



Police Service
of Northern Ireland



Police Recorded Injury Road Traffic Collisions and Casualties Northern Ireland

1st January 2021 to 31st May 2021

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PSNI Statistics Branch
Lisnasharragh
42 Montgomery Road
Belfast
BT6 9LD

 statistics@psni.police.uk

 028 9065 0222 Ext. 24135

Web [PSNI Statistics](#)

Between 1st January 2021 and 31st May 2021:

- There were 1,541 collisions recorded by the Police Service of Northern Ireland (PSNI), compared with 1,677 between January and May 2020 – a decrease of 136 collisions (8.1%).
- There were 16 fatalities, 254 people seriously injured and a further 2,022 people slightly injured. Overall, the number of casualties reduced by 11.1% year on year, with 9 fewer fatalities between January and May 2021.
- Lockdown measures in relation to Covid-19 were in place during both of the key reporting periods covered in this publication (January – May 2021 and the equivalent period in 2020). The reduction in collisions and casualties should be seen in the context of overall traffic volumes which were estimated to have more than halved following the initial lockdown in March 2020 and continue to show reductions throughout the current reporting period.
- Causeway Coast and Glens district had the highest number of road deaths with 4 fatalities while Armagh, Banbridge and Craigavon recorded the highest number of serious injuries (35 people).
- The most common principal causation factors for KSI casualties during the reporting period were ‘inattention or attention diverted’ (28) and ‘alcohol/drugs driver/rider’ (28).



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We welcome user feedback on these statistics. This can be sent to the email address on the cover page or by contacting us at the telephone number provided.

1. Things you need to know about this release

Coverage

Police recorded statistics on injury road collisions and casualties in Northern Ireland are collated and produced by statisticians seconded to the Police Service of Northern Ireland (PSNI) from the Northern Ireland and Statistics Research Agency (NISRA).

These statistics are the main source of official information on trends relating to road traffic collisions resulting in injury and their associated casualties, which have been reported to police.

This monthly bulletin presents the most recent recorded injury collision and casualty statistics for the period 1st January 2021 to 31st May 2021. Figures for the financial year 2021/22 are provisional and subject to minor amendment. At the time of publication, CRFs had been processed for approximately 97% of reported injury collisions to 31st May 2021, including all fatal collisions.

A series of accompanying [spreadsheets](#) are available on our website which outlines the data in this bulletin and historic trends. Further information on how these statistics are collated, reported and used is included in the [Traffic Statistics User Guide](#) available on the [PSNI website](#). The next monthly update will be published on the 29th October 2021.

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](#).

These statistics only include those collisions involving injury that are brought to the attention of the police. A level of under-reporting of such incidents may exist and users of the statistics may wish to view the [Traffic Statistics User Guide](#) where this is discussed in more detail.

National Statistics

National Statistics status means that our statistics meet the highest standards of trustworthiness, quality and public value, and as producers, it is our responsibility to maintain compliance with these standards.

These statistics were designated as National Statistics in June 2012 following a full [assessment](#) against the [Code of Practice](#). Road accident and safety statistics for England, produced by the Department for Transport, underwent a compliance check by the Office for Statistics Regulation and the report can be accessed at the following link: <https://www.statisticsauthority.gov.uk/correspondence/compliance-check-of-road-accidents-and-safety-statistics/> A compliance check of the Northern Ireland statistics was subsequently undertaken in 2020, which resulted in these statistics retaining the National Statistics designation. Further information can be found at:

<https://www.statisticsauthority.gov.uk/correspondence/police-recorded-injury-road-traffic-collisions-and-casualties-northern-ireland-statistics/>

Since the assessment by the UK Statistics Authority, we have continued to comply with the Code of Practice for Statistics, and have made the following improvements:

- Enhanced the amount of information available to users, for example inclusion of longer trend information, regular updates on causation factors.
- Improved accessibility by introducing user friendly methods of data presentation, for example tables, maps and charts, in addition to using additional distribution channels including the Northern Ireland Neighbourhood Information Service ([NINIS](#)) and [Open Data NI](#).
- Improved timeliness of the statistics, bringing forward publication of the calendar year reports in 2013.
- Pre-release access was discontinued in 2014, which may enhance trustworthiness.
- Continued to conduct regular consultation with internal and external users, for example via a customer satisfaction survey to obtain feedback and suggestions for improvements, with [results](#) published on the PSNI statistics website.

