people killed or seriously injured on Northern Ireland's roads in 2014. This is an increase of 12 more KSI casualties from 2013 and is the first annual increase since 2009.
- The 789 killed or seriously injured in 2014 is 361 fewer than that of 2009 and 2,471 fewer than the highest level of 1977 (reductions of 31.4% and 75.8% respectively).
- There were 22 more people killed and 10 fewer persons seriously injured in 2014 than in 2013. The number of people seriously injured is at the lowest level since these records were collated in 1971.
- Drivers of motor vehicles were the single largest casualty class in 2014, accounting for over half of all casualties and 37.1% of all KSI casualties recorded in the year. Passengers accounted for 21.2% of those killed or seriously injured, followed by pedestrians (20.0%), motorcyclists (12.3%) and pedal cyclists (7.9%).
- There were 62 pedal cyclists killed or seriously injured in 2014 which is 16 more than recorded in 2013 and the highest number of KSI casualties among pedal cyclists since 1997.
- The 70 child (under 16) KSI casualties recorded in 2014 is 3 fewer than the 73 recorded in 2013 and represents the lowest level of children killed or seriously injured since severity of injury by age group began being recorded in 1986. See Appendix 4.
- The highest proportion of those killed or seriously injured in 2014 were from the 16 to 24 age category with 208 KSI casualties recorded during the year. This is 32 more killed or seriously injured for this age group than the 176 recorded in 2013 (rising by 18.2%). Young females in particular showed an increase, up from 45 KSI casualties recorded in 2013 to 63 this year (an increase of 40%).
- In terms of gender, there were 26 more males killed or seriously injured in 2014 than last year (up 5.1%) and 14 fewer females. The majority of KSI casualties were males which made up approximately two thirds of those recorded in 2014 (535 of the 789 KSI casualties).
- The most common causation factors for KSI casualties during 2014 were 'Inattention or attention diverted (97 KSI casualties), followed by 'Excessive speed having regard to conditions' (88 KSI casualties) and 'Impaired by alcohol/drugs – driver/rider' (78 KSI casualties).
- Newry and Mourne Police Area had the highest number of KSI casualties in 2014 with 58. A full breakdown by Police Area is available in Appendix 2 of this report.

Figure Four

**KSI casualties resulting from road traffic collisions in Northern Ireland  
Monthly breakdown 2013 - 2014**



- The trend of KSI casualties by month over the last 2 years (Figure Four) shows that October 2013 had the fewest number of KSI casualties with 44 while July 2014 had the most with 83.
- The average number of people killed or seriously injured per month in 2014 was 66, compared with an average of 65 in 2013 and 101 in 2005.
- The current figure of 789 people killed or seriously injured in 2014 equates to a reduction of 35 fewer KSI casualties per month compared to ten years ago.

**Table 1 Recorded Injury Road Traffic Collisions and Casualties 2005-2014**

	Number of injury Collisions				Casualties			Total Casualties
	Fatal Collisions	Serious Collisions	Slight Collisions	All Injury Collisions	Killed	Seriously Injured	Slightly Injured	
2005	127	835	3,985	4,947	135	1,073	6,951	8,159
2006	110	904	4,614	5,628	126	1,211	7,845	9,182
2007	105	838	5,047	5,990	113	1,097	8,226	9,436
2008	98	814	5,311	6,223	107	990	8,454	9,551
2009	104	826	5,321	6,251	115	1,035	8,617	9,767
2010	51	726	4,889	5,666	55	892	8,010	8,957
2011	57	706	4,831	5,594	59	825	7,876	8,760
2012	45	669	5,061	5,775	48	795	8,167	9,010
2013	55	615	5,150	5,820	57	720	8,410	9,187
2014	74	577	5,434	6,085	79	710	8,599	9,388

## Principal causation factors

The most common principal causation factors associated with injury road traffic collisions reported to the police during 2014 are presented in the table below. In this table those casualties who were killed or seriously injured are grouped together and labelled as KSI casualties.

**Table 2 Most Common Principal Causation Factors in Road Traffic Collisions - 2014**

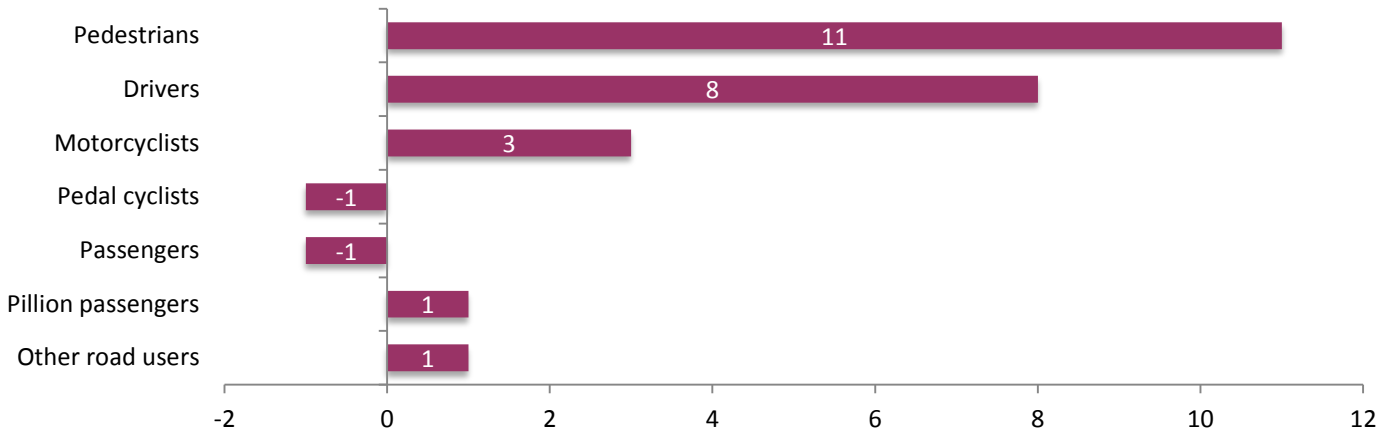
Principal Factor	Number of Injury Collisions	Casualties		
		KSI	Slightly Injured	Total Casualties
Inattention or attention diverted	1,160	97	1,700	1,797
Driving too close	779	20	1,196	1,216
Emerging from minor road without care	467	35	736	771
Turning right without care	303	46	515	561
Excessive speed having regard to conditions	282	88	425	513
Alcohol/drugs driver rider	252	78	336	414
Crossing or entering road junction without care	227	35	354	389
Other driver/rider factor	216	29	262	291
Wrong course/position	209	49	302	351
Heedless of traffic crossing carriageway	177	49	148	197

