



Police Recorded Injury Road Traffic Collisions and Casualties Northern Ireland Annual Report 2021/22

1st April 2021 to 31st March 2022

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Between 1st April 2021 and 31st March 2022:

- There was a total of 5,125 injury road traffic collisions recorded, resulting in 45 fatalities, 895 people seriously injured and 6,872 slightly injured.
- The increase of 38% in both collisions and casualties on 2020/21 levels should be viewed in the context of reduced traffic volumes during the Covid-19 pandemic, which were evidenced throughout 2020 in particular. Interestingly, the number of serious casualties in 2021/22 were higher than pre-pandemic levels while fatalities and slight casualties remained lower.
- The figure for 2021/22 was the lowest recorded number of fatalities in a financial year.
- There has been an increase in the number of people killed or seriously injured (KSI) amongst all the major road user groups. This was most notable for drivers which increased by 121 compared to 2020/21, to 352 KSI in 2021/22. The highest recorded in the previous five years.
- There were 84 children (under 16) killed or seriously injured – 28 more than in 2020/21. In 2021/22, there were 9 fatalities in the 65 and over age group which was 1 fewer than the number recorded in 2020/21.
- The most common principal causation factors for KSI casualties during 2021/22 were 'inattention or attention diverted' (126 KSI casualties) followed by 'impaired by alcohol/drugs - driver/rider' (115 KSI casualties).
- Ards & North Down district had the highest number of road deaths with 7 fatalities. Belfast City district recorded the most serious injuries in 2021/22 (136 seriously injured).



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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.

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 annual publication presents the most recent recorded injury collision and casualty statistics for the period 1st April 2021 to 31st March 2022. At the time of publication, CRFs had been processed for 98.4% of reported injury collisions for the 2021/22 financial year.

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 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/>

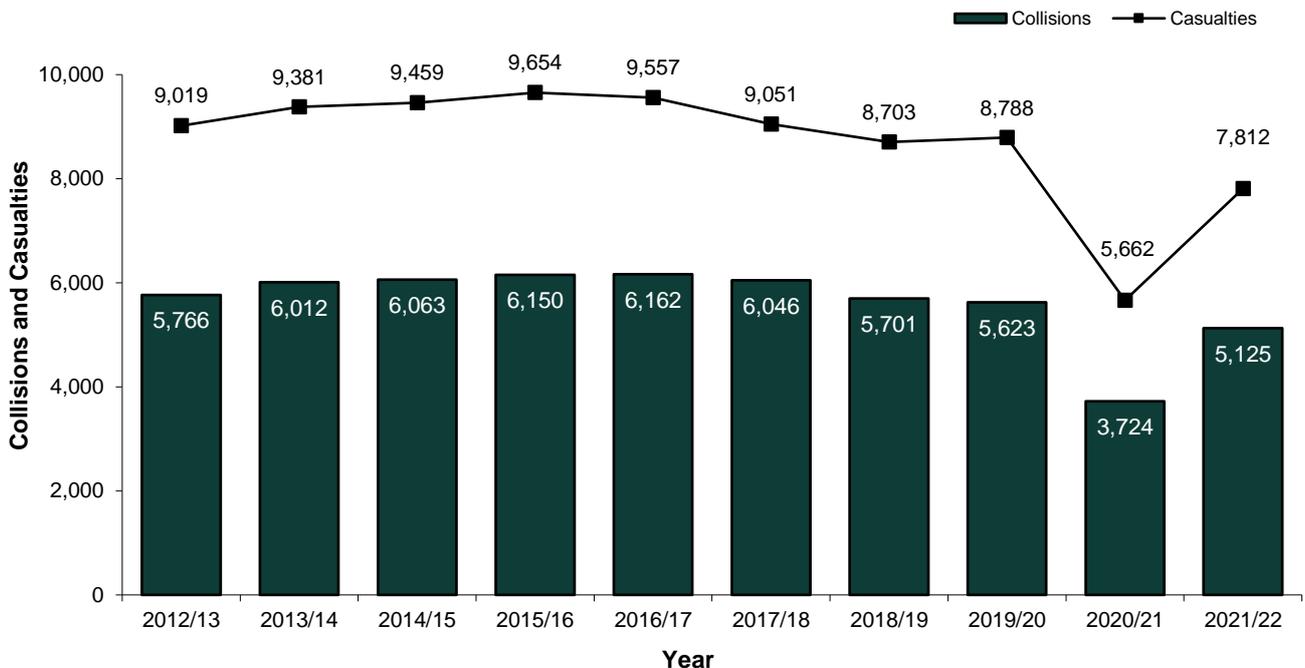
Since the assessment by the UK Statistics Authority, we have continued to comply with the Code of Practice for Statistics, and have made the following improvements:

- 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. Injury Road Traffic Collisions and Casualties

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. Department for Infrastructure (DfI) traffic flow figures are published at: [Traffic Flows – Department for Infrastructure](#).

Figure 1: Recorded Injury Road Traffic Collisions and Casualties 2012/13 – 2021/22



Overall collisions and casualties

There were 5,125 injury collisions recorded by PSNI from 1st April 2021 to 31st March 2022 resulting in a total of 7,812 casualties comprising 45 fatalities, 895 people seriously injured and 6,872 people slightly injured. There were 1,401 additional collisions recorded in 2021/22 when compared with 2020/21, and an increase in casualties of 2,150 over the year. However, this must be viewed in the context of lockdown measures which were introduced throughout 2020/21 in relation to Covid-19 and reduced 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.