2. Monthly trends

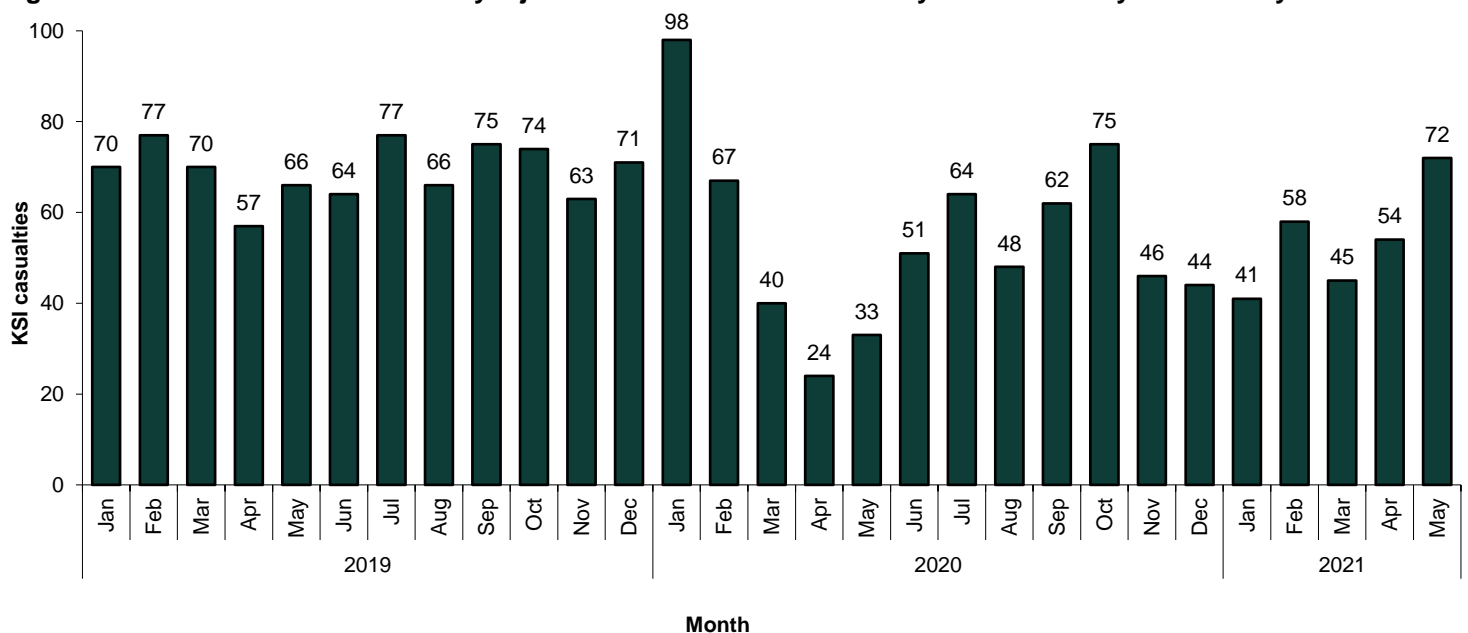
- There were 1,541 collisions recorded by the Police Service of Northern Ireland (PSNI) between January and May 2021, compared with 1,677 between January and May 2020 – a decrease of 136 collisions (8.1%).
- Between January and May 2021, there were 16 fatalities, 254 people seriously injured and a further 2,022 people slightly injured. Overall, the number of casualties reduced by 11.1% year on year, with 9 fewer fatalities between January and May 2021.
- Lockdown measures in relation to Covid-19 were in place during both of the key reporting periods covered in this publication (January – May 2021 and the equivalent period in 2020). The reduction in collisions and casualties should be seen in the context of overall traffic volumes which were estimated to have more than halved following the initial lockdown in March 2020 and continue to show reductions throughout the current reporting period. DfI traffic flow figures are published at: [Traffic Flows – Department for Infrastructure](#)

Table 1 Police recorded road traffic casualties by injury severity and month: January to May 2021 compared with January to May 2020

	01 January 2020 – 31 May 2020					01 January 2021 – 31 May 2021*				
	Killed	Seriously injured	KSI ¹	Slightly injured	Total	Killed	Seriously injured	KSI ¹	Slightly injured	Total
January	8	90	98	740	838	4	37	41	340	381
February	4	63	67	649	716	6	52	58	326	384
March	3	37	40	437	477	2	43	45	396	441
April	3	21	24	185	209	3	51	54	451	505
May	7	26	33	304	337	1	71	72	509	581
Total	25	237	262	2,315	2,577	16	254	270	2,022	2,292

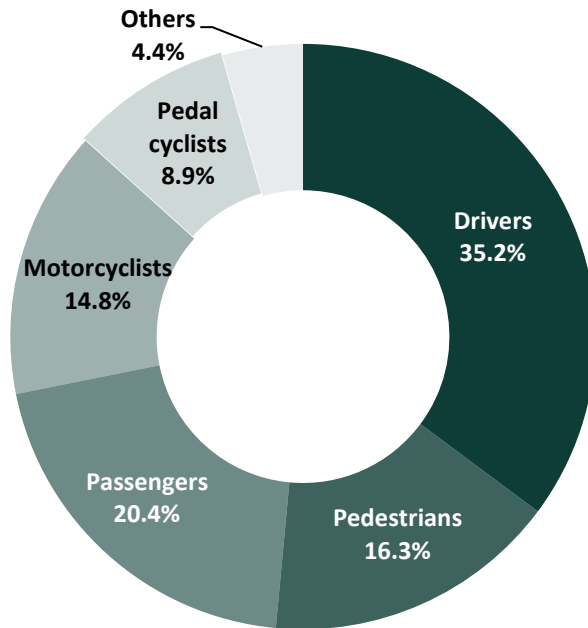
1. Killed or seriously injured * Figures are provisional and subject to change

Figure 1: Casualties killed or seriously injured in road traffic collisions by month January 2019 to May 2021



3. Casualty class

Figure 2: Casualties killed or seriously injured by road user type January to May 2021



- The number of drivers and pedestrians killed or seriously injured decreased between January to May 2020 and January to May 2021, by 16 and 9 KSI casualties respectively.
- However, there were an additional 15 passenger KSIs, a further 9 motorcyclist KSIs and 7 more pedal cyclist KSIs when comparing the two time periods.

