



**Police Service**  
of Northern Ireland



# Police Recorded Injury Road Traffic Collisions and Casualties Northern Ireland

## Annual Report 2023/24

1<sup>st</sup> April 2023 to 31<sup>st</sup> March 2024

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Between 1<sup>st</sup> April 2023 and 31<sup>st</sup> March 2024:

- There was a total of 4,977 injury road traffic collisions recorded, resulting in 73 fatalities, 922 people seriously injured and 6,888 slightly injured.
- There were 80 fewer collisions recorded in 2023/24 when compared with 2022/23, and a small increase in casualties of 44 over the year.
- The 73 fatalities in 2023/24 was 12 more than the 61 recorded for the previous financial year.
- Nearly half of all child KSI casualties were pedestrians.
- There were 82 children (under 16) killed or seriously injured – 6 fewer than in 2022/23. In 2023/24, there were 166 KSIs in the 65 and over age group, which was 16 more than the number recorded in 2022/23.
- The most common principal causation factors for KSI casualties during 2023/24 were 'inattention or attention diverted' (126 KSI casualties) followed by 'impaired by alcohol or drugs - driver/rider' (89 KSI casualties), and 'overtaking on offside without care' (78 KSI casualties).
- Newry, Mourne & Down district had the highest number of road deaths with 12 fatalities. Belfast City district recorded the most serious injuries in 2023/24 (145 seriously injured).

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# 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 1<sup>st</sup> April 2023 to 31<sup>st</sup> March 2024. At the time of publication, CRFs had been processed for 99.8% of reported injury collisions for the 2023/24 financial 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](#).

The statistics presented in this publication 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. Restrictions were eased during the summer months of 2020, before further measures were reintroduced on 16th October and 26th December 2020. The second half of March 2021 saw the start of gradual relaxation of restrictions, with enhanced restrictions and introduction of a vaccine pass in November 2021. As of 15th February 2022, all Covid-19 legal restrictions have been replaced by guidance. As some figures presented are affected by the coronavirus (COVID-19) pandemic in Northern Ireland, this should be considered when comparing them across 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 these statistics are accredited official statistics<sup>1</sup> that meet the highest standards of trustworthiness, quality and public value, and as producers, it is our responsibility to maintain compliance with these standards.

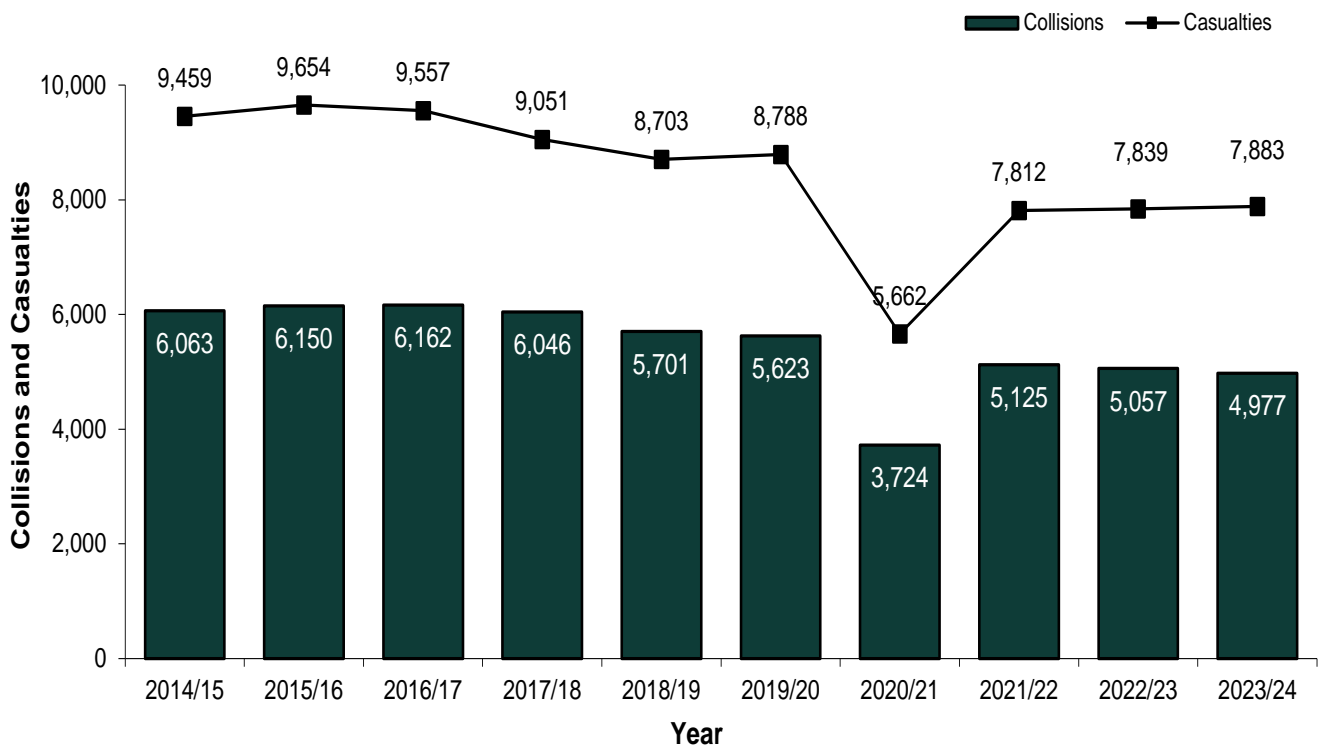
These accredited official statistics (Police recorded injury road traffic collisions and casualties in Northern Ireland) were independently reviewed by the Office for Statistics Regulation in [June 2012](#), with a further [compliance check](#) subsequently undertaken in 2020. They comply with the standards of trustworthiness, quality and value in the Code of Practice for Statistics and should be labelled 'accredited official statistics'.