Fatal and Serious collisions and KSI casualties

The 45 people killed on Northern Ireland's roads in 2021/22 was 8 fewer than the total killed in 2020/21 and 31 fewer than the 76 fatalities recorded in 2014/15. The figure for 2021/22 was the lowest recorded number of fatalities in a financial year.

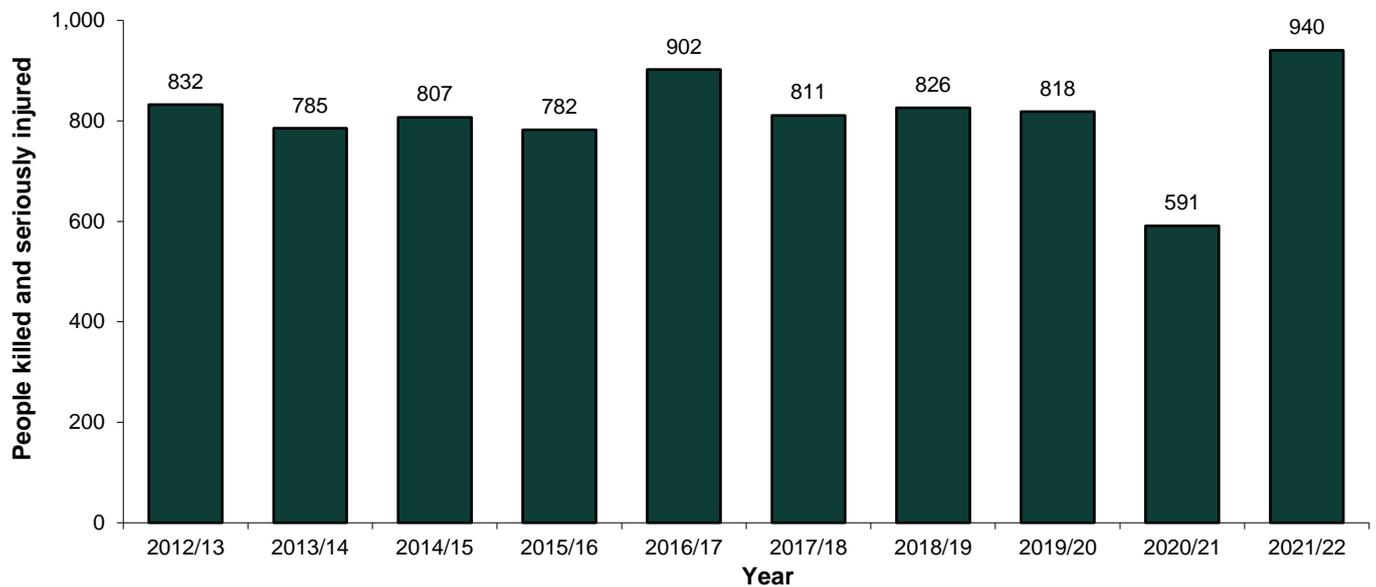
The number of fatal and serious casualties i.e. the number of KSI casualties overall stood at 940 in 2021/22, this was 349 more KSIs or a 59.1% increase on the previous year. In comparison with ten years ago, the number of fatal and serious collisions for 2021/22 was 58 more than 2012/13, with 108 additional KSI casualties (reductions of 8.2% and 13.0% respectively). See Table 1 and Figure 2 below for KSI casualty totals in the last ten years.

Table 1: Recorded Injury Road Traffic Collisions and Casualties 2012/13 – 2021/22

	Collisions				Casualties				
	Fatal Collisions	Serious Collisions	Slight Collisions	All Injury Collisions	Killed	Seriously Injured	Total KSI ¹	Slightly Injured	Total Casualties
2012/13	50	659	5,057	5,766	53	779	832	8,187	9,019
2013/14	57	611	5,344	6,012	60	725	785	8,596	9,381
2014/15	72	590	5,401	6,063	76	731	807	8,652	9,459
2015/16	69	569	5,512	6,150	75	707	782	8,872	9,654
2016/17	63	698	5,401	6,162	65	837	902	8,655	9,557
2017/18	60	625	5,361	6,046	61	750	811	8,240	9,051
2018/19	57	647	4,997	5,701	61	765	826	7,877	8,703
2019/20	54	637	4,932	5,623	56	762	818	7,970	8,788
2020/21	48	466	3,210	3,724	53	538	591	5,071	5,662
2021/22	42	725	4,358	5,125	45	895	940	6,872	7,812