Figure 3: Difference in the number of KSI casualties by road user type: January to May 2021 compared with January to May 2020

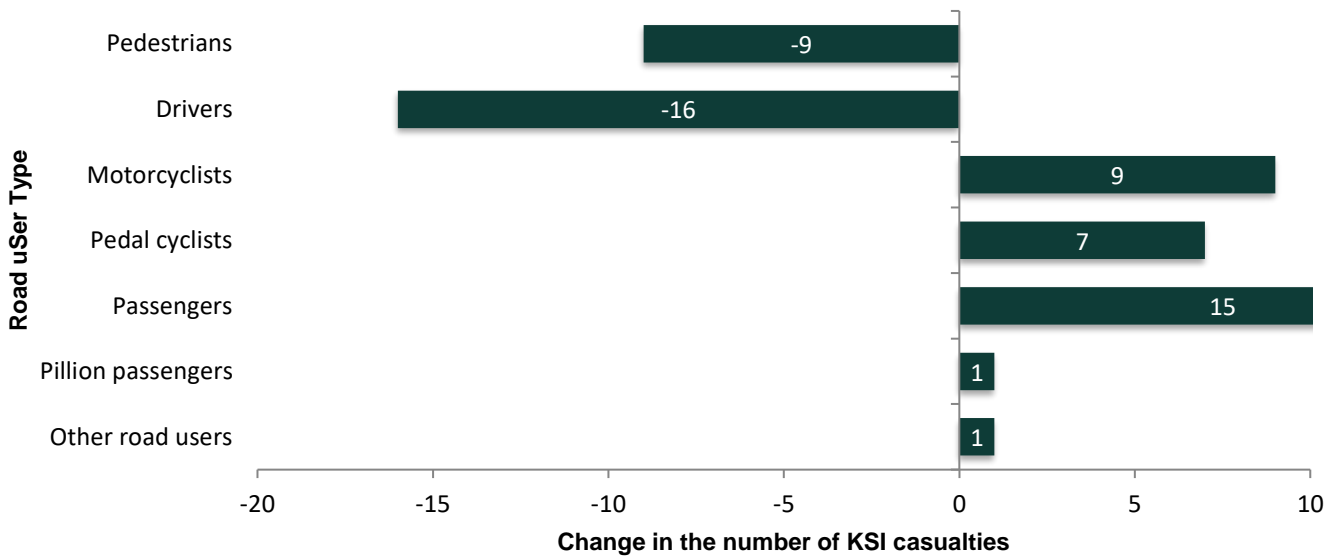


Table 2 Number of police recorded road traffic casualties by road user type: January to May 2021 compared with January to May 2020

	01 January 2020 – 31 May 2020					01 January 2021 – 31 May 2021*				
	Killed	Seriously injured	KSI ¹	Slightly injured	Total	Killed	Seriously injured	KSI ¹	Slightly injured	Total
Pedestrians	3	50	53	163	216	3	41	44	104	148
Drivers of motor vehicles	11	100	111	1,357	1,468	6	89	95	1,193	1,288
Motorcyclists	5	26	31	40	71	6	34	40	59	99
Pedal cyclists	2	15	17	73	90	0	24	24	80	104
Passengers	1	39	40	667	707	1	54	55	566	621
Pillion passengers	1	1	2	0	2	0	3	3	1	4
Other road users	2	6	8	15	23	0	9	9	19	28
Total	25	237	262	2,315	2,577	16	254	270	2,022	2,292

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

4. Age and gender

- The number of overall casualties decreased for all age and gender breakdowns with the exception of females over 65 which remained constant at 95 in both January to May 2020 and January to May 2021. There have been 30 children (under 16) killed or seriously injured during the reporting period – 13 more than during January to May 2020.
- In terms of total casualties, there were fewer females than males injured across all the age groups.
- There were 285 fewer casualties recorded in this period in comparison with January to May 2020. Comparing periods, there were 137 fewer male casualties overall and 150 fewer female casualties. The largest decrease in male casualties during the period was in the 50 - 64 group with 41 fewer casualties, while female casualties aged 35-49 decreased by 70 casualties, a decrease of 25.0%.

Table 3 Number of police recorded road traffic casualties by age and gender: January to May 2021 compared with January to May 2020

	01 January 2020 – 31 May 2020					01 January 2021 – 31 May 2021*				
	Killed	Seriously injured	KSI ¹	Slightly injured	Total	Killed	Seriously injured	KSI ¹	Slightly injured	Total
Male										
Under 16	2	9	11	120	131	0	18	18	83	101
16 - 24	5	24	29	265	294	2	36	38	244	282
25 - 34	3	32	35	282	317	2	26	28	280	308
35 - 49	4	32	36	287	323	5	36	41	257	298
50 - 64	3	35	38	208	246	1	27	28	177	205
65 +	2	23	25	101	126	2	13	15	91	106
Unknown	0	0	0	1	1	0	0	0	1	1
Total	19	155	174	1,264	1,438	12	156	168	1,133	1,301
Female										
Under 16	1	5	6	97	103	1	11	12	84	96
16 - 24	2	20	22	194	216	2	15	17	176	193
25 - 34	0	13	13	239	252	0	17	17	214	231
35 - 49	2	14	16	264	280	0	19	19	191	210
50 - 64	0	14	14	176	190	0	15	15	149	164
65 +	1	16	17	78	95	1	21	22	73	95
Unknown	0	0	0	3	3	0	0	0	0	0
Total	6	82	88	1,051	1,139	4	98	102	887	989
All										
Under 16	3	14	17	217	234	1	29	30	169	198
16 - 24	7	44	51	459	510	4	51	55	420	475
25 - 34	3	45	48	521	569	2	43	45	494	539
35 - 49	6	46	52	551	603	5	55	60	448	508
50 - 64	3	49	52	384	436	1	42	43	326	369
65 +	3	39	42	179	221	3	34	37	164	201
Unknown	0	0	0	4	4	0	0	0	1	1
Total²	25	237	262	2,315	2,577	16	254	270	2,022	2,292

1. Killed or seriously injured. 2. Totals include those where gender is unknown or other. * Figures are provisional and subject to change