Our statistical practice is regulated by the Office for Statistics Regulation (OSR). OSR sets the standards of trustworthiness, quality and value in the [Code of Practice for Statistics \(opens in a new window\)](#) that all producers of official statistics should adhere to. You are welcome to contact us directly with any comments about how we meet these standards by emailing [statistics@psni.police.uk](mailto:statistics@psni.police.uk) Alternatively, you can contact OSR by emailing [regulation@statistics.gov.uk](mailto:regulation@statistics.gov.uk) or via the [Office for Statistics Regulation website \(opens in a new window\)](#).

<sup>1</sup> Accredited official statistics are called National Statistics in the Statistics and Registration Service Act 2007. The Office for Statistics Regulation website provides further information on [Accredited official statistics](#).

## 2. Injury Road Traffic Collisions and Casualties

Figure 1 Recorded injury road traffic collisions and casualties in Northern Ireland, 2014/15 to 2023/24



### Overall collisions and casualties

There were 4,977 injury collisions recorded by the PSNI from 1<sup>st</sup> April 2023 to 31<sup>st</sup> March 2024 resulting in a total of 7,883 casualties comprising 73 fatalities, 922 people seriously injured and 6,888 people slightly injured. There were 80 fewer collisions recorded in 2023/24 when compared with 2022/23, and a small increase in casualties of 44 over the year.

### Fatal and Serious collisions and KSI casualties

The 73 people killed on Northern Ireland's roads in 2023/24 was 12 more than the total recorded in 2022/23 and 28 more than in 2021/22, which was the lowest recorded number of fatalities (45) in a financial year. The figure for 2023/24 is similar to that seen around ten years ago during 2014/15 and 2015/16.

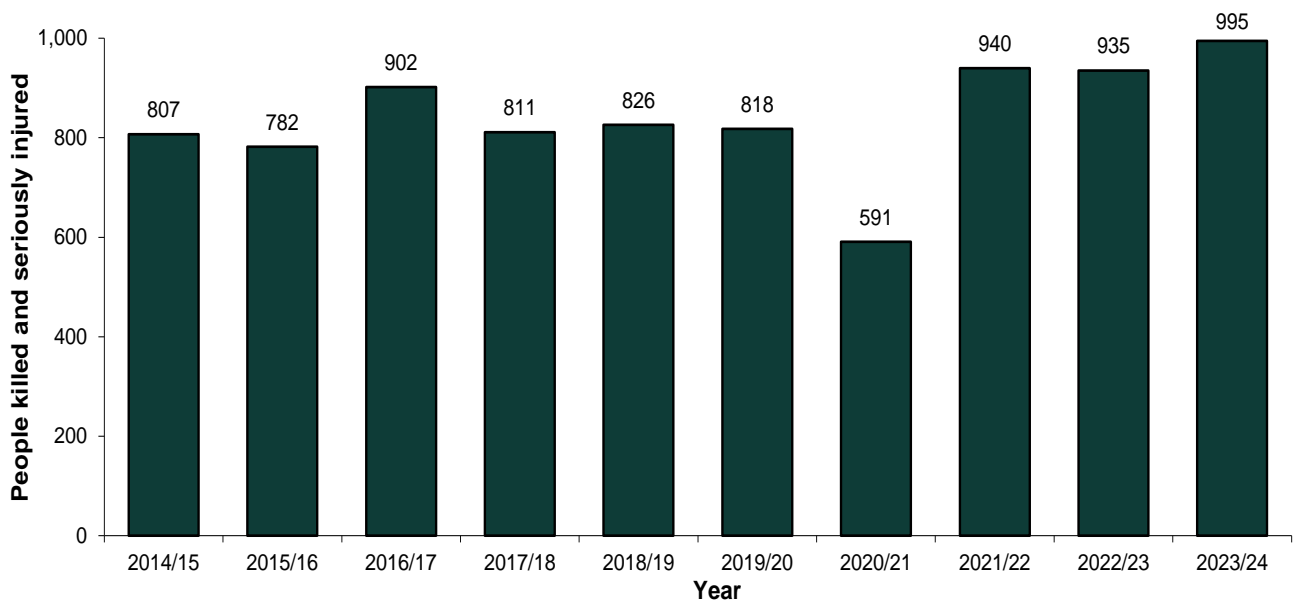
The number of fatal and serious casualties i.e. the number of KSI casualties overall stood at 995 in 2023/24, this was 60 more KSIs than the 935 recorded in 2022/23. In comparison with ten years ago, the number of fatal and serious collisions for 2023/24 was 178 more than 2014/15, with 188 additional KSI casualties (increases of 26.9% and 23.3% 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 2014/15 to 2023/24**