- The most common principal causation factors for KSI casualties during 2014 were 'Inattention or attention diverted' (97 KSI casualties), followed by 'Excessive speed having regard to conditions' (88 KSI casualties) and 'Impaired by alcohol/drugs – driver/rider' (78 KSI casualties).
- The most common principal causation factors for all casualties were 'Inattention or attention diverted' (1,797 casualties) followed by 'Driving too close' (1,216 casualties) and 'Emerging from minor road without care' (771 casualties).



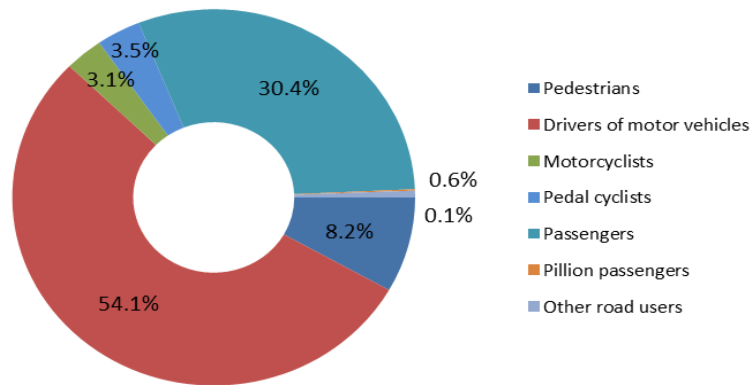
## Road traffic collisions casualty breakdown

Figure Five: Difference in the number of deaths by road user type in 2014 compared with 2013



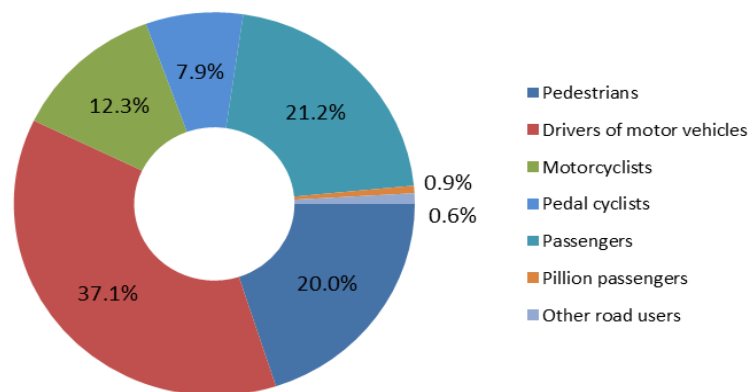
- Of the 22 more fatalities recorded in 2014, the biggest increase was that of deaths among pedestrians which increased by 11 from 7 in 2013 to 18 in 2014. Pedal cyclists and passengers were the only road user types to decrease (both falling by one) in comparison with last year.

Figure Six: Road traffic collision casualties by road user type



- Drivers of motor vehicles accounted for the largest proportion of overall casualties (54.1%) followed by passengers (30.4%), pedestrians (8.2%), pedal cyclists (3.5%) and motorcyclists (3.1%).

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



- Drivers accounted for 37.1% of all KSI casualties, followed by passengers (21.2%), pedestrians (20.0%), motorcyclists (12.3%) and pedal cyclists (7.9%).

Table 3: Type of Road User 2010 – 2014

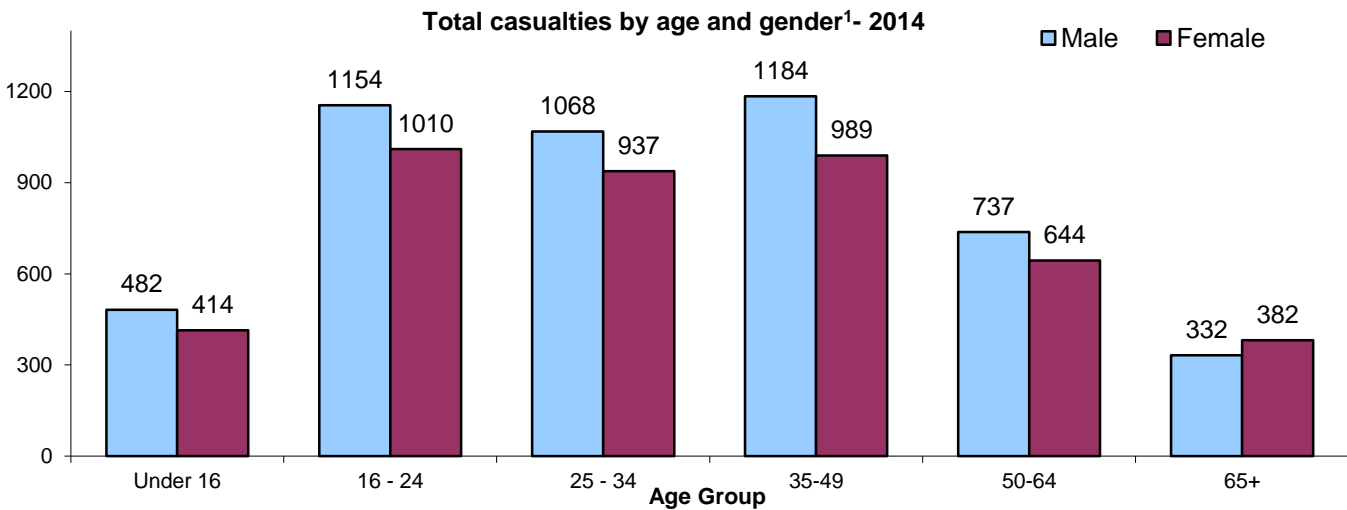
Type of Road User <sup>1</sup>	2010	2011	2012	2013	2014
<b>Fatalities:</b>					
Pedestrians	10	13	9	7	18
Drivers of motor vehicles	21	23	21	22	30
Motorcyclists	8	6	4	10	13
Pedal cyclists	0	2	2	4	3
Passengers	13	11	10	13	12
Pillion passengers	2	1	0	0	1
Other road users	1	3	2	1	2
Totals	55	59	48	57	79
<b>Seriously Injured:</b>					
Pedestrians	167	200	182	162	140
Drivers of motor vehicles	332	295	294	271	263
Motorcyclists	112	102	96	91	84
Pedal cyclists	49	47	55	42	59
Passengers	211	161	155	136	155
Pillion passengers	8	7	3	5	4
Other road users	13	13	10	13	5
Totals	892	825	795	720	710
<b>KSI:</b>					
Pedestrians	177	213	191	169	158
Drivers of motor vehicles	353	318	315	293	293
Motorcyclists	120	108	100	101	97
Pedal cyclists	49	49	57	46	62
Passengers	224	172	165	149	167
Pillion passengers	10	8	3	5	5
Other road users	14	16	12	14	7
Totals	947	884	843	777	789
<b>Slightly Injured:</b>					
Pedestrians	558	621	613	610	611
Drivers of motor vehicles	4,364	4,144	4,425	4,577	4,786
Motorcyclists	255	238	189	210	192
Pedal cyclists	165	206	220	210	271
Passengers	2,613	2,615	2,670	2,750	2,685
Pillion passengers	9	7	11	11	7
Other road users	46	45	39	42	47
Totals	8,010	7,876	8,167	8,410	8,599
<b>All Casualties:</b>					
Pedestrians	735	834	804	779	769
Drivers of motor vehicles	4,717	4,462	4,740	4,870	5,079
Motorcyclists	375	346	289	311	289
Pedal cyclists	214	255	277	256	333
Passengers	2,837	2,787	2,835	2,899	2,852
Pillion passengers	19	15	14	16	12
Other road users	60	61	51	56	54
Totals	8,957	8,760	9,010	9,187	9,388