¹ Killed or seriously injured

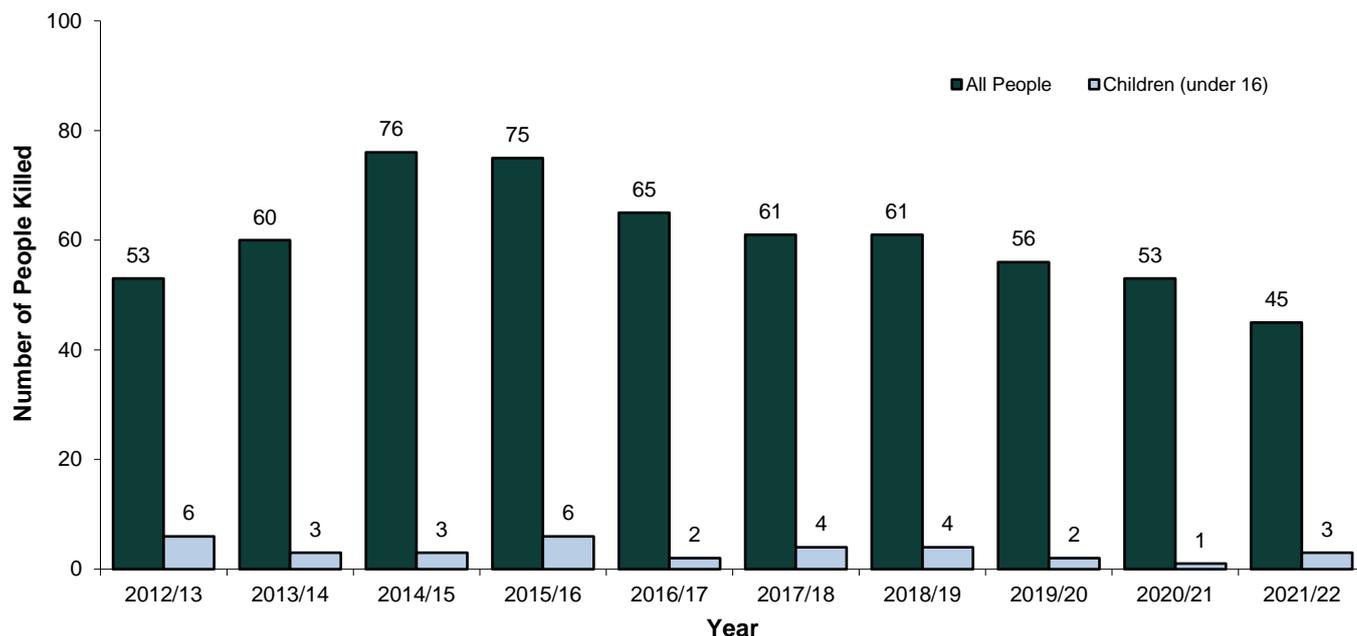
Figure 2: People killed and seriously injured in Road Traffic Collisions 2012/13 – 2021/22



Child Fatalities

Figure 3 shows the number of people killed each year in road traffic collisions over the ten year period 2012/13 to 2021/22 and within these the numbers of deaths that involved children under the age of 16. There were 3 child fatalities in 2021/22, two more than the number of children killed in 2020/21.

Figure 3: People Killed in Recorded Injury Road Traffic Collisions 2012/13 – 2021/22



Collisions Involving Children

There were 574 collisions involving child casualties recorded in 2021/22 comprising 3 fatal collisions, 75 serious collisions and 496 slight collisions. The 78 fatal and serious collisions which involved children in 2021/22 was 52.9% higher than 2020/21.

Child Casualties

The 717 child casualties recorded for the 2021/22 year comprised 3 fatalities, 81 children seriously injured and 633 children slightly injured. This was the second lowest number of children injured in the ten years from 2012/13 and was 324 fewer than the 1,041 recorded in 2012/13, including 3 fewer KSI casualties.

Table 2: Recorded Injury Road Traffic Collisions involving Child Casualties (under 16) 2012/13 – 2021/22

	Collisions involving children				Child Casualties				
	Fatal Collisions	Serious Collisions	Slight Collisions	All Injury Collisions	Killed	Seriously Injured	Total KSI ¹	Slightly Injured	Total Casualties
2012/13	6	79	669	754	6	81	87	954	1,041
2013/14	3	75	675	753	3	76	79	859	938
2014/15	3	62	630	695	3	67	70	820	890
2015/16	6	59	647	712	6	63	69	850	919
2016/17	2	78	661	741	2	83	85	873	958
2017/18	4	56	597	657	4	57	61	755	816
2018/19	4	58	586	648	4	64	68	785	853
2019/20	2	62	596	660	2	67	69	807	876
2020/21	1	50	385	436	1	55	56	477	533
2021/22	3	75	496	574	3	81	84	633	717

¹ Killed or seriously injured

3. Principal Causation Factors

The main principal causation factors for KSI casualties during 2021/22 were 'inattention or attention diverted' (126 KSI casualties) followed by 'impaired by alcohol/drugs - driver/rider' (115 KSI casualties) and 'crossing or entering road junction without care' (81 KSI casualties).

The most common principal causation factors for all injury road traffic collisions in 2021/22 were 'inattention or attention diverted' (1,022 collisions), 'driving too close' (530 collisions) and 'emerging from a minor road without care' (368 collisions). The top three principal causation factors for all collisions remain unchanged between 2017/18 and 2021/22.

Table 3: Most Common Principal Causation Factors in Road Traffic Collisions - 2021/22

Principal Factor	Number of Injury Collisions	Casualties		
		Total KSI ¹	Slightly Injured	Total Casualties
Inattention or attention diverted	1,022	126	1,359	1,485
Driving too close	530	19	865	884
Emerging from minor road without care	368	43	546	589
Crossing or entering road junction without care	326	81	476	557
Impaired by Alcohol/Drugs - Driver/rider	289	115	371	486
Turning right without care	268	70	372	442
Wrong course/position	196	56	291	347
Overtaking on offside without care	177	40	237	277
Emerging from private road/entrance without care	158	20	217	237
Changing lane without care	154	12	233	245

¹ Killed or seriously injured

Principal Causation Factors for Child Casualties

Table 4 below presents the main principal causation factors for collisions resulting in child casualties in 2021/22. The most common principal causation factors for child casualties who were either killed or seriously injured (KSIs) were 'heedless of traffic crossing carriageway' (22 child KSI casualties) and 'Inattention or attention diverted' (8 child KSI casualties).

The most common principal causation factors associated with all child injury road traffic collisions in 2021/22 were 'inattention or attention diverted' (111 collisions), 'driving too close' (50 collisions) and 'heedless of traffic crossing carriageway' (49 collisions). The top two are the same top two causation factors as seen for all road traffic collisions in 2021/22.