Year	Number of injury collisions				Casualties				
	Fatal collisions	Serious collisions	Slight collisions	All injury collisions	Killed	Seriously Injured	KSI <sup>1</sup>	Slightly injured	Total
2014/15	72	590	5,401	<b>6,063</b>	76	731	807	8,652	<b>9,459</b>
2015/16	69	569	5,512	<b>6,150</b>	75	707	782	8,872	<b>9,654</b>
2016/17	63	698	5,401	<b>6,162</b>	65	837	902	8,655	<b>9,557</b>
2017/18	60	625	5,361	<b>6,046</b>	61	750	811	8,240	<b>9,051</b>
2018/19	57	647	4,997	<b>5,701</b>	61	765	826	7,877	<b>8,703</b>
2019/20	54	637	4,932	<b>5,623</b>	56	762	818	7,970	<b>8,788</b>
2020/21	48	466	3,210	<b>3,724</b>	53	538	591	5,071	<b>5,662</b>
2021/22	42	725	4,358	<b>5,125</b>	45	895	940	6,872	<b>7,812</b>
2022/23	59	714	4,284	<b>5,057</b>	61	874	935	6,904	<b>7,839</b>
2023/24	64	776	4,137	<b>4,977</b>	73	922	995	6,888	<b>7,883</b>

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

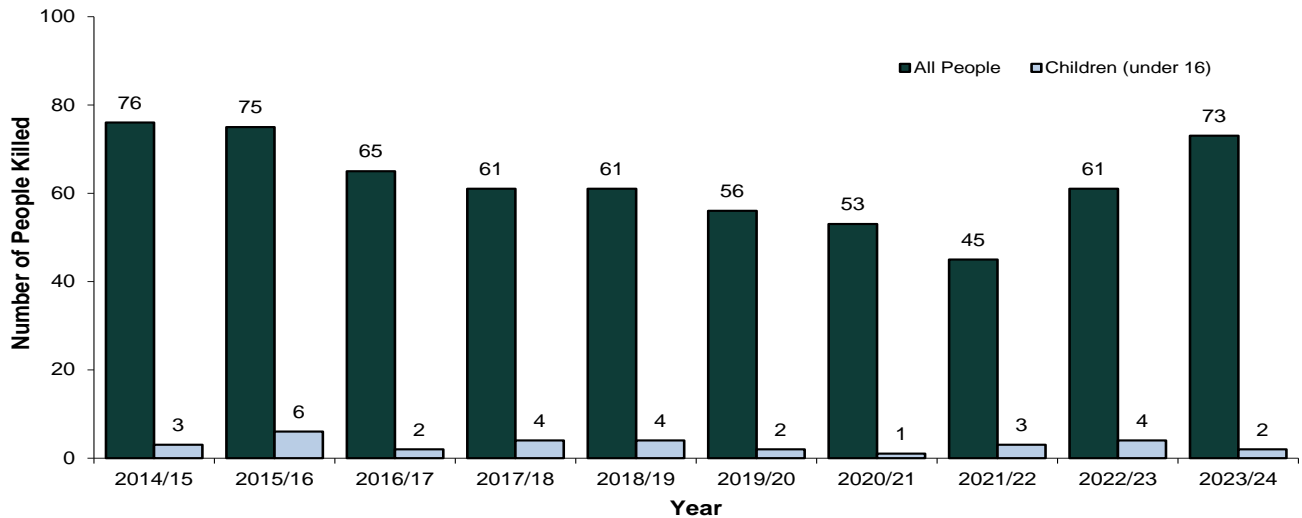
**Figure 2 People killed and seriously injured in road traffic collisions 2014/15 to 2023/24**



## Child Fatalities

Figure 3 shows the number of fatalities each year in road traffic collisions over the ten-year period 2014/15 to 2023/24 and within these the numbers of deaths that involved children under the age of 16. There were two child fatalities in 2023/24, two fewer than the number of children killed in 2022/23.

**Figure 3 Fatalities recorded in road traffic collisions 2014/15 to 2023/24**



## Collisions involving children

There were 618 collisions involving child casualties recorded in 2023/24 comprising 2 fatal collisions, 73 serious collisions and 543 slight collisions. The 75 fatal and serious collisions that involved children in 2023/24 was 10 more than the 65 recorded in 2014/15.

### Child Casualties

The 785 child casualties recorded for the 2023/24 year comprised 2 fatalities, 80 children seriously injured and 703 children slightly injured. This was similar to the number of children injured in 2022/23 but remains lower than the historical series seen prior to 2020/21. There were 12 more KSIs in 2023/24 than in 2014/15 but overall 105 fewer child casualties than in 2014/15.

**Table 2 Recorded injury road traffic collisions involving child casualties (under 16) 2014/15 to 2023/24**

Year	Collisions involving children				Child Casualties				
	Fatal collisions	Serious collisions	Slight collisions	All injury collisions	Killed	Seriously Injured	KSI <sup>1</sup>	Slightly injured	Total
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
2022/23	4	78	517	599	4	84	88	701	789
2023/24	2	73	543	618	2	80	82	703	785

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

### 3. Principal Causation Factors

The main principal causation factors for KSI casualties during 2023/24 were 'inattention or attention diverted' (126 KSI casualties) followed by 'impaired by alcohol/drugs - driver/rider' (89 KSI casualties) and 'overtaking on offside without care' (78 KSI casualties).

The most common principal causation factors for all injury road traffic collisions in 2023/24 were 'inattention or attention diverted' (832 collisions), 'driving too close' (611 collisions) and 'emerging from a minor road without care' (379 collisions). The top three principal causation factors for all collisions remain unchanged between 2017/18 and 2023/24.

