

NORTHERN IRELAND ROAD SAFETY STRATEGY TO 2020

Annual Statistical Report 2014



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Reader Information

Purpose	Report on progress of Road Safety Strategy to 2020 against agreed targets and key performance indicators (KPIs).
Reporting Period	2013
Data Quality	This report primarily uses as its source indicator data a variety of National and Official Statistics, produced by NISRA statisticians, and hence the data quality is considered to be of a high standard.
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Introduction

Northern Ireland's Road Safety Strategy (NIRSS) to 2020, which was published in March 2011, outlines the key road safety challenges to be addressed by government between 2010 and 2020. It identified 4 key casualty reduction targets and 199 action measures for improving road safety. As a living document, further action measures have since been added; arising from the original measures or from completed research. As at 31 April 2014, the Strategy contains a total of 224 Action Measures. Further information on the Strategy is available at: http://www.doeni.gov.uk/roadsafety/index/road_safety_strategy.htm.

This report monitors the progress in 2013 of the targets and key performance indicators (KPIs) set out in the NIRSS. The targets and indicators are measured against a baseline of the 2004-2008 average figures.

The four targets, reported in Table A, are:

1. To reduce the number of people killed in road collisions by at least 60% by 2020.
2. To reduce the number of people seriously injured in road collisions by at least 45% by 2020.
3. To reduce the number of children (aged 0 to 15) killed or seriously injured in road collisions by at least 55% by 2020.
4. To reduce the number of young people (aged 16 to 24) killed or seriously injured in road collisions by at least 55% by 2020.

The report contains information on KPIs which are used to assess progress towards achieving strategy targets. Headline KPI results can be seen in Table B.

Key Points

- In 2013 there were 57 fatalities in road traffic collisions. This represents a reduction of 55 per cent on the baseline figure (126). The 2020 target is to have 50, or fewer, fatalities on our roads.
- In 2013 there were 720 serious injuries in road traffic collisions. This represents a reduction of 35 per cent on the baseline figure (1,111). The 2020 target is to have 611, or fewer, serious injuries on our roads each year.
- In 2013 there were 73 children killed or seriously injured (KSIs) in road traffic collisions. This represents a reduction of 43 per cent on the baseline figure (128). The 2020 target is to reduce the number of children KSIs on our roads to 58, or less.
- In 2013 there were 176 young people killed or seriously injured (KSIs) in road traffic collisions. This represents a reduction of 52 per cent on the baseline figure (366). The 2020 target is to reduce the number of young people KSIs on our roads to 165, or less.

Table A below provides a brief summary of the four strategy targets. Percentage changes over time have been reported using the most recent years data compared against both the baseline position and 2012.

Table A: Summary Table of Strategy Targets

Strategy Target	Target	2004-2008 Baseline	2011	2012	2013	Current Year Percentage (%) change from Baseline ¹	Current Year Percentage (%) change from last year (2012) ¹
Number of Road Traffic Fatalities in Northern Ireland	50	126	59	48	57	↓ -55%	↑ 19%
Number of Road Traffic Serious Injuries in Northern Ireland	611	1111	825	795	720	↓ -35%	↓ -9%
Number of Children (0-15 years) killed or seriously injured (KSIs) in road traffic collisions	58	128	93	92	73	↓ -43%	↓ -21%
Number of Young People (16-24 years) killed or seriously injured (KSIs) in road traffic collisions	165	366	216	218	176	↓ -52%	↓ -19%

Notes:

¹ Percentage changes have been calculated using unrounded data.

Table B below provides a brief summary of the key performance indicators which have been monitored in this report. Percentage changes over time have been reported using the most recent years data compared against both the baseline position and 2012.

Table B: Summary Table of Key Performance Indicators

Key Performance Indicator	2004-2008 Baseline	2011	2012	2013	Current Year Percentage (%) change from Baseline ³	Current Year Percentage (%) change from last year (2012) ³
Rate of Road Deaths per 100 million vehicle kilometres ^{1 [r]}	0.6	0.3	0.2	0.3	↓ -56%	↑ 19%
Rate of Road Deaths per million population ^[r]	72.0	32.5	26.3	31.2	↓ -57%	↑ 18%
Rate of Pedestrian KSIs per 100 million kilometres walked ^[r]	52.6	53.3	43.7	36.6	↓ -31%	↓ -16%
Rate of Pedal Cyclist KSIs per 100 million kilometres cycled ^[r]	60.2	76.3	69.4	60.1	↓ 0%	↓ -13%
Rate of Motorcyclist KSIs per 100 million motorcycle kilometres ^[r]	220.4	284.6	426.0	571.8	↑ 159%	↑ 34%
Rate of Car users KSIs per 100 million kilometres (cars and vans) ^{1 [r]}	4.7	2.7	2.6	2.4	↓ -49%	↓ -8%
Rate of Fatal and Serious collisions per 100 million vehicle kilometres ^{1 [r]}	5.0	3.8	3.6	3.4	↓ -32%	↓ -6%
Number of people aged over 70 killed or seriously injured in road collisions per 100,000 population aged over 70 ^[r]	50.2	53.1	38.3	45.5	↓ -9%	↑ 19%
Number of people killed in collisions on rural roads	92.2	37.0	35.0	36.0	↓ -61%	↑ 3%
Number of children (0-15) killed in collisions on rural roads	5.2	1.0	3.0	2.0	↓ -	↓ -
Number of people killed where at least one person involved was over the legal blood alcohol limit	27.8	19.0	10.0	14.0	↓ -50%	↑ -
Number of car occupants killed who were not wearing a seatbelt	24.6	3.0	7.0	11.0	↓ -55%	↑ -
Number of pedestrians killed or seriously injured per 100,000 population in 10 per cent most deprived areas (Collisions) ^{2 [r]}	28.4	26.8	28.8	21.5	↓ -24%	↓ -25%
Number of pedestrians killed or seriously injured per 100,000 population in 10 per cent least deprived areas (Collisions) ^{2 [r]}	4.5	8.4	6.0	4.8	↑ -	↓ -
Number of child pedestrians killed or seriously injured per 100,000 population in 10 per cent most deprived areas (Collisions) ^{2 [r]}	34.5	26.2	39.2	26.1	↓ -24%	↓ -34%
Number of child pedestrians killed or seriously injured per 100,000 population in 10 per cent least deprived areas (Collisions) ^{2 [r]}	6.7	12.8	9.6	13.0	↑ -	↑ -
Number of KSIs resulting from collisions involving drivers under the age of 25	424.8	233.0	242.0	215.0	↓ -49%	↓ -11%

Notes:

¹ Vehicle kilometers travelled estimates have been taken from the Roads Service (NI) Traffic and Travel Information incorporating Annual Traffic Census and Vehicle Kilometers of Travel. The most recent year of data available is 2011. Users should note that this estimate has been applied to years 2012 and 2013 in lieu of new estimates becoming available before the end of 2014.

² Users should note that the deprivation marker is based on where the collision occurred rather than where the casualty lived.

³ Percentage changes have been calculated using unrounded data. Where a '-' appears in a column relating to percentages the calculated percentage has been removed. This is due to the percentage being calculated where the denominator is less than or equal to ten. The percentage in these instances may skew the interpretation of the results and as such the user may wish to acknowledge the small numbers rather than view the percentage.

Where a rate has been calculated from base data greater than ten, the percentages have been reported regardless of the value of the rate.

^[r] Users should note that figures have been revised. See Explanatory Notes 1 and 6.

User Guidance

This statistics release is the third of an annual series which will continue to be produced each September over the lifetime of the Northern Ireland Road Safety Strategy to 2020.

Main Uses of Data

Data contained in this release are published primarily to provide an indication of the progress of the Road Safety Strategy to 2020 against agreed targets and KPIs.

The Northern Ireland Road Safety Strategy to 2020 is available by following the link below.
http://www.doeni.gov.uk/roadsafety/index/road_safety_strategy.htm

These data also provide policy makers with the necessary information to formulate and evaluate road safety services and are helpful in assessing the effectiveness of resource allocation in providing services that are fully responsive to public need.

Additionally, Road Safety Strategy 2020 information is used to inform the media, special interest groups and academics, and by the DoE to respond to parliamentary/assembly questions and ad hoc queries from the public.

Data Sources

A variety of statistical sources have been utilised to enable robust monitoring of targets and indicators over the lifetime of the strategy. All sources have been fully referenced in the accompanying tables and Excel spreadsheet which can be downloaded at:
<http://www.doeni.gov.uk/ni-road-safety-strategy-to-2020-annual-statistical-report-2014-detailed-tables.xls>

Each source has been identified as to whether it is currently National Statistics (NS) or Official Statistics (OS).

PSNI Road Traffic Data (NS)

Where PSNI data are contained in this report, these have been validated and quality assured by NISRA Statisticians working in PSNI, before being passed to DOE Statisticians.

The definitions used in this report compare directly with those used by PSNI – see the following link:

http://www.psni.police.uk/traffic_statistics_user_guide.pdf

Details of the main definitions used can be found in the Glossary at Appendix 3.

Travel Survey for Northern Ireland (TSNI) (NS)

The TSNI is conducted, and the data validated, by NISRA Central Survey Unit (CSU), the leading social research organisation in Northern Ireland. The data is then passed to NISRA Statisticians working in DRD, who analyse it and produce the TSNI publications.

Please see link below to the most recent data from the TSNI and related user guidance.

http://www.drdni.gov.uk/tsni_headline_report_2011-2013.pdf

NISRA Population Data (NS)

This report draws on population data produced by NISRA's Demography and Methodology Branch. These data are contained in the following publications:

NISRA Mid-Year Population Estimates 2013

<http://www.nisra.gov.uk/demography/default.asp17.htm>

NISRA Small Area Population Estimates 2013

<http://www.nisra.gov.uk/demography/default.asp125.htm>

The most recent version of the NISRA Mid-Year Estimates, which was published in June 2014, included both new and revised Small Area Population Estimates (SAPE) for the period 2001 to 2013. These revised figures have been used to calculate indicators in this publication and therefore small changes may be evident in the

historical data series in those tables which use this data. See Explanatory Note 1, Appendix 2 for more detail and Revisions Policy below.

Northern Ireland Multiple Deprivation Measure 2010

http://www.nisra.gov.uk/deprivation/nimdm_2010.htm

Northern Ireland Multiple Deprivation Measures (NIMDM) were used in relation to KPIs to identify the 10 per cent most deprived areas and the 10 per cent least deprived areas in Northern Ireland. The relevant road traffic collision statistics were then attached using the SOA where the collision occurred to produce rates of all pedestrians and child pedestrians killed or seriously injured in these areas.

DRD Roads Service

Data relating to the number of motor Vehicle Kilometres Travelled (VKT) is taken from the Roads Service (NI) Annual Traffic and Travel Census.