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 - [PSNI motoring offences statistics](#)

Table 4: Most Common Principal Causation Factors in Road Traffic Collisions involving Child Casualties (under 16) 2021/22

Principal Factor	Number of Injury Collisions	Casualties		
		Total KSI ¹	Slightly Injured	Total Casualties
Inattention or attention diverted	111	8	119	127
Driving too close	50	0	73	73
<i>Heedless of traffic crossing carriageway²</i>	49	22	30	52
Emerging from minor road without care	47	1	65	66
Crossing or entering road junction without care	30	5	33	38
<i>Walking or running onto carriageway²</i>	28	2	26	28
Changing lane without care	19	1	23	24
Turning right without care	18	3	21	24
Excessive speed having regard to conditions	17	1	22	23
Wrong course/position	16	2	28	30

¹ Killed or seriously injured

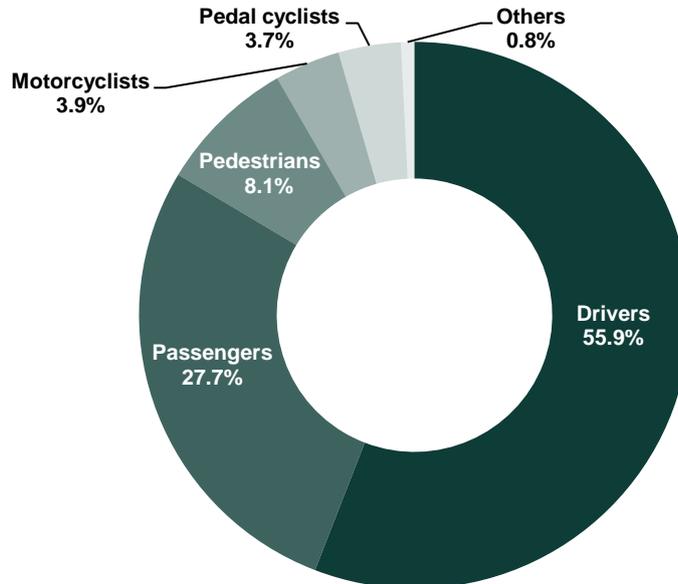
² Pedestrian factors

4. Road Traffic Collisions Casualty Breakdown

Road Traffic Collision Casualties by Road User Type

Figure 4 below shows the proportion of casualties by road user type resulting from road traffic collisions in 2021/22. Drivers of motor vehicles accounted for the largest proportion of casualties (55.9%) followed by passengers (27.7%), pedestrians (8.1%), motorcyclists (3.9%) and pedal cyclists (3.7%). These are similar to the percentages for each group seen over the previous 5 years.

Figure 4: Casualties in Injury Recorded Road Traffic Collisions by Type of Road User 2021/22



Road Traffic Collision Child Casualties by Road User Type

Passengers (67.9%) made up the largest class of all child casualties in 2021/22, followed by pedestrians (22.7%) and pedal cyclists (6.3%). It is worth noting that while over two-thirds (67.9%) of all children injured this year were passengers, nearly three-fifths (59.5%) of children killed or seriously injured in 2021/22 were pedestrians. The accompanying spreadsheet to this report provides a breakdown of child casualties by road user type while Figures 5 and 6 present all child casualties and KSI casualties of children by road user type respectively for 2021/22.

Figure 5 All Child casualties by road user type - 2021/22

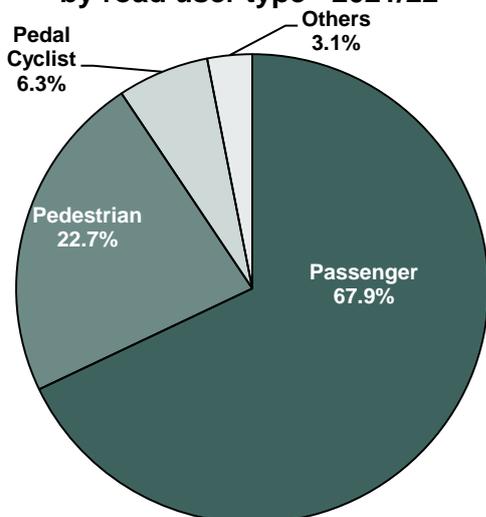
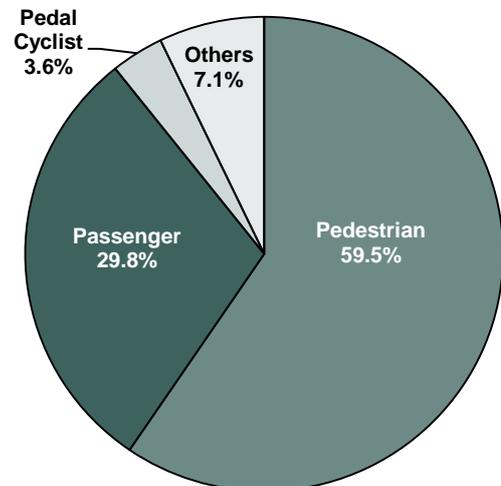