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



## Road traffic collisions disaggregated by age and gender

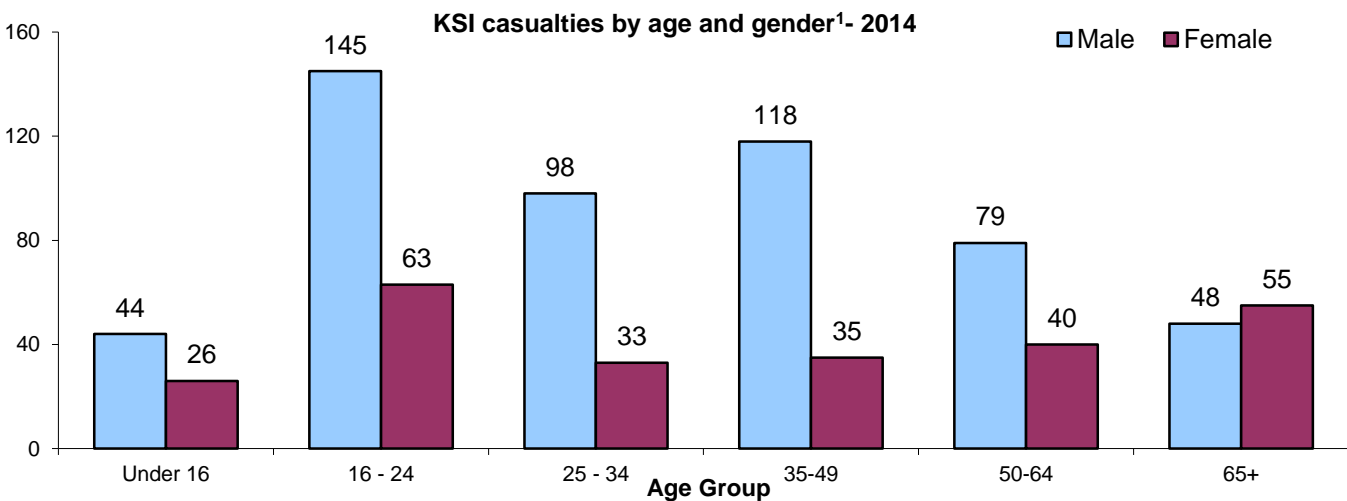
Figure Eight



<sup>1</sup> Chart does not include those where gender is unknown

- The gender split for all traffic casualties in 2014 is 53.1% male compared to 46.9% female.
- The highest proportion of casualties fell within the 35-49 age group which accounted for 23.1% of the overall casualties in 2014.
- The 65+ age group was the only category in which there were more female casualties than males.