**Table 3 Most common principal causation factors in injury road traffic collisions, 2023/24**

Principal Factor	Number of collisions	KSI <sup>1</sup> casualties	Slight casualties	Total casualties
Inattention or attention diverted	<b>832</b>	126	1,186	<b>1,312</b>
Driving too close	<b>611</b>	22	993	<b>1,015</b>
Emerging from minor road without care	<b>379</b>	73	526	<b>599</b>
Impaired by Alcohol/Drugs - Driver/rider	<b>296</b>	89	400	<b>489</b>
Crossing or entering road junction without care	<b>284</b>	51	425	<b>476</b>
Turning right without care	<b>249</b>	64	386	<b>450</b>
Overtaking on offside without care	<b>209</b>	78	270	<b>348</b>
Wrong course/position	<b>206</b>	77	310	<b>387</b>
Changing lane without care	<b>164</b>	14	233	<b>247</b>
Excessive speed having regard to conditions	<b>164</b>	60	237	<b>297</b>

<sup>1</sup> 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 2023/24. The most common principal causation factors for child casualties who were either killed or seriously injured (KSIs) were 'heedless of traffic crossing carriageway' (16 child KSI casualties) and 'excessive speed having regard to conditions' (14 child KSI casualties).

The most common principal causation factors associated with all child injury road traffic collisions in 2023/24 were 'inattention or attention diverted' (115 collisions), 'driving too close' (71 collisions) and 'heedless of traffic crossing carriageway' (45 collisions). The top three are the same top three causation factors as seen since 2020/21.

**Table 4 Most common principal causation factors in injury road traffic collisions involving child casualties (under 16), 2023/24**

Principal Factor	Number of collisions	KSI <sup>1</sup> casualties	Slight casualties	Total casualties
Inattention or attention diverted	115	6	142	148
Driving too close	71	2	91	93
<i>Heedless of traffic crossing carriageway<sup>2</sup></i>	45	16	29	45
Emerging from minor road without care	37	1	44	45
Crossing or entering road junction without care	33	1	39	40
Turning right without care	25	5	31	36
Wrong course/position	24	4	31	35
Changing lane without care	22	1	24	25
Emerging from private road/entrance without care	21	0	27	27
Excessive speed having regard to conditions	21	14	17	31

<sup>1</sup> Killed or seriously injured <sup>2</sup> Pedestrian factors

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](#)
- [Fatal and Serious \(KSI\) road traffic collisions caused by Careless Driving in Northern Ireland, 2012-2021](#)

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](#)

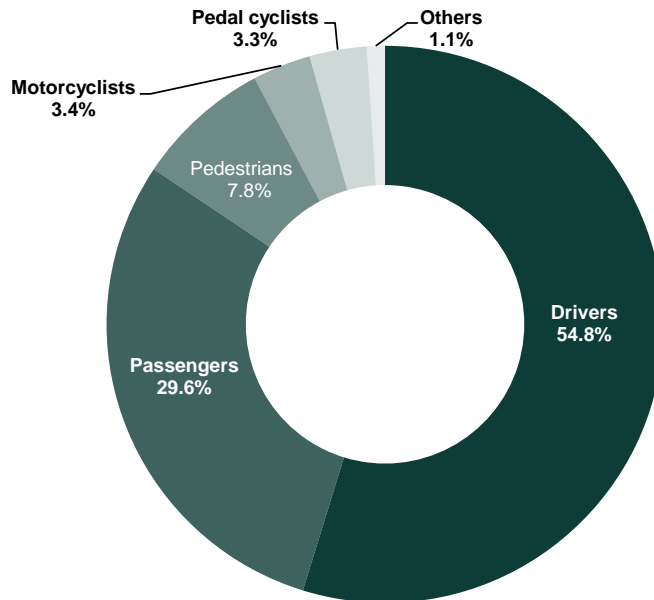


## 4. Road Traffic Collisions Casualty Breakdown

### Road traffic collision casualties by road user type

Figure 4 below shows the proportion of all casualties by road user type resulting from road traffic collisions in 2023/24. Drivers of motor vehicles accounted for the largest proportion of casualties (54.8%) followed by passengers (29.6%), pedestrians (7.8%), motorcyclists (3.4%) and pedal cyclists (3.3%). These are similar to the percentages for each group seen in 2022/23.

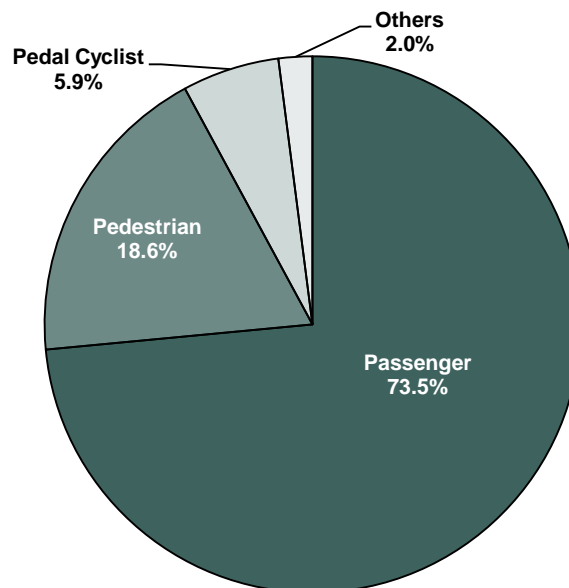
**Figure 4 Overall casualties by road user type, 2023/24**



