



Police Recorded Injury Road Traffic Collisions and Casualties Northern Ireland

Detailed Trends Report 2021

1st January 2021 to 31st December 2021

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- The number of injury road traffic collisions reported to the police has increased for the first time in five years, to 4,704 in 2021. However, the total collisions recorded in 2021 was the third lowest in nearly 60 years (1963 - 4,536 and 2020 – 4,223).
- The more recent trend data should be viewed in the context of reduced traffic volumes as a result of the Covid-19 pandemic, which were evidenced throughout 2020 in particular.
- The total number of casualties was, at 7,192, the second lowest number recorded since 1966.
- There were 50 road traffic fatalities which was the lowest number recorded since 2012.
- The number of motorcyclist fatalities was the highest since 2009 with 14 deaths recorded in 2021.
- Between 2018 and 2021, Derry City and Strabane recorded either the lowest or joint lowest road traffic fatalities among the 11 Districts.
- There were 35 people killed on rural roads in 2021 which accounted for seven in ten fatalities (70.0%).
- The greatest number of KSI collisions occurred between 4pm and 5pm (62 collisions, 8.9%).
- The most common principal causation factors for KSI casualties were 'inattention or attention diverted' (109) and 'impairment by drugs or alcohol - driver/rider' (102).
- International comparisons for 2020 showed that there were 30 fatalities per million population in NI, compared with 23 in the UK as a whole.

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User Engagement

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.

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 annual publication presents the most recent recorded injury collision and casualty statistics for the period 1st January 2021 to 31st December 2021. At the time of publication, CRFs had been processed for 98.1% of reported injury collisions for the 2021 calendar year, 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 release dates of upcoming publications are available in the publication schedule available on the [PSNI website](#).

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 include the period following the announcement of measures to limit the impact of the coronavirus (COVID-19) pandemic. Coronavirus has had a wide impact on NI society and economic activity since March 2020. As these figures are affected by the coronavirus (COVID-19) pandemic in Northern Ireland, this should be considered when comparing them with previous time periods.

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 in 2019 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:

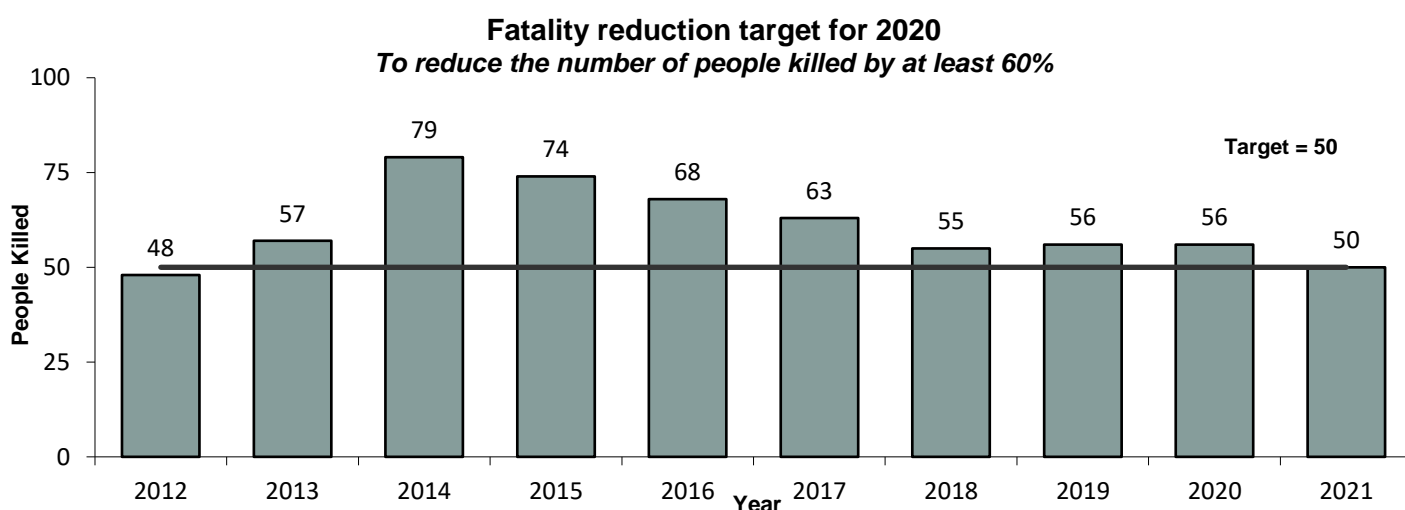
- Enhanced the amount of information available to users, for example inclusion of longer trend information, regular updates on causation factors.
- Improved accessibility by introducing user friendly methods of data presentation, for example tables, maps and charts, in addition to using additional distribution 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.

The Casualty Reduction Target for 2020

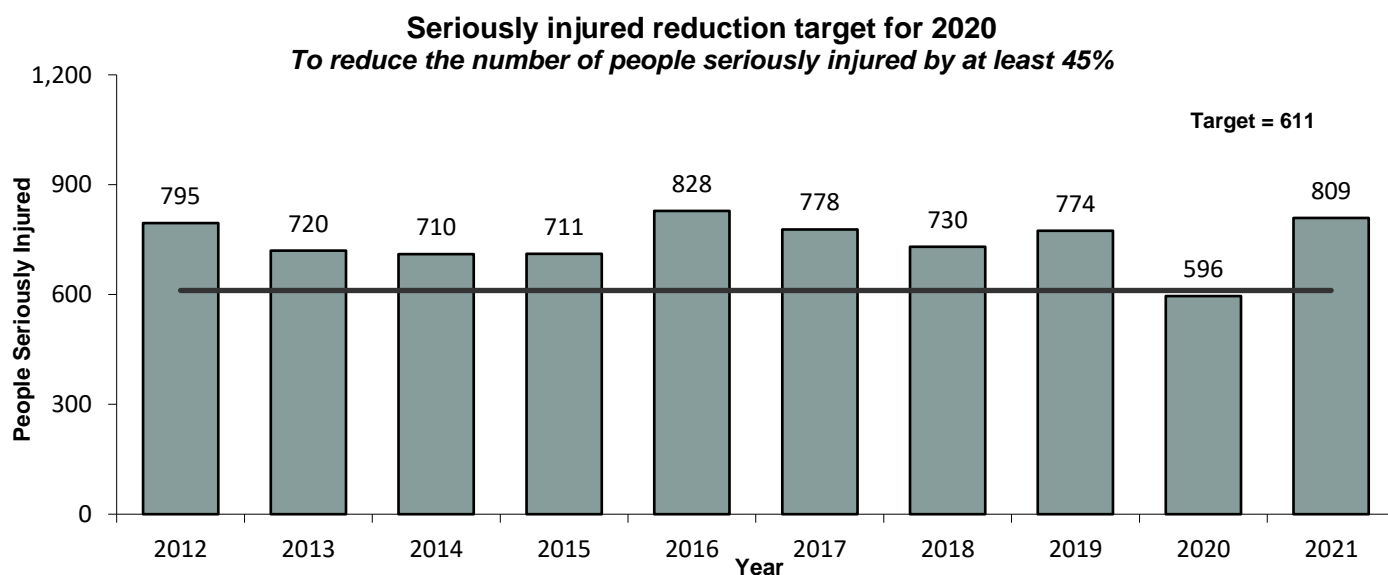
The Northern Ireland Road Safety Strategy 2020 contains a series of road safety targets to be achieved by 2020, four of which are related to the PSNI's injury road traffic casualty statistics. The current strategy period has expired and a new strategy is under development. The current strategy will roll 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 2021: <https://www.infrastructure-ni.gov.uk/news/northern-ireland-road-safety-strategy-nirss-2020-annual-statistical-report-2021-has-been-published>

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 following the initial lockdown in March 2020 before returning to more normal levels at the time the traffic flow publication was discontinued in June 2021. DfI traffic flow figures are published at: [Traffic Flows – Department for Infrastructure](#)

Target A: 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, from the 2004 – 2008 average of 126 to fewer than 50 by 2020. This figure has already dipped below this target in 2012 with 48 fatalities. The 2021 total was equal to the 2020 target of 50 fatalities.

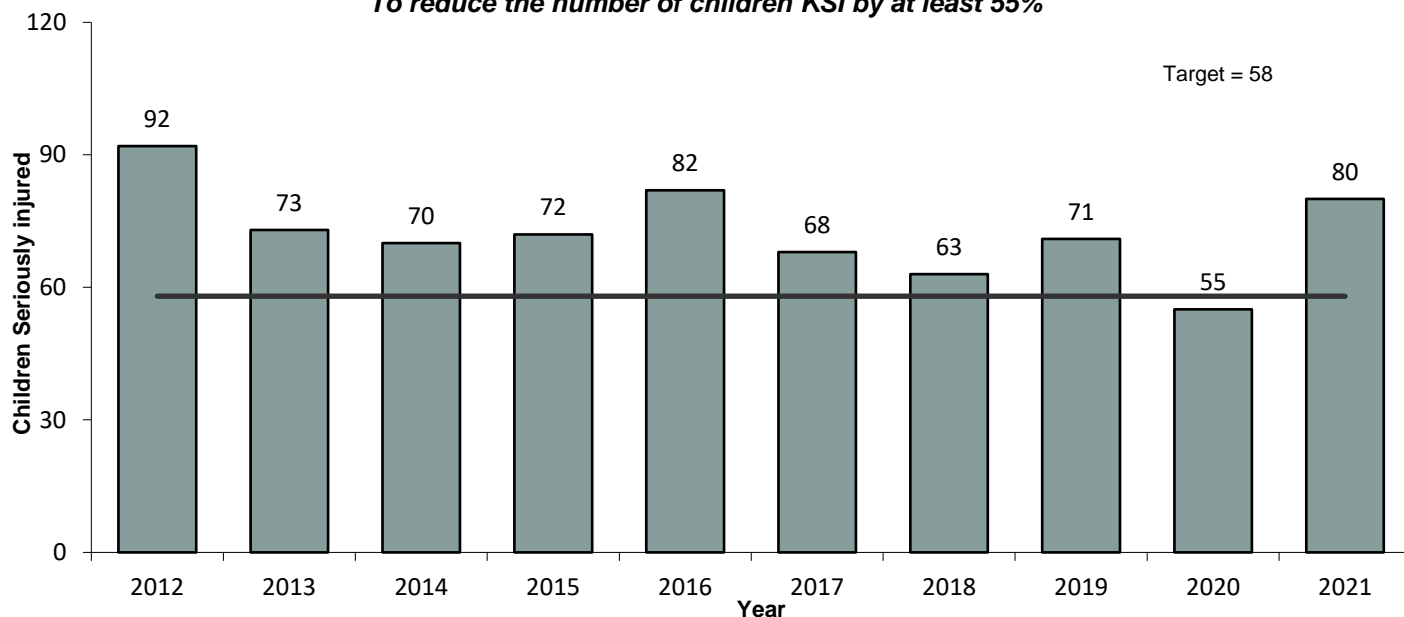


Target B: The Department for Infrastructure Northern Ireland Road Safety Strategy also aims at a 45% reduction in the number of persons seriously injured on Northern Ireland's roads, from the 2004 – 2008 average of 1,111 to fewer than 611 by 2020. There were 809 people seriously injured in 2021 which was 198 more than the target.



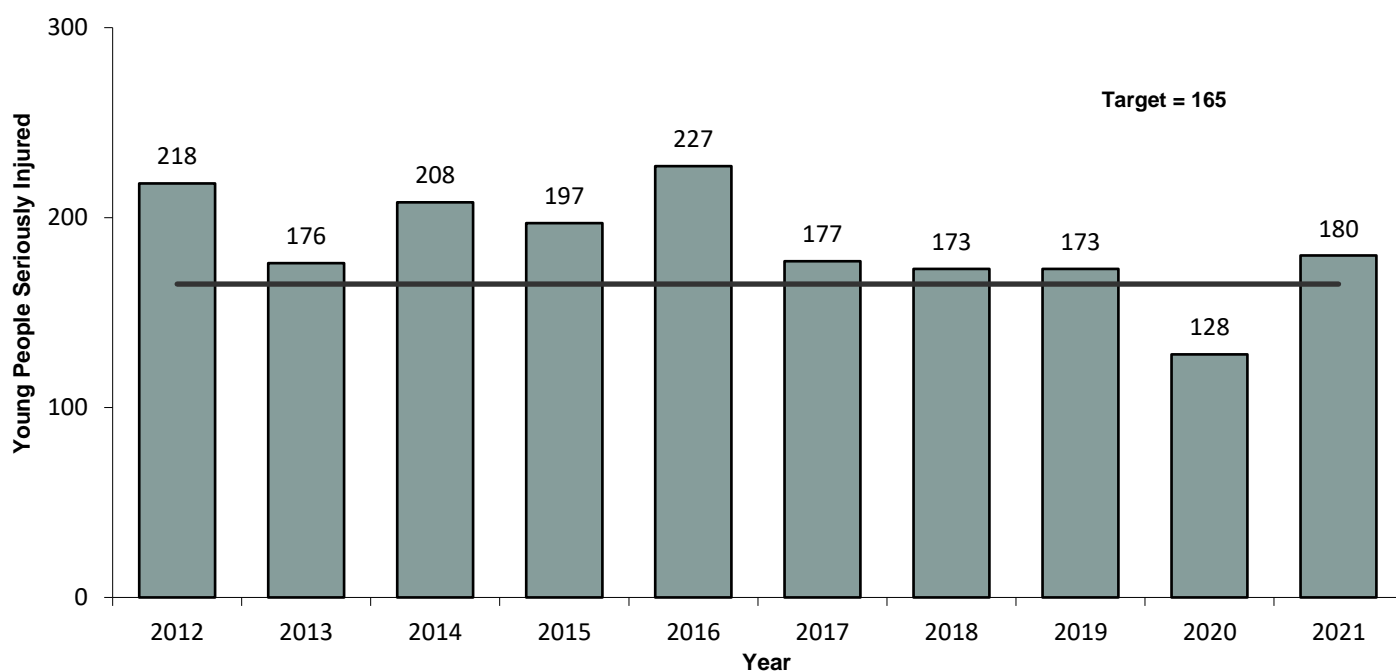
Target C: The Road Safety Strategy has set a target of 55% reduction in the number of children killed or seriously injured on Northern Ireland's roads, from the 2004 – 2008 average of 128 to fewer than 58 by 2020. The 2021 figure was 22 child KSI above the target.

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



Target D: The Strategy also has a target of a 55% reduction in the number of young people (aged 16-24) killed or seriously injured on Northern Ireland's roads, from the 2004 – 2008 average of 366 to fewer than 165 by 2020. The recorded figure of 180 KSI in 2021 was 15 above the target.

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



Section 1 – Casualty Information

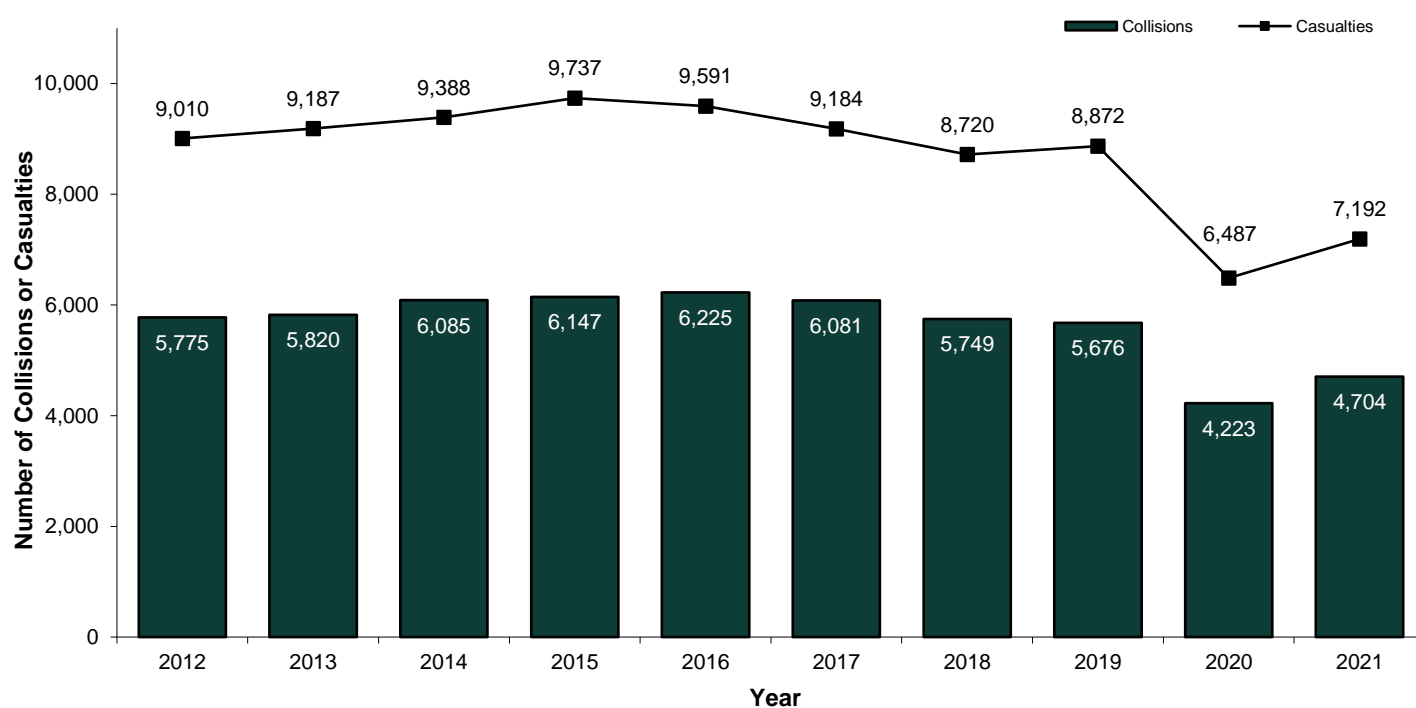
Ten year trends – all collisions and casualties

Table 1.1 Police Recorded Injury Road Traffic Collisions and Casualties 2012-2021

Year	Number of injury collisions				Casualties			
	Fatal Collisions	Serious Collisions	Slight Collisions	All Injury Collisions	Killed	Seriously Injured	Slightly Injured	Total Casualties
2012	45	669	5,061	5,775	48	795	8,167	9,010
2013	55	615	5,150	5,820	57	720	8,410	9,187
2014	74	577	5,434	6,085	79	710	8,599	9,388
2015	69	570	5,508	6,147	74	711	8,952	9,737
2016	65	689	5,471	6,225	68	828	8,695	9,591
2017	62	643	5,376	6,081	63	778	8,343	9,184
2018	53	625	5,071	5,749	55	730	7,935	8,720
2019	53	639	4,984	5,676	56	774	8,042	8,872
2020	51	518	3,654	4,223	56	596	5,835	6,487
2021	47	651	4,006	4,704	50	809	6,333	7,192

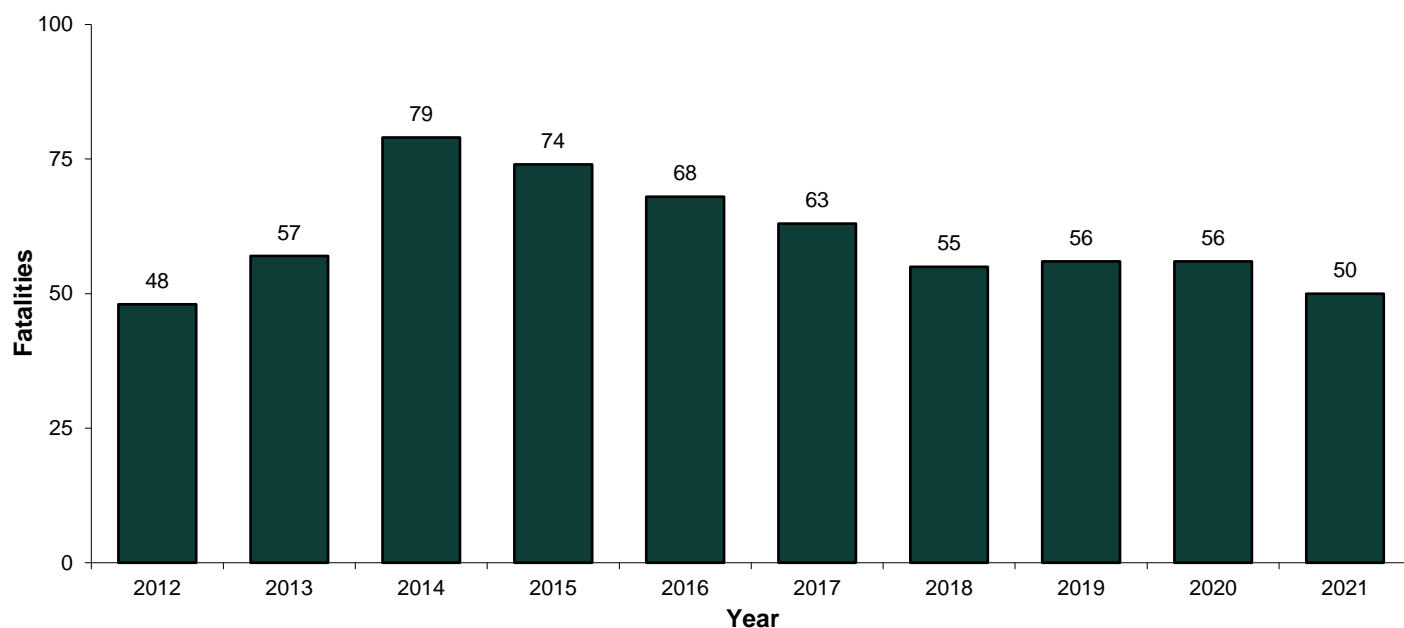
- The number of injury road traffic collisions reported to the police has increased for the first time in five years, to 4,704 in 2021. Total collisions recorded in 2021 was the third lowest in nearly 60 years (1963, 4,536 and 2020 – 4,223). However, the reduction in collisions should be seen in the context of overall traffic volumes which were estimated to have more than halved following the initial lockdown in March 2020 before returning to more normal levels at the time the traffic flow publication was discontinued in June 2021.
- The impact was similar in terms of casualties which, at 7,192, was higher than 2020 but was still the second lowest number recorded since 1966 (7,124).