Work is ongoing to produce VKT data using a new methodology and it is expected that this new data will be available in October 2014. Further information on this is detailed in the “Limitations of Data” section below.

If you would like any further information or a copy of this report, e-mail: ticc.belfast@drdni.gov.uk

Statistical Geography

This report makes reference to Super Output Areas (SOAs). This is a measure of statistical geography which divides Northern Ireland into 890 areas, of similar population size and which are socially similar. These have been used by NISRA to produce population statistics and deprivation statistics at a low level of geography. For more information please see website link below:

<http://www.nisra.gov.uk/geography/SOA.htm>

Revisions Policy

Where an [r] is presented in a table it indicates that a revision has been made to the data. See Explanatory Notes 1 and 6 for further details.

For information on DOE’s policy for data revisions, please follow the link below:

http://www.doeni.gov.uk/supporting_statements.pdf

Strengths of Data

All sources of data are National or Official or Statistics, produced by statisticians from the Northern Ireland Statistics and Research Agency (NISRA).

All of the base information presented in this report has been validated and quality assured by NISRA Statisticians based in Department of Environment (DOE), Department of Finance and Personnel (DFP), Department for Regional Development (DRD), and PSNI. The relevant datasets have been referenced throughout this publication.

For these reasons, the data is considered to be of a high quality.

Limitations of Data

One of the main limitations of Police Recorded Injury Road Traffic Collision Statistics is the extent to which they represent the true level of collisions and casualties, resulting in injury, that occur in Northern Ireland. More background on this can be found at: http://www.psni.police.uk/traffic_statistics_user_guide.pdf

It should be noted that this is less of a limitation when examining trends, assuming any potential under-recording remains reasonably constant over time. Users, however, should still exercise caution when interpreting changes in trends based on small numbers of casualties.

The sample size in the Travel Survey for Northern Ireland is relatively small; therefore

three years of data need to be combined to ensure data are robust.

http://www.drdni.gov.uk/tsni_headline_report_2011-2013.pdf

Vehicle Kilometres Travelled (VKT) data used in this report were produced using the methodology which has been in place since 1991. Work is ongoing to produce data under a new methodology, based on that used by the Department for Transport in Great Britain. This work will yield robust Official Statistics and will be available for the years 2008-2013. It will, however, lead to a discontinuity in the series, although it is difficult to quantify the impact this will have on the overall indicator trend. It is expected that the new estimates will become available in October 2014.

Since new data will only be available from 2008 onwards, new baselines will need to be constructed for the indicators which use this data. Users will be kept informed of any amendments through this publication.

Five Year Rolling Average

A number of the indicators are based on small numbers of events so, when reported by single year, can show a lot of volatility. Despite this issue, it is necessary to report the single year figure to ensure consistency with how the key road safety targets have been defined. However, in these cases an additional figure reporting on a five year rolling average has been included to give a clearer indication of which direction the trend is moving.

Rounding and Summing

It should be noted that, in some instances, individual table cells may not perfectly sum to the total due to rounding.

When calculating baseline figures and rates for use in monitoring the strategy's targets and KPIs, these figures have been rounded to 2 decimal places in the detailed tables; however they are rounded to 1 decimal place in this report and the

associated summary tables. Percentage changes have been calculated on unrounded figures and rates.

Notation and Terminology

Where a cell is left blank, no calculation has been carried out.

Percentage changes have been calculated using unrounded data. Where a '-' appears in a column relating to percentages the calculated percentage has been removed. This is due to the percentage being calculated where the denominator is less than or equal to ten. The percentage in these instances may skew the interpretation of the results and as such the user may wish to acknowledge the small numbers rather than view the percentage. Where a rate has been calculated from base data greater than ten, the percentages have been reported regardless of the value of the rate.

Road Safety Information in the United Kingdom (UK) and Republic of Ireland (ROI)

While it is our intention to direct users to road safety information elsewhere in the UK and ROI, users should be aware that statistics in other administrations are not always measured in a comparable manner to those in Northern Ireland. Details of road safety data published elsewhere are listed in Explanatory Note 5, Appendix 2.

An Official Statistics Publication

Official Statistics are produced to a high professional standard. They undergo regular quality assurance reviews to ensure that they meet customer needs. They are produced free from any political interference. As we want to engage with users of our statistics, we invite you to feedback your comments on this publication to:

Ashleigh Warwick

Email: ashleigh.warwick@doeni.gov.uk

Tel: (028) 90 540920

Progress on Strategy Targets

This publication is the third in the lifetime of the reporting on the targets and KPIs set out in the Road Safety Strategy to 2020. Progress to date, as measured against the Strategy's key targets, is outlined below.

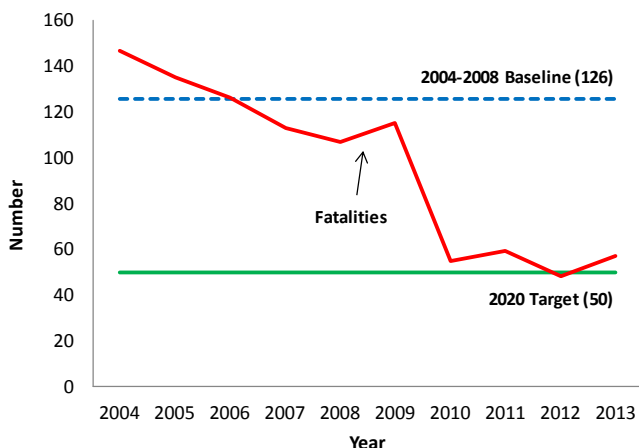
Strategy Targets

Target 1: To reduce the number of people killed in road collisions by at least 60% by 2020.

The 2020 Strategy target is to have 50 or fewer fatalities recorded from road traffic collisions in Northern Ireland.

In 2013, there were 57 such fatalities recorded by the PSNI. Although this represents a reduction of 55 per cent from the baseline figure (126), the majority of this reduction occurred between 2009 and 2010 when numbers more than halved.

Figure 1: Number of road traffic fatalities, 2004-2013



Source: PSNI Road Traffic Casualty Statistics
See: Appendix 1, Table 1

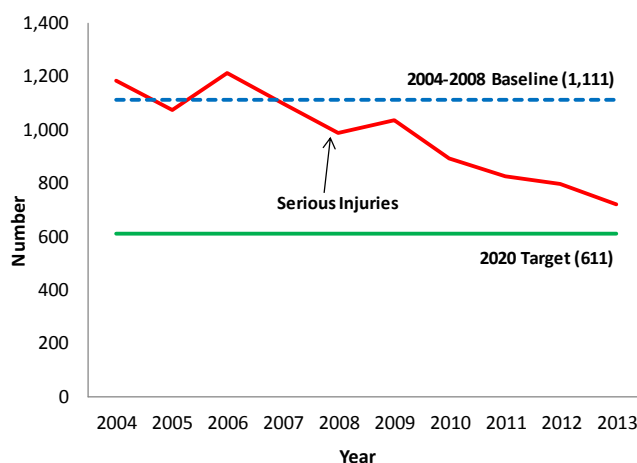
The 2020 Strategy target was reached in 2012 when 48 fatalities were recorded, however with an increase of almost one-fifth (19%) in 2013, the number once again exceeded the target.

Target 2: To reduce the number of people seriously injured in road collisions by at least 45% by 2020.

The 2020 target is to have 611 or fewer, serious injuries on our roads each year.

In 2013, 720 people were seriously injured in road collisions on Northern Ireland's roads. This represents a reduction of 35 per cent on the baseline figure (1,111) and a further reduction of nine per cent from 2012. Figure 2 below clearly shows a steady downward trend.

Figure 2: Number of seriously injured casualties from road collisions, 2004-2013



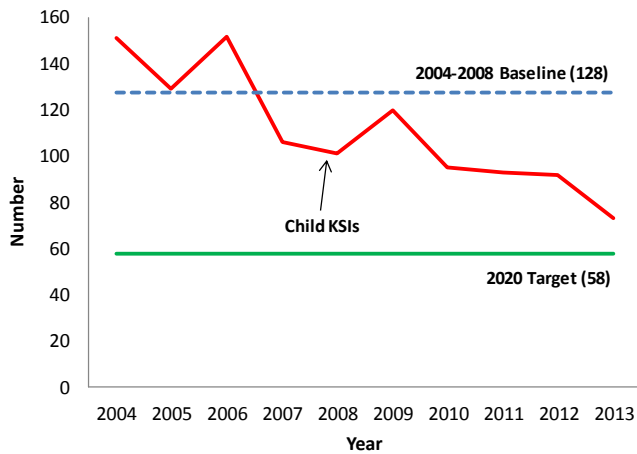
Source: PSNI Road Traffic Casualty Statistics
See: Appendix 1, Table 2

Target 3: To reduce the number of children (aged 0 to 15) killed or seriously injured in road collisions by at least 55% by 2020.

The 2020 target is to reduce the number of children killed or seriously injured on our roads to 58, or less.

In 2013, there were 73 children killed or seriously injured in road collisions in Northern Ireland. This represents a reduction of 43 per cent from the baseline figure (128) as well as a reduction of over one-fifth (21%) from the previous year. The downward trend had appeared to be gradually levelling off in recent years, however, in 2013, it once again dropped significantly.

Figure 3: Number of children (aged 0-15 years) killed or seriously injured (KSIs) in road collisions, 2004-2013



Source: PSNI Road Traffic Casualty Statistics
See: Appendix 1, Table 3

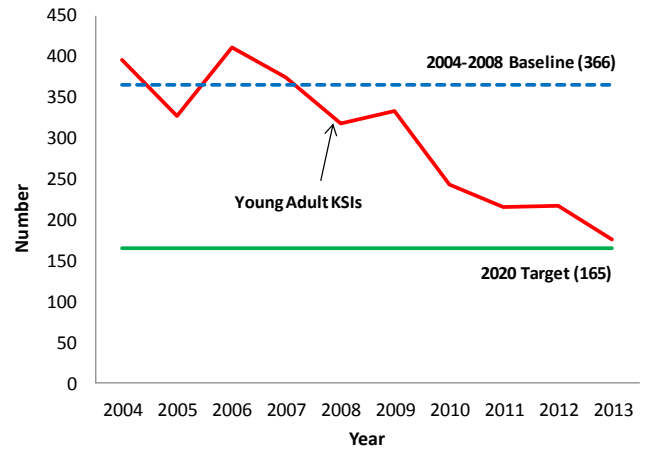
Target 4: To reduce the number of young people (aged 16 to 24) killed or seriously injured in road collisions by at least 55% by 2020.

The 2020 target is to reduce the number of young people killed or seriously injured on our roads to 165, or less.