Figure 6 Child KSI Casualties only by road user type - 2021/22



Trends in Casualty Road User Type over the Last 5 Years

Table 5: Casualties by Type of Road User and Severity 2017/18 – 2021/22

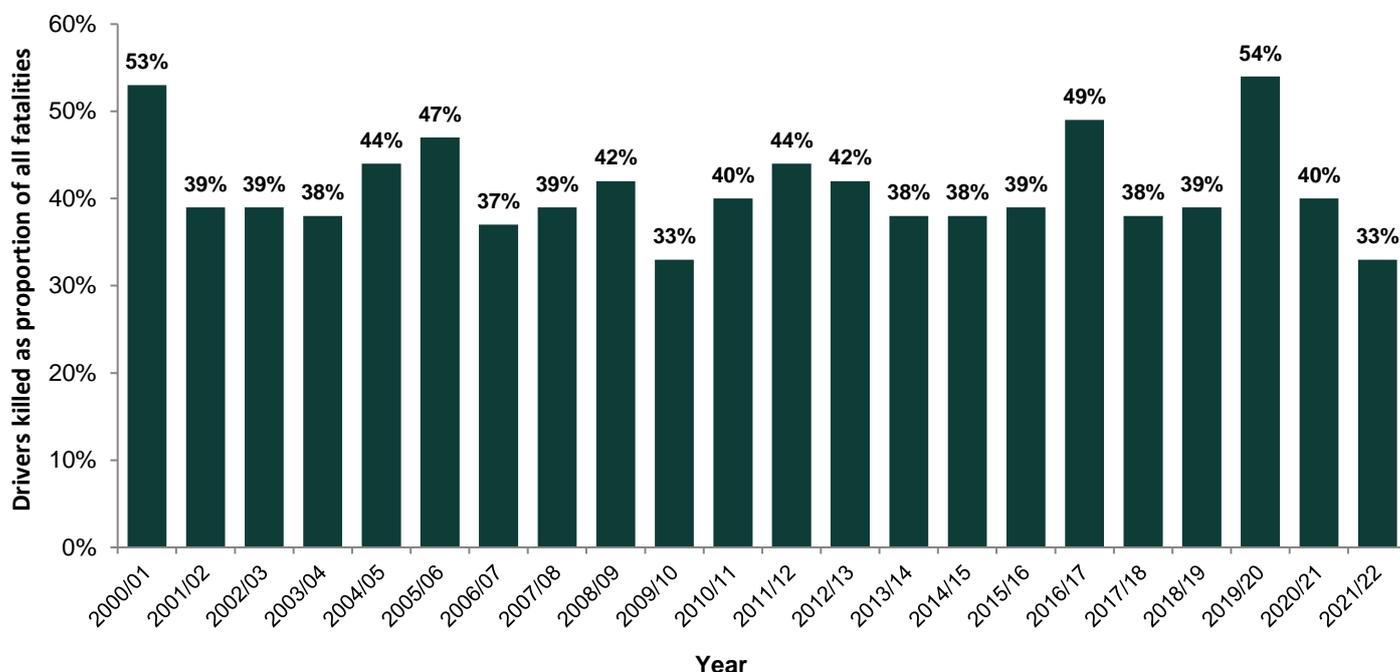
Type of Road User ¹	2017/18	2018/19	2019/20	2020/21	2021/22
Fatalities:					
Pedestrians	16	18	13	6	10
Drivers of motor vehicles	23	24	30	21	15
Motorcyclists	8	7	4	11	11
Pedal cyclists	2	1	4	2	0
Passengers	11	10	5	8	9
Pillion passengers	0	0	0	1	0
Other road users	1	1	0	4	0
Total	61	61	56	53	45
Seriously Injured:					
Pedestrians	160	141	159	93	174
Drivers of motor vehicles	295	325	309	210	337
Motorcyclists	80	103	85	84	97
Pedal cyclists	49	46	58	47	67
Passengers	151	132	141	87	201
Pillion passengers	9	6	4	5	4
Other road users	6	12	6	12	15
Total	750	765	762	538	895
KSI Casualties²:					
<i>Pedestrians</i>	176	159	172	99	184
<i>Drivers of motor vehicles</i>	318	349	339	231	352
<i>Motorcyclists</i>	88	110	89	95	108
<i>Pedal cyclists</i>	51	47	62	49	67
<i>Passengers</i>	162	142	146	95	210
<i>Pillion passengers</i>	9	6	4	6	4
<i>Other road users</i>	7	13	6	16	15
Total	811	826	818	591	940
Slightly Injured:					
Pedestrians	527	541	473	274	449
Drivers of motor vehicles	4,844	4,481	4,560	2,914	4,013
Motorcyclists	184	200	168	119	193
Pedal cyclists	251	254	222	210	219
Passengers	2,377	2,347	2,492	1,496	1,955
Pillion passengers	9	8	5	4	10
Other road users	48	46	50	54	33
Total	8,240	7,877	7,970	5,071	6,872
All Casualties:					
Pedestrians	703	700	645	373	633
Drivers of motor vehicles	5,162	4,830	4,899	3,145	4,365
Motorcyclists	272	310	257	214	301
Pedal cyclists	302	301	284	259	286
Passengers	2,539	2,489	2,638	1,591	2,165
Pillion passengers	18	14	9	10	14
Other road users	55	59	56	70	48
Total	9,051	8,703	8,788	5,662	7,812

¹ 'Passengers' include pedal cycle passengers. 'Other road users' include drivers/riders and passengers of 'other vehicles' (e.g. tractors, invalid vehicles, horse-drawn carriages) ² Killed or seriously injured

Fatalities

Out of the 45 road fatalities in 2021/22, 15 were drivers (33.3%). This is the joint lowest proportion of driver fatalities in the last 22 years, equal to the figures seen in 2009/10, see Figure 7. Motorcyclists had the next highest number of fatalities in 2021/22 with 11, equal to the number recorded in 2020/21 but nearly three times the number recorded in 2019/20 (4). There were 10 pedestrian deaths, four more than that recorded in the previous year (6). Passenger fatalities accounted for a fifth of all fatalities in 2021/22. There were no pedal cyclist road fatalities in 2021/22.