Figure 1.1 Reported injury road traffic collisions and casualties in Northern Ireland 2012 to 2021



Fatalities – Trends over the last 10 years

Figure 1.2 Fatalities resulting from road traffic collisions in Northern Ireland 2012 to 2021



- Since 2014 the number of people killed has decreased from 79 to 50 in 2021. Road deaths decreased significantly from 2010 onwards when compared with the previous decade. Over the longer term, the highest number of road deaths was recorded in 1972 with 372 fatalities – some 322 more than in 2021. (See Appendix 1 and 2 for fatalities by year dating back to 1931).

Table 1.2 Number of road traffic fatalities by road user type in Northern Ireland 2012–2021

Road user type	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Pedestrians	9	7	18	19	15	15	16	17	6	8
Drivers of motor vehicles	21	22	30	31	31	25	23	26	25	20
Motorcyclists	4	10	13	4	4	9	7	3	8	14
Pedal Cyclists	2	4	3	0	3	2	1	2	4	0
Passengers	10	13	12	17	12	11	7	8	8	8
Pillion Passengers	0	0	1	0	1	0	0	0	1	0
Other road users	2	1	2	3	2	1	1	0	4	0
Total	48	57	79	74	68	63	55	56	56	50

- Drivers of motor vehicles were the largest casualty class for fatalities in 2021, accounting for 20 people killed, which was five fewer than in 2020.
- There were 22 vulnerable road users killed comprising the deaths of 8 pedestrians and 14 motorcyclists. This was four more deaths amongst vulnerable road users than in 2020 and 12 less than the 34 fatalities of vulnerable road users in 2014.
- The number of motorcyclists killed in 2021 (14) increased by six from the 8 recorded in 2020. This is the highest number of motorcyclist fatalities recorded since 2009 (16). Notably, there were no recorded pedal cyclist fatalities in 2021.

Table 1.3 Number of road traffic fatalities by age and gender in Northern Ireland 2012–2021

Year	Under 16			16-24			25-34			35-49			50-64			65+			Total		
	M	F	T	M	F	T	M	F	T	M	F	T	M	F	T	M	F	T	M	F	T
2012	3	2	5	7	5	12	5	1	6	8	2	10	2	1	3	10	2	12	35	13	48
2013	1	1	2	14	1	15	9	4	13	7	1	8	4	0	4	8	7	15	43	14	57
2014	4	0	4	18	3	21	9	0	9	13	1	14	6	3	9	13	9	22	63	16	79
2015	3	2	5	15	3	18	5	2	7	8	0	8	11	5	16	11	9	20	53	21	74
2016	3	1	4	13	3	16	8	2	10	13	1	14	10	2	12	7	5	12	54	14	68
2017	3	1	4	10	2	12	9	3	12	7	3	10	9	3	12	7	6	13	45	18	63
2018	3	0	3	8	3	11	8	2	10	10	1	11	8	2	10	7	3	10	44	11	55
2019	0	1	1	9	2	11	8	0	8	5	3	8	6	2	8	9	11	20	37	19	56
2020	2	1	3	9	3	12	6	0	6	9	5	14	6	4	10	8	3	11	40	16	56
2021	2	1	3	8	2	10	8	1	9	11	0	11	9	1	10	5	2	7	43	7	50

M=Male F=Female T=Total

- Of the 50 people killed on Northern Ireland’s roads in 2021, 43 were male and 7 female. This is typical of the historically recorded pattern where males accounted for a higher proportion of fatalities than females.
- There were 3 children (under the age of 16) killed on Northern Ireland’s roads in 2021. This was equal to the number of child fatalities recorded in 2020.
- Road deaths for the 65+ age group almost halved between 2019 and 2020, from 20 to 11 fatalities, and has reduced further to 7 fatalities in 2021. The proportion of total deaths in this age group has reduced from 35.7% in 2019 to 14.0% in 2021.
- Compared with ten years ago, the largest increase in fatalities was in the 50-64 age group which increased from 3 deaths in 2012 to 10 deaths in 2021. See chart comparing 2021 with 2012 below.

Figure 1.3 Road fatalities by age group 2012 compared with 2021

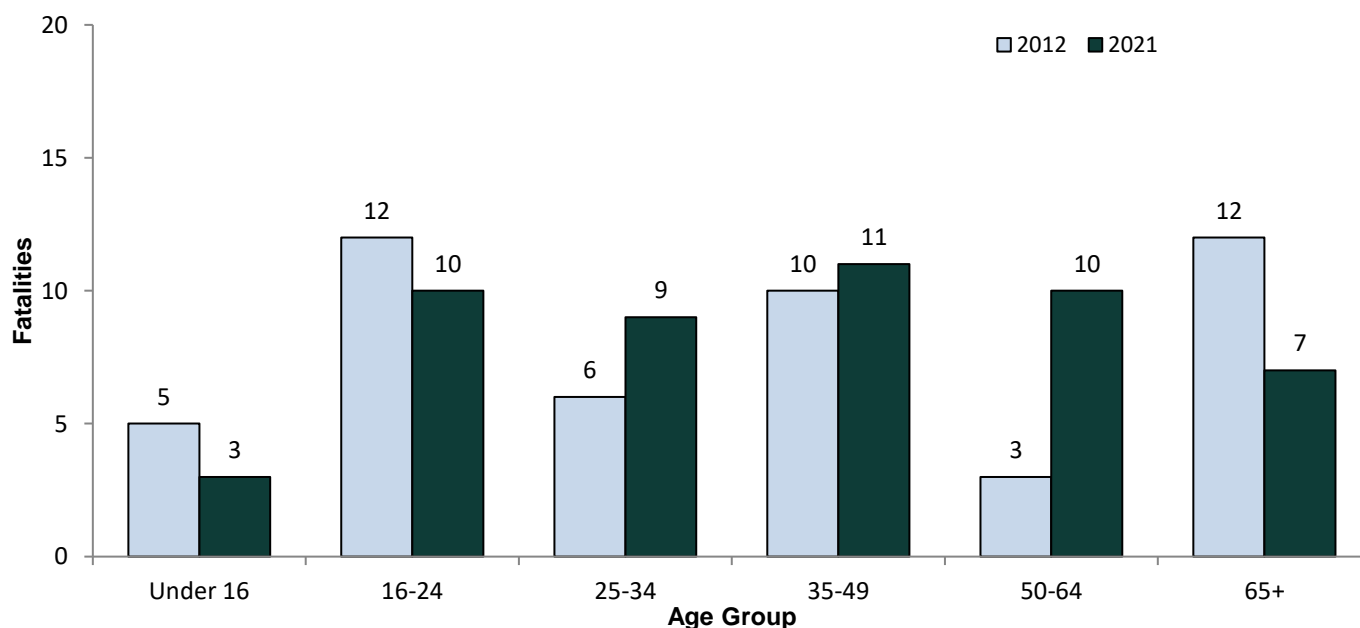
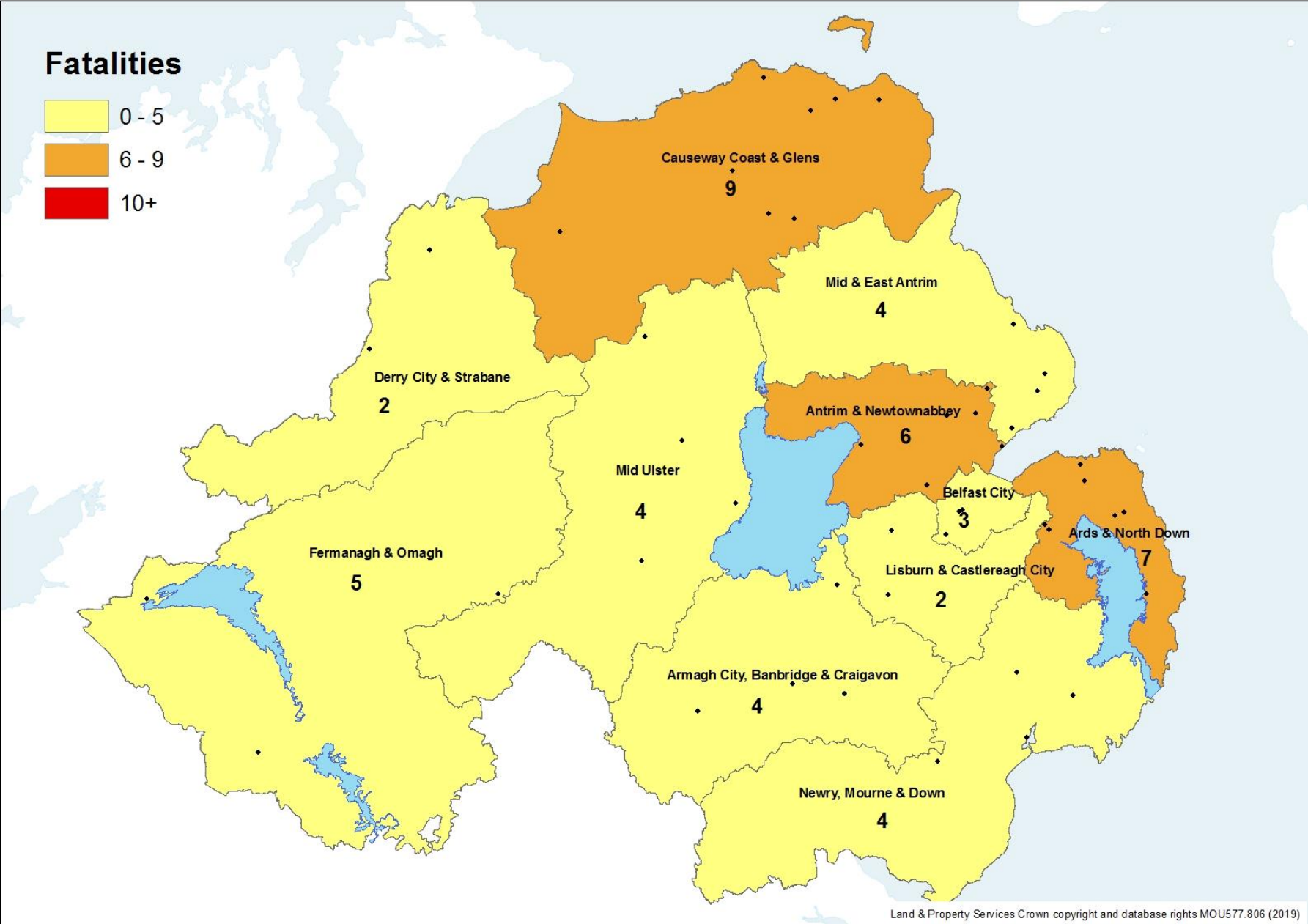


Table 1.4 Fatalities by Police Area and District 2012–2021

District	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Belfast City	3	2	7	6	3	3	4	4	3	3
Derry City & Strabane	2	4	5	4	7	5	2	1	2	2
Antrim & Newtownabbey	5	5	2	6	8	2	3	8	3	6
Ards & North Down	1	4	4	5	7	4	6	4	5	7
Causeway Coast & Glens	2	5	9	8	8	6	6	9	7	9
Lisburn & Castlereagh City	5	2	8	5	3	7	5	3	4	2
Mid & East Antrim	5	9	4	6	3	6	2	2	7	4
Armagh City, Banbridge & Craigavon	8	6	7	9	10	6	10	7	7	4
Fermanagh & Omagh	7	11	11	8	10	6	8	3	3	5
Mid Ulster	6	6	7	9	3	5	4	8	6	4
Newry, Mourne and Down	4	3	15	8	6	13	5	7	9	4
Northern Ireland Total	48	57	79	74	68	63	55	56	56	50

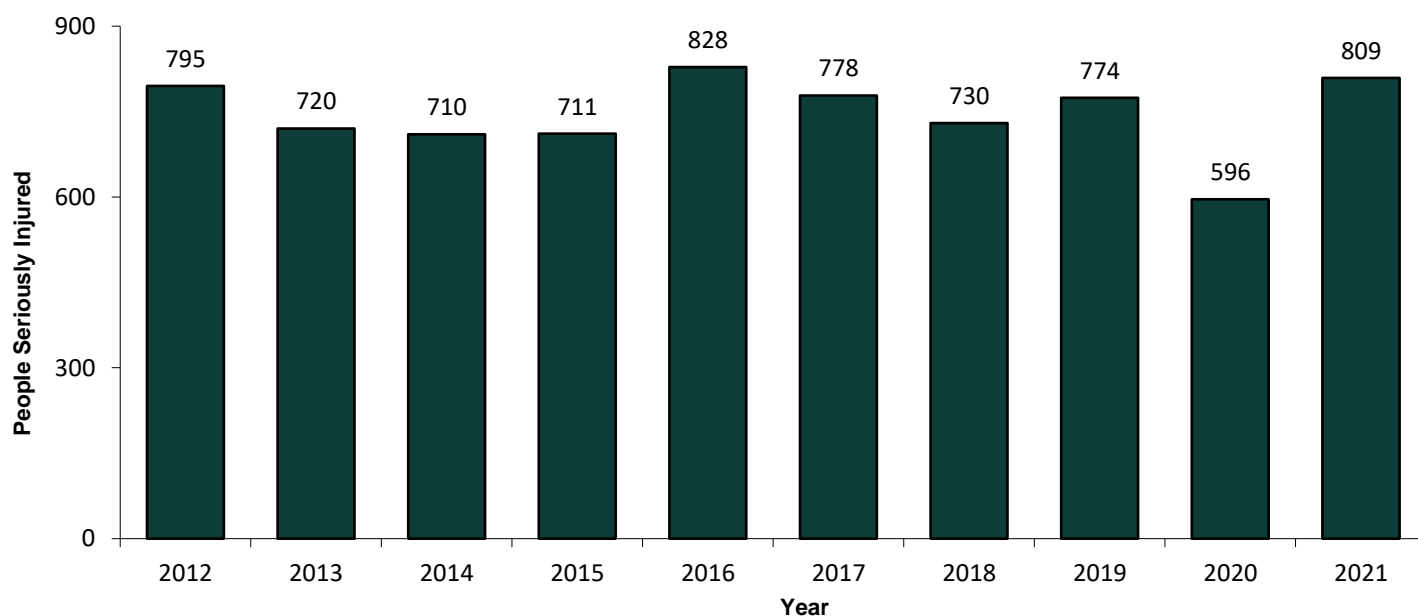
- Causeway Coast & Glens had the highest number of road traffic fatalities in 2021 with 9 deaths.
- Derry City & Strabane recorded the lowest number of fatalities in both 2019 and 2020 and joint lowest in both 2018 and 2021.
- Antrim and Newtownabbey reported the largest increase over the year, increasing from 3 in 2020 to 6 in 2021. Conversely, Newry, Mourne and Down decreased recorded fatalities by 5, to 4 deaths in 2021.
- Looking further back to 10 years ago, five of the eleven districts had fewer deaths recorded in 2021 than in 2012.

Figure 1.4 Fatalities by Police District 2021



People seriously injured – Trends over the last 10 years

Figure 1.5 Number of people seriously injured in road traffic collisions in Northern Ireland 2012 to 2021



- The number of serious injuries declined markedly in 2020 in response to Covid-19 restrictions and the associated reduction in traffic but has returned to pre-lockdown levels during 2021.
- There were 809 people seriously injured on Northern Ireland's roads in 2021 which was 213 more than the 596 recorded in 2020 (an increase of 35.7%), and the second highest number recorded in the last ten years.

Table 1.5 Number of people seriously injured by road user type in Northern Ireland 2012–2021

Road user type	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Pedestrians	182	162	140	164	164	175	135	159	118	148
Drivers of motor vehicles	294	271	263	254	353	309	297	318	243	297
Motorcyclists	96	91	84	78	88	80	101	84	84	92
Pedal Cyclists	55	42	59	40	61	50	46	57	45	64
Passengers	155	136	155	163	156	149	134	144	92	185
Pillion Passengers	3	5	4	6	3	8	5	6	3	6
Other road users	10	13	5	6	3	7	12	6	11	17
Total	795	720	710	711	828	778	730	774	596	809

- Drivers of motor vehicles accounted for 36.7% of all seriously injured casualties in 2021. Passengers were next highest with 22.9%, followed by pedestrians (18.3%), motorcyclists (11.4%) and pedal cyclists (7.9%).
- All categories of key road users in 2021 had more people seriously injured than in 2020. Only two of the five key road user groups showed a reduction in serious casualties compared to ten years ago, pedestrians had 34 fewer serious casualties and motorcyclists had 4 fewer serious casualties.