5. District

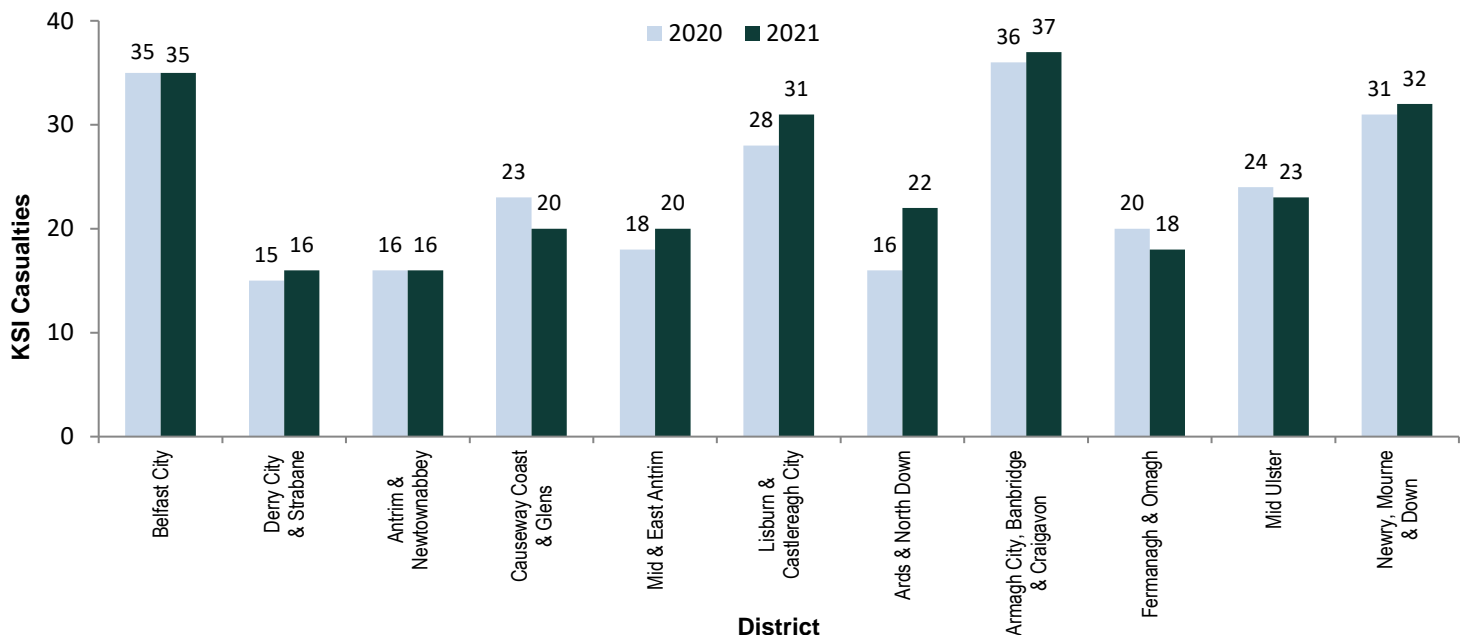
- Causeway Coast and Glens had the highest number of road deaths by district between January and May 2021 with 4, followed by Belfast City with 3. Armagh City, Banbridge and Craigavon district had the most people seriously injured with 35 recorded during this period.
- Three out of the eleven districts showed an increase in their overall casualties between January and May 2020 and this year to May. The largest increase in KSI casualties was in Ards and North Down which recorded an additional 6 KSIs compared to the same period in the previous year.

Table 4 Number of police recorded road traffic casualties by injury severity and Police District: January to May 2021 compared with January to May 2020

Area	01 January 2020 – 31 May 2020					01 January 2021 – 31 May 2021*				
	Killed	Seriously injured	KSI ¹	Slightly injured	Total	Killed	Seriously injured	KSI ¹	Slightly injured	Total
Belfast City	2	33	35	573	608	3	32	35	496	531
Derry City & Strabane	0	15	15	207	222	1	15	16	196	212
Antrim & Newtownabbey	2	14	16	209	225	2	14	16	154	170
Causeway Coast & Glens	4	19	23	138	161	4	16	20	144	164
Mid & East Antrim	3	15	18	135	153	1	19	20	104	124
Lisburn & Castlereagh City	2	26	28	205	233	1	30	31	153	184
Ards & North Down	3	13	16	174	190	1	21	22	140	162
Armagh City, Banbridge & Craigavon	3	33	36	245	281	2	35	37	214	251
Fermanagh & Omagh	1	19	20	98	118	0	18	18	105	123
Mid Ulster	2	22	24	146	170	0	23	23	126	149
Newry, Mourne & Down	3	28	31	185	216	1	31	32	190	222
Northern Ireland Total	25	237	262	2,315	2,577	16	254	270	2,022	2,292

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

Figure 4: Casualties killed or seriously injured by District: January to May 2021 compared with January to May 2020



6. Principal causation factors

Table 5 Most common principal causation factors of those killed or seriously injured in road traffic collisions: January to May 2021

Principal Factor	Total KSI ¹ casualties*
Inattention or attention diverted	28
Alcohol/Drugs Driver rider	28
Wrong course/position	25
Crossing or entering road junction without care	19
Excessive speed having regard to conditions	19
Turning right without care	16
Overtaking on offside without care	15
Emerging from minor road without care	14
Heedless of traffic crossing carriageway	9
Inexperience with type of vehicle	8

1. Killed or seriously injured

* Figures are provisional

- The most common principal causation factors for KSI casualties between January and May 2021 were 'inattention or attention diverted' (28 KSI casualties) and alcohol/drugs driver/rider (28 KSI casualties).
- PSNI Statistics Branch also produces statistics in relation to the number of motoring offences detected, which includes speeding, drink driving and careless driving type offences <https://www.psnipolice.uk/inside-psni/Statistics/motoring-offences-statistics/>.