Figure 7: Number of drivers killed as a proportion of the total number of deaths 2000/01 – 2021/22



People Seriously Injured

Year on year comparisons should be viewed in the context of the impact of the Covid-19 pandemic on the 2020/21 figures. Nonetheless, 2021/22 recorded the highest number of serious injuries since 2009/10.

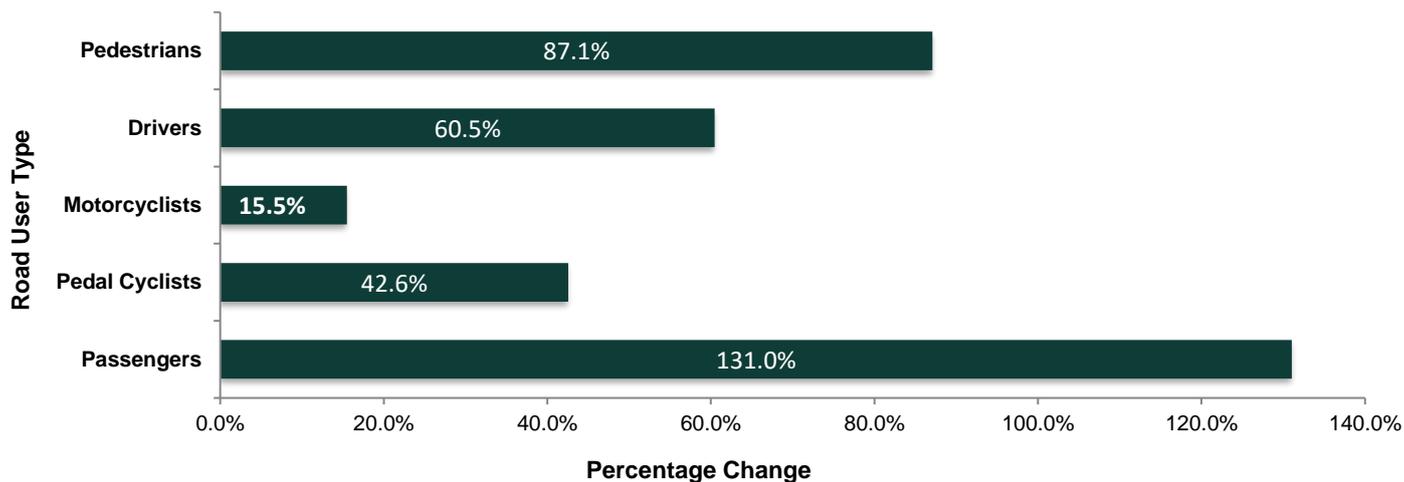
When comparing people seriously injured in 2021/22 with 2020/21, there has been a 66.4% increase overall in those seriously injured (357 more than 2020/21). The number of passengers seriously injured since last year increased by 114 (up 131.0%), the number of pedestrians by 81 (up 87.1%) and the number of drivers by 127 (up 60.5%). Pedal cyclist and motorcyclist serious injuries also increased (42.6% and 15.5% respectively), see Figure 8 below.

In June 2019, DfI published more detailed analysis of [pedestrian KSI casualties 2013-2017](#).

In June 2020, DfI published more detailed analysis of [cyclist KSIs 2014-2018](#).

In June 2021, DfI published more detailed analysis of [motorcyclist KSIs 2015-2019](#).

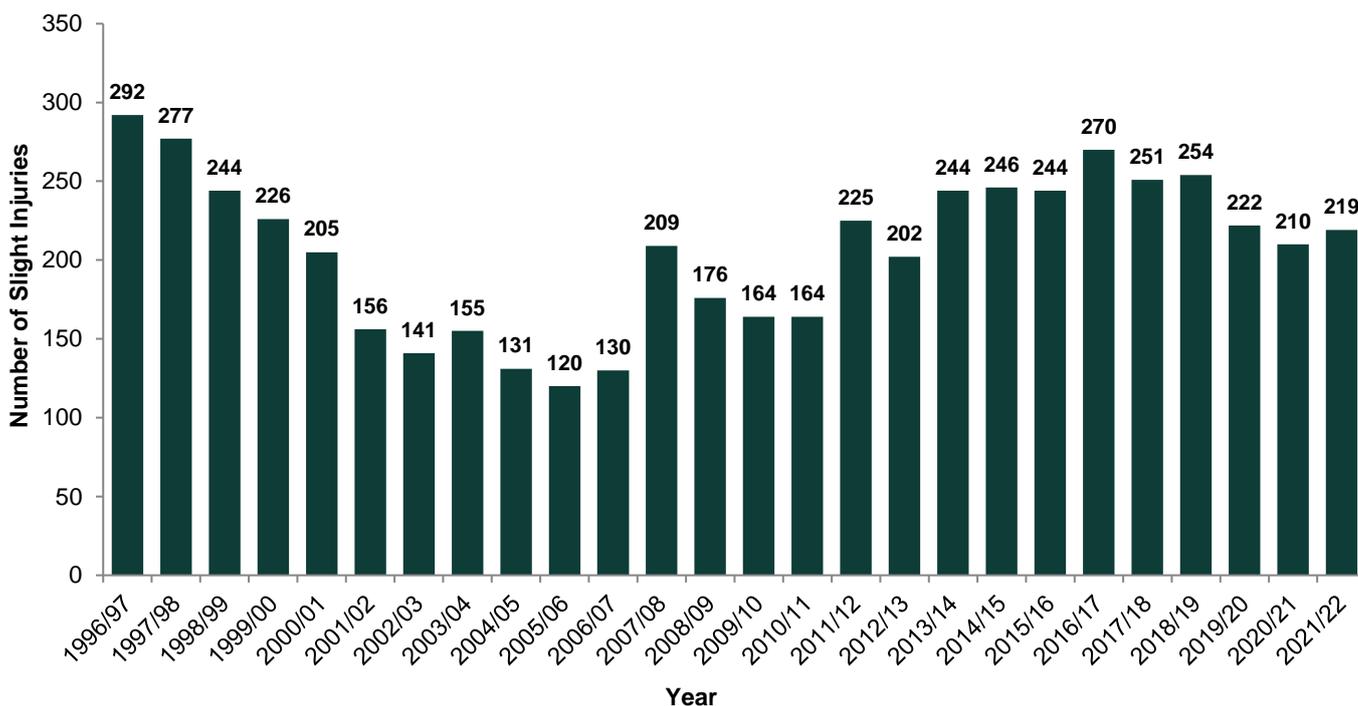
Figure 8: Percentage change of people seriously injured amongst the main road user types when comparing 2020/21 with 2021/22