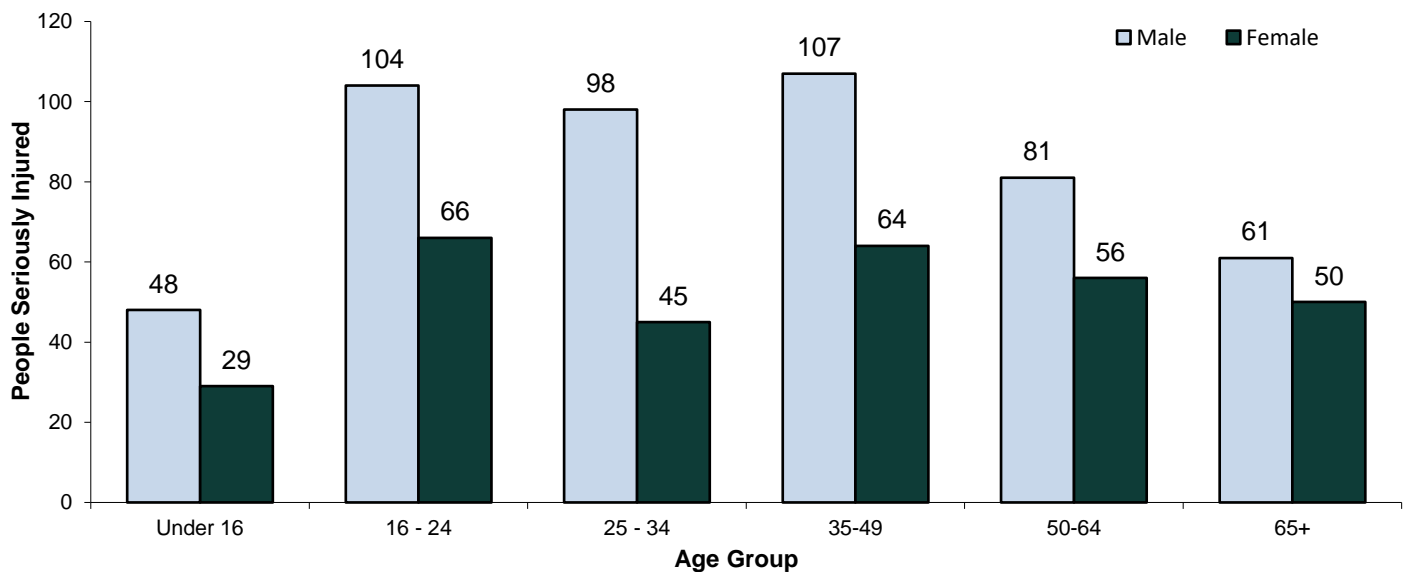
Table 1.6 Number of people seriously injured by age and gender in Northern Ireland 2012–2021^{1, 2}

Year	Under 16			16-24			25-34			35-49			50-64			65+			Total		
	M	F	T	M	F	T	M	F	T	M	F	T	M	F	T	M	F	T	M	F	T
2012	63	24	87	155	51	206	106	34	140	100	53	153	67	54	121	44	42	86	537	258	795
2013	41	30	71	117	44	161	87	47	134	100	39	139	71	43	114	50	50	100	466	254	720
2014	40	26	66	127	60	187	89	33	122	105	34	139	73	37	110	35	46	81	472	238	710
2015	44	23	67	115	64	179	93	41	134	90	44	134	68	51	119	27	51	78	437	274	711
2016	47	31	78	146	65	211	75	40	115	110	56	166	88	49	137	63	58	121	529	299	828
2017	38	26	64	105	60	165	82	37	119	108	46	154	96	56	152	68	56	124	497	281	778
2018	40	20	60	103	59	162	99	34	133	96	37	133	84	48	132	62	48	110	484	246	730
2019	48	22	70	96	66	162	98	31	129	86	53	139	94	57	151	62	61	123	484	290	774
2020	35	17	52	71	45	116	78	33	111	70	37	107	83	43	126	47	37	84	384	212	596
2021	48	29	77	104	66	170	98	45	143	107	64	171	81	56	137	61	50	111	499	310	809

Notes:

1. The table above excludes unknown ages
2. M=Male F=Female T=Total

Figure 1.6 Number of people seriously injured by age and gender - 2021



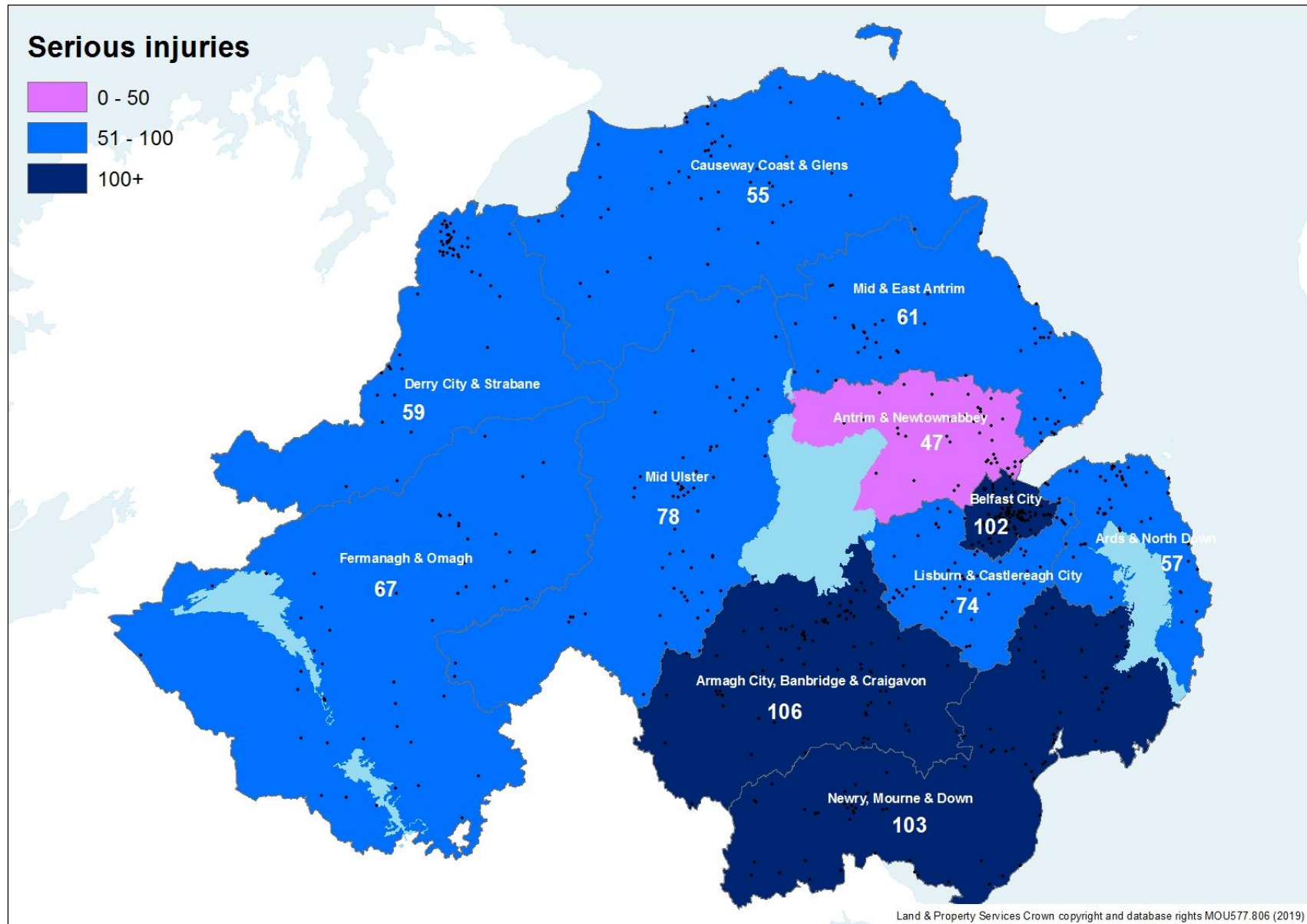
- Males accounted for more than three-fifths of people seriously injured (61.7%) in 2021.
- More males were seriously injured than females for all age groups in 2021. The proportion of males to females ranged from 68.5% for the 25 to 34 age group to 55.0% for the 65+ age group.
- The highest proportion of those seriously injured in 2021 was among those aged 35 to 49 with 171, representing 21.1% of those who were seriously injured during the year.
- Comparing 2021 to 2020, the number of people seriously injured increased across all age groups, most markedly among those aged 35 to 49 which increased by 59.8%.
- In April 2022, DfI published more detailed [gender analysis of KSI casualties 2011-2020](#).

Table 1.7 People Seriously Injured by Police Area and District 2012–2021

District	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Belfast City	150	136	106	115	125	128	93	130	77	102
Derry City & Strabane	56	46	64	35	43	43	51	56	35	59
Antrim & Newtownabbey	53	36	43	45	55	56	60	63	42	47
Ards & North Down	55	46	52	45	51	61	51	57	37	57
Causeway Coast & Glens	77	67	73	58	78	63	58	80	44	55
Lisburn & Castlereagh City	67	62	57	63	73	55	65	48	54	74
Mid & East Antrim	47	64	46	62	64	63	46	46	46	61
Armagh City, Banbridge & Craigavon	95	80	76	95	98	77	99	81	74	106
Fermanagh & Omagh	59	66	46	44	85	61	50	60	56	67
Mid Ulster	61	49	53	69	59	66	67	77	51	78
Newry, Mourne and Down	75	68	94	80	97	105	90	76	80	103
Northern Ireland Total	795	720	710	711	828	778	730	774	596	809

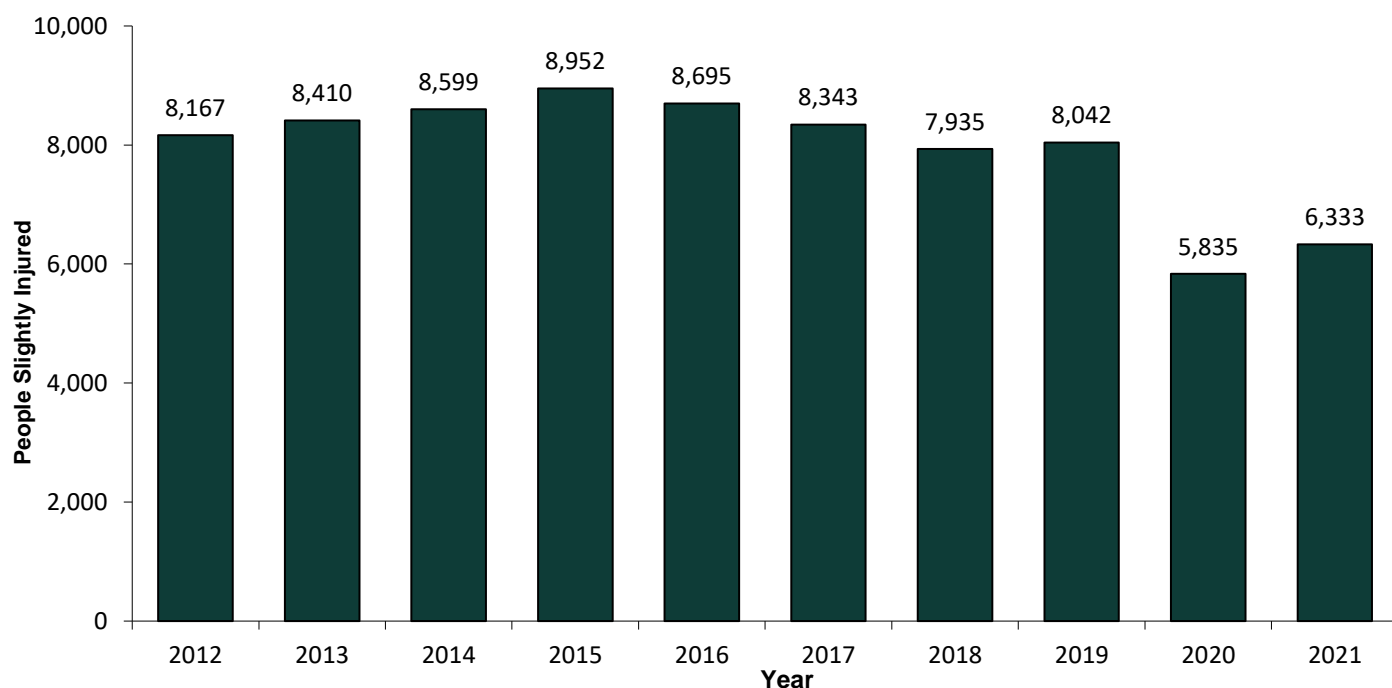
- Armagh City, Banbridge & Craigavon district had the largest number of people seriously injured in 2021 with 106 serious injuries recorded, while the district with the fewest was Antrim & Newtownabbey with 47.
- In the context of the overall increase in serious injuries, all eleven districts had more people seriously injured in 2021 compared with 2020, and only three districts had fewer serious in 2021 when compared to 2012.

Figure 1.7 People seriously injured by Police District 2021



People Slightly Injured – Trends over the last 10 years

Figure 1.8 Number of people slightly injured in road traffic collisions in Northern Ireland 2012 to 2021



- The number of people slightly injured also increased in 2021, to 6,333 slight casualties. However, this was the second lowest number of slight casualties since 1984, when there were 6,096 recorded.

Table 1.8 Number of people slightly injured by road user type in Northern Ireland 2012 – 2021

Road user type	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Pedestrians	613	610	611	604	552	539	536	462	359	379
Drivers of motor vehicles	4,425	4,577	4,786	5,071	5,003	4,851	4,563	4,585	3,367	3,664
Motorcyclists	189	210	192	202	193	185	185	185	118	185
Pedal Cyclists	220	210	271	239	266	267	240	231	207	218
Passengers	2,670	2,750	2,685	2,781	2,625	2,453	2,351	2,520	1,734	1,839
Pillion Passengers	11	11	7	4	6	7	9	6	4	9
Other road users	39	42	47	51	50	41	51	53	46	39
Total	8,167	8,410	8,599	8,952	8,695	8,343	7,935	8,042	5,835	6,333

- When comparing 2021 to 2012, slight injuries decreased across all key road user groups.
- Drivers showed the largest increase in slight injuries since 2020, with an increase of 297 slight injuries in 2021 compared to the previous year.

Analysis of vulnerable road users

Vulnerable road users have been defined for the purpose of this report as including pedestrians, pedal cyclists and motorcyclists.

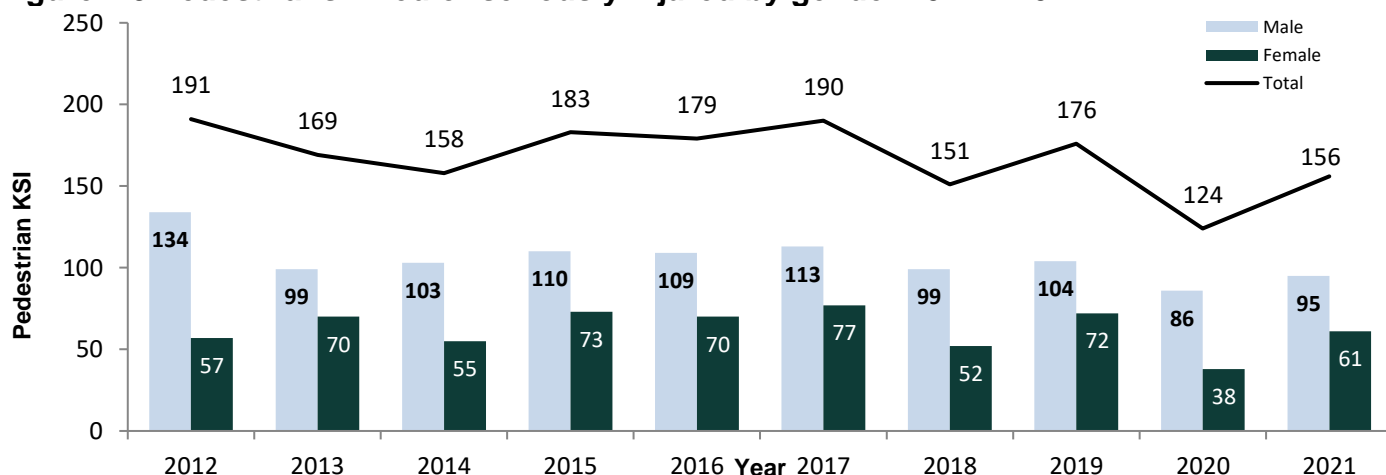
Pedestrians

Table 1.9 Number of pedestrian casualties by severity of injury 2012 – 2021

Year	Killed			Seriously Injured			Slightly Injured			Total		
	Male	Female	Total	Male	Female	Total	Male	Female	Total	Male	Female	Total
2012	7	2	9	127	55	182	366	247	613	500	304	804
2013	5	2	7	94	68	162	353	256	610	452	326	779
2014	15	3	18	88	52	140	352	259	611	455	314	769
2015	9	10	19	101	63	164	346	258	604	456	331	787
2016	13	2	15	96	68	164	303	249	552	412	319	731
2017	11	4	15	102	73	175	289	250	539	402	327	729
2018	13	3	16	86	49	135	295	241	536	394	293	687
2019	10	7	17	94	65	159	249	211	462	353	283	638
2020	4	2	6	82	36	118	202	157	359	288	195	483
2021	6	2	8	89	59	148	211	168	379	306	229	535

- There were 535 pedestrian casualties recorded in 2021, which was 52 more than 2020. However, this was still an overall reduction of 33.5% from the 804 recorded in 2012. This compares with a 20.2% reduction in casualties overall during the last ten years.
- The eight pedestrians killed in 2021 was the third lowest number since detailed records began in 1986 and comprised 6 males and 2 females. As with previous years, the majority of pedestrian casualties recorded in 2021 were male, accounting for more than half (57.2%) of pedestrian casualties overall.
- The under 16 age group accounted for the highest number of pedestrians killed or seriously injured with 45 (28.8%) out of the 156 pedestrian KSI casualties recorded in 2021 coming from this age group. See accompanying supplementary tables spreadsheet for a full gender, age and severity of injury breakdown of pedestrian casualties since 2012.
- In June 2019, DfI published more detailed analysis of [pedestrian KSI casualties 2013-2017](#).