Figure Nine

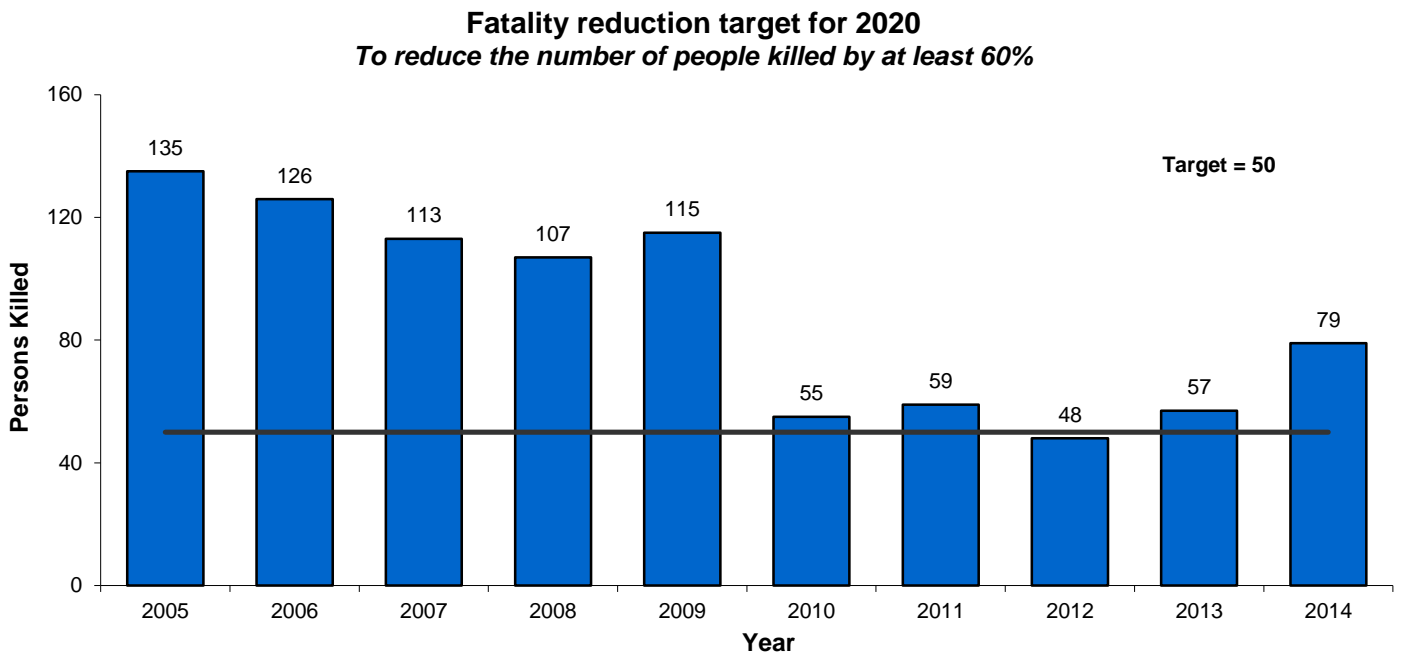


<sup>1</sup> Chart does not include those where gender is unknown

- Males accounted for approximately two thirds of all KSI casualties recorded in 2014 (representing 67.8%).
- The highest proportion of those killed or seriously injured in 2014 were from those aged 16 to 24 with over a quarter of KSI casualties coming from this age group during the year.
- There were more males killed or seriously injured than females for all age groups in 2014 with the exception of the 65 and over age group. The proportion of males to females ranged from 77.1% for the 35 to 49 age group to 46.6% for the 65+ age group.
- Further breakdown of casualty information as well as casualties by severity and location (by Police Area) are available in Appendix 1 and 2.

## Update on Northern Ireland's Road Safety Strategy

Figure Ten



- The Department of Environment's Northern Ireland Road Safety Strategy aims at a 60% reduction on the number of fatalities on Northern Ireland's roads each year, from the 2004 – 2008 average of 126 to fewer than 50 by 2020. This figure has already dipped below this target in 2012 with 48 fatalities. However, the figure of 79 fatalities recorded in 2014 is currently 29 above the target level.

Figure Eleven

- The Department of Environment's Northern Ireland Road Safety Strategy also aims at a 45% reduction in the number of persons seriously injured on Northern Ireland's roads each year, from the 2004 – 2008 average of 1,111 to fewer than 611 by 2020. There were 710 people seriously injured in 2014 which is the lowest yearly total recorded so far and less than one hundred above the target of 611.

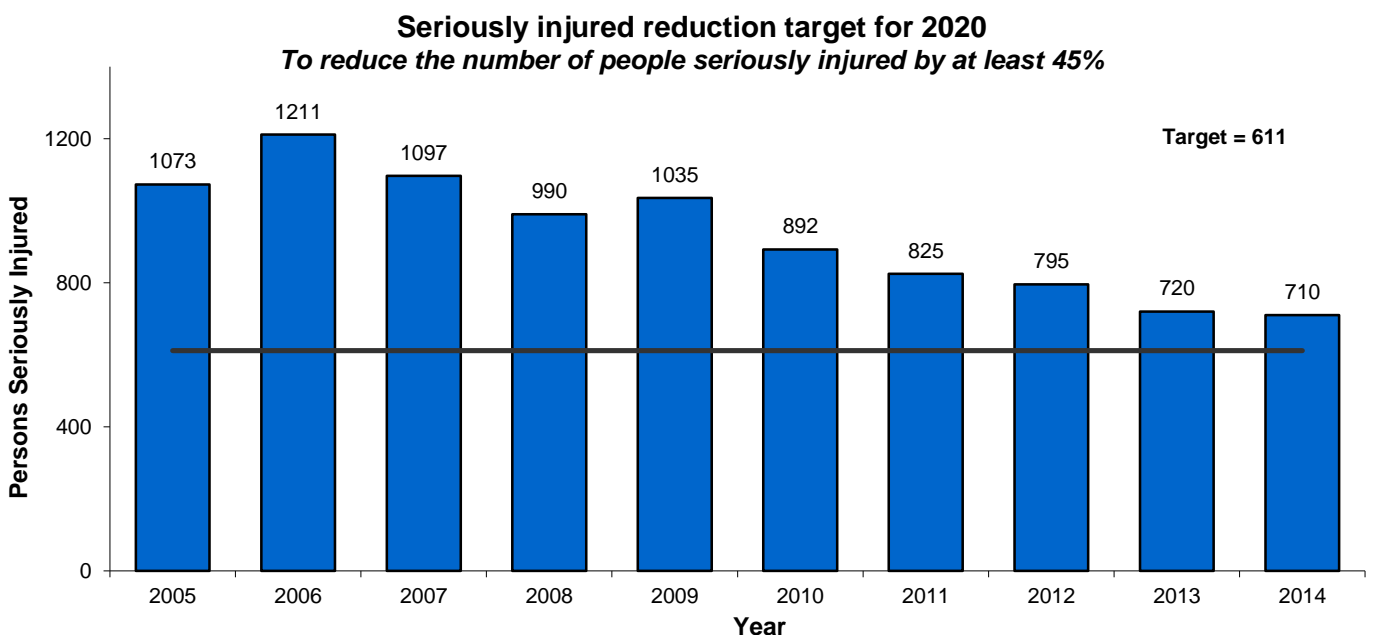
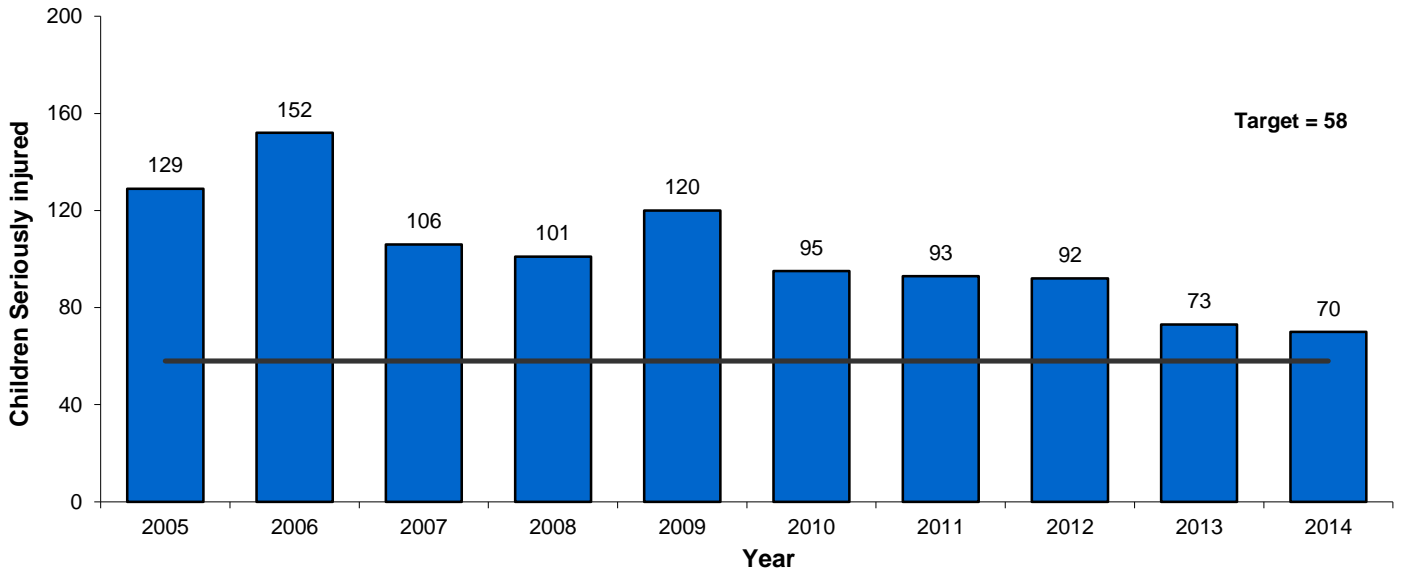