7. Single Vehicle Collisions

Table 6 Casualties resulting from single vehicle collisions[^] by injury severity and month: January to May 2021 compared with January to May 2020

	01 January 2020 – 31 May 2020					01 January 2021 – 31 May 2021 [*]				
	Killed	Seriously injured	KSI ¹	Slightly injured	Total	Killed	Seriously injured	KSI ¹	Slightly injured	Total
January	1	15	16	87	103	1	6	7	52	59
February	0	11	11	67	78	0	7	7	54	61
March	0	7	7	47	54	0	11	11	37	48
April	1	3	4	36	40	0	10	10	48	58
May	2	7	9	30	39	0	9	9	55	64
Total	4	43	47	267	314	1	43	44	246	290

¹ Killed or seriously injured

^{*} Figures are provisional and subject to change

[^] Defined as a collision which results in casualties to the occupants of one vehicle only and where no other party was involved

- The 234 single vehicle collisions recorded between January and May 2021 accounted for 15.2% of the total number of collisions recorded during this period.
- There were 3 fewer fatalities from single vehicle collisions in January and May 2021 compared to the same period last year. In total there were 24 fewer casualties of single vehicle collisions between January and May 2021 than the same period in 2020.

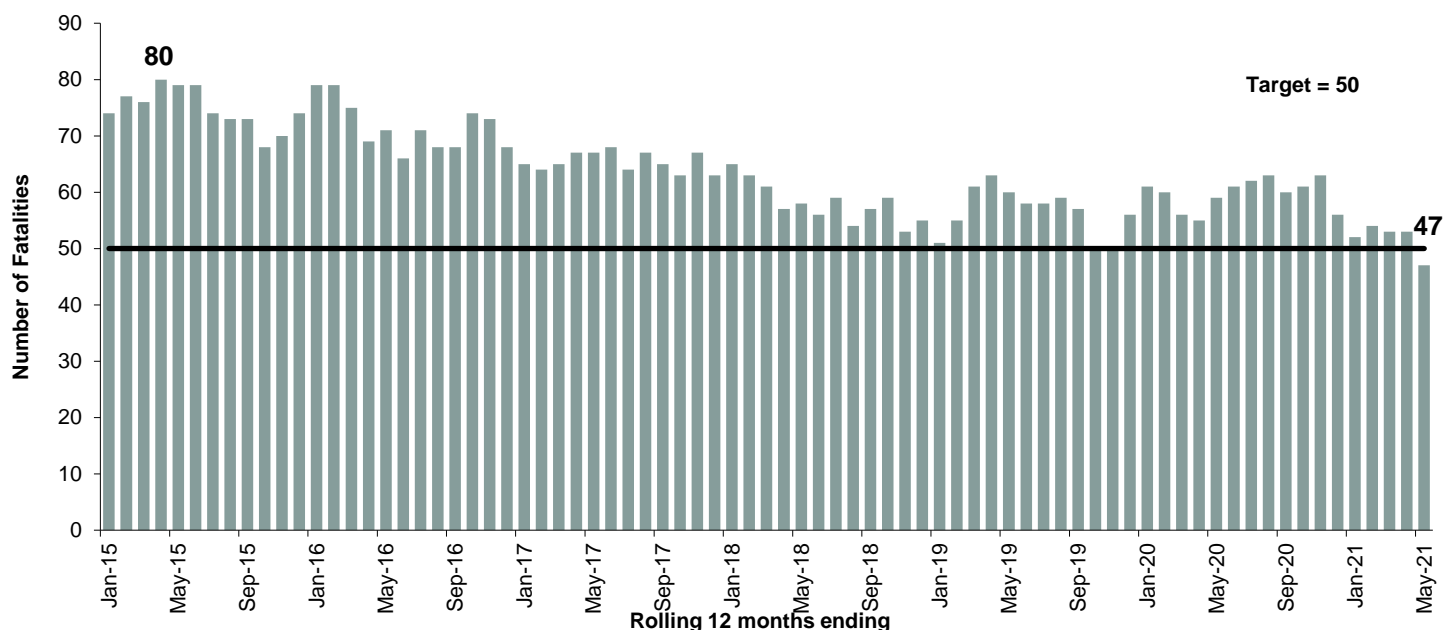
8. Road Safety Strategy Targets

The Northern Ireland Road Safety Strategy 2020 contained a series of road safety targets to be achieved by 2020, four of which are related to the PSNI's injury road traffic casualty statistics. The current strategy period has expired and a new strategy is under development. The current strategy will roll over until such times as the new one is implemented, therefore the progress against the targets will continue to be reported as outlined below. The latest detailed update on the strategy targets and performance indicators was published by DfI in September 2020:

<https://www.infrastructure-ni.gov.uk/publications/northern-ireland-road-safety-strategy-2020-annual-statistical-report-2020>