In 2013, there were 176 young people killed or seriously injured in road traffic collisions in Northern Ireland. This represents a reduction of over a half (52%) from the baseline figure (366) and a reduction of approaching one-fifth (19%) from the previous year.

Last year, a one per cent increase from 2011 was recorded and it appeared that the rate of decline may have stalled; however this year's further reduction has brought the level of young people's KSI's to only 7 per cent above the target of 165.

Figure 4: Number of young people (aged 16-24 years) killed or seriously injured in road collisions, 2004-2013



Source: PSNI Road Traffic Casualty Statistics
See: Appendix 1, Table 4

Progress on Key Performance Indicators

In addition to the four principal targets there are a suite of nineteen key performance indicators (KPIs) which underpin the road safety strategy. Where data are available year three monitoring of KPIs has been reported.

Key Performance Indicators (KPIs)

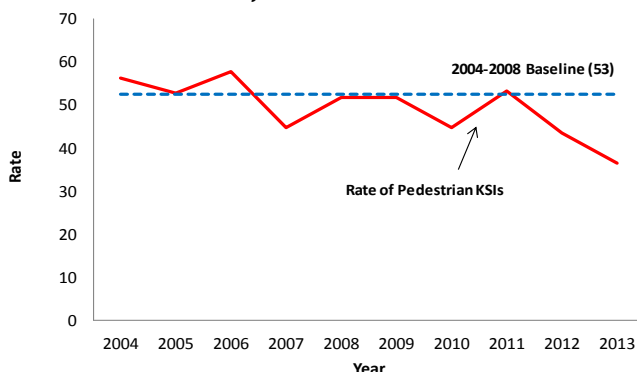
Progress to date on a selected sample of the strategy's KPIs is outlined below. A number of the indicators, when reported by single year, show a lot of volatility. In these cases an additional figure reporting on a five year rolling average has been included to give a clearer indication of which direction the trend is moving.

In this year's report baselines and 5 year rolling averages for indicators which report a rate have been recalculated using an improved methodology. This has led to some changes however the impact is considered low.

KPI: Rate of killed or seriously injured pedestrians per 100 million kilometres walked.

In 2013, there were 36.6 pedestrian KSIs per 100 million kilometres walked. This is 31 per cent below the baseline rate of 52.6 and a further 16 per cent below last year's rate.

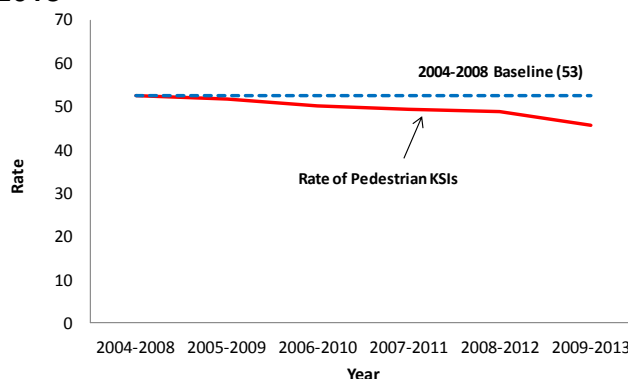
Figure 5: Rate of Pedestrian KSIs per 100 million kilometres walked, 2004-2013



Source: PSNI Road Traffic Casualty Statistics & Travel Survey for Northern Ireland
See: Appendix 1, Table 7

Figure 6 below is based on the same data as above but has been smoothed to provide a clearer picture of the overall trend. It suggests that the trend is continuing to fall, however at an increasing rate.

Figure 6: Rate of Pedestrian KSIs per 100 million kilometres walked (5 year rolling average), 2004-2013



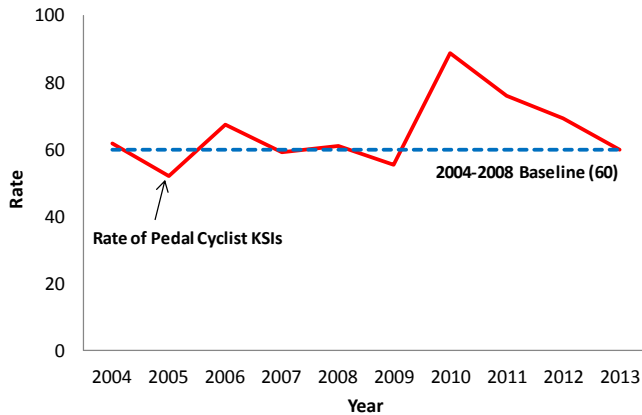
Source: PSNI Road Traffic Casualty Statistics & Travel Survey for Northern Ireland
See: Appendix 1, Table 7a

KPI: Rate of killed or seriously injured pedal cyclists per 100 million kilometres cycled.

In 2013, there were 46 pedal cyclist KSIs, which was an increase of more than half (51%) on the baseline level of 30 KSIs. This increase is largely masked when reporting the rate of pedal cyclist KSIs per 100 million kilometres cycled due to similarly large increases in the distance of kilometres cycled over the period (See Appendix 1, Table 8).

Since 2010, the rate of pedal cyclist KSIs per 100 million kilometres cycled has ranged from 15 to 48 per cent higher than the baseline figure; however, 2013 has seen the rate return once again to the baseline level.

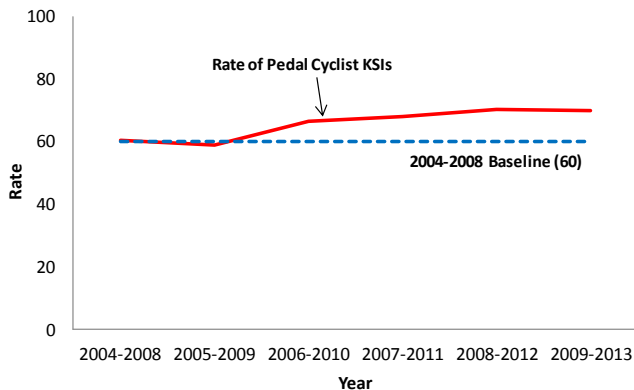
Figure 7: Rate of pedal cyclist KSIs per 100 million kilometres cycled, 2004-2013



Source: PSNI Road Traffic Casualty Statistics & Travel Survey for Northern Ireland
See: Appendix 1, Table 8

Irrespective of the drops in single year pedal cyclist KSI rates recorded from 2011 onwards (See Figure 7); over time the rolling average indicates that the trend was still gradually moving upwards, although may now have levelled out at 16 per cent above the baseline figure of 60 (See Figure 8).

Figure 8: Rate of pedal cyclist KSIs per 100 million kilometres cycled (5 year rolling average), 2004-2013

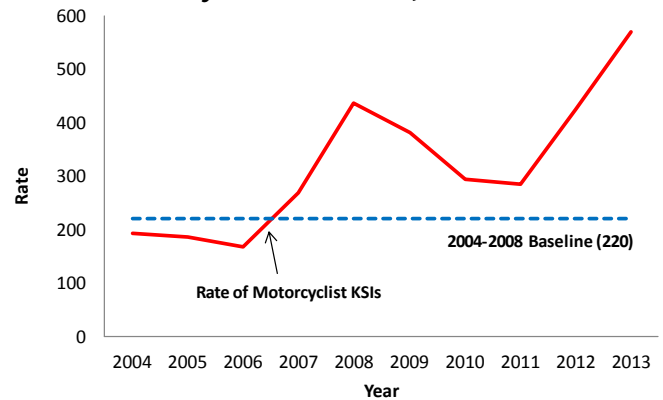


Source: PSNI Road Traffic Casualty Statistics & Travel Survey for Northern Ireland
See: Appendix 1, Table 8a

KSI: Rate of killed or seriously injured motorcyclists per 100 million motorcycle kilometres.

Although the number of motorcyclist KSIs in 2013 (101) is only 1 higher than the lowest level recorded in 2012, due to the substantial drop in the vehicle kilometres travelled by this road user group over the same period (from 23.5 million in 2012 to 17.7 million in 2013), the rate of motorcyclist KSIs per 100 million motorcycle kilometres in 2013 is now 159 per cent higher than the baseline.

Figure 9: Rate of motorcyclist KSIs per 100 million motorcycle kilometres, 2004-2013

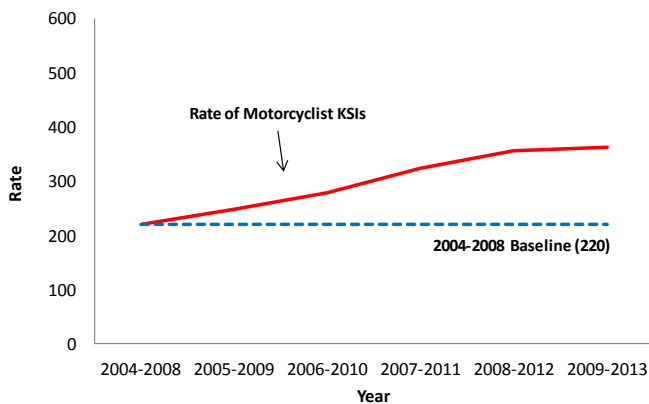


Source: PSNI Road Traffic Casualty Statistics, Travel Survey for Northern Ireland
See: Appendix 1, Table 9

Based on a five year rolling average, as graphed in Figure 10, it is clear that the rate of motorcyclist KSIs per 100 million motorcycle kilometres is continuing to show a steady and significant increase from the baseline.

However, when considering the above findings, it is important to be aware that the critical distance travelled estimates, derived from a sample survey, will have a higher level of uncertainty for small sub-groups of the population such as motorcyclists. This will be much more of an issue for the single year rates (Figure 9) than the smoothed trend (Figure 10) where the data have been further pooled to help minimise any random variation.

Figure 10: Rate of motorcyclist KSIs per 100 million motorcycle kilometres (5 year rolling average), 2004-2013



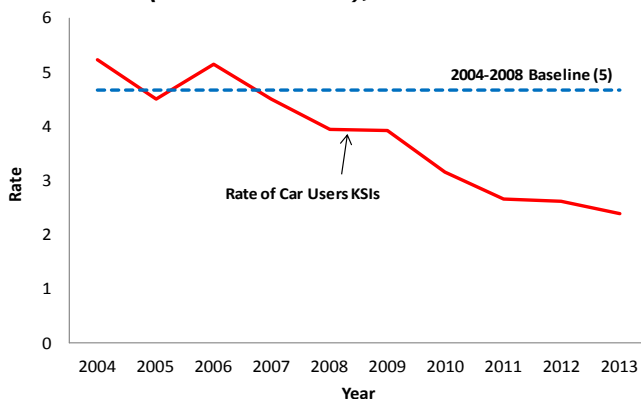
Source: PSNI Road Traffic Casualty Statistics & Travel Survey for Northern Ireland
See: Appendix 1, Table 9a

KPI: Rate of killed or seriously injured car users per 100 million kilometres (cars and vans).