Figure Twelve

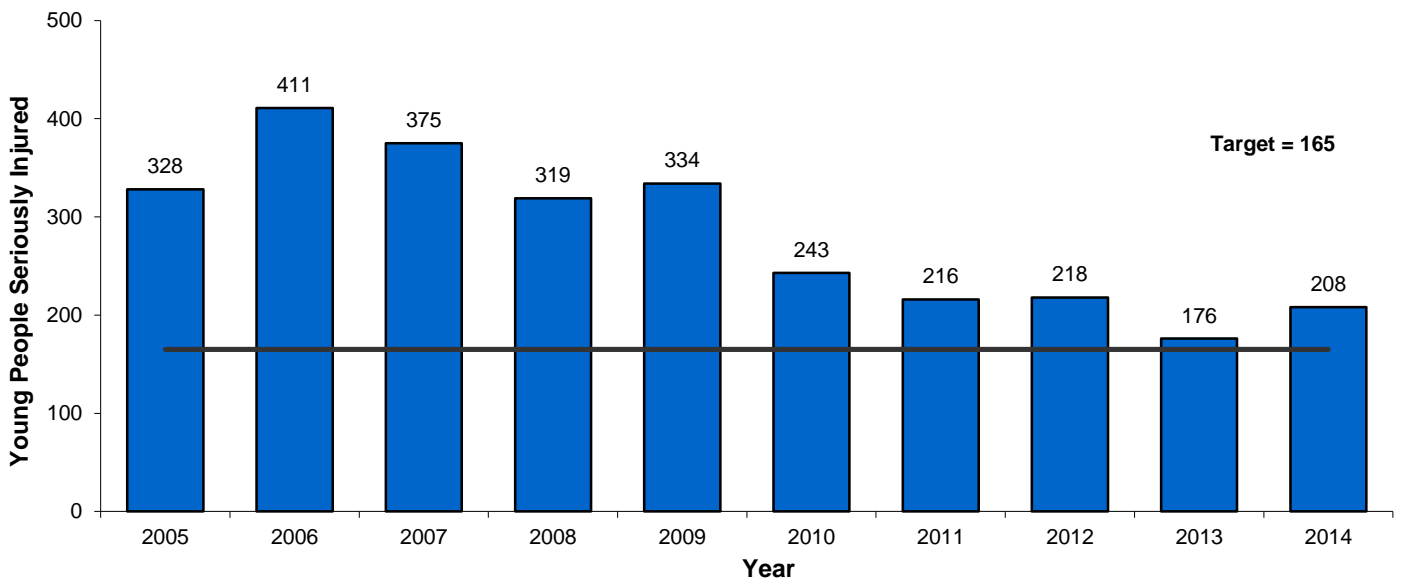
**Child (under 16) KSI casualty reduction target for 2020**  
*To reduce the number of children KSI by at least 55%*



- The Road Safety Strategy has set a target of 55% reduction in the number of children killed or seriously injured on Northern Ireland’s roads each year, from the 2004 – 2008 average of 128 to fewer than 58 by 2020. The figure of 70 child KSI casualties recorded in 2014 is the lowest annual level recorded but is still 12 more than the target of 58.

Figure Thirteen

**Young people (16-24) KSI casualty reduction target for 2020**  
*To reduce the number of young people KSI by at least 55%*



- The Strategy also has a target of a 55% reduction in the number of young people (16-24) killed or seriously injured on Northern Ireland’s roads each year, from the 2004 – 2008 average of 366 to fewer than 165 by 2020. There were 208 KSI casualties of young people in 2014 which is 32 higher than the 2013 figure of 176 and 43 above the 2020 target.