Figure 1.9 Pedestrians killed or seriously injured by gender 2012 – 2021



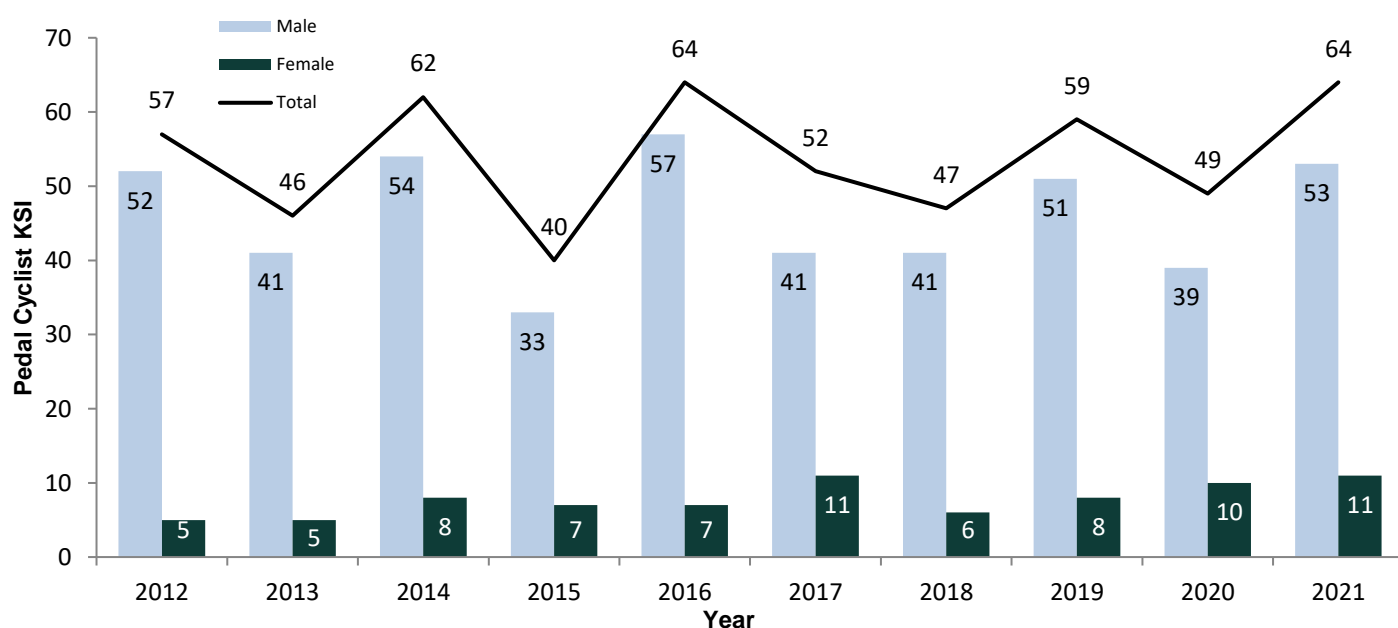
Pedal cyclists

Table 1.10 Number of pedal cyclist casualties by severity of injury 2012 – 2021

Year	Killed			Seriously Injured			Slightly Injured			Total		
	Male	Female	Total	Male	Female	Total	Male	Female	Total	Male	Female	Total
2012	2	0	2	50	5	55	180	40	220	232	45	277
2013	4	0	4	37	5	42	177	33	210	218	38	256
2014	3	0	3	51	8	59	231	40	271	285	48	333
2015	0	0	0	33	7	40	203	36	239	236	43	279
2016	3	0	3	54	7	61	220	46	266	277	53	330
2017	2	0	2	39	11	50	222	45	267	263	56	319
2018	1	0	1	40	6	46	207	33	240	248	39	287
2019	2	0	2	49	8	57	201	30	231	252	38	290
2020	4	0	4	35	10	45	179	28	207	218	38	256
2021	0	0	0	53	11	64	178	39	218	231	50	282

- There were 282 pedal cyclist casualties in 2021, 26 more than in 2020 and 5 more than the 277 recorded in 2012.
- The 64 pedal cyclists killed or seriously injured in 2021 was 15 more than recorded in 2020. There were no pedal cyclist fatalities in 2021.
- The majority of pedal cycle casualties in 2021 were males, accounting for 81.9% of the total.
- Those aged 50-64 represented the largest proportion of pedal cyclist casualties overall and KSI, at 23.4% and 31.3% respectively. See accompanying supplementary tables spreadsheet for a full gender, age and severity of injury breakdown of pedal cycle casualties since 2012.
- In June 2020, DfI published more detailed analysis of [cyclist KSIs 2014-2018](#).

Figure 1.10 Pedal cyclists killed or seriously injured by gender 2012 - 2021



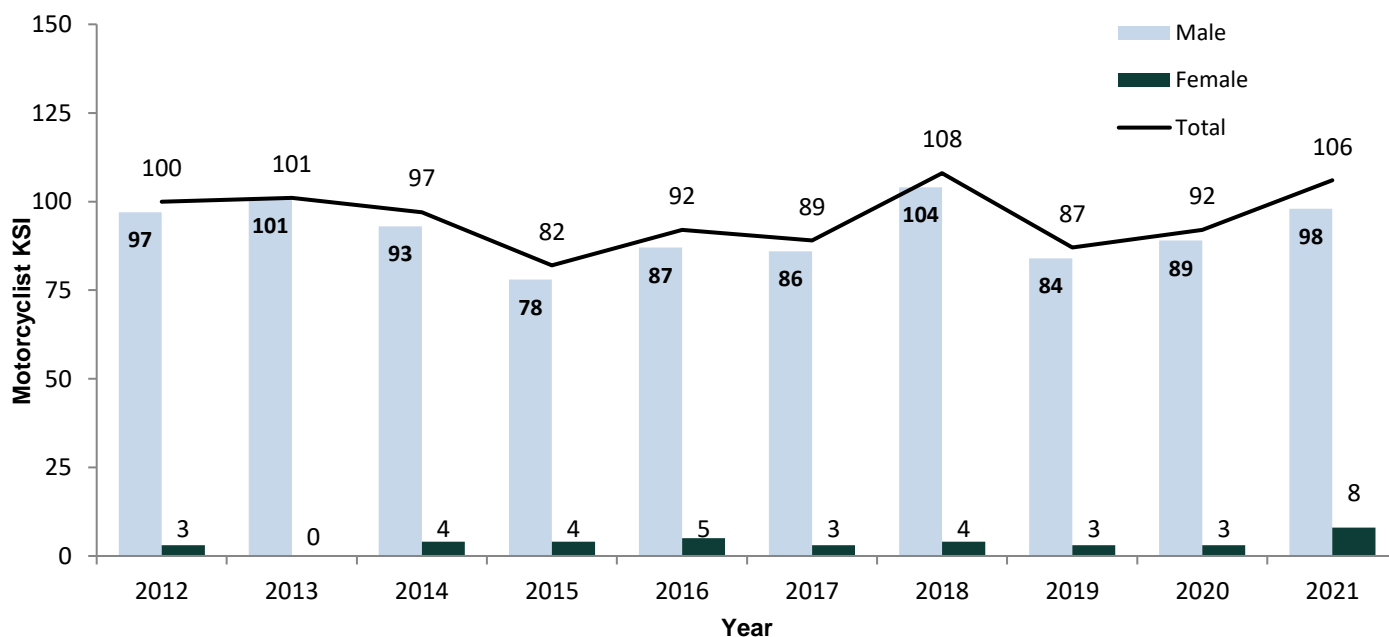
Motorcyclists

Table 1.11 Number of motorcycle casualties by severity of injury 2012 – 2021

Year	Killed			Seriously Injured			Slightly Injured			Total		
	Male	Female	Total	Male	Female	Total	Male	Female	Total	Male	Female	Total
2012	4	0	4	93	3	96	174	15	189	271	18	289
2013	10	0	10	91	0	91	194	16	210	295	16	311
2014	13	0	13	80	4	84	184	8	192	277	12	289
2015	4	0	4	74	4	78	189	13	202	267	17	284
2016	4	0	4	83	5	88	178	15	193	265	20	285
2017	9	0	9	77	3	80	175	10	185	261	13	274
2018	7	0	7	97	4	101	176	9	185	280	13	293
2019	3	0	3	81	3	84	172	13	185	256	16	272
2020	8	0	8	81	3	84	111	7	118	200	10	210
2021	14	0	14	84	8	92	176	8	185	274	16	291

- There were 291 motorcyclists injured in 2021, which was eighty-one more than 2020. Over the ten years between 2012 and 2021, the number of motorcyclist casualties has remained relatively static.
- Despite this, the number of motorcyclist fatalities was the highest since 2009 with 14 deaths recorded in 2021.
- Most motorcyclist casualties in 2021 were from the 16 to 24 age group which accounted for 75 (25.8%) of the 291 overall recorded. See accompanying supplementary tables spreadsheet for a full gender, age and severity of injury breakdown of motorcycle casualties since 2012.
- Male motorcyclists accounted for 92.5% of all killed or seriously injured motorcyclists in 2021.
- In June 2021, DfI published more detailed analysis of [motorcyclist KSIs 2015-2019](#).

Figure 1.11 Motorcyclists killed or seriously injured by gender 2012 - 2021

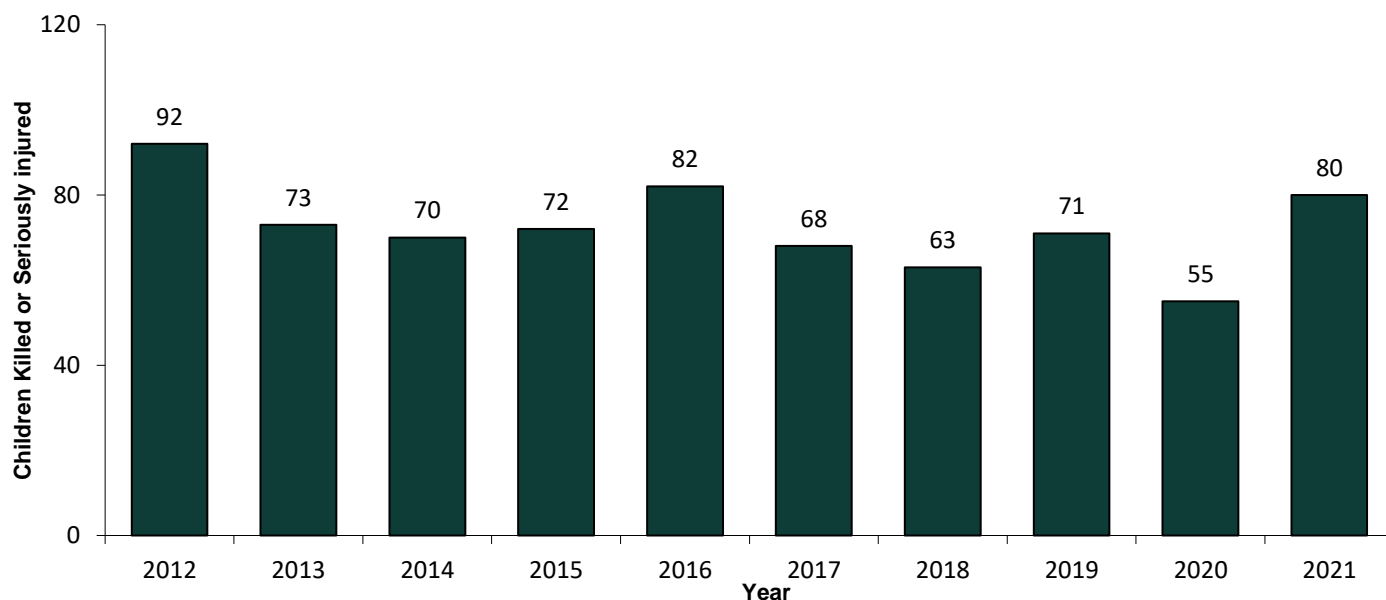


Casualties by selected age group

This section of the report focuses on age groups who are perceived as being more at risk in road traffic collisions namely children under the age of 16, young people (aged 16 to 24) and older people (65 plus).

Children (Age Group under 16)

Figure 1.12 Child casualties killed or seriously injured – 2012 to 2021



- In the context of the overall increases, the 80 children (under 16) killed or seriously injured in 2021 was up by 25 on 2020, but down by 12 when compared with 2012.

Table 1.12 Number of child casualties by gender and severity of injury 2012 – 2021

Year	Killed			Seriously Injured			Slightly Injured			Total		
	Male	Female	Total	Male	Female	Total	Male	Female	Total	Male	Female	Total
2012	3	2	5	63	24	87	512	444	956	578	470	1,048
2013	1	1	2	41	30	71	445	413	858	487	444	931
2014	4	0	4	40	26	66	438	388	827	482	414	897
2015	3	2	5	44	23	67	443	408	853	490	433	925
2016	3	1	4	47	31	78	438	434	872	488	466	954
2017	3	1	4	38	26	64	410	384	796	451	411	864
2018	3	0	3	40	20	60	377	364	741	420	384	804
2019	0	1	1	48	22	70	412	405	818	460	428	889
2020	2	1	3	35	17	52	292	296	589	329	314	644
2021	2	1	3	48	29	77	291	285	576	341	315	656

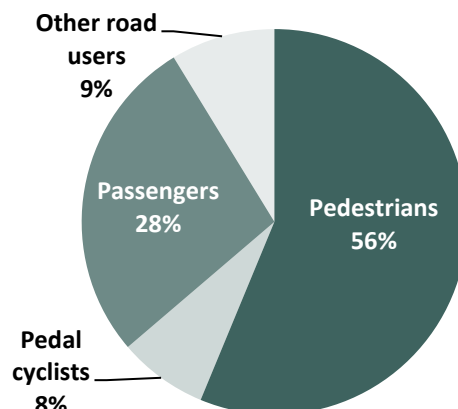
- The total number of child casualties slightly increased to 656 in 2021, almost two-fifths (37.4%) lower than the 1,048 child casualties recorded in 2012.
- Over three-fifths (62.5%) of child KSI casualties in 2021 were male, while for all child casualties the proportion by gender was much more even with just over half (52.0%) being male.

Table 1.13 Child casualties by road user type & severity of injury in Northern Ireland 2012 – 2021

	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Killed										
Pedestrians	3	0	3	2	3	2	2	0	1	3
Pedal cyclists	0	0	1	0	0	0	0	0	1	0
Passengers	2	2	0	3	1	0	1	1	0	0
Other road users	0	0	0	0	0	2	0	0	1	0
Total	5	2	4	5	4	4	3	1	3	3
Seriously Injured										
Pedestrians	55	54	34	37	50	50	38	34	29	42
Pedal cyclists	9	4	10	4	6	4	5	11	7	6
Passengers	18	12	21	22	19	8	16	24	15	22
Other road users	5	1	1	4	3	2	1	1	1	7
Total	87	71	66	67	78	64	60	70	52	77
KSI										
<i>Pedestrians</i>	58	54	37	39	53	52	40	34	30	45
<i>Pedal cyclists</i>	9	4	11	4	6	4	5	11	8	6
<i>Passengers</i>	20	14	21	25	20	8	17	25	15	22
<i>Other road users</i>	5	1	1	4	3	4	1	1	2	7
Total	92	73	70	72	82	68	63	71	55	80
Slightly Injured										
Pedestrians	170	162	169	161	145	137	126	113	89	90
Pedal cyclists	46	38	32	43	46	44	33	50	53	44
Passengers	734	653	623	643	676	611	576	650	443	427
Other road users	6	5	3	6	5	4	6	5	4	15
Total	956	858	827	853	872	796	741	818	589	576
All Casualties										
Pedestrians	228	216	206	200	198	189	166	147	119	135
Pedal cyclists	55	42	43	47	52	48	38	61	61	50
Passengers	754	667	644	668	696	619	593	675	458	449
Other road users	11	6	4	10	8	8	7	6	6	22
Total	1,048	931	897	925	954	864	804	889	644	656

- Over two-thirds of all child casualties (68.4%) were passengers in motor vehicles in 2021, over half (56.3%) of children killed or seriously injured during the year were pedestrians.

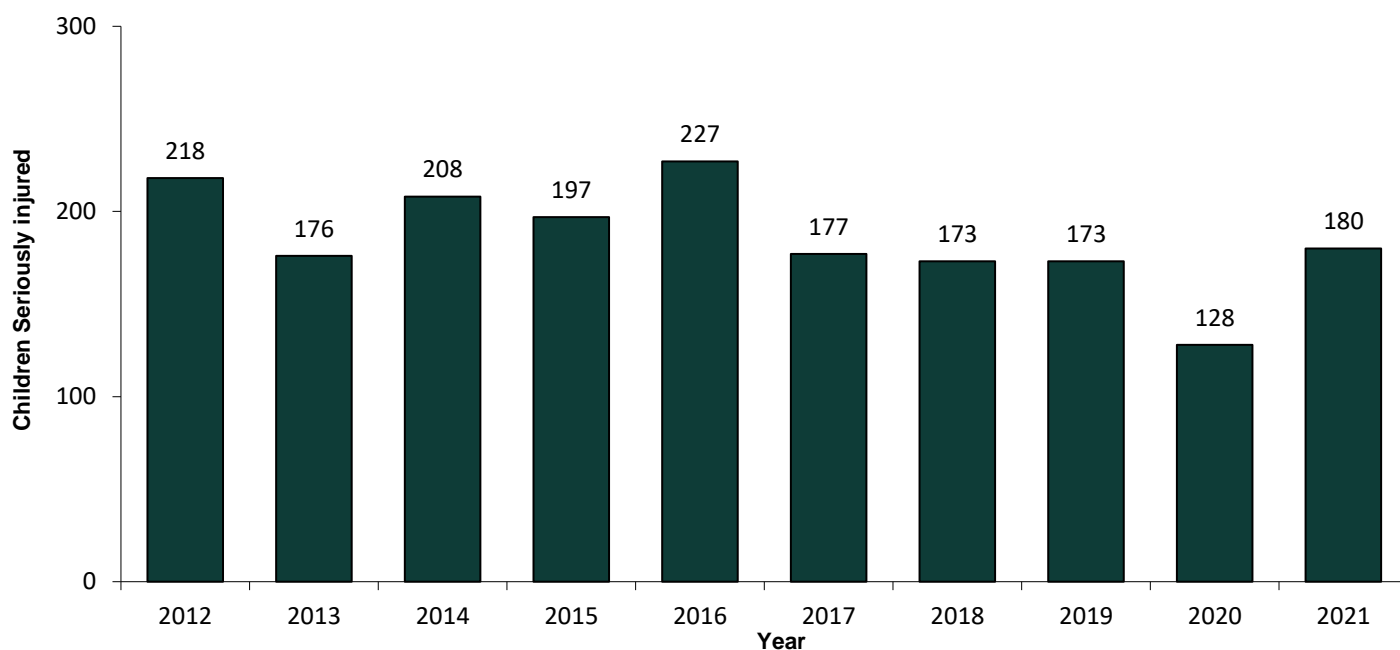
Figure 1.13 Child casualties killed or seriously injured by road user type 2021¹



¹. Due to rounding total may not add to 100%.

Young People (Age group 16 to 24)

Figure 1.14 Young people killed or seriously injured – 2012 to 2021



- The 180 KSI casualties of young people (those aged between 16 and 24) was 41% higher than the 128 recorded in 2020. These changes should be viewed in the context of the wider casualty increases in 2021.

Table 1.14 Number of casualties of young people by gender and severity of injury 2012 – 2021

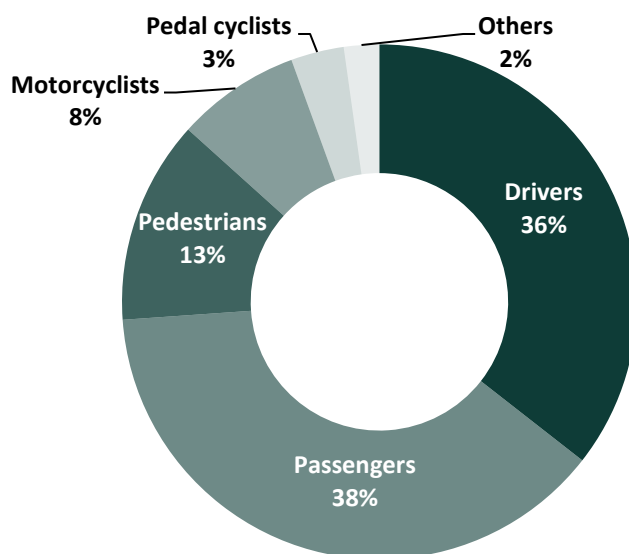
Year	Killed			Seriously Injured			Slightly Injured			Total		
	Male	Female	Total	Male	Female	Total	Male	Female	Total	Male	Female	Total
2012	7	5	12	155	51	206	975	934	1,909	1,137	990	2,127
2013	14	1	15	117	44	161	990	906	1,896	1,121	951	2,072
2014	18	3	21	127	60	187	1,009	947	1,956	1,154	1010	2,164
2015	15	3	18	115	64	179	1,066	939	2,005	1,196	1006	2,202
2016	13	3	16	146	65	211	893	891	1,784	1,052	959	2,011
2017	10	2	12	105	60	165	859	803	1,662	974	865	1,839
2018	8	3	11	103	59	162	797	767	1,564	908	829	1,737
2019	9	2	11	96	66	162	879	788	1,667	984	856	1,840
2020	9	3	12	71	45	116	684	548	1,232	764	596	1,360
2021	8	2	10	104	66	170	770	626	1,398	882	694	1,578

- In 2021 there were 10 fatalities of young people, which was two less than in the previous year and 11 fewer than the number recorded in 2014 (21 fatalities).
- More than half of all young casualties were males (55.9%), while over three-fifths of young KSI casualties were male (62.2%).
- In 2021, there were 549 fewer young people who were casualties in a road traffic collision than in 2012. Fatalities reduced by 2, those seriously injured by 36 and young people slightly injured by 511 (reductions of 16.7%, 17.5% and 26.8% respectively).