In 2013, the number of car user KSIs was 427, which is nine percent lower than last year and the lowest level recorded for this series. The KSI rate for car users in 2013 was 2.4 per 100 million kilometres (cars and vans), 49 per cent below the baseline (4.7 per 100 million kilometres).

Figure 11 below clearly illustrates the continuing decline in this indicator over time.

Figure 11: Rate of car users KSIs per 100 million kilometres (cars and vans), 2004-2013



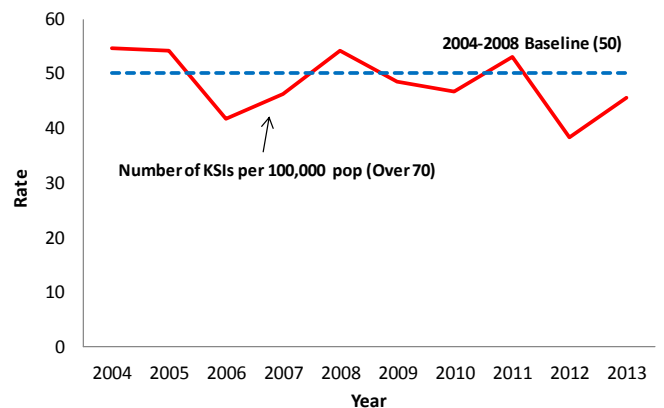
Source: PSNI Road Traffic Casualty Statistics, Roads Service (NI) Traffic and Travel Information 2011 incorporating Annual Traffic Census and Vehicle Kilometres of Travel
See: Appendix 1, Table 10

KPI: Number of people aged over 70 killed or seriously injured in road collisions per 100,000 population aged over 70.

In 2013 there were 80 people aged over 70 who were killed or seriously injured in road traffic collisions in Northern Ireland. This was an increase of 21 per cent from last year (66) and two percent from the baseline (78).

Population data is used to calculate the KSI rate for this indicator, and it shows that in 2013 there were 45.5 people, per 100,000 aged over 70 years, who were killed or seriously injured in road collisions. Although this is a rise of 19 per cent on the rate recorded for last year, it is still 9 per cent below the baseline rate of 50.

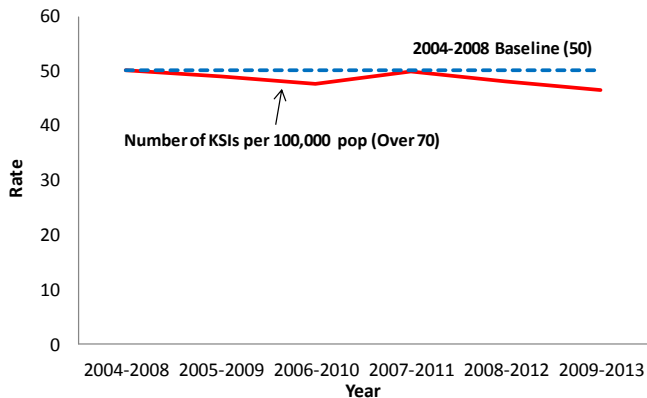
Figure 12: Number of people aged over 70 killed or seriously injured in road collisions per 100,000 population aged over 70, 2004-2013



Source: PSNI Road Traffic Casualty Statistics, Mid-year Population Estimates
See: Appendix 1, Table 12

Furthermore, even though the rate increased in 2013, Figure 13 shows that the trend, when based on a five year rolling average, has remained just below the baseline.

Figure 13: Number of people aged over 70 killed or seriously injured in road collisions per 100,000 population aged over 70 (5 year rolling average), 2004-2013

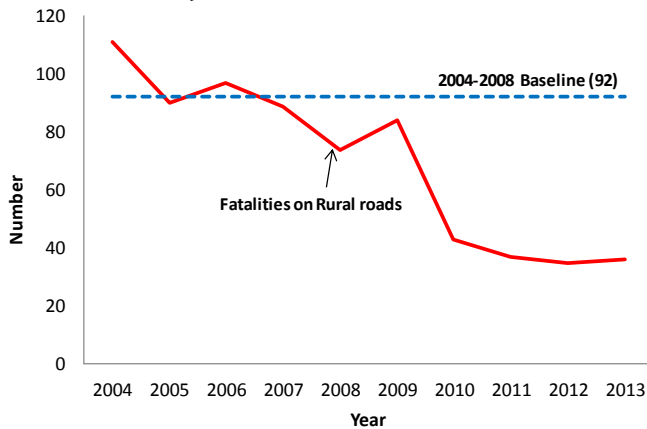


Source: PSNI Road Traffic Casualty Statistics & Mid-year Population Estimates
See: Appendix 1, Table 12a

KPI: Number of people killed in collisions on rural roads.

In 2013 there were 36 people killed in collisions on rural roads, which is one more than 2012 (35), but one less than 2011 (37). It is also 61 per cent below the baseline level of 92.

Figure 14: Number of people killed in collisions on rural roads, 2004-2013

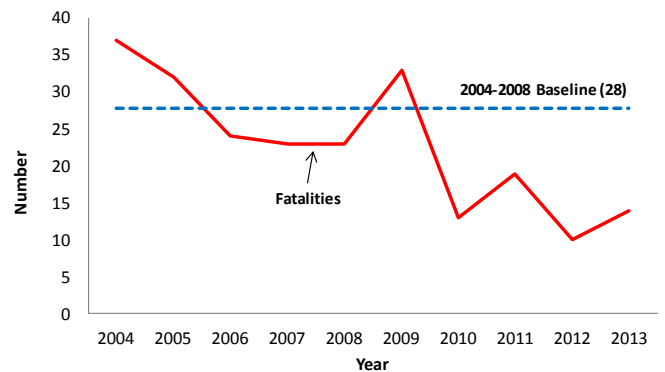


Source: PSNI Road Traffic Casualty Statistics
See: Appendix 1, Table 13

KPI: Number of people killed where alcohol/drugs causation factor was attributed.

In 2013 there were 14 people killed in road traffic collisions where alcohol or drugs was attributed. This is a 40 per cent increase on the number recorded last year; however it is still half the baseline level of 28.

Figure 15: Number of people killed where alcohol/drugs causation factor was attributed, 2004-2013

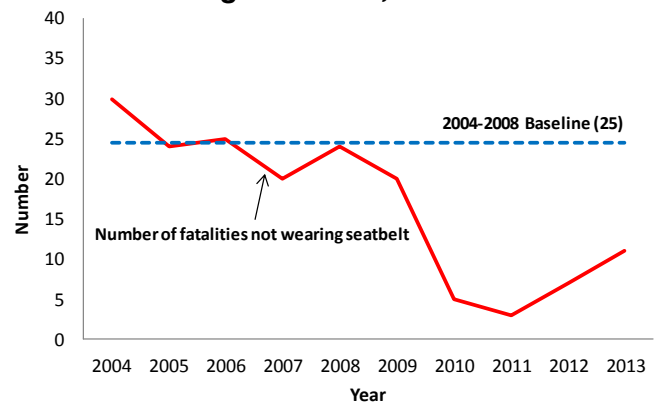


Source: PSNI Road Traffic Casualty Statistics
See: Appendix 1, Table 15

KPI: Number of car occupants killed who were not wearing a seatbelt.

In 2013 there were 11 car occupants killed who were not wearing a seatbelt. Although this is the highest number recorded in the last four years (5 in 2010, 3 in 2011 and 7 in 2012) it is still a 55 per cent reduction from the baseline level of 25.

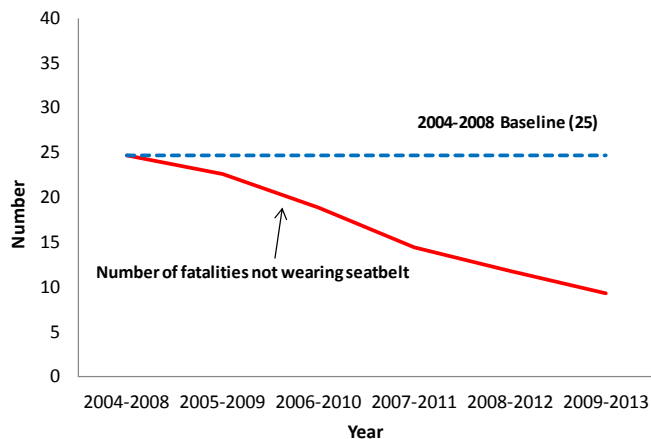
Figure 16: Number of car occupants killed who were not wearing a seatbelt, 2004-2013



Source: PSNI Road Traffic Casualty Statistics
See: Appendix 1, Table 16

Figure 17 below is based on a five year rolling average and clearly illustrates a continued steady and significant downward trend in the number of car occupants killed who were not wearing a seatbelt albeit at a reducing rate.

Figure 17: Number of car occupants killed who were not wearing a seatbelt (5 year rolling average), 2004-2013



Source: PSNI Road Traffic Casualty Statistics
See: Appendix 1, Table 16a

KPI: Number of child pedestrians killed or seriously injured per 100,000 population in 10 per cent most deprived areas compared with 10 per cent least deprived.

The KPIs which focus on deprivation were set initially to capture and report on data at a per capita level. On development of the series it was decided to report based on per 100,000 population in order to make the indicators more meaningful.

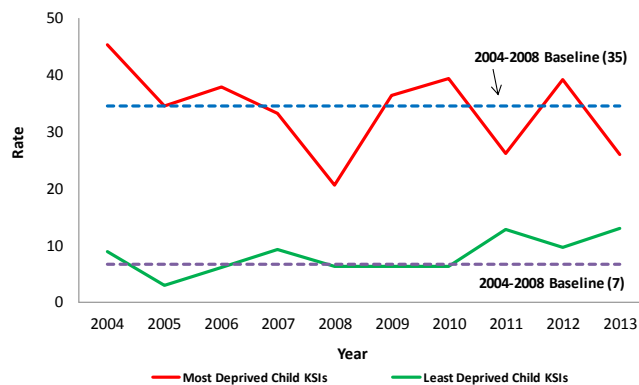
In the past the reported data have been based on where the collision occurred. The reporting for Figures 18 and 19 below continue on this basis. From 2008 onwards data are available on the address of the casualty and this has been reported for the first time in Appendix 1 Tables 19 to 20a. See Explanatory Note 3, Appendix 2 for further information.

Interestingly, Table 20a in Appendix 1, shows a recent small 5 per cent increase in the child KSI rate in the most deprived areas when based on the home address of the child. This compares to

the small 3 per decrease in the rate shown in Table 18a when the analysis is based on the collision location. It is much too early to draw any firm conclusions from this but it will be important to monitor the respective trends over a longer time period to assess whether the differences persist.