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

### 2014 compared with 2013

	2013					2014				
	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	1	41	42	445	487	4	40	44	438	482
16 - 24	14	117	131	990	1,121	18	127	145	1,009	1,154
25 - 34	9	87	96	903	999	9	89	98	970	1,068
35 - 49	7	100	107	1,058	1,165	13	105	118	1,066	1,184
50 - 64	4	71	75	607	682	6	73	79	658	737
65 +	8	50	58	281	339	13	35	48	284	332
Unknown	0	0	0	13	13	0	3	3	28	31
<b>Total</b>	<b>43</b>	<b>466</b>	<b>509</b>	<b>4,297</b>	<b>4,806</b>	<b>63</b>	<b>472</b>	<b>535</b>	<b>4,453</b>	<b>4,988</b>
<b>Female</b>										
Under 16	1	30	31	413	444	0	26	26	388	414
16 - 24	1	44	45	906	951	3	60	63	947	1,010
25 - 34	4	47	51	907	958	0	33	33	904	937
35 - 49	1	39	40	978	1,018	1	34	35	954	989
50 - 64	0	43	43	577	620	3	37	40	604	644
65 +	7	50	57	326	383	9	46	55	327	382
Unknown	0	1	1	5	6	0	2	2	21	23
<b>Total</b>	<b>14</b>	<b>254</b>	<b>268</b>	<b>4,112</b>	<b>4,380</b>	<b>16</b>	<b>238</b>	<b>254</b>	<b>4,145</b>	<b>4,399</b>
<b>All</b>										
Under 16	2	71	73	858	931	4	66	70	827	897
16 - 24	15	161	176	1,896	2,072	21	187	208	1,956	2,164
25 - 34	13	134	147	1,810	1,957	9	122	131	1,874	2,005
35 - 49	8	139	147	2,037	2,184	14	139	153	2,020	2,173
50 - 64	4	114	118	1,184	1,302	9	110	119	1,262	1,381
65 +	15	100	115	607	722	22	81	103	611	714
Unknown	0	1	1	18	19	0	5	5	49	54
<b>Total<sup>2</sup></b>	<b>57</b>	<b>720</b>	<b>777</b>	<b>8,410</b>	<b>9,187</b>	<b>79</b>	<b>710</b>	<b>789</b>	<b>8,599</b>	<b>9,388</b>

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

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

## 2014 compared with 2013

District	Area	2013					2014				
		Killed	Seriously Injured	Total KSI <sup>1</sup>	Slightly Injured	Total	Killed	Seriously Injured	Total KSI <sup>1</sup>	Slightly Injured	Total
A District	North Belfast	1	42	43	500	543	1	35	36	557	593
	West Belfast	0	32	32	426	458	2	17	19	467	486
	<b>A District Total</b>	<b>1</b>	<b>74</b>	<b>75</b>	<b>926</b>	<b>1,001</b>	<b>3</b>	<b>52</b>	<b>55</b>	<b>1,024</b>	<b>1,079</b>
B District	East Belfast	1	26	27	421	448	0	16	16	381	397
	South Belfast	0	25	25	535	560	2	32	34	618	652
	<b>B District Total</b>	<b>1</b>	<b>51</b>	<b>52</b>	<b>956</b>	<b>1,008</b>	<b>2</b>	<b>48</b>	<b>50</b>	<b>999</b>	<b>1,049</b>
C District	Ards	2	30	32	305	337	3	40	43	314	357
	Castlereagh	0	19	19	320	339	3	18	21	285	306
	Down	1	28	29	303	332	4	43	47	333	380
	North Down	2	16	18	266	284	1	12	13	279	292
	<b>C District Total</b>	<b>5</b>	<b>93</b>	<b>98</b>	<b>1,194</b>	<b>1,292</b>	<b>11</b>	<b>113</b>	<b>124</b>	<b>1,211</b>	<b>1,335</b>
D District	Antrim	3	22	25	272	297	1	15	16	316	332
	Carrickfergus	2	14	16	133	149	2	16	18	136	154
	Lisburn	2	54	56	630	686	7	45	52	648	700
	Newtownabbey	2	14	16	352	368	1	28	29	360	389
	<b>D District Total</b>	<b>9</b>	<b>104</b>	<b>113</b>	<b>1,387</b>	<b>1,500</b>	<b>11</b>	<b>104</b>	<b>115</b>	<b>1,460</b>	<b>1,575</b>
E District	Armagh	3	33	36	245	281	2	24	26	205	231
	Banbridge	2	25	27	186	213	4	25	29	168	197
	Craigavon	2	23	25	417	442	1	31	32	436	468
	Newry & Mourne	1	39	40	468	508	11	47	58	415	473
	<b>E District Total</b>	<b>8</b>	<b>120</b>	<b>128</b>	<b>1,316</b>	<b>1,444</b>	<b>18</b>	<b>127</b>	<b>145</b>	<b>1,224</b>	<b>1,369</b>
F District	Cookstown	1	11	12	133	145	2	11	13	121	134
	Dungannon	3	19	22	255	277	2	23	25	234	259
	Fermanagh	7	36	43	229	272	9	27	36	255	291
	Omagh	4	30	34	255	289	2	19	21	244	265
	<b>F District Total</b>	<b>15</b>	<b>96</b>	<b>111</b>	<b>872</b>	<b>983</b>	<b>15</b>	<b>80</b>	<b>95</b>	<b>854</b>	<b>949</b>
G District	Foyle	2	30	32	547	579	2	39	41	511	552
	Limavady	1	21	22	151	173	2	14	16	147	163
	Magherafelt	2	19	21	122	143	3	19	22	195	217
	Strabane	2	16	18	141	159	3	25	28	123	151
	<b>G District Total</b>	<b>7</b>	<b>86</b>	<b>93</b>	<b>961</b>	<b>1,054</b>	<b>10</b>	<b>97</b>	<b>107</b>	<b>976</b>	<b>1,083</b>
H District	Ballymena	2	26	28	245	273	2	19	21	337	358
	Ballymoney	0	13	13	106	119	2	15	17	125	142
	Coleraine	3	21	24	272	296	4	28	32	230	262
	Larne	5	24	29	116	145	0	11	11	103	114
	Moyle	1	12	13	59	72	1	16	17	56	73
	<b>H District Total</b>	<b>11</b>	<b>96</b>	<b>107</b>	<b>798</b>	<b>905</b>	<b>9</b>	<b>89</b>	<b>98</b>	<b>851</b>	<b>949</b>
<b>NI Total</b>	<b>NI Total</b>	<b>57</b>	<b>720</b>	<b>777</b>	<b>8,410</b>	<b>9,187</b>	<b>79</b>	<b>710</b>	<b>789</b>	<b>8,599</b>	<b>9,388</b>

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

## Appendix 2b - Road traffic casualties by new Council Areas

Please note that Police Areas are changing to the new 11 District Council Areas. These changes won't apply until 1<sup>st</sup> April 2015 but the following table shows a breakdown of 2014 collision statistics for this geography.