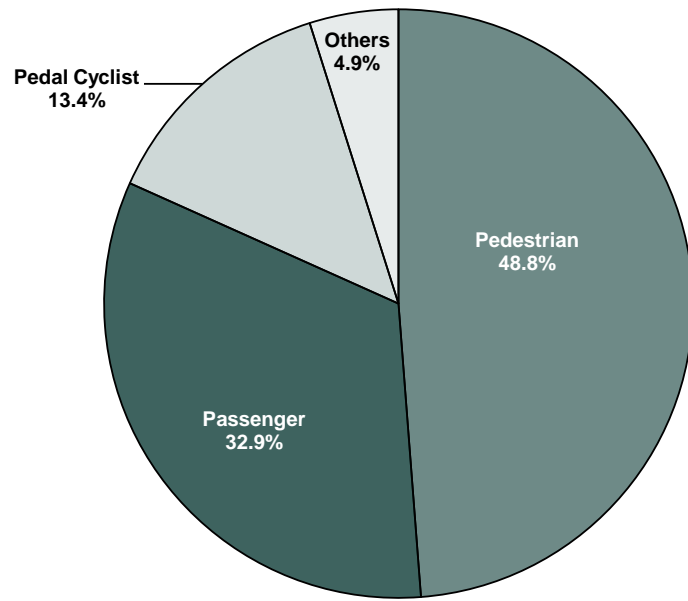
### Road traffic collision child casualties by road user type

Passengers (73.5%) made up the largest class of all child casualties in 2023/24, followed by pedestrians (18.6%) and pedal cyclists (5.9%). It is worth noting that while nearly three-quarters (73.5%) of all children injured this year were passengers, nearly half (48.8%) of children killed or seriously injured in 2023/24 were pedestrians. Appendix A provides a breakdown of child casualties by road user type. Figures 5 and 6 present all child casualties and KSI casualties of children by road user type respectively for 2023/24.

**Figure 5 All child casualties by road user type, 2023/24**



**Figure 6 Child KSI casualties by road user type, 2023/24**



## Trends in casualty road user type over the last 5 years

Table 5 Casualties by type of road user and severity, 2019/20 to 2023/24

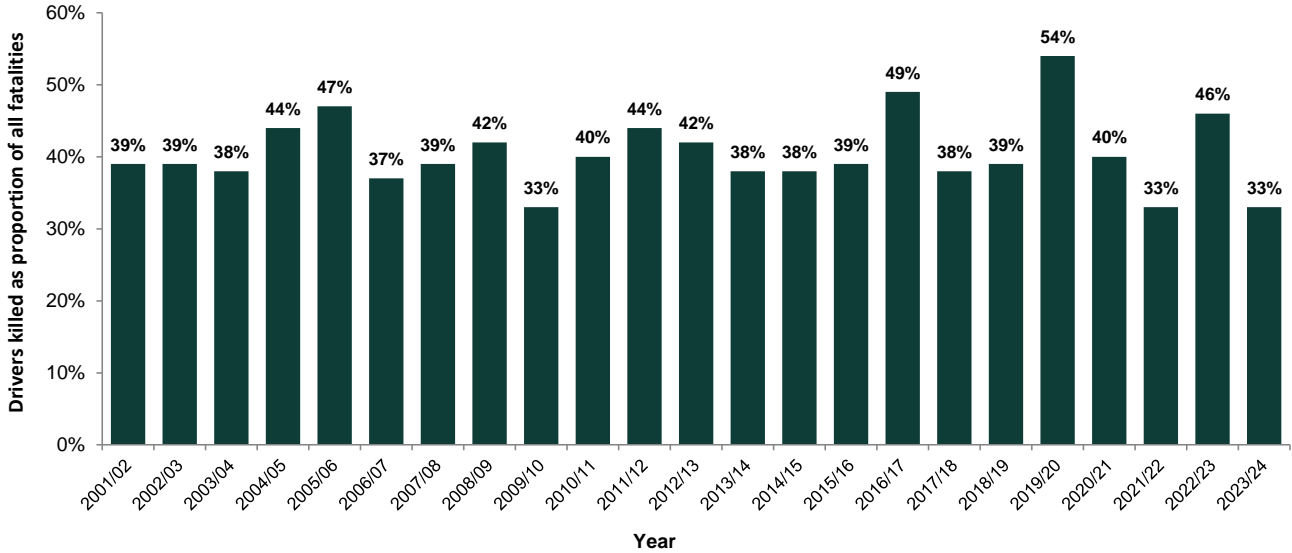
Type of Road User	2019/20	2020/21	2021/22	2022/23	2023/24
<b>Fatalities:</b>					
Pedestrians	13	6	10	18	17
Drivers of motor vehicles	30	21	15	28	24
Motorcyclists	4	11	11	10	11
Pedal cyclists	4	2	0	1	2
Passengers	5	8	9	4	15
Pillion passengers	0	1	0	0	0
Other road users	0	4	0	0	4
<b>Totals</b>	<b>56</b>	<b>53</b>	<b>45</b>	<b>61</b>	<b>73</b>
<b>Seriously Injured:</b>					
Pedestrians	159	93	174	152	173
Drivers of motor vehicles	309	210	337	340	379
Motorcyclists	85	84	97	107	104
Pedal cyclists	58	47	67	65	73
Passengers	141	87	201	187	173
Pillion passengers	4	5	4	4	4
Other road users	6	12	15	19	16
<b>Totals</b>	<b>762</b>	<b>538</b>	<b>895</b>	<b>874</b>	<b>922</b>
<b>KSI<sup>1</sup>:</b>					
<i>Pedestrians</i>	<i>172</i>	<i>99</i>	<i>184</i>	<i>170</i>	<i>190</i>
<i>Drivers of motor vehicles</i>	<i>339</i>	<i>231</i>	<i>352</i>	<i>368</i>	<i>403</i>
<i>Motorcyclists</i>	<i>89</i>	<i>95</i>	<i>108</i>	<i>117</i>	<i>115</i>
<i>Pedal cyclists</i>	<i>62</i>	<i>49</i>	<i>67</i>	<i>66</i>	<i>75</i>
<i>Passengers</i>	<i>146</i>	<i>95</i>	<i>210</i>	<i>191</i>	<i>188</i>
<i>Pillion passengers</i>	<i>4</i>	<i>6</i>	<i>4</i>	<i>4</i>	<i>4</i>
<i>Other road users</i>	<i>6</i>	<i>16</i>	<i>15</i>	<i>19</i>	<i>20</i>
<b>Totals</b>	<b>818</b>	<b>591</b>	<b>940</b>	<b>935</b>	<b>995</b>
<b>Slightly Injured:</b>					
Pedestrians	473	274	449	404	428
Drivers of motor vehicles	4,560	2,914	4,013	3,998	3,914
Motorcyclists	168	119	193	176	152
Pedal cyclists	222	210	219	223	187
Passengers	2,492	1,496	1,955	2,038	2,148
Pillion passengers	5	4	10	10	4
Other road users	50	54	33	55	55
<b>Totals</b>	<b>7,970</b>	<b>5,071</b>	<b>6,872</b>	<b>6,904</b>	<b>6,888</b>
<b>All Casualties:</b>					
Pedestrians	645	373	633	574	618
Drivers of motor vehicles	4,899	3,145	4,365	4,366	4,317
Motorcyclists	257	214	301	293	267
Pedal cyclists	284	259	286	289	262
Passengers	2,638	1,591	2,165	2,229	2,336
Pillion passengers	9	10	14	14	8
Other road users	56	70	48	74	75
<b>Totals</b>	<b>8,788</b>	<b>5,662</b>	<b>7,812</b>	<b>7,839</b>	<b>7,883</b>