Figure 18 below displays the rate of child pedestrians who have been killed or seriously injured (KSIs), since 2004, as a result of road traffic collisions which occurred in the 10 per cent most deprived and 10 per cent least deprived areas of Northern Ireland. It is clear that the rate of child pedestrian KSIs is significantly higher in the most deprived SOAs.

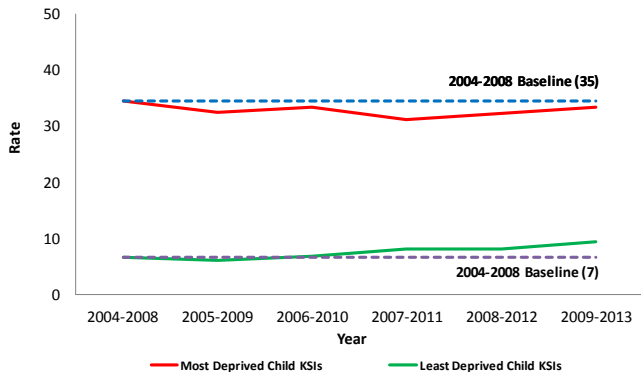
Figure 18: Rate of child pedestrians killed or seriously injured per 100,000 populations in 10 per cent most deprived areas compared with 10 per cent least deprived, 2004-2013



Source: PSNI Road Traffic Casualty Statistics, NISRA NIMDM & Small Area Population Estimates.
See: Appendix 1, Table 18

Although figure 18 shows how volatile this series is, Figure 19, which uses the five year rolling average, shows that the child KSI rate trend in the 10 per cent most deprived areas had been reducing for a time but has recently returned to almost its baseline level. The recent trend in the 10 per cent least deprived areas, however, has been slightly upwards. Whilst this may have led to a reduction in the gap from a difference of 27.8 KSIs per 100,000 population in 2004-2008 to 23.9 in 2009-2013, it does not represent an improvement from a road safety perspective.

Figure 19: Rate of child pedestrians killed or seriously injured per 100,000 population in 10 per cent most deprived areas compared with 10 per cent least deprived (5 year rolling average), 2004-2013

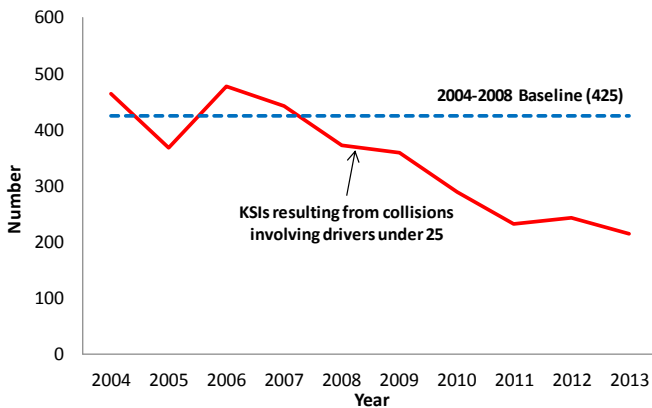


Source: PSNI Road Traffic Casualty Statistics, NISRA NIMDM and Small Area Population Estimates.
See: Appendix 1, Table 18a

KPI: Number of KSIs resulting from collisions involving drivers under the age of 25.

In 2013 there were 215 KSIs resulting from collisions involving drivers under the age of 25. This is 11 per cent less than the number recorded in 2012 (242) and almost half (49%) the baseline number (425).

Figure 20: Number of KSIs resulting from collisions involving drivers under the age of 25, 2004-2013



Source: PSNI Road Traffic Casualty Statistics.
See: Appendix 1, Table 21

The Detailed Tables in Appendix 1 provide all data used to monitor strategy targets and KPIs, some of which have been reported in this publication.

Current Position of KPIs not yet reported on

Work is well progressed in developing a robust methodology to publish estimates on the KPIs which will report on the proportion of vehicles exceeding speed limits and compliance with speed limits for different classes of road. Once validated across a number of years of data, it is planned that these new estimates will be included in the next annual report due to be published in September 2015.

Data sources have been identified for the majority of the indicators; however some remain under development. For example, work is currently under way to link licensing data from DVA to PSNI Casualties data in order to identify novice driver casualties. Furthermore, additional questions have been added to the Travel Survey in Northern Ireland to ascertain road users' perception of road safety.

It is intended that both of these indicators will be incorporated in future publications once the new sources become established and are considered robust enough to report.

As the strategy progresses KPIs will continue to be reviewed as it may be the case that some are not as reliable as previously envisaged or do not report the data in a meaningful way for assisting and improving road safety. Users will be informed of any changes to monitoring through this publication.

Appendix 1: Detailed Tables

Table 1

Number of Road Traffic Fatalities in Northern Ireland

Northern Ireland (2004-2013)

Year	Fatalities ¹	Percentage change from baseline
2004	147	
2005	135	
2006	126	
2007	113	
2008	107	
2009	115	-8%
2010	55	-56%
2011	59	-53%
2012	48	-62%
2013	57	-55%
2004-2008 Baseline	126	

¹ Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics

Table 2

Number of Road Traffic Serious Injuries in Northern Ireland

Northern Ireland (2004-2013)

Year	Serious Injuries ¹	Percentage change from baseline
2004	1,183	
2005	1,073	
2006	1,211	
2007	1,097	
2008	990	
2009	1,035	-7%
2010	892	-20%
2011	825	-26%
2012	795	-28%
2013	720	-35%
2004-2008 Baseline	1,111	

¹ Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics

Table 3

Number of Children (0-15 years) killed or seriously injured (KSIs) in road traffic collisions

Northern Ireland (2004-2013)

Year	Child KSIs ¹	Percentage change from baseline
2004	151	
2005	129	
2006	152	
2007	106	
2008	101	
2009	120	-6%
2010	95	-26%
2011	93	-27%
2012	92	-28%
2013	73	-43%
2004-2008 Baseline	128	

¹ Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics

Table 4

Number of Young People (16-24 years) killed or seriously injured (KSIs) in road traffic collisions

Northern Ireland (2004-2013)

Year	Young People KSIs ¹	Percentage change from baseline
2004	396	
2005	328	
2006	411	
2007	375	
2008	319	
2009	334	-9%
2010	243	-34%
2011	216	-41%
2012	218	-40%
2013	176	-52%
2004-2008 Baseline	366	

¹ Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics

Table 5a
Rate of Road Deaths per 100 million vehicle kilometres
(5 Year Rolling Average)
Northern Ireland (2004-2013)

Year	Fatalities ¹	Vehicle Kilometres (100 million) ²	Rate ^[1]	Percentage change from baseline
2004-2008	126	194.05	0.65	
2005-2009	119	196.71	0.61	-6%
2006-2010	103	198.43	0.52	-20%
2007-2011	90	199.29	0.45	-30%
2008-2012	77	198.94	0.39	-40%
2009-2013	67	199.08	0.34	-48%
2004-2008 Baseline	126	194.05	0.65	

¹ Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics

² Source: Vehicle kilometers travelled estimates have been taken from the Roads Service (NI) Traffic and Travel Information incorporating Annual Traffic Census and Vehicle Kilometers of Travel. The most recent year of data available is 2011. Users should note that this estimate has been applied to years 2012 and 2013.

^[1] Users should note that figures have been revised. See Explanatory Notes 1 and 6.

Table 5a
Rate of Road Deaths per 100 million vehicle kilometres
(5 Year Rolling Average)
Northern Ireland (2004-2013)

Year	Fatalities ¹	Vehicle Kilometres (100 million) ²	Rate ^[1]	Percentage change from baseline
2004-2008	126	194.05	0.65	
2005-2009	119	196.71	0.61	-6%
2006-2010	103	198.43	0.52	-20%
2007-2011	90	199.29	0.45	-30%
2008-2012	77	198.94	0.39	-40%
2009-2013	67	199.08	0.34	-48%
2004-2008 Baseline	126	194.05	0.65	

¹ Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics

² Source: Vehicle kilometers travelled estimates have been taken from the Roads Service (NI) Traffic and Travel Information incorporating Annual Traffic Census and Vehicle Kilometers of Travel. The most recent year of data available is 2011. Users should note that this estimate has been applied to years 2012 and 2013.

^[1] Users should note that figures have been revised. See Explanatory Notes 1 and 6.

Table 6

Rate of Road Deaths per million population

Northern Ireland (2004-2013)

Year	Fatalities ¹	Population (count) ²	Population (millions)	Rate	Percentage change from baseline
2004	147	1,714,042	1.71	85.76	
2005	135	1,727,733	1.73	78.14	
2006	126	1,743,113	1.74	72.28	
2007	113	1,761,683	1.76	64.14	
2008	107	1,779,152	1.78	60.14	
2009	115	1,793,333	1.79	64.13	-11%
2010	55	1,804,833	1.80	30.47	-58%
2011	59	1,814,318	1.81	32.52	-55%
2012	48	1,823,634	1.82	26.32	-63%
2013	57	1,829,725	1.83	31.15	-57%
2004-2008 Baseline	126	1,745,145	1.75	71.97 ^[r]	

¹ Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics

² Source: NISRA Mid-Year Population Estimates

^[r] Users should note that figures have been revised. See Explanatory Notes 1 and 6.

Table 6a

Rate of Road Deaths per million population**(5 Year Rolling Average)**

Northern Ireland (2004-2013)

Year	Fatalities ¹	Population (count) ²	Population (millions)	Rate ^[r]	Percentage change from baseline
2004-2008	126	1,745,145	1.75	71.97	
2005-2009	119	1,761,003	1.76	67.69	-6%
2006-2010	103	1,776,423	1.78	58.09	-19%
2007-2011	90	1,790,664	1.79	50.15	-30%
2008-2012	77	1,803,054	1.80	42.59	-41%
2009-2013	67	1,813,169	1.81	36.84	-49%
2004-2008 Baseline	126	1,745,145	1.75	71.97	

¹ Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics

² Source: NISRA Mid-Year Population Estimates

^[r] Users should note that figures have been revised. See Explanatory Notes 1 and 6.

Table 7

Rate of Pedestrian KSIs per 100 million kilometres walked

Northern Ireland (2004-2013)

Year	Pedestrian KSIs ¹	Kilometres walked (100 million) ²	Rate	Percentage change from baseline
2004	213	3.78	56.37	
2005	204	3.86	52.79	
2006	224	3.87	57.87	
2007	183	4.08	44.83	
2008	212	4.09	51.79	
2009	215	4.16	51.74	-2%
2010	177	3.95	44.82	-15%
2011	213	4.00	53.26	1%
2012	191	4.37	43.69	-17%
2013	169	4.62	36.56	-31%
2004-2008 Baseline	207	3.94	52.62 ^[r]	

¹ Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics

² Source: Travel Survey for Northern Ireland, Department of Regional Development

^[r] Users should note that figures have been revised. See Explanatory Notes 1 and 6.