Table 1.15 Number of young people killed or seriously injured by road user type 2012 – 2021

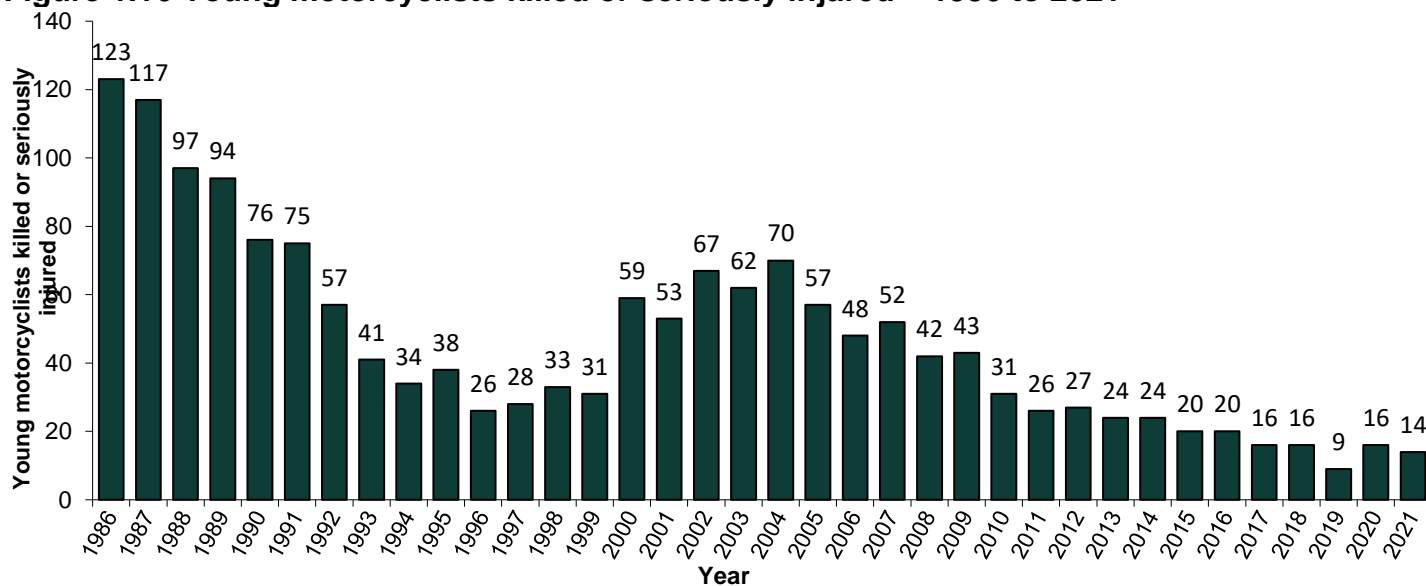
	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
KSI										
Pedestrians	30	17	19	33	23	26	22	24	16	23
Drivers of motor vehicles	82	67	96	72	105	80	79	75	62	64
Motorcyclists	27	24	24	20	20	16	16	9	16	14
Pedal cyclists	8	2	5	4	8	2	4	4	4	6
Passengers	69	60	62	66	66	49	49	58	26	69
Pillion Passengers	1	2	2	1	4	2	1	2	2	2
Other road users	1	4	0	1	1	2	2	1	2	2
Total	218	176	208	197	227	177	173	173	128	180

Figure 1.15 Young people killed or seriously injured by road user type - 2021



- The most common casualty class for young people killed or seriously injured in 2021 was passengers, with 69 out of the 180 KSI casualties being from this category (38.3%).
- The number of young motorcyclists killed or seriously injured in 2021 was 14. This was the second lowest number of young motorcyclist KSIs since records on severity of injury by age group were first collated in 1986. See chart below.

Figure 1.16 Young motorcyclists killed or seriously injured – 1986 to 2021



Older People (Age Group 65 and over)

Table 1.16 Number of casualties of older people by gender and severity of injury 2012 – 2021

Year	Killed			Seriously Injured			Slightly Injured			Total		
	Male	Female	Total	Male	Female	Total	Male	Female	Total	Male	Female	Total
2012	10	2	12	44	42	86	277	272	549	331	316	647
2013	8	7	15	50	50	100	281	326	607	339	383	722
2014	13	9	22	35	46	81	284	327	611	332	382	714
2015	11	9	20	27	51	78	346	370	716	384	430	814
2016	7	5	12	63	58	121	360	357	717	430	420	850
2017	7	6	13	68	56	124	377	345	722	452	407	859
2018	7	3	10	62	48	110	324	354	678	393	405	798
2019	9	11	20	62	61	123	355	386	741	426	458	884
2020	8	3	11	47	37	84	240	208	448	295	248	543
2021	5	2	7	61	50	111	277	252	529	343	304	647

- There were 647 older people (those aged 65 plus) injured in 2021, including 7 fatalities and 111 seriously injured.
- The wider increase in casualty levels during the current reporting period is reflected among this older age group. However, the total casualties in 2021 was 237 fewer than the series high recorded in 2019 (884). See chart below for a yearly breakdown from 1986.

Figure 1.17 Casualties of older people – 1986 to 2021

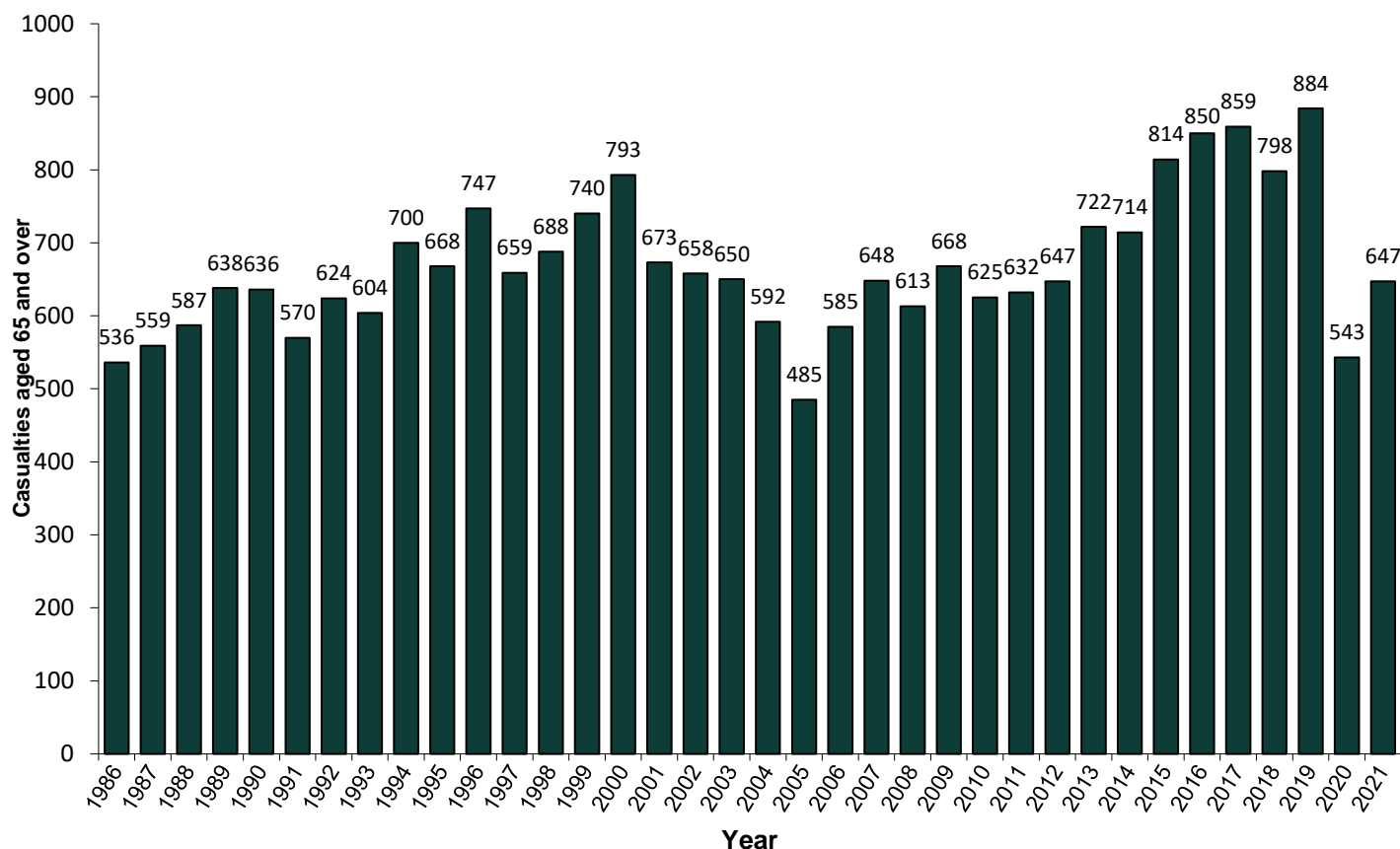


Table 1.17 Number of older people killed or seriously injured by road user type 2012 – 2021

Road User Type	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
KSI										
Pedestrians	33	38	38	29	39	42	30	47	22	29
Drivers of motor vehicles	35	45	38	36	64	57	53	63	45	48
Motorcyclists	5	3	2	3	6	5	8	2	5	5
Pedal cyclists	5	5	2	2	5	3	4	5	3	9
Passengers	17	22	21	25	19	29	23	25	18	22
Pillion Passengers	0	0	0	0	0	0	0	0	0	0
Other road users	3	2	2	3	0	1	2	1	2	5
Total	98	115	103	98	133	137	120	143	95	118

- In terms of road user category, drivers accounted for the highest number of KSI casualties of older people in 2021 with 48 recorded (40.7%).
- In July 2021, DfI published more detailed analysis of [older driver KSIs 2010-2019](#).

Section 2 – Causation, Single vehicle collisions and Seatbelt Usage

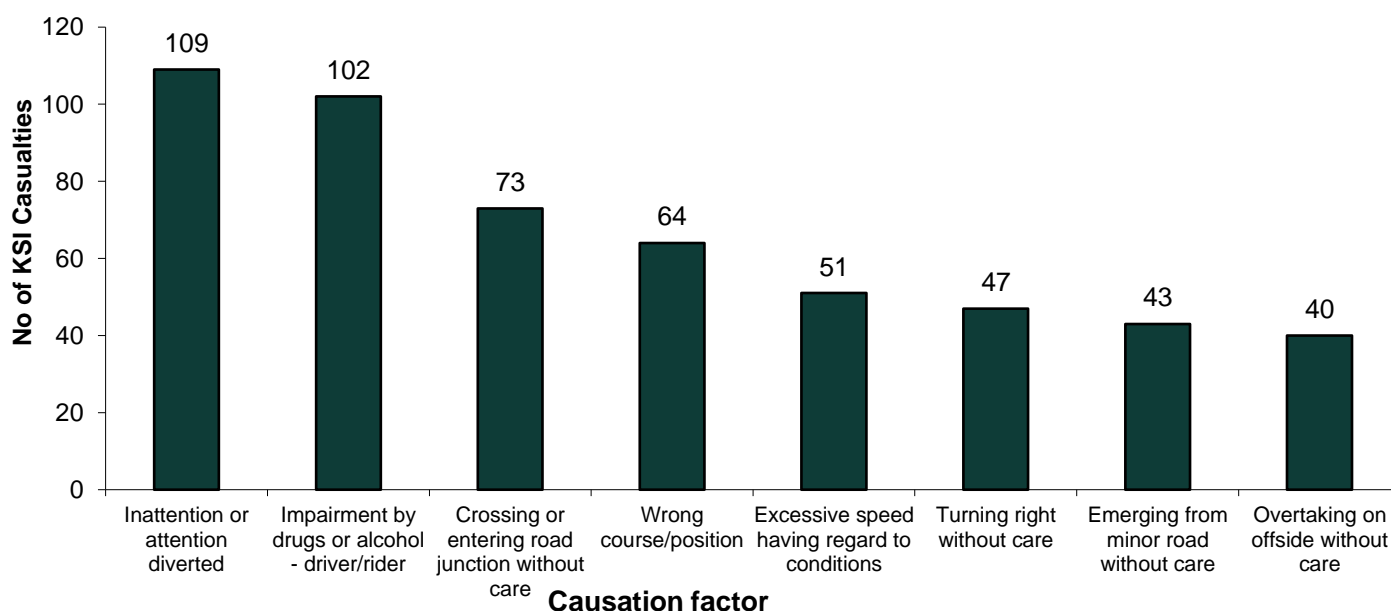
Causation factors in road traffic collisions

- The most common principal causation factors for KSI casualties during 2021 were ‘inattention or attention diverted’ (109 KSI casualties), followed by ‘impairment by drugs or alcohol - driver/rider’ (102 KSI casualties) and ‘crossing or entering road junction without care’ (73 KSI casualties). These 3 causations were responsible for 33.1% of all KSI casualties in 2021.
- The most common principal causation factors for all casualties were ‘inattention or attention diverted’ (1,409 casualties) followed by ‘driving too close’ (744 casualties) and ‘emerging from minor road without care’ (542 casualties). These 3 causations alone were responsible for over one-third (37.5%) of all casualties in 2021.

Table 2.1 Most common principal causation factors in road traffic collisions 2021

Principal Factor	Number of Injury Collisions	Casualties		
		KSI	Slightly Injured	Total Casualties
Inattention or attention diverted	954	109	1,300	1,409
Driving too close	462	14	730	744
Emerging from minor road without care	348	43	499	542
Crossing or entering road junction without care	283	73	401	474
Impairment by drugs or alcohol - driver/rider	273	102	361	463
Turning right without care	227	47	340	387
Wrong course/position	199	64	293	357
Excessive speed having regard to conditions	163	51	243	294
Overtaking on offside without care	162	40	208	248
Emerging from private road/entrance without care	131	19	176	195

Figure 2.1 Most common principal causation factors for KSI casualties 2021



- The top three principal causation factors for all casualties remain unchanged between 2019 and 2021. Appendix 5 provides a longer term overview of the causation factors for casualties.

Table 2.2 Selected causation factors for KSI casualties 2012 – 2021

Year	Impaired by alcohol or drugs - driver/rider			Careless Driving ¹			Excessive Speed having regard to conditions		
	Killed	Seriously Injured	KSI	Killed	Seriously Injured	KSI	Killed	Seriously Injured	KSI
2012	8	59	67	14	387	401	8	92	100
2013	10	40	50	25	375	400	11	79	90
2014	16	62	78	35	350	385	14	74	88
2015	8	64	72	32	373	405	14	67	81
2016	17	64	81	32	449	481	8	85	93
2017	8	76	84	29	424	453	13	72	85
2018	9	69	78	25	427	452	10	61	71
2019	6	64	70	21	465	486	11	60	71
2020	6	40	46	34	349	383	6	53	59
2021	5	97	102	27	459	486	4	47	51

- There were 27 deaths attributed to careless driving¹ in 2021, which was 7 fewer than in 2020. It was 23 higher than deaths attributed to excessive speed and 22 higher than deaths due to impairment by driver/rider.
- The 4 deaths due to excessive speed in 2021 was 2 lower than in 2020 and the lowest recorded for this causation in the last ten years, serious injuries followed a similar pattern.
- There were 486 KSI casualties in 2021 which were attributed to careless driving¹ compared to 102 for impairment by alcohol or drugs – driver/rider and 51 for excessive speed.
- Not all collisions are assessed to be the fault of the driver as evidenced by the table below. Passengers, pedestrians, vehicle defects, obstructions and weather conditions can also be the cause of a collision.

Table 2.3 Police recorded injury road traffic collisions and casualties by causation factor type 2021

	KSI Collision	Slight Collision	Total	KSI Casualties	Slightly injured	Total
Driver/Rider Fault						
Alcohol or drugs - driver/rider	65	208	273	102	361	463
Excessive speed having regard to conditions	39	124	163	51	243	294
Careless driving ¹	396	3,007	3,403	486	4,806	5,292
Other driver rider fault	37	110	147	47	161	208
Total	537	3,449	3,986	686	5,571	6,257
Passenger Fault	6	14	20	6	14	20
Pedestrian Fault	87	172	259	88	181	269
Vehicle Defects	14	51	65	19	79	98
Obstructions	5	26	31	6	39	45
Physical/Road	19	105	124	23	154	177
Weather	27	150	177	28	244	272
Miscellaneous	3	39	42	3	51	54
Total	698	4,006	4,704	859	6,333	7,192

¹ This is a composite causation factor comprised of several causation factors including 'inattention or attention diverted' and 'driving too close'. Please see *Recorded road traffic collision and casualty definitions* for a full list in the Notes.

Who is responsible for collisions attributed to a driver or rider?

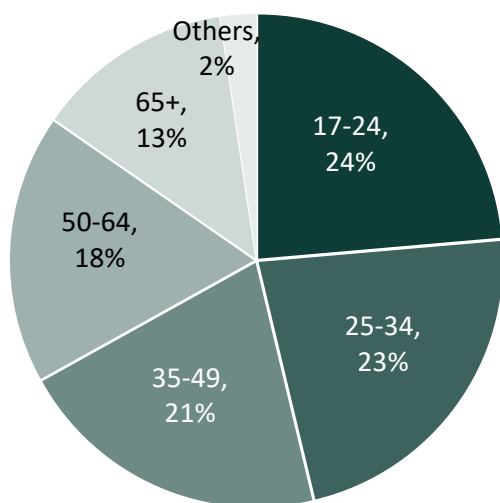
Table 2.4 Driver/rider responsibility¹ by age and gender 2021

Age	Fatal and Serious Collisions				Total Collisions			
	Male	Female	Unknown	Total	Male	Female	Unknown	Total
Under 17	10	2	0	12	52	16	0	68
17 - 24	91	29	0	120	585	265	1	851
25 - 34	88	27	0	115	581	300	0	881
35 - 49	76	29	0	105	583	300	0	883
50 - 64	65	25	0	90	393	194	0	587
65+	47	19	0	66	273	134	0	407
Unknown	0	0	29	29	5	0	304	309
Total	377	131	29	537	2,472	1,209	305	3,986

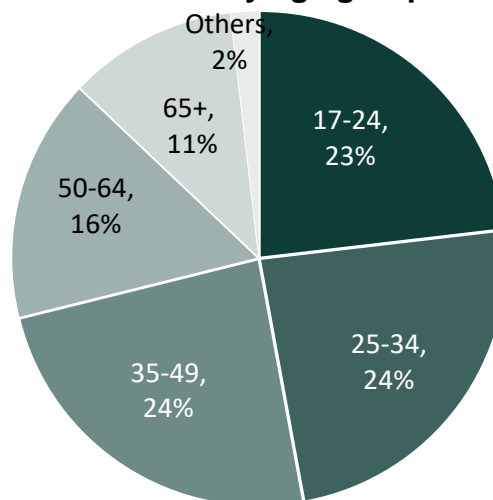
- Of the 537 fatal and serious collisions in 2021 where the causation was driver/rider responsibility¹, 377 were the responsibility of a male driver, 131 were caused by a female and 29 responsible were unknown (mainly hit and run drivers or non-stop vehicle). Males were responsible for 74.2% of fatal and serious collisions and 67.2% of collisions overall with driver/rider responsibility, where a gender is known.
- Drivers aged 17-24 were most likely to be responsible for fatal and serious collisions (23.6%), where age is known. See Figure 2.2 below.
- Similar proportions of the total collisions where age was known were attributed to 25-34 year olds (23.9%) and 35-49 year olds (24.0%).
- More males than females were responsible for all collisions and KSI collisions occurring in 2021 in each of the different age groups.