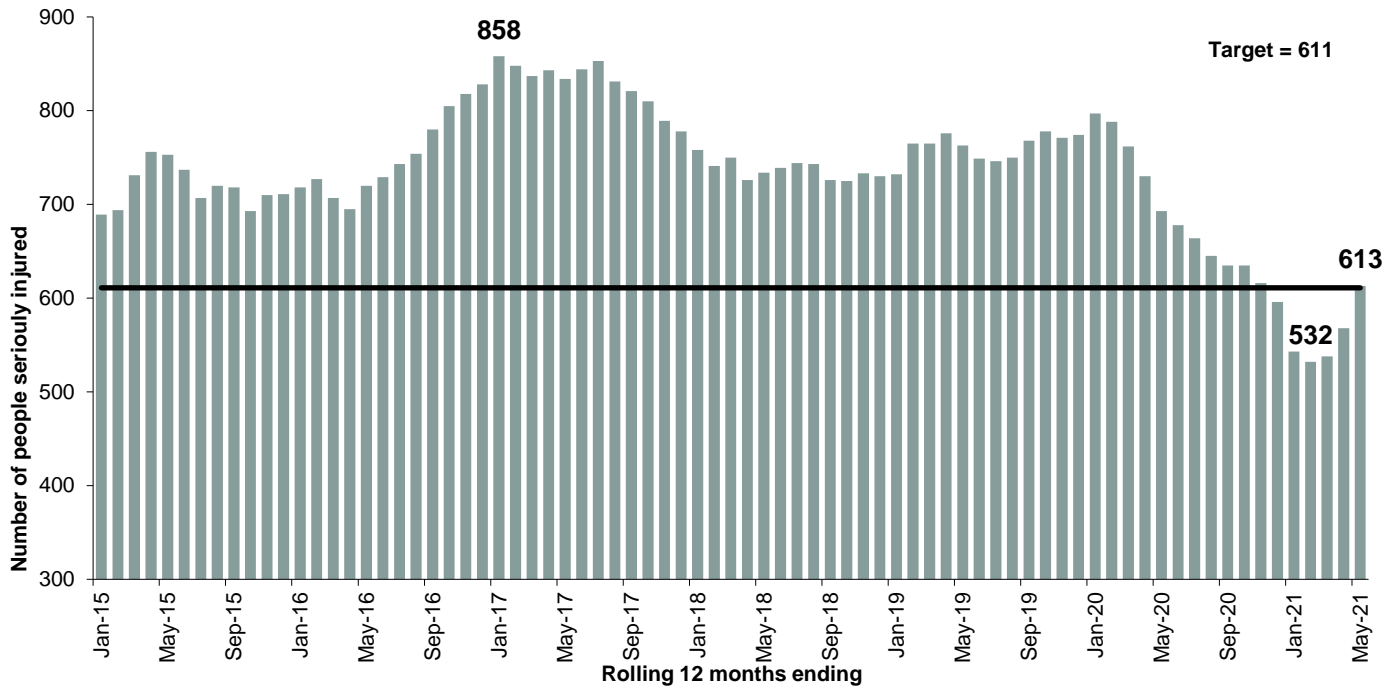
Lockdown measures in relation to Covid-19 were introduced on 23rd March 2020. The reduction in collisions and casualties should be seen in the context of overall traffic volumes which were estimated to have more than halved at the outset of lockdown and continue to show reductions throughout the current reporting period. DfI traffic flow figures are published at: [Traffic Flows – Department for Infrastructure](#)

Figure 5: Number of people killed on Northern Ireland's Roads – Rolling 12 months January 2015 to May 2021



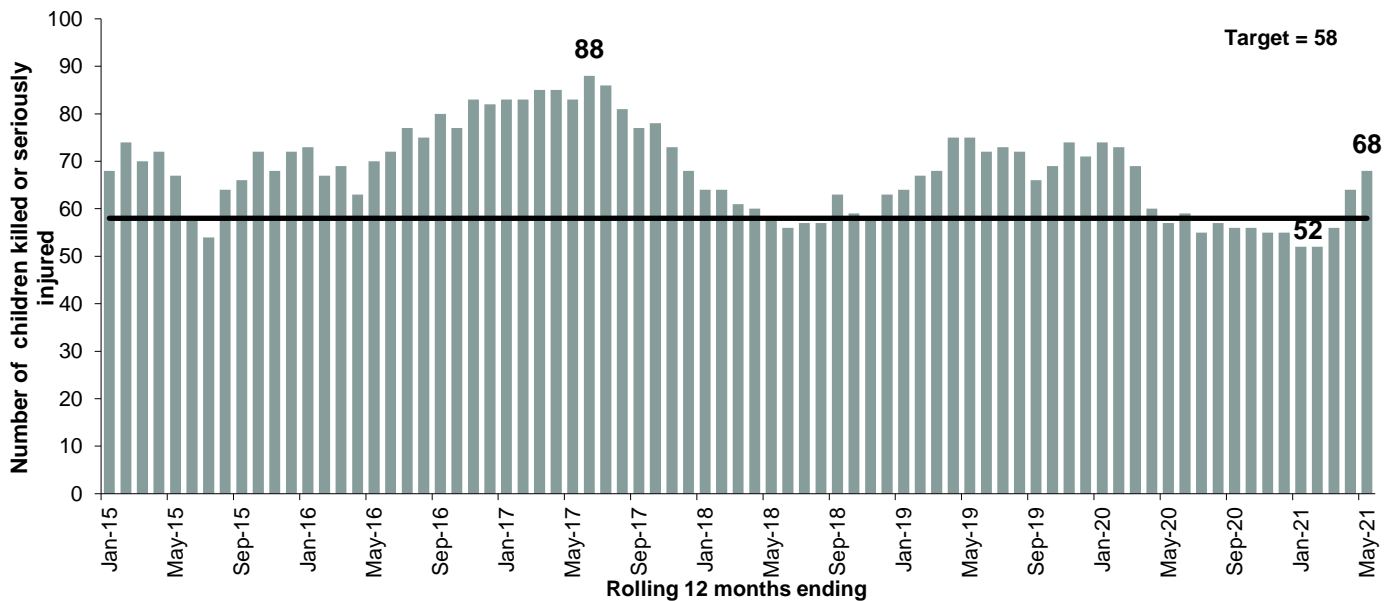
- The Department for Infrastructure (DfI) Northern Ireland Road Safety Strategy aims at a 60% reduction on the number of fatalities on Northern Ireland's roads each year, from the 2004 – 2008 average of 126 to fewer than 50 by 2020. The current rolling 12 month figure of 47 for the period 1st June 2020 to 31st May 2021 is three below the target.