Table 7a

Rate of Pedestrian KSIs per 100 million kilometres walked**(5 Year Rolling Average)**

Northern Ireland (2004-2013)

Year	Pedestrian KSIs ¹	Kilometres walked (100 million) ²	Rate ^[r]	Percentage change from baseline
2004-2008	207	3.94	52.62	
2005-2009	208	4.01	51.73	-2%
2006-2010	202	4.03	50.17	-5%
2007-2011	200	4.06	49.31	-6%
2008-2012	202	4.11	49.00	-7%
2009-2013	193	4.22	45.74	-13%
2004-2008 Baseline	207	3.94	52.62	

¹ Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics

² Source: Travel Survey for Northern Ireland, Department of Regional Development

^[r] Users should note that figures have been revised. See Explanatory Notes 1 and 6.

Table 8

Rate of Pedal Cyclist KSIs per 100 million kilometres cycled

Northern Ireland (2004-2013)

Year	Pedal Cyclists KSIs ¹	Kilometres cycled (100 million) ²	Rate	Percentage change from baseline
2004	29	0.47	61.85	
2005	29	0.56	52.16	
2006	34	0.50	67.35	
2007	32	0.54	59.42	
2008	28	0.46	61.13	
2009	32	0.58	55.45	-8%
2010	49	0.55	88.81	48%
2011	49	0.64	76.30	27%
2012	57	0.82	69.38	15%
2013	46	0.77	60.10	0%
2004-2008 Baseline	30	0.51	60.17 ^[r]	

¹ Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics² Source: Travel Survey for Northern Ireland, Department of Regional Development^[r] Users should note that figures have been revised. See Explanatory Notes 1 and 6.

Table 8a

Rate of Pedal Cyclist KSIs per 100 million kilometres cycled**(5 Year Rolling Average)**

Northern Ireland (2004-2013)

Year	Pedal Cyclists KSIs ¹	Kilometres cycled (100 million) ²	Rate ^[r]	Percentage change from baseline
2004-2008	30	0.51	60.38	
2005-2009	31	0.53	59.10	-2%
2006-2010	35	0.53	66.43	10%
2007-2011	38	0.55	68.22	13%
2008-2012	43	0.61	70.21	17%
2009-2013	47	0.67	70.01	16%
2004-2008 Baseline	30	0.51	60.17	

¹ Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics² Source: Travel Survey for Northern Ireland, Department of Regional Development^[r] Users should note that figures have been revised. See Explanatory Notes 1 and 6.

Table 9

Rate of Motorcyclist KSIs per 100 million motorcycle kilometres

Northern Ireland (2004-2013)

Year	Motorcyclists KSIs ¹	Motorcycle Kilometres (100 million) ²	Rate	Percentage change from baseline
2004	165	0.85	192.99	
2005	160	0.86	185.66	
2006	142	0.84	168.77	
2007	153	0.57	269.88	
2008	138	0.31	438.25	
2009	154	0.40	381.22	73%
2010	120	0.41	295.16	34%
2011	108	0.38	284.58	29%
2012	100	0.23	426.01	93%
2013	101	0.18	571.78	159%
2004-2008 Baseline	152	0.69	220.35 ^[r]	

¹ Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics² Source: Travel Survey for Northern Ireland, Department of Regional Development^[r] Users should note that figures have been revised. See Explanatory Notes 1 and 6.

Table 9a

Rate of Motorcyclist KSIs per 100 million motorcycle kilometres**(5 Year Rolling Average)**

Northern Ireland (2004-2013)

Year	Motorcyclists KSIs ¹	Motorcycle Kilometres (100 million) ²	Rate ^[r]	Percentage change from baseline
2004-2008	152	0.69	220.35	
2005-2009	149	0.60	249.92	13%
2006-2010	141	0.51	279.04	27%
2007-2011	135	0.41	324.83	47%
2008-2012	124	0.35	356.39	62%
2009-2013	117	0.32	364.06	65%
2004-2008 Baseline	152	0.69	220.35	

¹ Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics² Source: Travel Survey for Northern Ireland, Department of Regional Development^[r] Users should note that figures have been revised. See Explanatory Notes 1 and 6.

Table 10

Rate of Car users KSIs per 100 million kilometres (cars and vans)

Northern Ireland (2004-2013)

Year	Car User KSIs ^{1**}	Car Kilometres (100 million) ²	Rate	Percentage change from baseline
2004	877	167.51	5.24	
2005	764	169.16	4.52	
2006	882	171.11	5.15	
2007	799	177.21	4.51	
2008	681	172.88	3.94	
2009	709	180.96	3.92	-16%
2010	565	178.81	3.16	-32%
2011	475	178.65	2.66	-43%
2012	467	178.65	2.61	-44%
2013	427	178.65	2.39	-49%
2004-2008 Baseline	801	171.57	4.67 ^[r]	

¹ Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics

² Source: Vehicle kilometres travelled estimates have been taken from the Roads Service (NI) Traffic and Travel Information incorporating Annual Traffic Census and Vehicle Kilometers of Travel. The most recent year of data available is 2011. Users should note that this estimate has been applied to years 2012 and 2013 in lieu of new estimates becoming available before the end of 2014.

^[r] Users should note that figures have been revised. See Explanatory Notes 1 and 6.

***This table refers to occupants of either a car, car used as taxi, hackney cab, or Light Goods Vehicle (LGV) who were killed or seriously injured.*

Table 10a

**Rate of Car users KSIs per 100 million kilometres (cars and vans)
(5 Year Rolling Average)**

Northern Ireland (2004-2013)

Year	Car User KSIs ^{1**}	Car Kilometres (100 million) ²	Rate ^[r]	Percentage change from baseline
2004-2008	801	171.57	4.67	
2005-2009	767	174.26	4.40	-6%
2006-2010	727	176.19	4.13	-12%
2007-2011	646	177.70	3.63	-22%
2008-2012	579	177.99	3.26	-30%
2009-2013	529	179.15	2.95	-37%
2004-2008 Baseline	801	171.57	4.67	

¹ Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics

² Source: Vehicle kilometres travelled estimates have been taken from the Roads Service (NI) Traffic and Travel Information incorporating Annual Traffic Census and Vehicle Kilometers of Travel. The most recent year of data available is 2011. Users should note that this estimate has been applied to years 2012 and 2013 in lieu of new estimates becoming available before the end of 2014.

^[r] Users should note that figures have been revised. See Explanatory Notes 1 and 6.

***This table refers to occupants of either a car, car used as taxi, hackney cab, or Light Goods Vehicle (LGV) who were killed or seriously injured.*

Table 11

Rate of Fatal and Serious Collisions per 100 million vehicle kilometres

Northern Ireland (2004-2013)

Year	Fatal and Serious Collisions ¹	Vehicle Kilometres (100 million) ²	Rate	Percentage change from baseline
2004	1,023	188.51	5.43	
2005	962	190.23	5.06	
2006	1,014	193.92	5.23	
2007	943	200.02	4.71	
2008	912	197.56	4.62	
2009	930	201.82	4.61	-8%
2010	777	198.81	3.91	-22%
2011	763	198.25	3.85	-23%
2012	714	198.25	3.60	-28%
2013	670	198.25	3.38	-32%
2004-2008 Baseline	971	194.05	5.00 ^[r]	

¹ Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics

² Source: Vehicle kilometres travelled estimates have been taken from the Roads Service (NI) Traffic and Travel Information incorporating Annual Traffic Census and Vehicle Kilometers of Travel. The most recent year of data available is 2011. Users should note that this estimate has been applied to years 2012 and 2013 in lieu of new estimates becoming available before the end of 2014.

^[r] Users should note that figures have been revised. See Explanatory Notes 1 and 6.

Table 11a

Rate of Fatal and Serious Collisions per 100 million vehicle kilometres (5 Year Rolling Average)

Northern Ireland (2004-2013)

Year	Fatal and Serious Collisions ¹	Vehicle Kilometres (100 million) ²	Rate ^[r]	Percentage change from baseline
2004-2008	971	194.05	5.00	
2005-2009	952	196.71	4.84	-3%
2006-2010	915	198.43	4.61	-8%
2007-2011	865	199.29	4.34	-13%
2008-2012	819	198.94	4.12	-18%
2009-2013	771	199.08	3.87	-23%
2004-2008 Baseline	971	194.05	5.00	

¹ Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics

² Source: Vehicle kilometres travelled estimates have been taken from the Roads Service (NI) Traffic and Travel Information incorporating Annual Traffic Census and Vehicle Kilometers of Travel. The most recent year of data available is 2011. Users should note that this estimate has been applied to years 2012 and 2013 in lieu of new estimates becoming available before the end of 2014.

^[r] Users should note that figures have been revised. See Explanatory Notes 1 and 6.

Table 12

Number of people aged over 70 killed or seriously injured in road collisions per 100,000 population aged over 70

Northern Ireland (2004-2013)

Year	Persons aged over 70 KSIs ¹	N.I. Population aged over 70 ²	Population aged over 70 (100,000)	Number of KSIs Per 100,000 Population	Percentage change from baseline
2004	83	151,559	1.52	54.76	
2005	83	153,284	1.53	54.15	
2006	65	155,458	1.55	41.81	
2007	73	157,722	1.58	46.28	
2008	87	160,424	1.60	54.23	
2009	79	163,021	1.63	48.46	-4%
2010	78	166,500	1.67	46.85	-7%
2011	90	169,420	1.69	53.12	6%
2012	66	172,225	1.72	38.32	-24%
2013	80	175,809	1.76	45.50	-9%
2004-2008 Baseline	78	155,689	1.56	50.23 [r]	

¹ Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics

² Source: NISRA Mid-year population estimates.

[r] Users should note that figures have been revised. See Explanatory Notes 1 and 6.

Table 12a

Number of people aged over 70 killed or seriously injured in road collisions per 100,000 population aged over 70 (5 Year Rolling Average)

Northern Ireland (2004-2013)

Year	Persons aged over 70 KSIs ¹	N.I. Population aged over 70 ²	Population aged over 70 (100,000)	Number of KSIs Per 100,000 Population [r]	Percentage change from baseline
2004-2008	78	155,689	1.56	50.23	
2005-2009	77	157,982	1.58	48.99	-2%
2006-2010	76	160,625	1.61	47.56	-5%
2007-2011	81	163,417	1.63	49.81	-1%
2008-2012	80	166,318	1.66	48.10	-4%
2009-2013	79	169,395	1.69	46.40	-8%
2004-2008 Baseline	78	155,689	1.56	50.23	

¹ Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics

² Source: NISRA Mid-year population estimates.