Figure 2.2 Drivers responsibility by age group¹

Drivers Responsible for fatal and serious collisions by age group



Drivers Responsible for overall collisions by age group



¹ Please note that as a collision can involve more than one driver who is responsible, this information is based on the driver linked to the principal causation factor of the collision.

DfI has published a number of more detailed research reports relevant to RTC causation including:

- [Fatal and Serious \(KSI\) Road Traffic Collisions caused by Drink Driving, Northern Ireland 2013-2017](#)
- [Road safety issues in Northern Ireland](#)
- [KSI casualties caused by excessive speed in Northern Ireland, 2014-2018.](#)

In addition, PSNI Statistics Branch produces statistics in relation to the number of motoring offences detected, which includes speeding, drink driving and careless driving type offences -

<https://www.psni.police.uk/inside-psni/Statistics/motoring-offences-statistics/>.

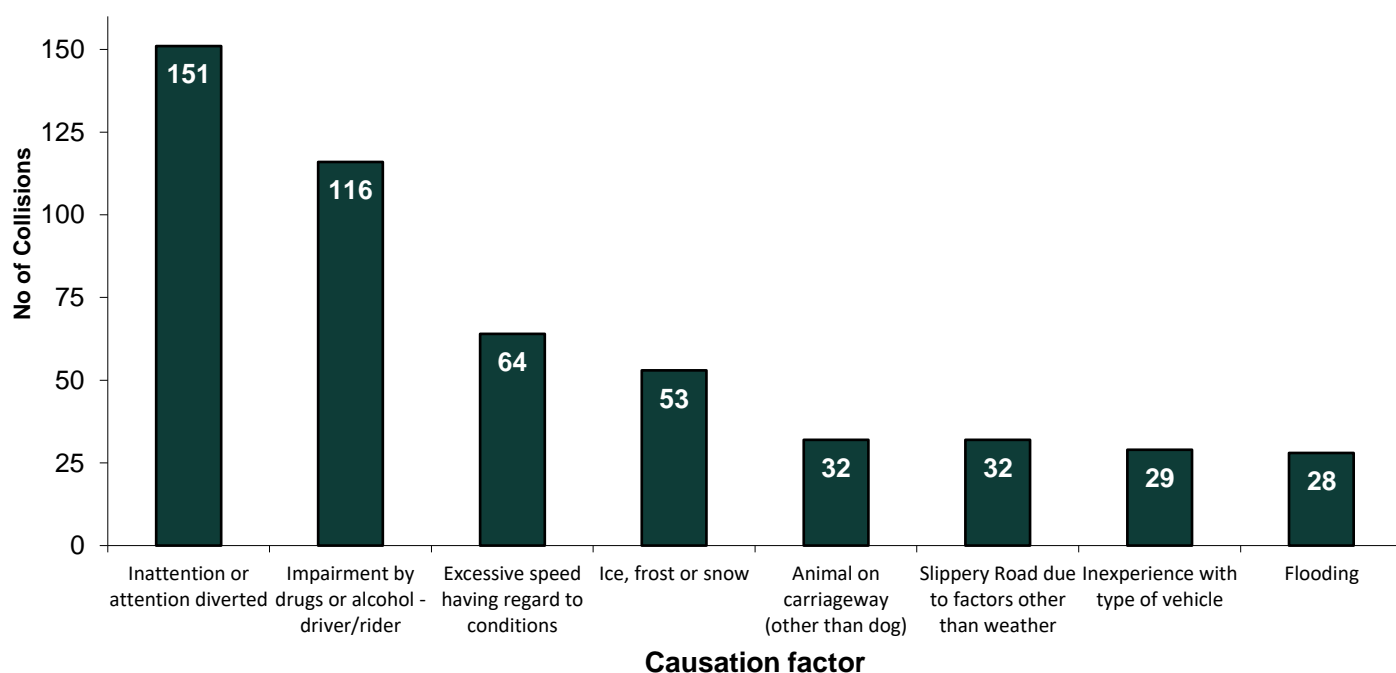
Single vehicle collisions

Table 2.5 Single vehicle collisions by year and resulting casualties 2012 - 2021

Year	Number of single vehicle injury collisions				Casualties			
	Fatal Collisions	Serious Collisions	Slight Collisions	Total	Killed	Seriously Injured	Slightly Injured	Total Casualties
2012	13	141	723	877	13	177	1009	1,199
2013	21	146	778	945	23	175	1053	1,251
2014	19	140	815	974	20	173	1,093	1,286
2015	16	127	790	933	18	150	1,087	1,255
2016	21	162	737	920	22	186	952	1,160
2017	16	150	698	864	17	174	903	1,094
2018	15	127	638	780	15	149	820	984
2019	16	140	705	861	16	166	941	1,123
2020	14	115	504	633	14	121	640	775
2021	11	124	563	698	11	143	734	888

- There were 698 single vehicle collisions recorded in 2021, representing 14.8% of all collisions which is a similar proportion to both 2019 and 2020.
- The proportions show a sliding scale in terms of severity of injury with single vehicle collisions comprising approximately one-quarter (23.4%) of fatal collisions, nearly a fifth (19.0%) of serious collisions and approximately one in seven slight collisions (14.1%).
- The most common causation factor for all single vehicle collisions occurring in 2021 was 'inattention or attention diverted' (151, 21.6%), followed by 'impairment by alcohol or drugs by drivers or riders' (116, 16.6%), and then 'excessive speed having regard to conditions' with 64 (9.2%). See Figure 2.3 below.
- In terms of causation, 'impairment by alcohol or drugs by drivers or riders' accounted for the highest number of those killed or seriously injured in single vehicle collisions with 37, accounting for nearly a quarter (24.0%) of the 154 KSI casualties recorded for single vehicle collisions.

Figure 2.3 Main causes of all single vehicle collisions 2021



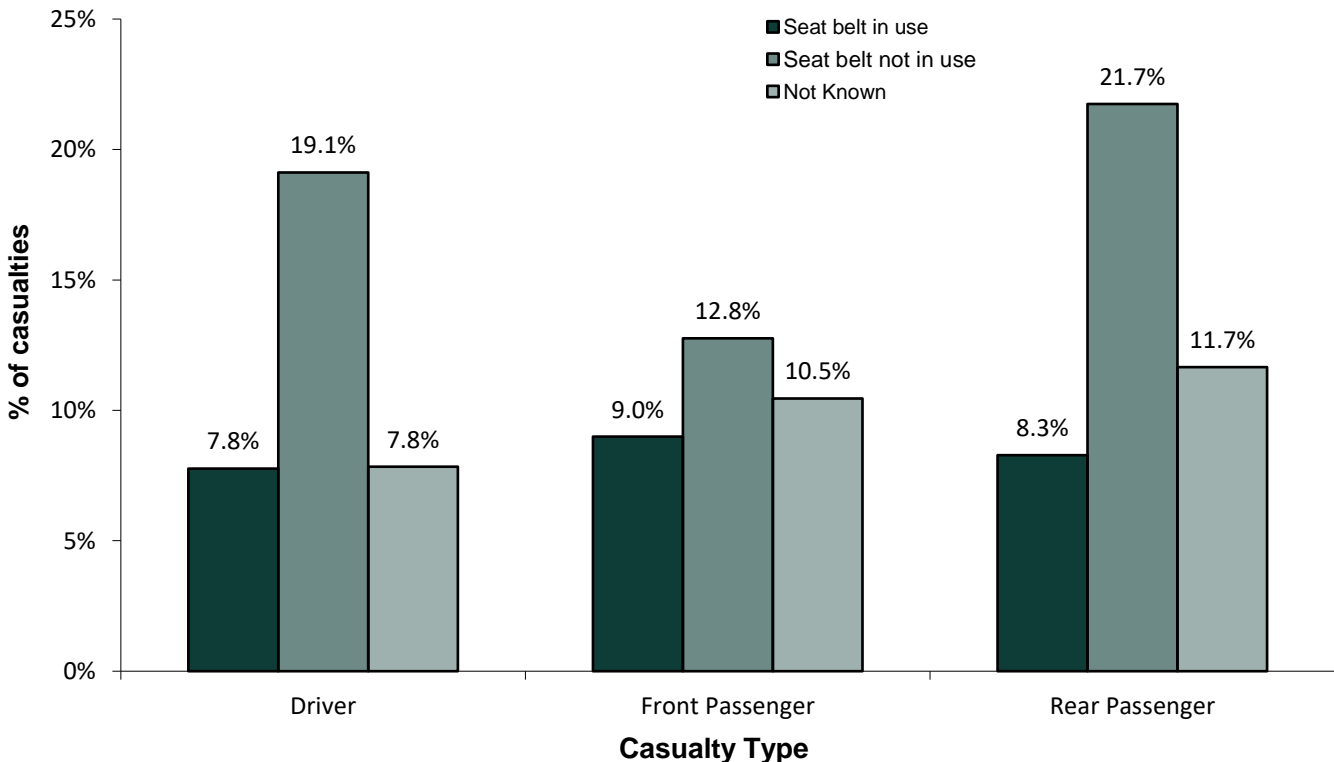
Seat belt wearing rates of those casualties involved in road traffic collisions

There were 3,917 drivers injured in vehicles in which a seat belt is normally worn. Of these 65.4% were wearing a seat belt at the time of the collision, 1.7% were not wearing a seat belt and for the remaining 32.9% it was unknown whether or not a seat belt was in use.

The figures below are based on cases where seatbelt usage is known.

- The likelihood of a driver being killed in a collision greatly increases when not wearing a seat belt. In 2021, 0.5% of driver casualties who were wearing a seatbelt sustained fatal injuries, compared with 5.9% of driver casualties who were not wearing a seat belt. Similarly, 7.3% of driver casualties were seriously injured when wearing a seat belt compared to 13.2% of those not wearing a seat belt.
- Seatbelt status was known for 859 out of the 1,232 front seat passengers who were casualties in vehicles in which a seat belt is normally worn. Of these, 47 (5.5%) were not wearing a seat belt.
- Of the 676 rear seat passengers injured in 2021, seatbelt status was known for 470. Of these, 23 (4.9%) were not wearing a seat belt.
- Figure 2.4 shows that 7.8% of the total driver casualties who were wearing a seatbelt were killed or seriously injured compared with 19.1% of drivers who were not wearing a seatbelt. The difference was more pronounced for rear seat passengers, with 8.3% who were wearing a seatbelt killed or seriously injured compared with 21.7% who were not. The proportion of front seat passengers killed or seriously injured when comparing seatbelt usage was less pronounced than drivers or rear seat passengers but does show a higher proportion of KSI incidence when a seatbelt was not in use.

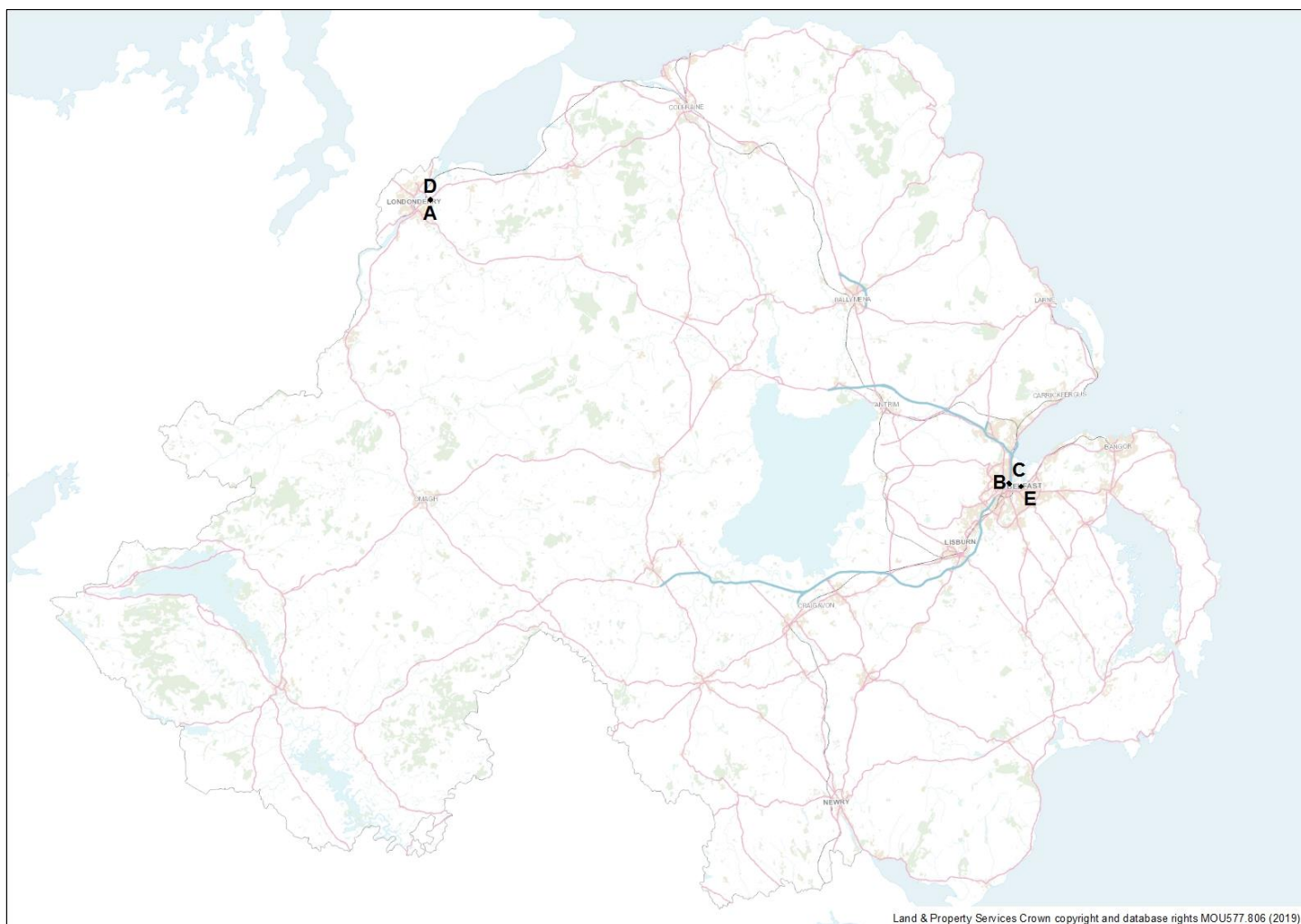
Figure 2.4 Seat belt usage: Proportion of casualties who were killed or seriously injured 2021



Section 3–Location, times and types of vehicles involved in collisions

Where did collisions occur in 2021?

Figure 3.1: The top five collision sites in Northern Ireland within a 50 metre radius – 2021



Using mapping software it is possible to identify sites that have a high number of collisions within a specified distance. Using a radius of 50 metres the top 5 sites for all collisions identified occurring in 2021 were the following:

- **A – Clooney Road / Caw Roundabout, Derry City and Strabane District.** There were 15 collisions within 50 metres of this junction.
- **B – West Link / York Street, Belfast City District.** There were 10 collisions within 50 metres of this junction.
- **C – Nelson Street / M3 Motorway on-slip at Nelson Street, Belfast City District.** There were 9 collisions within 50 metres of this junction.
- **D – Madams Bank Road / Caw Roundabout, Derry City and Strabane District.** There were 9 collisions within 50 metres of this junction.
- **E – Sydenham By-Pass / Dee Street, Belfast City District.** There were 8 collisions within 50 metres of this junction.

Top 3 fatal and serious collision sites in Northern Ireland within a kilometre radius – 2021

The top 3 collision sites for fatal and serious collisions within a kilometre radius are identified and ranked in the maps below:

Figure 3.2: Belfast City District fatal and serious collisions (Donegall Place and Castle Street)
There were 15 KSI collisions in 2021 in the kilometre radius surrounding where Donegall Place meets Castle Street.



Figure 3.3: Belfast City District fatal and serious collisions (Castlereagh Road and Beersbridge Road)

There were 12 KSI collisions in 2021 in the kilometre radius surrounding where Castlereagh Road meets Beersbridge Road.

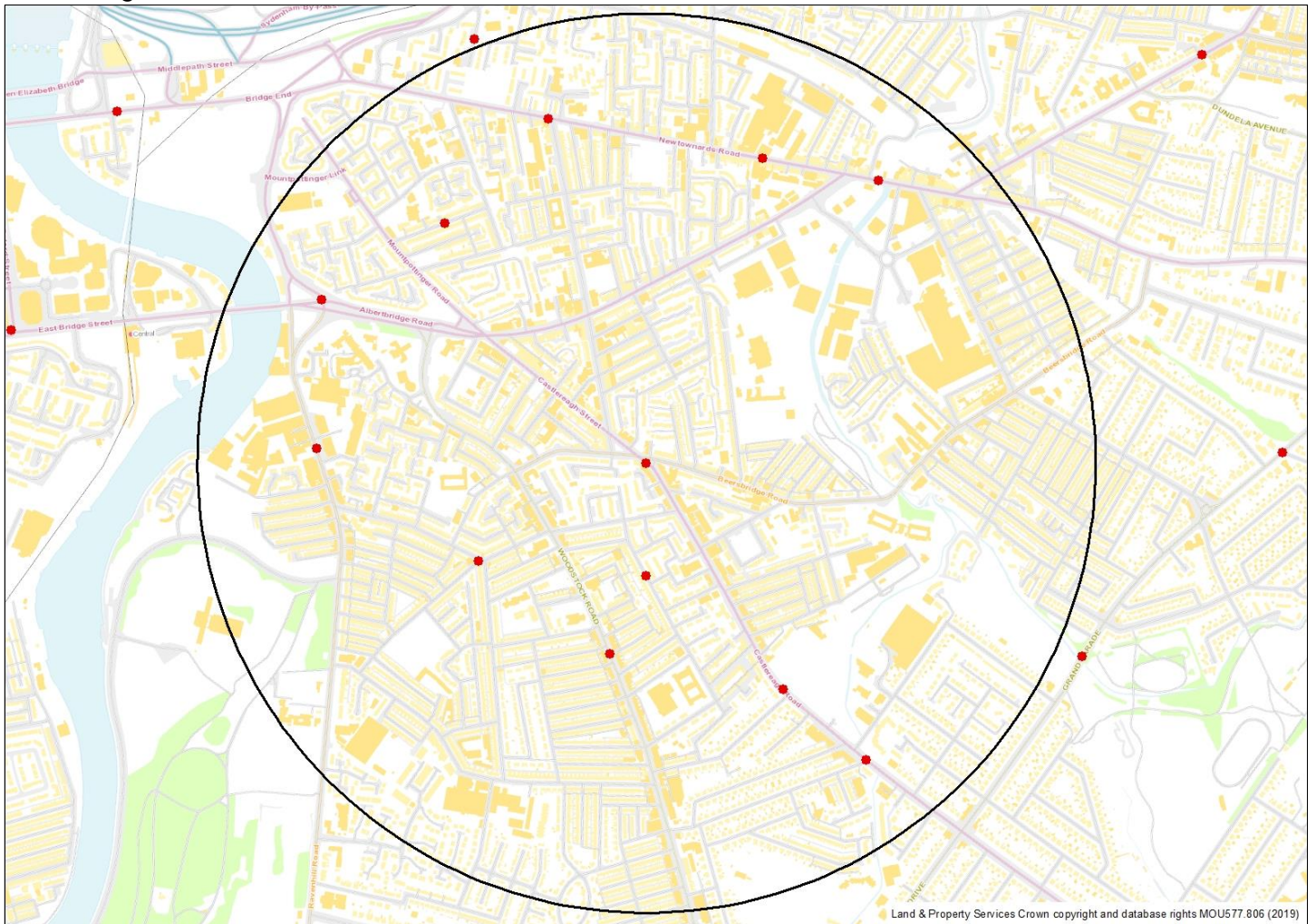


Figure 3.4: Ards and North Down District fatal and serious collisions (Frances Street and North Street).