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

### Fatalities by road user type

Out of the 73 road fatalities in 2023/24, 24 were drivers (33%), see Figure 7. Pedestrians had the next highest number of fatalities in 2023/24 with 17, one fewer than the number recorded in 2022/23. There were 11 motorcyclist deaths, one more than that recorded in 2022/23. Passenger fatalities accounted for 21% of all fatalities in 2023/24 (15), nearly four times the number recorded in 2022/23. There were two pedal cyclist road fatalities in 2023/24.

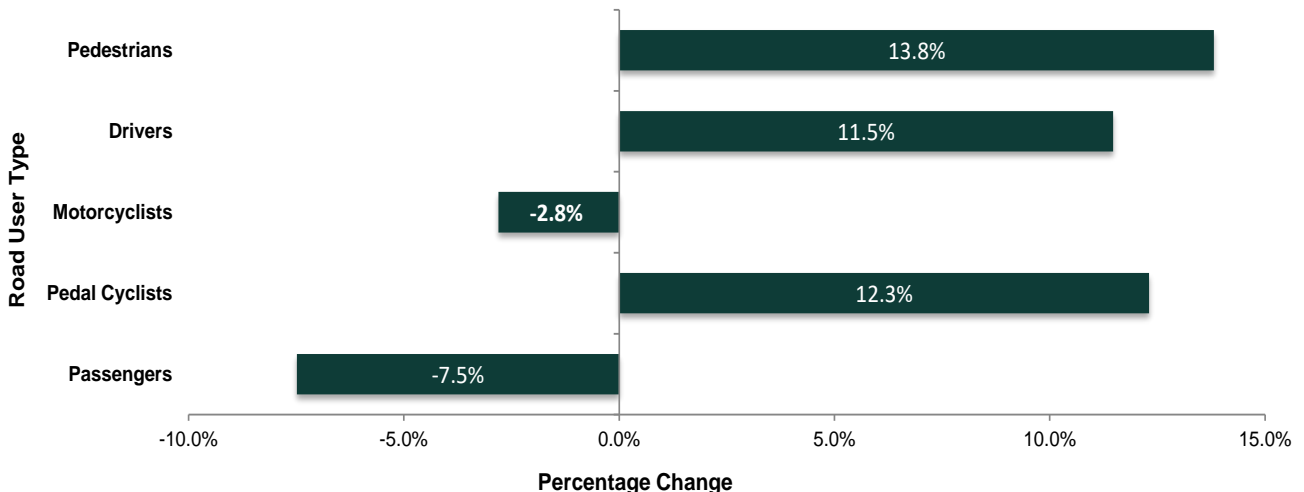
**Figure 7** Number of drivers killed as a proportion of the total number of deaths, 2001/02 to 2023/24



### People seriously injured by road user type

When comparing people seriously injured in 2023/24 with 2022/23, there has been an increase overall in those seriously injured (48 more than 2022/23). The number of drivers seriously injured since last year increased by 39 (up 11.5%), the number of pedestrians increased by 21 (up 13.8%) and the number of pedal cyclists up by 8 (up 12.3%). Passengers and motorcyclist serious injuries decreased by 14 and 3 respectively (7.5% and 2.8%), see Figure 8 below.