[r] Users should note that figures have been revised. See Explanatory Notes 1 and 6.

Table 13

Number of people killed in collisions on rural roads

Northern Ireland (2004-2013)

Year	Fatalities (Rural Roads) ¹	Percentage change from baseline
2004	111	
2005	90	
2006	97	
2007	89	
2008	74	
2009	84	-9%
2010	43	-53%
2011	37	-60%
2012	35	-62%
2013	36	-61%
2004-2008 Baseline	92	

¹ Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics

Table 13a

Number of people killed in collisions on rural roads**(5 Year Rolling Average)**

Northern Ireland (2004-2013)

Year	Fatalities (Rural Roads) ¹	Percentage change from baseline
2004-2008	92	
2005-2009	87	-6%
2006-2010	77	-16%
2007-2011	65	-29%
2008-2012	55	-41%
2009-2013	47	-49%
2004-2008 Baseline	92	

¹ Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics

Table 14
Number of children (0-15) killed in collisions on rural roads
 Northern Ireland (2004-2013)

Year	Fatalities (Children) ¹	Percentage change from baseline
2004	4	
2005	8	
2006	6	
2007	2	
2008	6	
2009	2	-
2010	2	-
2011	1	-
2012	3	-
2013	2	-
2004-2008 Baseline	5	

¹ Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics

Table 14a
Number of children (0-15) killed in collisions on rural roads
(5 Year Rolling Average)
 Northern Ireland (2004-2013)

Year	Fatalities (Children) ¹	Percentage change from baseline
2004-2008	5	
2005-2009	5	-
2006-2010	4	-
2007-2011	3	-
2008-2012	3	-
2009-2013	2	-
2004-2008 Baseline	5	

¹ Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics

Table 15

Number of people killed where alcohol/drugs causation factor was attributed

Northern Ireland (2004-2013)

Year	Fatalities ¹	Percentage change from baseline
2004	37	
2005	32	
2006	24	
2007	23	
2008	23	
2009	33	19%
2010	13	-53%
2011	19	-32%
2012	10	-64%
2013	14	-50%
2004-2008 Baseline	28	

¹ Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics

Table 15a

**Number of people killed where alcohol/drugs causation factor was attributed
(5 Year Rolling Average)**

Northern Ireland (2004-2013)

Year	Fatalities ¹	Percentage change from baseline
2004-2008	28	
2005-2009	27	-3%
2006-2010	23	-17%
2007-2011	22	-20%
2008-2012	20	-29%
2009-2013	18	-36%
2004-2008 Baseline	28	

¹ Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics

Please note: The KPI initially set for the strategy sought to report on the number of KSIs where a person involved in a collision was over the legal blood alcohol limit. Due to the way data is gathered it is not possible to report on the KPI at this level. It was therefore agreed to report on all KSI's where an alcohol or drug related causation factor was recorded by police as a primary causation factor or an attributing factor.

Table 16

Number of car occupants killed who were not wearing a seatbelt

Northern Ireland (2004-2013)

Year	Fatalities (No Seatbelt) ^{1**}	Percentage change from baseline
2004	30	
2005	24	
2006	25	
2007	20	
2008	24	
2009	20	-19%
2010	5	-80%
2011	3	-88%
2012	7	-72%
2013	11	-55%
2004-2008 Baseline	25	

¹ Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics

****This table refers to occupants of either a car, car used as taxi, hackney cab, or Light Goods Vehicle (LGV) who were killed whilst not using a restraint.**

Please note: This includes those who were exempt from wearing a restraint

Table 16a

Number of car occupants killed who were not wearing a seatbelt**(5 Year Rolling Average)**

Northern Ireland (2004-2013)

Year	Fatalities (No Seatbelt) ^{1**}	Percentage change from baseline
2004-2008	25	
2005-2009	23	-8%
2006-2010	19	-24%
2007-2011	14	-41%
2008-2012	12	-52%
2009-2013	9	-63%
2004-2008 Baseline	25	

¹ Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics

****This table refers to occupants of either a car, car used as taxi, hackney cab, or Light Goods Vehicle (LGV) who were killed whilst not using a restraint.**

Please note: This includes those who were exempt from wearing a restraint

Table 17

Rate of pedestrians killed or seriously injured (KSIs) per 100,000 population in 10 per cent most deprived areas compared with 10 per cent least deprived (Collision SOA)

Northern Ireland (2004-2013)

10 % Most Deprived (SOAs) ¹					10 % Least Deprived (SOAs) ¹				
Year	Number of KSIs ²	Population ³ [r]	KSIs per 100,000 population	Percentage change from baseline	Year	Number of KSIs ²	Population ³ [r]	KSIs per 100,000 population	Percentage change from baseline
2004	50	166,205	30.08		2004	8	164,657	4.86	
2005	54	164,954	32.74		2005	7	165,327	4.23	
2006	46	164,782	27.92		2006	8	165,505	4.83	
2007	43	165,442	25.99		2007	8	165,355	4.84	
2008	42	166,947	25.16		2008	6	165,511	3.63	
2009	42	167,161	25.13	-11%	2009	10	166,440	6.01	-
2010	44	167,765	26.23	-8%	2010	9	166,761	5.40	-
2011	45	167,757	26.82	-5%	2011	14	166,965	8.38	-
2012	48	166,814	28.77	1%	2012	10	167,663	5.96	-
2013	36	167,272	21.52	-24%	2013	8	167,773	4.77	-
2004-2008 Baseline	47	165,666	28.37 [r]		2004-2008 Baseline	7	165,271	4.48 [r]	

¹Source: NISRA Northern Ireland Multiple Deprivation Measure 2010

²Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics

³Source: NISRA Small Area Population Estimates

[r] Users should note that figures have been revised. See Explanatory Notes 1 and 6.

Table 17a

Rate of pedestrians killed or seriously injured (KSIs) per 100,000 population in 10 per cent most deprived areas compared with 10 per cent least deprived (Collision SOA) (5 Year Rolling Average)

Northern Ireland (2004-2013)

10 % Most Deprived (SOAs) ¹					10 % Least Deprived (SOAs) ¹				
Year	Number of KSIs ²	Population ³ [r]	KSIs per 100,000 population [r]	Percentage change from baseline	Year	Number of KSIs ²	Population ³ [r]	KSIs per 100,000 population [r]	Percentage change from baseline
2004-2008	47	165,666	28.37		2004-2008	7	165,271	4.48	
2005-2009	45	165,857	27.37	-4%	2005-2009	8	165,628	4.71	-
2006-2010	43	166,419	26.08	-8%	2006-2010	8	165,914	4.94	-
2007-2011	43	167,014	25.87	-9%	2007-2011	9	166,206	5.66	-
2008-2012	44	167,289	26.42	-7%	2008-2012	10	166,668	5.88	-
2009-2013	43	167,354	25.69	-9%	2009-2013	10	167,120	6.10	-
2004-2008 Baseline	47	165,666	28.37		2004-2008 Baseline	7	165,271	4.48	

¹Source: NISRA Northern Ireland Multiple Deprivation Measure 2010

²Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics

³Source: NISRA Small Area Population Estimates

[r] Users should note that figures have been revised. See Explanatory Notes 1 and 6.

Table 18

Rate of child pedestrians killed or seriously injured per 100,000 population in 10 per cent most deprived areas compared with 10 per cent least deprived (Collision SOA)

Northern Ireland (2004-2013)

10 % Most Deprived (SOAs) ¹					10 % Least Deprived (SOAs) ¹				
Year	Number of KSIs ²	Population ³ [r]	KSIs per 100,000 population	Percentage change from baseline	Year	Number of KSIs ²	Population ³ [r]	KSIs per 100,000 population	Percentage change from baseline
2004	19	41,895	45.35		2004	3	33,801	8.88	
2005	14	40,525	34.55		2005	1	33,413	2.99	
2006	15	39,577	37.90		2006	2	33,043	6.05	
2007	13	39,098	33.25		2007	3	32,485	9.24	
2008	8	38,881	20.58		2008	2	32,207	6.21	
2009	14	38,416	36.44	6%	2009	2	32,022	6.25	-
2010	15	38,157	39.31	14%	2010	2	31,671	6.31	-
2011	10	38,210	26.17	-24%	2011	4	31,369	12.75	-
2012	15	38,241	39.22	14%	2012	3	31,090	9.65	-
2013	10	38,383	26.05	-24%	2013	4	30,687	13.03	-
2004-2008 Baseline	14	39,995	34.50 [r]		2004-2008 Baseline	2	32,990	6.67 [r]	

¹Source: NISRA Northern Ireland Multiple Deprivation Measure 2010

²Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics

³Source: NISRA Small Area Population Estimates

[r] Users should note that figures have been revised. See Explanatory Notes 1 and 6.

Table 18a

Rate of child pedestrians killed or seriously injured per 100,000 population in 10 per cent most deprived areas compared with 10 per cent least deprived (Collision SOA)

(5 Year Rolling Average)

Northern Ireland (2004-2013)

10 % Most Deprived (SOAs) ¹					10 % Least Deprived (SOAs) ¹				
Year	Number of KSIs ²	Population ³ [r]	KSIs per 100,000 population [r]	Percentage change from baseline	Year	Number of KSIs ²	Population ³ [r]	KSIs per 100,000 population [r]	Percentage change from baseline
2004-2008	14	39,995	34.50		2004-2008	2	32,990	6.67	
2005-2009	13	39,299	32.57	-6%	2005-2009	2	32,634	6.13	-
2006-2010	13	38,826	33.48	-3%	2006-2010	2	32,286	6.81	-
2007-2011	12	38,552	31.13	-10%	2007-2011	3	31,951	8.14	-
2008-2012	12	38,381	32.31	-6%	2008-2012	3	31,672	8.21	-
2009-2013	13	38,281	33.44	-3%	2009-2013	3	31,368	9.56	-
2004-2008 Baseline	14	39,995	34.50		2004-2008 Baseline	2	32,990	6.67	

¹Source: NISRA Northern Ireland Multiple Deprivation Measure 2010

²Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics

³Source: NISRA Small Area Population Estimates

[r] Users should note that figures have been revised. See Explanatory Notes 1 and 6.