There were 8 KSI collisions in 2021 in the kilometre radius surrounding where Frances Street meets North Street in Newtownards.



¹ This is using the ranking criteria that each circle must be comprised of different collisions.

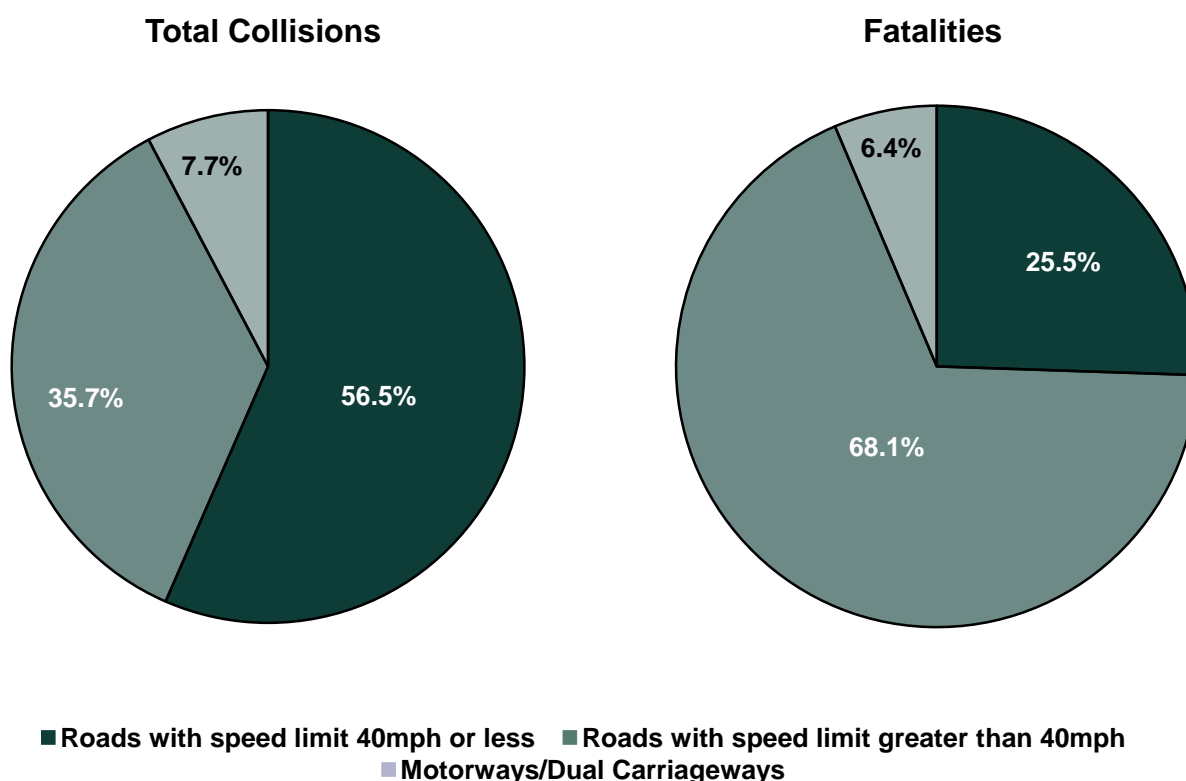
Links to our collisions are available on the NINIS website for each calendar year from 2007 - <http://www.ninis2.nisra.gov.uk/>

Collision data can also be found on the OpenDataNI portal - <https://www.opendatani.gov.uk/>

Speed limit of road

- In 2021 fatal and serious collisions were most likely to occur on rural roads (defined as roads with a speed limit greater than 40 miles per hour except motorways and dual carriageways).
- Of the 4,704 injury collisions recorded by the police in 2021, 2,660 (56.5%) occurred on urban roads with a speed limit of 40 mph or less while 1,681 (35.7%) took place on rural roads and the remaining 363 (7.7%) occurred on a motorway or dual carriageway. Those which occurred on rural roads accounted for 2,755 of all casualties (38.3%) and 458 out of the 859 killed or seriously injured (53.3%).

Figure 3.5 Road traffic collisions and fatalities by speed limit of road 2021



- There were 35 people killed on rural roads in 2021 which accounted for seven in ten fatalities (70.0%). However, this was a decrease of 57 fatalities from the 2004 – 2008 baseline of 92 fatalities on rural roads (Key Performance Indicator in Road Safety Strategy).
- Two of the three children killed on Northern Ireland roads in 2021 were on a rural road.
- There were 114 young people (aged between 16 and 24) killed or seriously injured in 2021 on rural roads, equating to 63.3% of the total of 180 for this age group.

When did 2021 fatal and serious collisions occur?

- Taking the week as a whole, the greatest number of KSI collisions occurred between 4pm and 5pm (62 collisions, 8.9%).
- There were contrasts between the pattern of collisions at weekends and during the working week. The afternoon/evening time of 3pm to 6pm accounted for over a quarter (26.1%) of all fatal and serious collisions between Monday and Friday, compared with less than one in five (19.2%) for the same hours on Saturday and Sunday. For fatal and serious collisions occurring on a weekend, 27.4% happened between noon and 3pm.
- Over 9% of KSI collisions on weekends happened between midnight and 3am, in comparison with 4.1% for the same hours between Monday and Friday. Nearly thirteen percent (12.9%) of KSI collisions from Monday to Friday happened between 6am and 9am. This contrasts with nearly six percent (5.8%) of KSI collisions at weekends happening during the same three hour period.
- Saturdays and Sundays had the least fatalities recorded in 2021 with 5 recorded for both days of the week.

Figure 3.6 Weekday fatal and serious collisions by hour 2021

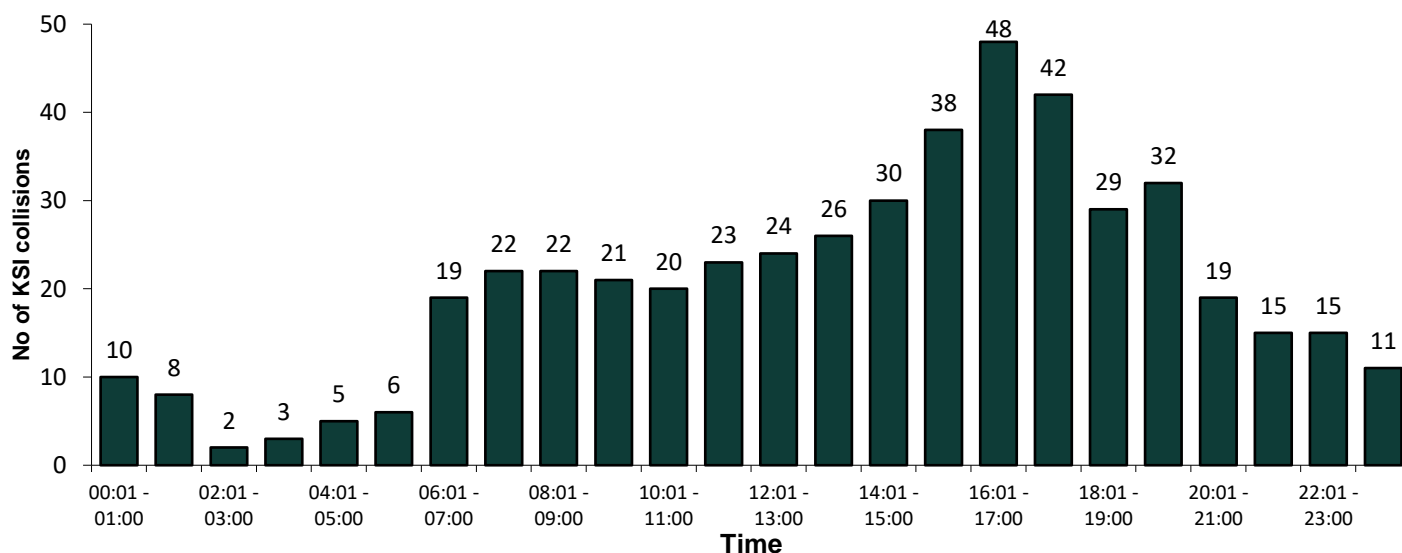


Figure 3.7 Weekend fatal and serious collisions by hour 2021

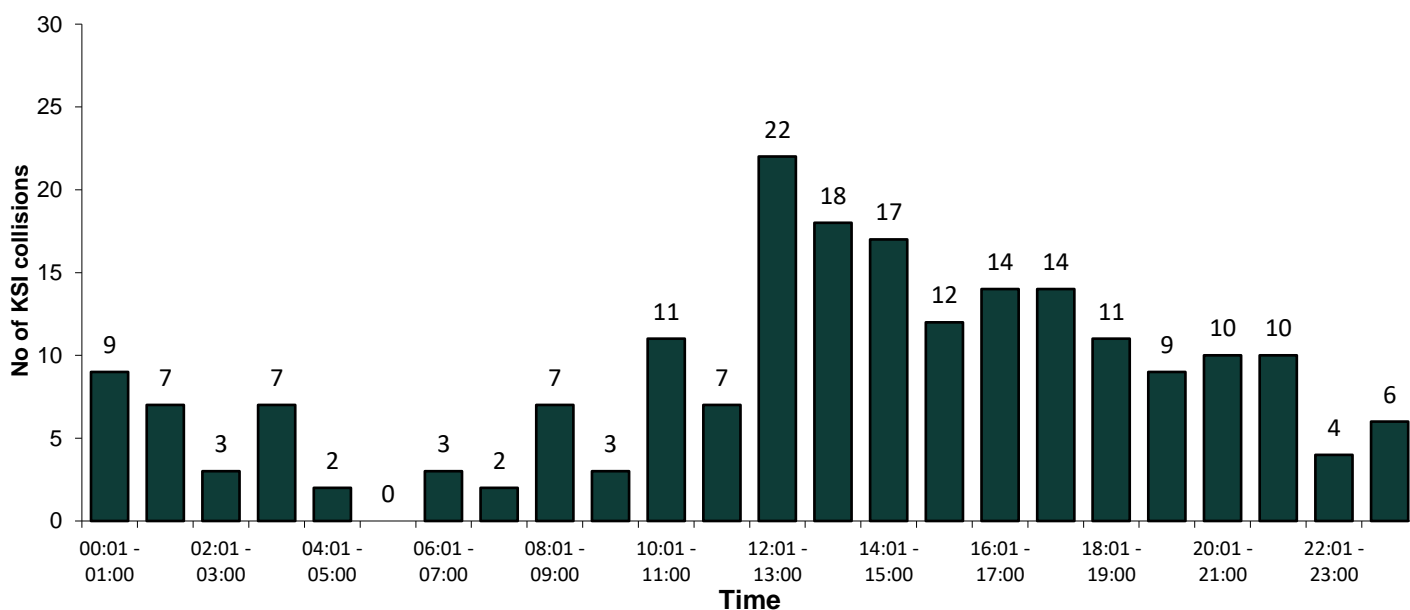


Figure 3.8 Fatal and serious collisions by time and day of week 2021

		Mon	Tue	Wed	Thu	Fri	Sat	Sun	Total	
	0001 - 0100	2	1	1	2	4	4	5	19	0001 - 0100
	0101 - 0200	3	2	1	0	2	2	5	15	0101 - 0200
	0201 - 0300	1	0	0	0	1	1	2	5	0201 - 0300
	0301 - 0400	0	3	0	0	0	0	7	10	0301 - 0400
	0401 - 0500	1	1	2	0	1	1	1	7	0401 - 0500
	0501 - 0600	3	1	0	0	2	0	0	6	0501 - 0600
	0601 - 0700	3	4	4	5	3	2	1	22	0601 - 0700
	0701 - 0800	4	3	3	9	3	2	0	24	0701 - 0800
	0801 - 0900	4	4	7	4	3	5	2	29	0801 - 0900
	0901 - 1000	4	8	1	6	2	2	1	24	0901 - 1000
	1001 - 1100	3	4	3	2	8	7	4	31	1001 - 1100
	1101 - 1200	5	3	3	5	7	3	4	30	1101 - 1200
	1201 - 1300	5	7	5	7	0	13	9	46	1201 - 1300
	1301 - 1400	4	3	5	7	7	12	6	44	1301 - 1400
	1401 - 1500	2	7	7	6	8	11	6	47	1401 - 1500
No of KSI	1501 - 1600	8	5	9	9	7	5	7	50	1501 - 1600
	1601 - 1700	11	7	12	10	8	6	8	62	1601 - 1700
	1701 - 1800	9	14	6	6	7	11	3	56	1701 - 1800
	1801 - 1900	7	4	6	8	4	4	7	40	1801 - 1900
	1901 - 2000	5	6	9	8	4	5	4	41	1901 - 2000
	2001 - 2100	5	3	3	3	5	3	7	29	2001 - 2100
	2101 - 2200	0	3	4	3	5	2	8	25	2101 - 2200
	2201 - 2300	0	1	6	5	3	3	1	19	2201 - 2300
	2301 - 2400	2	0	3	2	4	5	1	17	2301 - 2400
	All	91	94	100	107	98	109	99	698	All

- The peak hours of collisions involving KSI casualties were between 3pm and 6pm when nearly a quarter (24.1%) of all fatal and serious collisions took place.
- The worst combined day and three hour period for fatal and serious collisions was Saturday between noon and 3pm with 36 having occurred in 2021 during this time period. Saturday had the most KSI collisions by day of the week with 109 of the 698 occurring on this day (15.6%).
- Table 3.1 shows that December had the highest number of fatal and serious collisions in 2021 with 75 (10.7%). March had the fewest with 34 fatal and serious collisions (4.9%).

Table 3.1 Police recorded fatal and serious injury road traffic collisions by month of year and day of week 2021

Month	Day of Week							Total
	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	
January	6	3	5	10	5	5	1	35
February	7	15	8	7	5	3	6	51
March	7	2	7	6	2	3	7	34
April	5	5	6	7	10	12	2	47
May	8	6	9	6	6	10	12	57
June	7	12	8	11	7	14	14	73
July	8	6	9	8	13	6	9	59
August	11	7	4	7	13	9	10	61
September	6	5	11	11	7	14	5	59
October	5	13	9	10	12	11	13	73
November	14	12	8	11	8	12	9	74
December	7	8	16	13	10	10	11	75
Total	91	94	100	107	98	109	99	698

Type of vehicles involved in injury road traffic collisions in 2021

- When looking at types of vehicles involved in road traffic collisions in 2021, cars formed the largest group with 7,049 (80.8%) involved in injury road traffic collisions. This was followed by 802 goods vehicles (9.2%) and 307 motorcycles including mopeds (3.5%).
- The collision rate per 1,000 licensed vehicles was highest for buses/coaches (23 per 1,000). Motorcycles and cars had 10 and 7 collisions per 1,000 licensed vehicles respectively.

Table 3.2 Number of vehicles involved in injury road traffic collisions 2021

	Fatal Collision	Serious Collision	Slight Collision	Total	% share	Collision rate per 1,000 licensed vehicles ¹
Motorcycle	14	98	195	307	3.5	10
Hackney taxi	0	2	2	4	0.0	n/a
Car	53	793	6,203	7,049	80.8	7
Goods Vehicles	13	112	677	802	9.2	5
Buses / coaches	2	14	100	116	1.3	23
Agricultural Vehicles	3	11	56	70	0.8	2
Other/Unknown Vehicles	1	92	288	381	4.4	----
Total	86	1,122	7,521	8,729	100	7

¹Dfl Driver, Vehicle, Operator, and Enforcement Statistics - 2020-21 publication Quarter 4: Tables 2.13 Licensed Vehicles (at September 2021)

- Vehicle licensing statistics are produced by the Driver and Vehicle Agency (DVA) and published on the Dfl website - [Dfl vehicle registration statistics 2020-21](#). At the time of publication vehicle registration data was only available to 30th September 2021. Previous versions of Table 3.2 used vehicle registration data to 31st December. In addition, vehicle registration data for Hackney taxi was unavailable for September 2021.
- Motorcyclists had the highest combined fatal and serious collision rate by category with 4 KSI collisions per 1,000 licensed vehicles in 2021.

Weather conditions

Table 3.3 Police recorded fatal and serious injury road traffic collisions by weather conditions 2021

Weather	Total
Fine (without high wind)	497
Rain (without high wind)	96
Snow (without high wind)	1
Fine (with high wind)	7
Rain (with high wind)	17
Snow (with high wind)	1
Fog or mist - if hazard	10
Strong sun (glaring)	16
Other	13
Unknown	40
Total	698

Section 4 – Death rate in comparison with other countries

How does Northern Ireland compare?

As the latest fatality information for a list of selected countries is only available for 2020, this report compares Northern Ireland's road deaths with a selected list of countries for the 2020 calendar year.