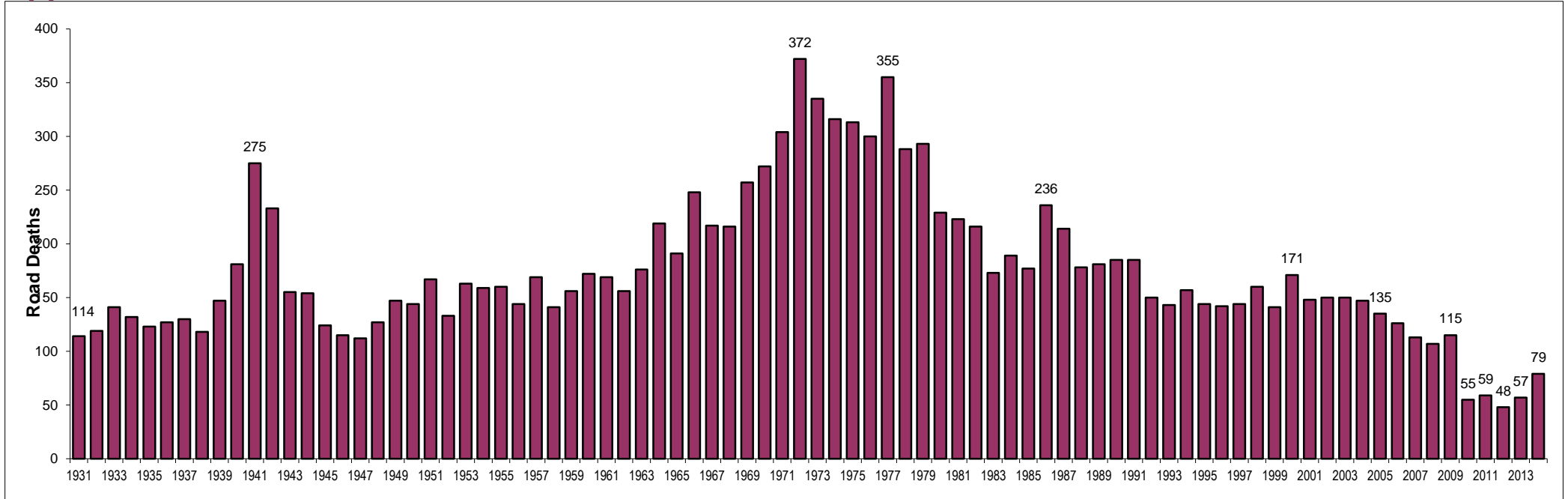
Area	2014				
	Killed	Seriously Injured	Total KSI <sup>1</sup>	Slightly Injured	Total
<b>Belfast City</b>	<b>7</b>	<b>106</b>	<b>113</b>	<b>2,256</b>	<b>2,369</b>
Antrim & Newtownabbey	2	43	45	682	727
Causeway Coast & Glens	9	73	82	558	640
Derry City & Strabane	5	64	69	634	703
Mid & East Antrim	4	46	50	570	620
<b>North Area Policing</b>	<b>20</b>	<b>226</b>	<b>246</b>	<b>2,444</b>	<b>2,690</b>
Ards & North Down	4	52	56	592	648
Armagh City, Banbridge & Craigavon	7	76	83	803	886
Fermanagh & Omagh	11	46	57	499	556
Lisburn & Castlereagh City	8	57	65	703	768
Mid Ulster	7	53	60	546	606
Newry, Mourne and Down	15	94	109	756	865
<b>South Area Policing</b>	<b>52</b>	<b>378</b>	<b>430</b>	<b>3,899</b>	<b>4,329</b>
<b>Northern Ireland Total</b>	<b>79</b>	<b>710</b>	<b>789</b>	<b>8,599</b>	<b>9,388</b>

- Newry, Mourne and Down had the highest number of fatalities recorded in 2014 with 15 while Fermanagh and Omagh was next highest with 11.
- Belfast City had the most persons seriously injured in 2014 with 106.
- Over a quarter of all casualties reported in 2014 occurred in the new Belfast District (2,369 casualties out of 9,388).