Figure 6: Number of persons seriously injured on Northern Ireland’s Roads – Rolling 12 months January 2015 to May 2021



- The Department for Infrastructure Northern Ireland Road Safety Strategy also aims at a 45% reduction in the number of people seriously injured on Northern Ireland’s roads each year, from the 2004 – 2008 average of 1,111 to fewer than 611 by 2020. Although the previous five rolling twelve month periods have fallen below the target level, potentially due to the impact of Covid-19, the current rolling 12 month figure covering 1st June 2020 to 31st May 2021 provisionally sits at 613, which is two above the 2020 target level.

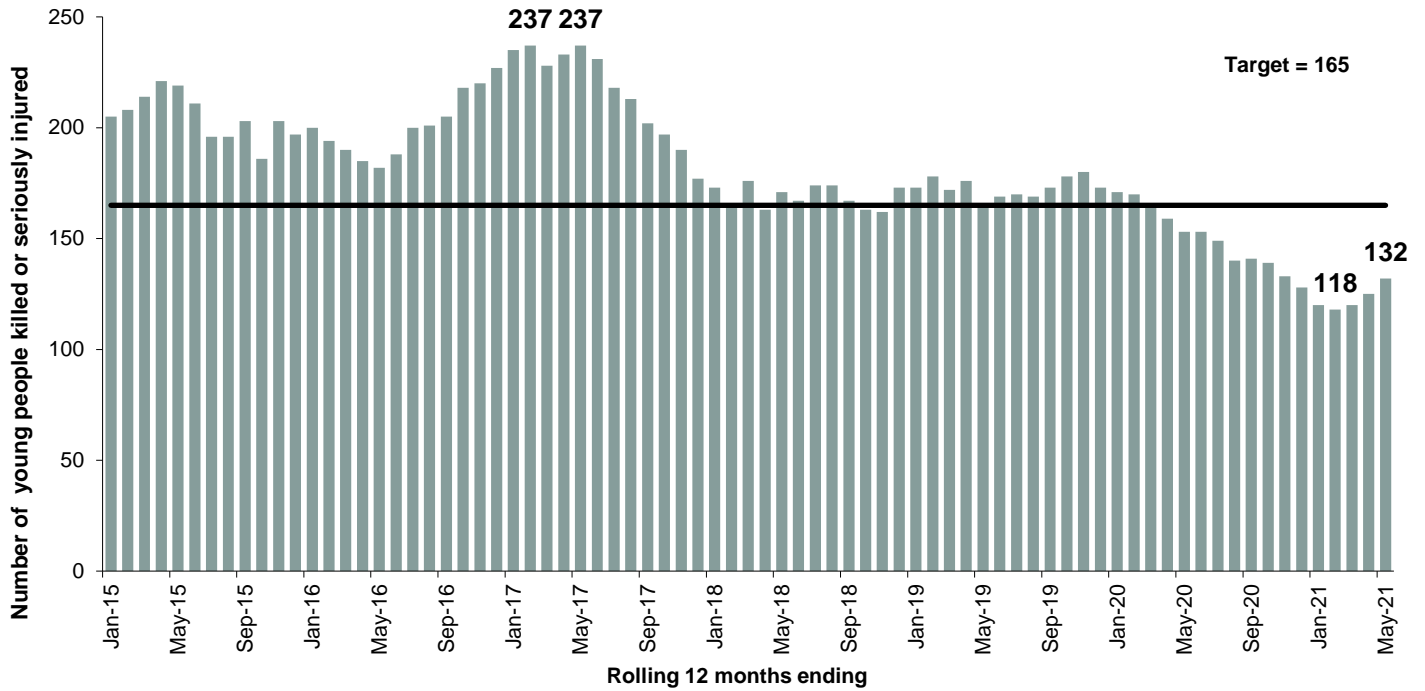
Figure 7: Number of children* killed or seriously injured on Northern Ireland’s roads – Rolling 12 months January 2015 to May 2021



- 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 target was met for a number of the 12 month periods ending in 2020/21 however has increased to 68 during 1st June 2020 to 31st May 2021, which is 10 more than the target.

*children casualties are those casualties aged 15 or under.