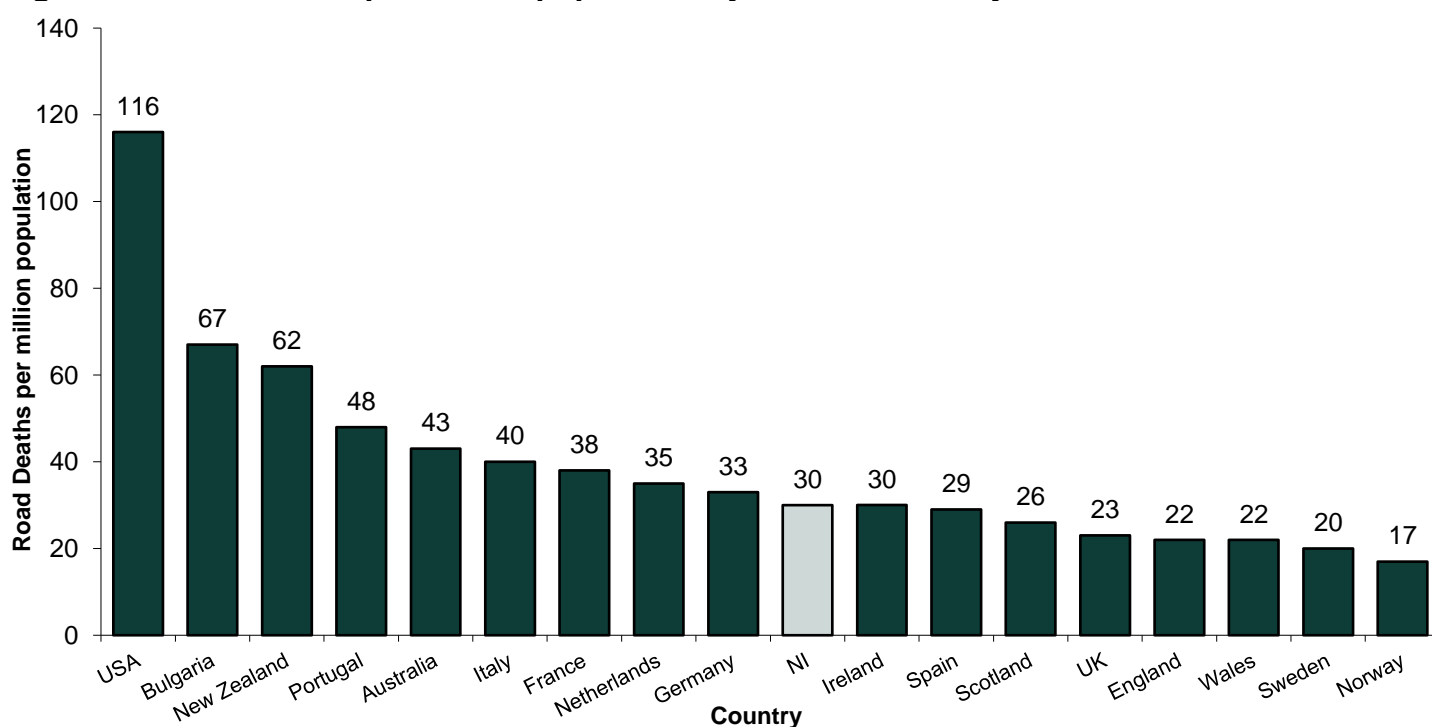
Table 4.1 International comparisons of road deaths by selected country¹ 2020:

Country	2020 ²	
	Number of road deaths	Road deaths per million population
England	1,246	22
Wales	71	22
Scotland	143	26
Northern Ireland	56	30
United Kingdom	1,516	23
France	2,541	38
Germany	2,719	33
Irish Republic	147	30
Italy	2,395	40
Bulgaria	463	67
Netherlands	610	35
Portugal	495	48
Spain	1,366	29
Sweden	204	20
Norway	93	17
Australia	1,093	43
New Zealand	318	62
United States of America	38,680	116

Notes:

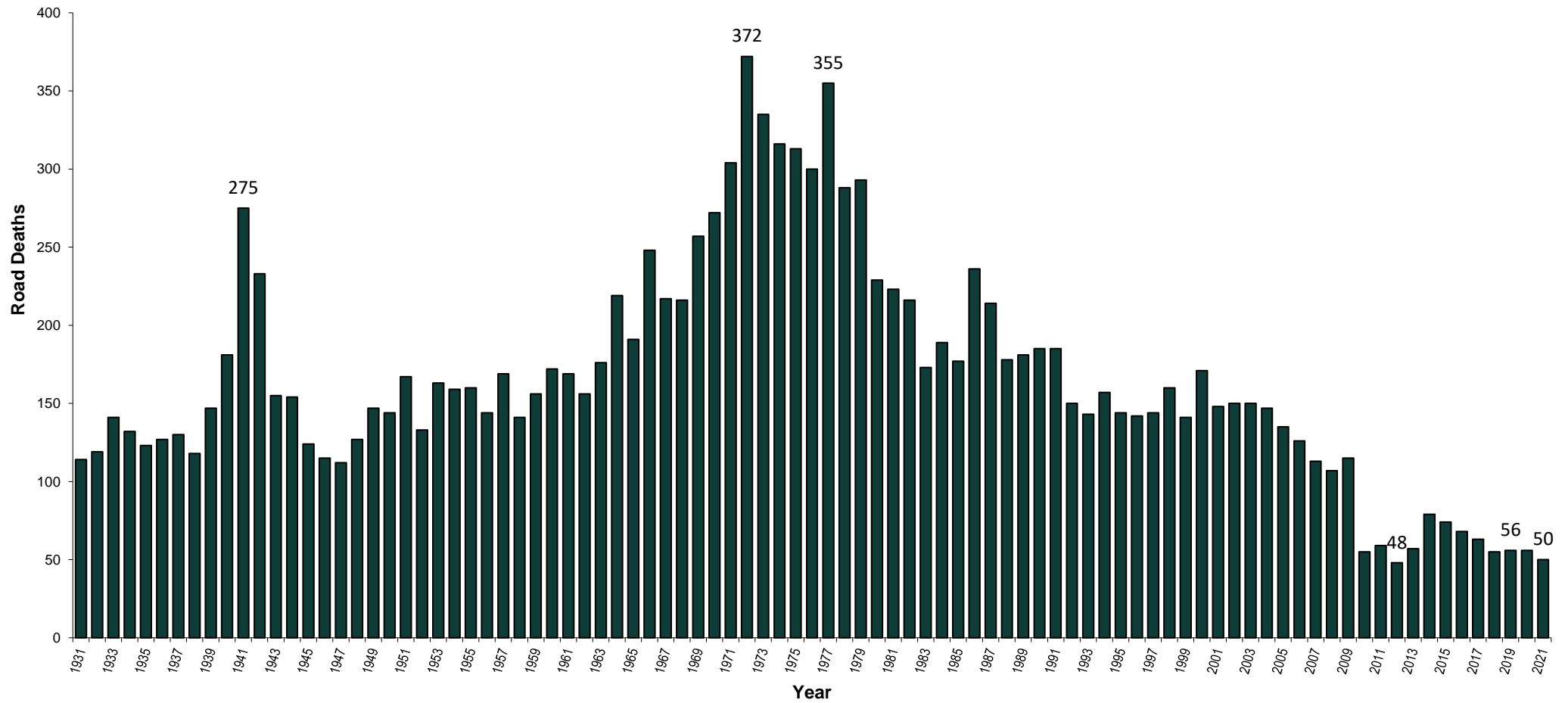
1. Source: International Road Traffic and Accident Database
2. The latest data available internationally for all these countries is for 2020

Figure 4.1 Road deaths per million population by selected country 2020



- The 56 deaths recorded in Northern Ireland for 2020 equates to a rate of 30 deaths per million population (based on the 2020 mid-year population estimate of 1,895,500). The rate of deaths per million in NI was 8 more than Wales and England and four higher than in Scotland in 2020. Ireland equally had 30 deaths per million population in 2020.
- At the top end of the scale, USA had the highest death rate recorded in 2020 with 116 road deaths per million population. Norway had the fewest with 17 road deaths per million.
- In August 2019, DfI produced a detailed International Comparison of Road Traffic Fatalities, explaining the longer-term trends and the context behind them - <https://www.infrastructure-ni.gov.uk/system/files/publications/infrastructure/international-comparison-of-road-traffic-fatalities.pdf>

Appendix 1 Road Deaths in Northern Ireland 1931 – 2021



Appendix 2 Recorded injury road traffic collision and casualties by severity¹- 1931 – 2021

Casualties					Casualties					
Year	No of injury collisions	Killed	Injured	Total casualties	Year	No of injury collisions	Killed	Seriously Injured	Slightly Injured	Total casualties
1931	1,582	114	1,724	1,838	1971	5,158	304	2,135	5,523	7,962
1932	1,765	119	1,890	2,009	1972	5,261	372	2,430	5,595	8,397
1933	1,633	141	1,757	1,898	1973	5,000	335	2,358	5,304	7,997
1934	1,835	132	1,954	2,086	1974	4,795	316	2,268	4,920	7,504
1935	1,975	123	2,159	2,282	1975	4,882	313	2,231	5,109	7,653
1936	2,021	127	2,216	2,343	1976	4,943	300	2,570	4,749	7,619
1937	1,793	130	1,891	2,021	1977	5,352	355	2,905	4,944	8,204
1938	1,945	118	2,128	2,246	1978	5,473	288	2,749	5,331	8,368
1939	1,993	147	2,211	2,358	1979	5,388	293	2,546	5,082	7,921
1940	1,451	181	1,576	1,757	1980	4,982	229	2,387	4,648	7,264
1941	1,778	275	1,928	2,203	1981	5,245	223	2,418	5,139	7,780
1942	1,636	233	1,844	2,077	1982	5,551	216	2,503	5,420	8,139
1943	1,205	155	1,308	1,463	1983	5,425	173	2,300	5,240	7,713
1944	1,205	154	1,259	1,413	1984	5,978	189	2,465	6,096	8,750
1945	1,222	124	1,429	1,553	1985	5,779	177	1,148	7,312	8,637
1946	1,602	115	1,919	2,034	1986	6,171	236	1,825	7,381	9,442
1947	1,700	112	1,976	2,088	1987	6,344	214	1,885	7,837	9,936
1948	1,695	127	1,892	2,019	1988	6,943	178	1,969	8,820	10,967
1949	2,135	147	2,396	2,543	1989	7,199	181	2,014	9,416	11,611
1950	2,430	144	2,748	2,892	1990	7,159	185	1,993	9,583	11,761
1951	2,583	167	2,975	3,142	1991	6,171	185	1,648	8,481	10,314
1952	2,625	133	3,028	3,161	1992	6,650	150	1,841	9,273	11,264
1953	3,139	163	3,715	3,878	1993	6,517	143	1,725	9,232	11,100
1954	3,315	159	3,954	4,113	1994	6,783	157	1,648	10,289	12,094
1955	3,854	160	4,561	4,721	1995	6,792	144	1,532	10,049	11,725
1956	3,860	144	4,631	4,775	1996	7,093	142	1,599	10,834	12,575
1957	3,324	169	4,001	4,170	1997	7,192	144	1,548	11,006	12,698
1958	3,533	141	4,379	4,520	1998	7,487	160	1,538	11,704	13,402
1959	3,992	156	5,068	5,224	1999	7,562	141	1,509	11,799	13,449
1960	4,237	172	5,443	5,615	2000	8,388	171	1,786	12,763	14,720
1961	4,196	169	5,520	5,689	2001	7,447	148	1,682	11,312	13,142
1962	4,297	156	5,677	5,833	2002	6,784	150	1,526	10,238	11,914
1963	4,536	176	6,001	6,177	2003	6,049	150	1,288	8,887	10,325
1964	4,736	219	6,363	6,582	2004	5,633	147	1,183	8,177	9,507
1965	4,987	191	6,755	6,946	2005	4,947	135	1,073	6,951	8,159
1966	5,034	248	6,876	7,124	2006	5,628	126	1,211	7,845	9,182
1967	5,094	217	7,076	7,293	2007	5,990	113	1,097	8,226	9,436
1968	5,213	216	7,305	7,521	2008	6,223	107	990	8,454	9,551
1969	4,981	257	7,124	7,381	2009	6,251	115	1,035	8,617	9,767
1970	5,308	272	7,902	8,174	2010	5,666	55	892	8,010	8,957
					2011	5,594	59	825	7,876	8,760
					2012	5,775	48	795	8,167	9,010
					2013	5,820	57	720	8,410	9,187
					2014	6,085	79	710	8,599	9,388
					2015	6,147	74	711	8,952	9,737
					2016	6,225	68	828	8,695	9,591
					2017	6,081	63	778	8,343	9,184
					2018	5,749	55	730	7,935	8,720
					2019	5,676	56	774	8,042	8,872
					2020	4,223	56	596	5,835	6,487
					2021	4,704	50	809	6,333	7,192

Note: Injuries were split into serious and slight injuries in 1971

Appendix 3: Police recorded road traffic collision casualties by road user type and severity: 2012 – 2021

	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Pedestrians										
Killed	9	7	18	19	15	15	16	17	6	8
Seriously injured	182	162	140	164	164	175	135	159	118	148
Slightly injured	613	610	611	604	552	539	536	462	359	379
Total	804	779	769	787	731	729	687	638	483	535
Drivers of motor vehicles										
Killed	21	22	30	31	31	25	23	26	25	20
Seriously injured	294	271	263	254	353	309	297	318	243	297
Slightly injured	4,425	4,577	4,786	5,071	5,003	4,851	4,563	4,585	3,367	3,664
Total	4,740	4,870	5,079	5,356	5,387	5,185	4,883	4,929	3,635	3,981
Motorcyclists										
Killed	4	10	13	4	4	9	7	3	8	14
Seriously injured	96	91	84	78	88	80	101	84	84	92
Slightly injured	189	210	192	202	193	185	185	185	118	185
Total	289	311	289	284	285	274	293	272	210	291
Pedal cyclists										
Killed	2	4	3	0	3	2	1	2	4	0
Seriously injured	55	42	59	40	61	50	46	57	45	64
Slightly injured	220	210	271	239	266	267	240	231	207	218
Total	277	256	333	279	330	319	287	290	256	282
Passengers										
Killed	10	13	12	17	12	11	7	8	8	8
Seriously injured	155	136	155	163	156	149	134	144	92	185
Slightly injured	2,670	2,750	2,685	2,781	2,625	2,453	2,351	2,520	1,734	1,839
Total	2,835	2,899	2,852	2,961	2,793	2,613	2,492	2,672	1,834	2,032
Pillion Passengers										
Killed	0	0	1	0	1	0	0	0	1	0
Seriously injured	3	5	4	6	3	8	5	6	3	6
Slightly injured	11	11	7	4	6	7	9	6	4	9
Total	14	16	12	10	10	15	14	12	8	15
Other road users										
Killed	2	1	2	3	2	1	1	0	4	0
Seriously injured	10	13	5	6	3	7	12	6	11	17
Slightly injured	39	42	47	51	50	41	51	53	46	39
Total	51	56	54	60	55	49	64	59	61	56
All road users										
Killed	48	57	79	74	68	63	55	56	56	50
Seriously injured	795	720	710	711	828	778	730	774	596	809
Slightly injured	8,167	8,410	8,599	8,952	8,695	8,343	7,935	8,042	5,835	6,333
Total	9,010	9,187	9,388	9,737	9,591	9,184	8,720	8,872	6,487	7,192

Appendix 4: Road traffic child collision casualties by road user type and severity: 2012 – 2021

	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Pedestrians										
Killed	3	0	3	2	3	2	2	0	1	3
Seriously injured	55	54	34	37	50	50	38	34	29	42
Slightly injured	170	162	169	161	145	137	126	113	89	90
Total	228	216	206	200	198	189	166	147	119	135
Drivers of motor vehicles										
Killed	0	0	0	0	0	0	0	0	0	0
Seriously injured	1	0	0	1	1	0	0	0	0	0
Slightly injured	2	0	1	3	1	2	1	2	2	0
Total	3	0	1	4	2	2	1	2	2	0
Motorcyclists										
Killed	0	0	0	0	0	1	0	0	0	0
Seriously injured	1	0	0	1	1	0	0	0	0	4
Slightly injured	0	0	1	2	1	0	1	1	0	5
Total	1	0	1	3	2	1	1	1	0	9
Pedal cyclists										
Killed	0	0	1	0	0	0	0	0	1	0
Seriously injured	9	4	10	4	6	4	5	11	7	6
Slightly injured	46	38	32	43	46	44	33	50	53	44
Total	55	42	43	47	52	48	38	61	61	50
Passengers										
Killed	2	2	0	3	1	0	1	1	0	0
Seriously injured	18	12	21	22	19	8	16	24	15	22
Slightly injured	734	653	623	643	676	611	576	650	443	427
Total	754	667	644	668	696	619	593	675	458	449
Other road users (including pillion passengers)										
Killed	0	0	0	0	0	1	0	0	1	0
Seriously injured	3	1	1	2	1	2	1	1	1	3
Slightly injured	4	5	1	1	3	2	4	2	2	10
Total	7	6	2	3	4	5	5	3	4	13
All road users										
Killed	5	2	4	5	4	4	3	1	3	3
Seriously injured	87	71	66	67	78	64	60	70	52	77
Slightly injured	956	858	827	853	872	796	741	818	589	576
Total	1,048	931	897	925	954	864	804	889	644	656

Appendix 5: Police recorded road traffic collision casualties by causation factor and severity: 2012 - 2021

	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Impairment by drugs or alcohol - driver/rider										
Killed	8	10	16	8	17	8	9	6	6	5
Seriously injured	59	40	62	64	64	76	69	64	40	97
Slightly injured	388	344	336	369	426	382	350	362	339	361
Total	455	394	414	441	507	466	428	432	385	463
Excessive Speed having regard to conditions										
Killed	8	11	14	14	8	13	10	11	6	4
Seriously injured	92	79	74	67	85	72	61	60	53	47
Slightly injured	448	349	425	401	426	288	244	301	263	243
Total	548	439	513	482	519	373	315	372	322	294
Careless Driving										
Killed	14	25	35	32	32	29	25	21	34	27
Seriously injured	387	375	350	373	449	424	427	465	349	459
Slightly injured	5,839	6,111	6,249	6,732	6,545	6,285	5,967	6,201	4,319	4,806
Total	6,240	6,511	6,634	7,137	7,026	6,738	6,419	6,687	4,702	5,292
Alcohol or Drugs – Pedestrian										
Killed	0	*	*	5	*	*	#	*	*	*
Seriously injured	21	#	#	14	#	#	#	#	#	#
Slightly injured	55	54	42	55	37	34	43	33	18	18
Total	76	64	54	74	53	48	63	50	27	34
Other Pedestrian Fault										
Killed	4	*	6	8	4	5	5	#	*	*
Seriously injured	101	#	86	91	78	97	55	#	#	#
Slightly injured	321	308	300	287	263	241	248	201	153	163
Total	426	403	392	386	345	343	308	278	209	235
Other factors										
Killed	14	6	#	7	#	#	*	9	7	10
Seriously injured	135	126	#	102	#	#	#	100	92	122
Slightly injured	1,116	1,244	1,247	1,108	998	1,113	1,083	944	743	742
Total	1,265	1,376	1,381	1,217	1,141	1,216	1,187	1,053	842	874
All factors										
Killed	48	57	79	74	68	63	55	56	56	50
Seriously injured	795	720	710	711	828	778	730	774	596	809
Slightly injured	8,167	8,410	8,599	8,952	8,695	8,343	7,935	8,042	5,835	6,333
Total	9,010	9,187	9,388	9,737	9,591	9,184	8,720	8,872	6,487	7,192

Note: For data protection and disclosure reasons, cells have been suppressed. * = Relates to numbers 3 or less. # = Number suppressed to prevent disclosures of small numbers elsewhere

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](#). Detailed datasets are available from the Open Data NI website while the Northern Ireland Neighbourhood Information Service (NINIS) presents the data in tabular and interactive map format.

Comparisons with other regions

The Department for Transport (DfT) published the most recent statistics for Great Britain on 25th May 2022, covering the year ending December 2021. Key points from the publication are as below:

Provisional estimates on reported road casualties in Great Britain for the year ending December 2021 shows, there were:

- 1,560 reported road deaths in 2021, a reduction of 12% from the 2017 to 2019 average.
- an estimated 27,300 killed or seriously injured (KSI) casualties in 2021, a reduction of 13% from the 2017 to 2019 average.

[Reported road casualties Great Britain, provisional results: 2021 - GOV.UK \(www.gov.uk\)](#)

Statistics for the Republic of Ireland are published by the [Road Safety Authority](#). The latest provisional fatality statistics, published on 10th June 2022, show that there were 137 fatalities in 2021, a decrease of 10 deaths on the previous year.

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.