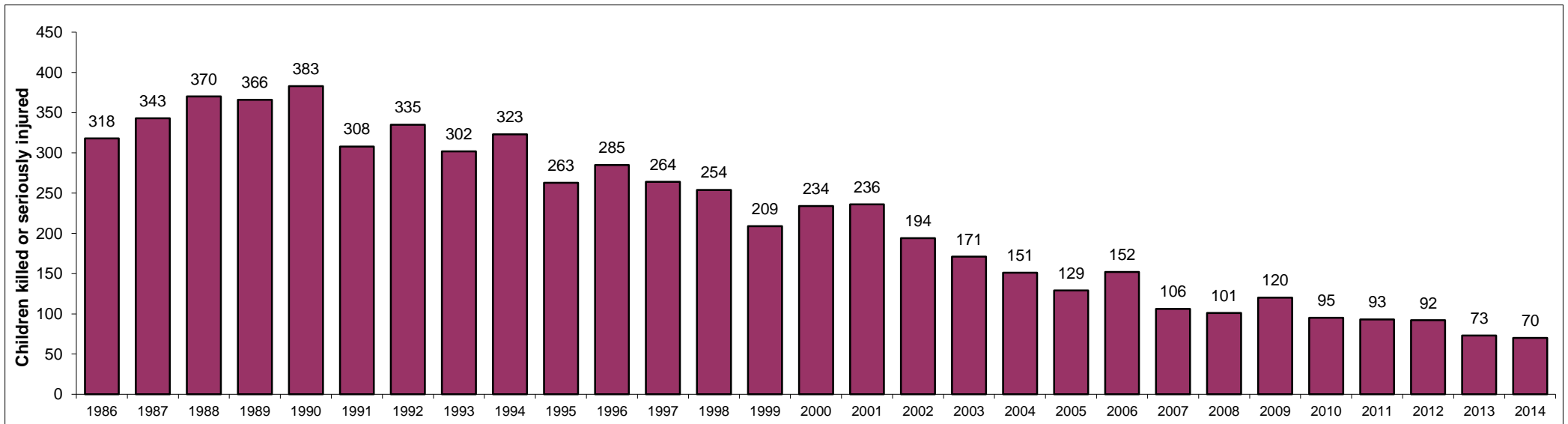


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## Appendix 3 Road Deaths on Northern Ireland's Roads 1931 - 2014



## Appendix 4 Children killed or seriously injured on Northern Ireland's Roads 1986 - 2014



## Appendix 5 - Summary of casualty figures from 1931 – 2014

Year	No of injury collisions	Killed	Seriously Injured	Injured	Slightly Injured	Total casualties
1931	1,582	114		1,724		1,838
1932	1,765	119		1,890		2,009
1933	1,633	141		1,757		1,898
1934	1,835	132		1,954		2,086
1935	1,975	123		2,159		2,282
1936	2,021	127		2,216		2,343
1937	1,793	130		1,891		2,021
1938	1,945	118		2,128		2,246
1939	1,993	147		2,211		2,358
1940	1,451	181		1,576		1,757
1941	1,778	275		1,928		2,203
1942	1,636	233		1,844		2,077
1943	1,205	155		1,308		1,463
1944	1,205	154		1,259		1,413
1945	1,222	124		1,429		1,553
1946	1,602	115		1,919		2,034
1947	1,700	112		1,976		2,088
1948	1,695	127		1,892		2,019
1949	2,135	147		2,396		2,543
1950	2,430	144		2,748		2,892
1951	2,583	167		2,975		3,142
1952	2,625	133		3,028		3,161
1953	3,139	163		3,715		3,878
1954	3,315	159		3,954		4,113
1955	3,854	160		4,561		4,721
1956	3,860	144		4,631		4,775
1957	3,324	169		4,001		4,170
1958	3,533	141		4,379		4,520
1959	3,992	156		5,068		5,224
1960	4,237	172		5,443		5,615
1961	4,196	169		5,520		5,689
1962	4,297	156		5,677		5,833
1963	4,536	176		6,001		6,177
1964	4,736	219		6,363		6,582
1965	4,987	191		6,755		6,946
1966	5,034	248		6,876		7,124
1967	5,094	217		7,076		7,293
1968	5,213	216		7,305		7,521
1969	4,981	257		7,124		7,381
1970	5,308	272		7,902		8,174
1971	5,158	304	2,135		5,523	7,962
1972	5,261	372	2,430		5,595	8,397
1973	5,000	335	2,358		5,304	7,997
1974	4,795	316	2,268		4,920	7,504
1975	4,882	313	2,231		5,109	7,653
1976	4,943	300	2,570		4,749	7,619
1977	5,352	355	2,905		4,944	8,204
1978	5,473	288	2,749		5,331	8,368
1979	5,388	293	2,546		5,082	7,921
1980	4,982	229	2,387		4,648	7,264
1981	5,245	223	2,418		5,139	7,780
1982	5,551	216	2,503		5,420	8,139
1983	5,425	173	2,300		5,240	7,713
1984	5,978	189	2,465		6,096	8,750

**Appendix 5 - Summary of casualty figures from 1931 – 2014 continued**

Year	No of injury collisions	Killed	Seriously Injured	Slightly Injured	Total casualties
1985	5,779	177	1,148	7,312	8,637
1986	6,171	236	1,825	7,381	9,442
1987	6,344	214	1,885	7,837	9,936
1988	6,943	178	1,969	8,820	10,967
1989	7,199	181	2,014	9,416	11,611
1990	7,159	185	1,993	9,583	11,761
1991	6,171	185	1,648	8,481	10,314
1992	6,650	150	1,841	9,273	11,264
1993	6,517	143	1,725	9,232	11,100
1994	6,783	157	1,648	10,289	12,094
1995	6,792	144	1,532	10,049	11,725
1996	7,093	142	1,599	10,834	12,575
1997	7,192	144	1,548	11,006	12,698
1998	7,487	160	1,538	11,704	13,402
1999	7,562	141	1,509	11,799	13,449
2000	8,388	171	1,786	12,763	14,720
2001	7,447	148	1,682	11,312	13,142
2002	6,784	150	1,526	10,238	11,914
2003	6,049	150	1,288	8,887	10,325
2004	5,633	147	1,183	8,177	9,507
2005	4,947	135	1,073	6,951	8,159
2006	5,628	126	1,211	7,845	9,182
2007	5,990	113	1,097	8,226	9,436
2008	6,223	107	990	8,454	9,551
2009	6,251	115	1,035	8,617	9,767
2010	5,666	55	892	8,010	8,957
2011	5,594	59	825	7,876	8,760
2012	5,775	48	795	8,167	9,010
2013	5,820	57	720	8,410	9,187
2014	6,085	79	710	8,599	9,388

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

## NOTES

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

Designation can be broadly interpreted to mean that the statistics:

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

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

User Consultation is an important part of the service we provide and it is a requirement under Principal 1 (Meeting User Needs) of the Code of Practice for Official Statistics, to publish information about user experiences. Updates from our most recent user engagement and surveys are published on the PSNI website under the [Official Statistics](#) section.

### 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](#).

### 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 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 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](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 July 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 any of the following:  
[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.



PSNI POLICING DISTRICTS FROM 1<sup>ST</sup> APRIL 2007

NOT PROTECTIVELY MARKED



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