**Figure 8** Percentage change of people seriously injured amongst the main road user types when comparing 2022/23 with 2023/24



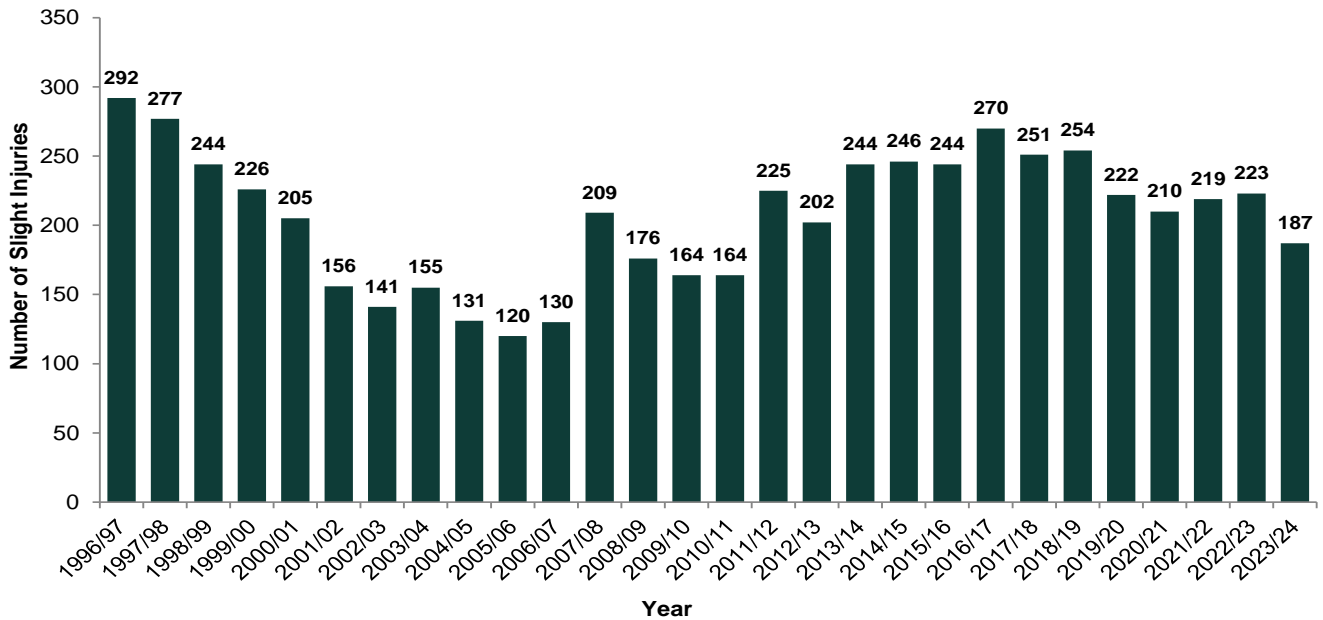
DFI has published a number detailed research reports relevant to KSI casualties by road user type including:

- [Pedestrian KSI casualties 2013 to 2017, published in June 2019](#)
- [Pedal cyclist KSI casualties 2014 to 2018, published in June 2020](#)
- [Motorcyclist KSI casualties 2015 to 2019, published in June 2021](#)

## People slightly injured by road user type

The number of people slightly injured has remained similar to that recorded in 2021/22 and 2022/23. The number of passengers and pedestrians slightly injured in 2023/24 was higher than in 2022/23 (110 and 24 more respectively). The number of pedal cyclists slightly injured decreased between 2022/23 and 2023/24 (a decrease of 36 slightly injured casualties), see Figure 9. Nearly nine out of ten people slightly injured in 2023/24 were either a driver (56.8%) or a passenger (31.2%).

**Figure 9 Pedal cyclists slightly injured 1996/97 to 2023/24**



## Gender and age of road traffic collision casualties

### Fatalities

Of the 73 fatalities on Northern Ireland’s roads in 2023/24, 52 were male and 21 were female. Over a quarter of fatalities were aged under 24 in 2023/24.

### People seriously injured

Over three fifths (61.4%) of those seriously injured during 2023/24 were male. Over a fifth of those seriously injured were aged 50 - 64.