People Slightly Injured

The increase in people slightly injured since 2020/21 was primarily as a result of the increases seen in numbers of slightly injured drivers (up 1,099) and passengers (up 459). The number of pedal cyclists slightly injured in 2021/22 (219) was 9 more than the 210 seen during 2020/21; it was 99 more pedal cyclists slightly injured as was recorded in 2005/06 (120) but 51 fewer than the 270 recorded in 2016/17 (See Figure 9). Nearly nine out of ten people slightly injured in 2021/22 were either a driver (58.4%) or a passenger (28.4%).

Figure 9: Pedal cyclists slightly injured 1996/97 – 2021/22



Gender and age of road traffic collision casualties

Fatalities

Of the 45 people killed on Northern Ireland's roads in 2021/22, 39 were male and 6 were female. Fatalities aged 50 - 64 (11) or aged 65+ (9) accounted for over two-fifths of all road deaths in 2020/21.

People Seriously Injured

Over three fifths (61.7%) of those seriously injured during 2021/22 were male. While there were more males seriously injured than females, both males and females showed similar proportions of those seriously injured across their comparable age bands.

People Slightly Injured

There were more males slightly injured in 2021/22 than females (52.5% and 47.4% respectively), this represented 351 more males slightly injured than females. The proportion of persons injured in each individual age group was similar for males as it was for females.

Table 6: Casualties in Recorded Injury Road Traffic Collisions by Severity of Injury and Age Group 2020/21 and 2021/22

	2020/21					2021/22				
	Killed	Seriously Injured	Total KSI ¹	Slightly Injured	Total	Killed	Seriously Injured	Total KSI ¹	Slightly Injured	Total
Male										
Under 16	0	37	37	218	255	2	48	50	325	375
16 - 24	9	72	81	605	686	7	111	118	819	937
25 - 34	6	70	76	668	744	6	105	111	713	824
35 - 49	13	63	76	632	708	8	113	121	835	956
50 - 64	3	70	73	440	513	9	95	104	615	719
65 +	7	35	42	215	257	7	80	87	299	386
Unknown	0	0	0	4	4	0	0	0	4	4
Total	38	347	385	2,782	3,167	39	552	591	3,610	4,201
Female										
Under 16	1	18	19	258	277	1	33	34	308	342
16 - 24	3	36	39	489	528	0	77	77	695	772
25 - 34	0	28	28	485	513	1	52	53	678	731
35 - 49	4	33	37	484	521	0	74	74	762	836
50 - 64	4	41	45	403	448	2	54	56	536	592
65 +	3	35	38	168	206	2	53	55	279	334
Unknown	0	0	0	0	0	0	0	0	1	1
Total	15	191	206	2,287	2,493	6	343	349	3,259	3,608
All²										
Under 16	1	55	56	477	533	3	81	84	633	717
16 - 24	12	108	120	1,094	1,214	7	188	195	1,516	1,711
25 - 34	6	98	104	1,154	1,258	7	157	164	1,392	1,556
35 - 49	17	96	113	1,116	1,229	8	187	195	1,597	1,792
50 - 64	7	111	118	843	961	11	149	160	1,151	1,311
65 +	10	70	80	383	463	9	133	142	578	720
Unknown	0	0	0	4	4	0	0	0	5	5
Total	53	538	591	5,071	5,662	45	895	940	6,872	7,812

¹ Killed or seriously injured

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

5. Road Traffic Casualties by District

Table 7: Casualties in Recorded Injury Road Traffic Collisions by Severity of Injury and District 2020/21 and 2021/22

Policing District	2020/21					2021/22				
	Killed	Seriously Injured	Total KSI ¹	Slightly Injured	Total	Killed	Seriously Injured	Total KSI ¹	Slightly Injured	Total
Belfast City	4	61	65	1,174	1,239	4	136	140	1,690	1,830
Derry City & Strabane	3	32	35	457	492	1	65	66	563	629
Antrim & Newtownabbey	3	40	43	415	458	6	55	61	527	588
Ards & North Down	3	38	41	397	438	7	60	67	484	551
Causeway Coast & Glens	9	35	44	312	356	5	65	70	528	598
Lisburn & Castlereagh City	2	49	51	400	451	2	80	82	540	622
Mid & East Antrim	6	46	52	249	301	3	60	63	394	457
Armagh City, Banbridge & Craigavon	7	64	71	544	615	2	107	109	635	744
Fermanagh & Omagh	3	49	52	294	346	6	70	76	355	431
Mid Ulster	4	46	50	327	377	4	91	95	488	583
Newry, Mourne and Down	9	78	87	502	589	5	106	111	668	779
Northern Ireland Total	53	538	591	5,071	5,662	45	895	940	6,872	7,812

¹ Killed or seriously injured

Location of Casualties

Outside of Belfast City District, which accounted for over a fifth of all road traffic casualties with 1,830 (23.4%), the next highest district was Newry, Mourne and Down with 779 (10.0%) followed by Armagh City, Banbridge & Craigavon with 744 (9.5%). Fermanagh & Omagh district had the fewest casualties recorded with 431 (5.5%) in 2021/22.