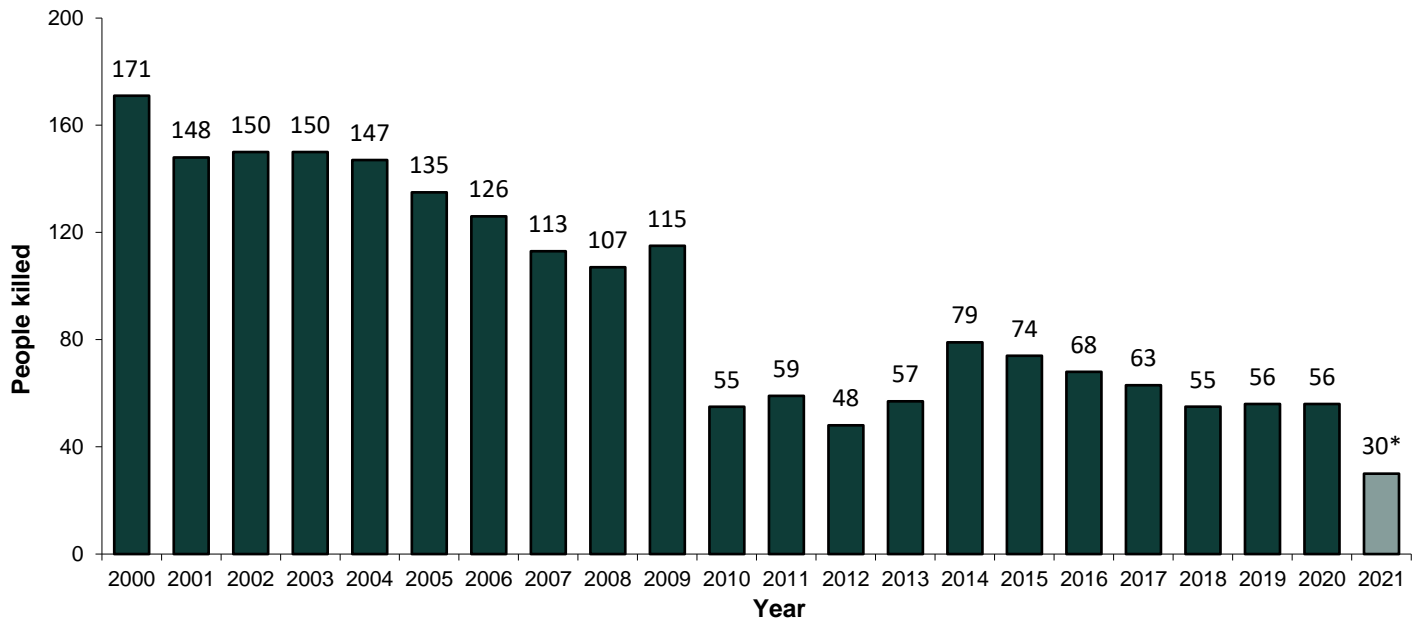
Figure 8: Number of young people (16-24) killed or seriously injured on Northern Ireland’s Roads – Rolling 12 months January 2015 to May 2021



- The Strategy also has a target of a 55% reduction in the number of young people (16-24) killed or seriously injured on Northern Ireland’s roads each year, from the 2004 – 2008 average of 366 to fewer than 165 by 2020. The current figure for the 12 month rolling period to the end of May 2021 provisionally sits at 132, which is thirty-three below the target level.

9. Northern Ireland Fatalities

Figure 9 Number of people killed on Northern Ireland's Roads – 2000 to 2021*



* Provisional fatality figure up to the 21st September 2021

- The number of people killed in road traffic collisions in the years up to and including 2009 was consistently above 100 and then in 2010, there was an unprecedented reduction in which fatalities fell to 55 (a reduction of 52.2%). This figure fluctuated around this level before increasing to 79 deaths in 2014 (up 38.6% from 2013) and reducing again gradually to 56 deaths in 2020. Up to the 21st September 2021 there have been 30 fatal casualties which is markedly lower than the same time period in 2020 and the equivalent period of 2019 (45 and 42 respectively).
- Of the 56 road deaths occurring in 2020, 42 (75.0%) occurred on rural roads (defined as where the speed limit is over 40 miles per hour excluding motorways and dual carriageways) while 12 occurred on urban roads (40 miles per hour or less) and 2 occurred on motorways or dual carriageways. The Daily Fatal Report on the [PSNI website](#) provides more information.

10. Notes

User Guide

The Traffic Statistics [User Guide](#) is available and provides information on the design, methodology and quality assurance of the statistics. The User Guide also provides useful information for users when interpreting and understanding the data including the coverage, definitions, strengths and limitations.

Quality

Our internal quality assurance and validation procedures are regularly tested, reviewed and updated. We have also used the UK Statistics Authority [Administrative Data Quality Assurance Toolkit](#) to ensure that we have provided users with as much information as possible and to make users aware of the quality and background of the statistics.

The STATS19 form and the accompanying [STATS20](#) guidance provide a set of established guidelines which are followed by police forces across the UK. For example, all road collisions involving human death or personal injury occurring on the public road and notified to the police within 30 days of the occurrence, and in which one or more vehicles are involved, are to be reported. This is a wider definition of road collisions than that used in legislation e.g. Road Traffic Acts.

PSNI's Collision Report Form (CRF) is based on the Department for Transport STATS19 form. This ensures data are checked and validated to an agreed set of standards and allows the statistics to be compared at a UK level. Note that a copy of the CRF is provided in the appendix of the [User Guide](#).

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](#).

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](#).

Great Britain Reported Road Casualties

Reported provisional estimates from the most recent period covered by the Department for Transport statistical releases (published 24th June 2021) refer to the year ending December 2020. Key points from the publication are as below:

Reported road casualties in Great Britain for the year ending December 2020 shows there were:

- 1,472 reported road deaths in 2020, which includes a total of 4 months of national lockdown (April to June and November).
- a total of 115,333 casualties of all severities in 2020, a decrease of 25% from 2019.

<https://www.gov.uk/government/statistics/reported-road-casualties-great-britain-provisional-results-2020/reported-road-casualties-great-britain-provisional-results-2020>

Revisions

Revisions are carried out in accordance with our [Revisions Policy](#), a copy of which is available as part of the Official Statistics documentation on the PSNI Statistics website. Figures within the current financial year to date are provisional and will be subject to slight revision until figures for the full calendar and subsequent financial year are published. This means that the totals for each month from April 2020 can change each time the figures are published during the financial year. These amendments can happen for a number of reasons, such as a collision being included, excluded or reclassified following further investigation by an officer.

There are no revisions to report in this monthly update as this is the first monthly report produced for the 2021/22 financial year.

Police recorded road traffic collision casualty figures by month						
		Collisions	Casualties			
	Month	No of injury collisions	Killed	Seriously Injured	Slightly Injured	Total casualties
Scale of Revision (latest release compared with initial reporting)						
Reported 21 st September 2020	Apr-21	n/a	n/a	n/a	n/a	n/a
Reported 21 st September 2020	May-21	n/a	n/a	n/a	n/a	n/a