Table 19

Rate of pedestrians killed or seriously injured (KSIs) per 100,000 population in 10 per cent most deprived areas compared with 10 per cent least deprived (Casualty Address SOA)

Northern Ireland (2008-2013)

10 % Most Deprived (SOAs) ¹					10 % Least Deprived (SOAs) ¹				
Year ⁴	Number of KSIs ²	Population ³	KSIs per 100,000 population	Percentage change from baseline	Year ⁴	Number of KSIs ²	Population ³	KSIs per 100,000 population	Percentage change from baseline
2008	32	166,947	19.17		2008	6	165,511	3.63	
2009	40	167,161	23.93	12%	2009	9	166,440	5.41	-
2010	29	167,765	17.29	-19%	2010	10	166,761	6.00	-
2011	37	167,757	22.06	4%	2011	14	166,965	8.38	-
2012	40	166,814	23.98	13%	2012	11	167,663	6.56	-
2013	29	167,272	17.34	-19%	2013	9	167,773	5.36	-
2008-2012 Baseline	36	167,289	21.28		2008-2012 Baseline	10	166,668	6.00	

¹Source: NISRA Northern Ireland Multiple Deprivation Measure 2010

²Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics

³Source: NISRA Small Area Population Estimates

⁴Casualty data on a residency basis is only available from 2008.

Table 19a

Rate of pedestrians killed or seriously injured (KSIs) per 100,000 population in 10 per cent most deprived areas compared with 10 per cent least deprived (Casualty Address SOA) (5 Year Rolling Average)

Northern Ireland (2008-2013)

10 % Most Deprived (SOAs) ¹					10 % Least Deprived (SOAs) ¹				
Year ⁴	Number of KSIs ²	Population ³	KSIs per 100,000 population	Percentage change from baseline	Year ⁴	Number of KSIs ²	Population ³	KSIs per 100,000 population	Percentage change from baseline
2008-2012	36	167,289	21.28	0%	2008-2012	10	166,668	6.00	
2009-2013	35	167,354	20.91	-2%	2009-2013	11	167,120	6.34	-
2008-2012 Baseline	36	167,289	21.28		2008-2012 Baseline	10	166,668	6.00	

¹Source: NISRA Northern Ireland Multiple Deprivation Measure 2010

²Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics

³Source: NISRA Small Area Population Estimates

⁴Casualty data on a residency basis is only available from 2008.

Table 20

Rate of child pedestrians killed or seriously injured per 100,000 population in 10 per cent most deprived areas compared with 10 per cent least deprived (Casualty Address SOA)

Northern Ireland (2008-2013)

Year ⁴	10 % Most Deprived (SOAs) ¹				Year ⁴	10 % Least Deprived (SOAs) ¹			
	Number of KSIs ²	Population ³	KSIs per 100,000 population	Percentage change from baseline		Number of KSIs ²	Population ³	KSIs per 100,000 population	Percentage change from baseline
2008	8	38,881	20.58		2008	2	32,207	6.21	
2009	15	38,416	39.05	25%	2009	2	32,022	6.25	-
2010	12	38,157	31.45	1%	2010	1	31,671	3.16	-
2011	10	38,210	26.17	-16%	2011	7	31,369	22.32	-
2012	15	38,241	39.22	25%	2012	3	31,090	9.65	-
2013	11	38,383	28.66	-8%	2013	1	30,687	3.26	-
2008-2012 Baseline	12	38,381	31.27		2008-2012 Baseline	3	31,672	9.47	

¹Source: NISRA Northern Ireland Multiple Deprivation Measure 2010²Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics³Source: NISRA Small Area Population Estimates⁴Casualty data on a residency basis is only available from 2008.

Table 20a

Rate of child pedestrians killed or seriously injured per 100,000 population in 10 per cent most deprived areas compared with 10 per cent least deprived (Casualty Address SOA)

(5 Year Rolling Average)

Northern Ireland (2008-2013)

Year ⁴	10 % Most Deprived (SOAs) ¹				Year ⁴	10 % Least Deprived (SOAs) ¹			
	Number of KSIs ²	Population ³	KSIs per 100,000 population	Percentage change from baseline		Number of KSIs ²	Population ³	KSIs per 100,000 population	Percentage change from baseline
2008-2012	12	38,381	31.27		2008-2012	3	31,672	9.47	
2009-2013	13	38,281	32.91	5%	2009-2013	3	31,368	8.93	-
2008-2012 Baseline	12	38,381	31.27		2008-2012 Baseline	3	31,672	9.47	

¹Source: NISRA Northern Ireland Multiple Deprivation Measure 2010²Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics³Source: NISRA Small Area Population Estimates⁴Casualty data on a residency basis is only available from 2008.

Table 21

Number of KSIs resulting from collisions involving drivers under the age of 25

Northern Ireland (2004-2013)

Year	Number of KSIs ^{1**}	Percentage change from baseline
2004	465	
2005	368	
2006	477	
2007	442	
2008	372	
2009	359	-15%
2010	288	-32%
2011	233	-45%
2012	242	-43%
2013	215	-49%
2004-2008 Baseline	425	

¹ Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics

^{**}This table refers to KSI casualties involving a driver aged under 25 of either a car, car used as taxi, hackney cab, or Light Goods Vehicle (LGV).

Table 21a

Number of KSIs resulting from collisions involving drivers under the age of 25**(5 Year Rolling Average)**

Northern Ireland (2004-2013)

Year	Number of KSIs ^{1**}	Percentage change from baseline
2004-2008	425	
2005-2009	404	-5%
2006-2010	388	-9%
2007-2011	339	-20%
2008-2012	299	-30%
2009-2013	267	-37%
2004-2008 Baseline	425	

¹ Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics

^{**}This table refers to KSI casualties involving a driver aged under 25 of either a car, car used as taxi, hackney cab, or Light Goods Vehicle (LGV).

Appendix 2: Explanatory Notes

Note 1

Small Area Population Estimates

The 2012 population figure for the 10 per cent most deprived areas and 10 per cent least deprived areas, contained in Tables 17 and 18 (Appendix 1), have been derived from Small Area Population Estimates (SAPE).

Revised SAPE for the period 2001 to 2010, as well as new estimates for 2011-2013 were published in June 2014. These revised figures have been used in this publication, and will be used in any further publications. Small changes may be evident therefore in historical data series in those tables which use this data.

Note 2

Travel Survey for Northern Ireland (TSNI)

The following conversion factors have been applied in this report:

1 Mile = 1.609 Kilometres
1 Kilometre = 0.6214 Miles

Further information can be found in the TSNI Technical Report:
http://www.drdni.gov.uk/tsni_technical_report_2011-2013.pdf

Note 3

Collision SOA and Casualty SOA

Information captured through collision reporting by the PSNI enables analysis to be produced on the collision location and also the home address of the casualty. For the

purposes of monitoring, the strategy had detailed two KPIs which use SOA collision information. Data on collision SOA is available for the complete time period of interest to this report. Users should note that data on the casualties home SOA has been included for the first time in this report and is only available from 2008.

Note 4

Links to population data

NISRA Mid-Year Population Estimates 2013
<http://www.nisra.gov.uk/demography/default.asp17.htm>

NISRA Small Area Population Estimates 2013
<http://www.nisra.gov.uk/demography/default.asp125.htm>

Northern Ireland Multiple Deprivation Measure 2010
http://www.nisra.gov.uk/deprivation/nimdm_2010.htm

Note 5

Road Safety Information in the United Kingdom

The UK government launched a Strategic Framework for Road Safety in 2011, which can be viewed at:

<http://www.dft.gov.uk/publications/strategic-framework-for-road-safety/>

Statistics on road casualties in Great Britain can be accessed by following the link below:
<http://www.dft.gov.uk/statistics/series/road-accidents-and-safety/>

Information on road safety in Scotland can be found by clicking on the link below:
<http://www.transportscotland.gov.uk/road/safety>

Scotland's Road Safety Framework to 2020 Annual Report 2012 can be viewed at:
<http://www.transportscotland.gov.uk/strategy-and-research/publications-and-consultations/j262284-00.htm>

Scottish Road Casualty Statistics are available at:
<http://www.transportscotland.gov.uk/analysis/statistics/publications/key-reported-road-casualty-statistics-previous-editions>

Extra Road Casualty Statistics tables are also available at:
<http://www.transportscotland.gov.uk/analysis/statistics/datasets/RoadAccidentTables>

Scottish Transport Statistics, which include injury road accidents tables, can be found at:
<http://www.transportscotland.gov.uk/strategy-and-research/publications-and-consultations/j251205-002.htm>

The latest National Statistics produced by the Welsh Government were released on 2 July 2014 and can be accessed via the following link:
<http://www.roadsafetywales.org.uk/statistics/index.htm>

The Garda National Traffic Bureau (GNTB) produces Traffic Statistics for the Republic of Ireland. These can be found at:
<http://www.garda.ie/Controller.aspx?Page=1368&Lang=1>

Eurostat published road safety statistics at regional level, which looks at long-term trends in the number of lives lost in road traffic accidents in the European Union (EU). See below for the link to this article:
http://epp.eurostat.ec.europa.eu/statistics_explained/index.php/Road_safety_statistics_at_regional_level

Road safety statistics produced using data collected and processed in the Community Road Accident Database (CARE) and supplied by the European Commission is available at:
http://ec.europa.eu/transport/road_safety/specialist/statistics/index_en.htm

Note 6

In this year's report baselines and 5 year rolling averages for indicators which report a rate have been recalculated using an improved methodology. This has led to some changes however the impact is considered low.

Appendix 3: Glossary

Glossary	
Term	Explanation
Car Occupants	Persons in a car, light goods vehicle, car driven as taxi or hackney cab.
Car Users	Persons in a car, light goods vehicle, car driven as taxi or hackney cab.
Casualty	A person who sustains a slight, serious or fatal injury.
Children	Persons under 16 years of age.
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.
Drivers under the age of 25	Drivers aged under 25 of either a car, car used as taxi, hackney cab, or Light Goods Vehicle (LGV).
Killed	Died within 30 days from injuries received in a collision.
Motorcyclists	Drivers/riders of mopeds and motorcycles. Includes riders of two-wheeled motor vehicles, motorcycle combinations, scooters and mopeds.
Not wearing a seatbelt	Occupants of either a car, car used as taxi, hackney cab, or Light Goods Vehicle (LGV) who were not using a restraint. <i>Please note: This includes those who are exempt from wearing a restraint.</i>
Pedal cyclists	Drivers/riders of pedal cycles. Includes children riding toy cycles on the carriageway and the first rider of a tandem.
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.
Rural roads	Roads with a speed limit of greater than 40mph. <i>Please note: This data excludes motorways.</i>
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.
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.
Young People	Persons aged 16 – 24 years.

Appendix 4: Additional Information

Further information on Road Safety Statistics in Northern Ireland, is available from:

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Department of the Environment

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Town Parks

Belfast

BT2 8GB

☎ Tel: 028 905 40920

✉ Email: ASB@doeni.gov.uk

This Statistical report and others published by Analytical Services Branch are available to download from the DOE Internet site at:

<http://www.doeni.gov.uk/index/information/asb/statistics.htm>