Location of Fatalities

In 2021/22 the greatest number of fatalities took place in the Ards & North Down district where there were 7 road deaths recorded during the year. Derry City & Strabane district recorded the lowest number of district fatalities in 2021/22 with a single fatality, down from 3 in 2020/21.

Location of Serious Casualties

Belfast City district had the most people seriously injured by District in 2021/22 with 136 casualties with serious injuries recorded. Antrim & Newtownabbey district recorded the lowest number of serious injuries in 2021/22 with 55.

In line with the overall increase in casualties, all eleven districts showed increases in serious casualties when comparing 2021/22 to 2020/21.

Appendix A: Child Casualties (Under 16) by Type of Road User, Age Group and Severity 2020/21 and 2021/22

Type of Road User ¹	2020/21				2021/22			
	Under 5	5 - 10	11 - 15	Total	Under 5	5 - 10	11 - 15	Total
Fatalities:								
Pedestrians	0	0	0	0	0	2	1	3
Pedal cyclists	0	0	0	0	0	0	0	0
Passengers	0	0	0	0	0	0	0	0
Others	1	0	0	1	0	0	0	0
Total	1	0	0	1	0	2	1	3
Seriously Injured								
Pedestrians	2	13	11	26	7	17	23	47
Pedal cyclists	0	2	8	10	0	1	2	3
Passengers	7	3	6	16	4	10	11	25
Others	0	1	2	3	0	2	4	6
Total	9	19	27	55	11	30	40	81
KSI Casualties²:								
<i>Pedestrians</i>	2	13	11	26	7	19	24	50
<i>Pedal cyclists</i>	0	2	8	10	0	1	2	3
<i>Passengers</i>	7	3	6	16	4	10	11	25
<i>Others</i>	1	1	2	4	0	2	4	6
Total	10	19	27	56	11	32	41	84
Slightly Injured:								
Pedestrians	10	24	34	68	9	41	63	113
Pedal cyclists	0	18	35	53	1	17	24	42
Passengers	79	149	122	350	119	167	176	462
Others	0	2	4	6	0	8	8	16
Total	89	193	195	477	129	233	271	633
All Child Casualties:								
Pedestrians	12	37	45	94	16	60	87	163
Pedal cyclists	0	20	43	63	1	18	26	45
Passengers	86	152	128	366	123	177	187	487
Others	1	3	6	10	0	10	12	22
Total	99	212	222	533	140	265	312	717

¹ 'Passengers' include pedal cycle passengers. 'Other road users' include drivers/riders and passengers of 'other vehicles' (e.g. tractors, invalid vehicles, horse-drawn carriages) ² Killed or seriously injured

Appendix B: Child Casualties (Under 16) by Severity of Injury and District 2020/21 and 2021/22

Policing District	2020/21					2021/22				
	Killed	Seriously Injured	Total KSI ¹	Slightly Injured	Total	Killed	Seriously Injured	Total KSI ¹	Slightly Injured	Total
Belfast City	0	12	12	118	130	1	17	18	180	198
Derry City & Strabane	0	3	3	49	52	0	12	12	49	61
Antrim & Newtownabbey	0	3	3	30	33	0	5	5	50	55
Ards & North Down	0	4	4	39	43	1	6	7	38	45
Causeway Coast & Glens	1	4	5	31	36	0	3	3	44	47
Lisburn & Castlereagh City	0	2	2	33	35	1	3	4	41	45
Mid & East Antrim	0	6	6	20	26	0	6	6	44	50
Armagh City, Banbridge & Craigavon	0	6	6	58	64	0	9	9	49	58
Fermanagh & Omagh	0	2	2	30	32	0	5	5	29	34
Mid Ulster	0	0	0	19	19	0	8	8	45	53
Newry, Mourne and Down	0	13	13	50	63	0	7	7	64	71
Northern Ireland Total	1	55	56	477	533	3	81	84	633	717

¹ Killed or seriously injured

Appendix C: Recorded Injury Road Traffic Collision and Casualty Statistics by Month 2021/22

Month	Collisions				Casualties				
	Fatal	Serious	Slight	All Injury Collisions	Killed	Seriously Injured	Total KSI ¹	Slightly Injured	Total Casualties
April	3	44	298	345	3	51	<i>54</i>	463	517
May	1	56	347	404	1	72	<i>73</i>	532	605
June	6	67	380	453	6	82	<i>88</i>	615	703
July	4	55	335	394	4	67	<i>71</i>	560	631
August	3	58	390	451	3	71	<i>74</i>	640	714
September	1	58	372	431	1	68	<i>69</i>	568	637
October	5	68	421	494	5	84	<i>89</i>	668	757
November	6	68	375	449	6	85	<i>91</i>	605	696
December	7	68	392	467	9	97	<i>106</i>	620	726
January	2	63	355	420	3	78	<i>81</i>	547	628
February	2	51	332	385	2	60	<i>62</i>	509	571
March	2	69	361	432	2	80	<i>82</i>	545	627
Total	42	725	4,358	5,125	45	895	940	6,872	7,812

¹ Killed or seriously injured

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](#).

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.