### People slightly injured

There were more males slightly injured in 2023/24 than females (53.2% and 46.7% respectively), this represented 446 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 by severity of injury, age group and gender, 2022/23 and 2023/24**

Month	2022/23					2023/24				
	Killed	Seriously Injured	KSI <sup>1</sup>	Slightly Injured	Total	Killed	Seriously Injured	KSI <sup>1</sup>	Slightly injured	Total
<b>Male:</b>										
Under 16	3	49	52	354	<b>406</b>	0	53	53	348	<b>401</b>
16 - 24	11	111	122	765	<b>887</b>	12	115	127	744	<b>871</b>
25 - 34	7	88	95	725	<b>820</b>	12	89	101	751	<b>852</b>
35 - 49	8	116	124	858	<b>982</b>	11	118	129	848	<b>977</b>
50 - 64	10	106	116	612	<b>728</b>	8	117	125	647	<b>772</b>
65 +	11	71	82	301	<b>383</b>	9	74	83	323	<b>406</b>
Unknown	0	0	0	9	<b>9</b>	0	0	0	5	<b>5</b>
<b>Total</b>	<b>50</b>	<b>541</b>	<b>591</b>	<b>3,624</b>	<b>4,215</b>	<b>52</b>	<b>566</b>	<b>618</b>	<b>3,666</b>	<b>4,284</b>
<b>Female:</b>										
Under 16	1	35	36	347	<b>383</b>	2	27	29	353	<b>382</b>
16 – 24	0	75	75	706	<b>781</b>	6	65	71	641	<b>712</b>
25 – 34	0	45	45	618	<b>663</b>	2	34	36	616	<b>652</b>
35 – 49	4	48	52	768	<b>820</b>	4	65	69	741	<b>810</b>
50 – 64	5	63	68	549	<b>617</b>	1	88	89	571	<b>660</b>
65 +	1	67	68	286	<b>354</b>	6	77	83	293	<b>376</b>
Unknown	0	0	0	5	<b>5</b>	0	0	0	5	<b>5</b>
<b>Total</b>	<b>11</b>	<b>333</b>	<b>344</b>	<b>3,279</b>	<b>3,623</b>	<b>21</b>	<b>356</b>	<b>377</b>	<b>3,220</b>	<b>3,597</b>
<b>Unknown/ Other</b>										
Under 16	0	0	0	0	<b>0</b>	0	0	0	2	<b>2</b>
Unknown	0	0	0	1	<b>1</b>	0	0	0	0	<b>0</b>
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>
<b>All</b>										
Under 16	4	84	88	701	<b>789</b>	2	80	82	703	<b>785</b>
16 - 24	11	186	197	1,471	<b>1,668</b>	18	180	198	1,385	<b>1,583</b>
25 - 34	7	133	140	1,343	<b>1,483</b>	14	123	137	1,367	<b>1,504</b>
35 - 49	12	164	176	1,626	<b>1,802</b>	15	183	198	1,589	<b>1,787</b>
50 - 64	15	169	184	1,161	<b>1,345</b>	9	205	214	1,218	<b>1,432</b>
65 +	12	138	150	587	<b>737</b>	15	151	166	616	<b>782</b>
Unknown	0	0	0	15	<b>15</b>	0	0	0	10	<b>10</b>
<b>Total</b>	<b>61</b>	<b>874</b>	<b>935</b>	<b>6,904</b>	<b>7,839</b>	<b>73</b>	<b>922</b>	<b>995</b>	<b>6,888</b>	<b>7,883</b>

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

## 5. Road Traffic Casualties by District

**Table 7** Casualties in recorded injury road traffic collisions by severity of injury and district, 2022/23 and 2023/24

Police District	2022/23					2023/24				
	Killed	Seriously Injured	KSI <sup>1</sup>	Slightly Injured	Total	Killed	Seriously Injured	KSI <sup>1</sup>	Slightly injured	Total
<b>Belfast City</b>	6	135	141	1,714	<b>1,855</b>	4	145	149	1,647	<b>1,796</b>
<b>Derry City &amp; Strabane</b>	2	44	46	587	<b>633</b>	2	58	60	544	<b>604</b>
Antrim & Newtownabbey	5	62	67	535	<b>602</b>	7	70	77	529	<b>606</b>
Ards & North Down	4	66	70	483	<b>553</b>	3	81	84	508	<b>592</b>
Causeway Coast & Glens	5	67	72	462	<b>534</b>	10	72	82	481	<b>563</b>
Lisburn & Castlereagh City	2	77	79	519	<b>598</b>	1	77	78	501	<b>579</b>
Mid & East Antrim	4	55	59	345	<b>404</b>	9	68	77	398	<b>475</b>
Armagh City, Banbridge & Craigavon	3	103	106	750	<b>856</b>	9	96	105	757	<b>862</b>
Fermanagh & Omagh	8	77	85	407	<b>492</b>	8	66	74	381	<b>455</b>
Mid Ulster	15	69	84	473	<b>557</b>	8	74	82	507	<b>589</b>
Newry, Mourne & Down	7	119	126	629	<b>755</b>	12	115	127	635	<b>762</b>
<b>Total</b>	<b>61</b>	<b>874</b>	<b>935</b>	<b>6,904</b>	<b>7,839</b>	<b>73</b>	<b>922</b>	<b>995</b>	<b>6,888</b>	<b>7,883</b>

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

### Location of casualties

Outside of Belfast City District, which accounted for over a fifth of all road traffic casualties with 1,796 (22.8%), the next highest district was Armagh City, Banbridge & Craigavon with 862 (10.9%) followed by Newry, Mourne & Down with 762 (9.7%). Fermanagh & Omagh district had the fewest casualties recorded with 455 (5.8%) in 2023/24.

### Location of fatalities

In 2023/24 the greatest number of fatalities took place in the Newry, Mourne & Down district where there were 12 road deaths recorded during the year. Lisburn & Castlereagh City district recorded the lowest number of district fatalities in 2023/24 with one fatality recorded.

### Location of serious casualties

Belfast City district had the most people seriously injured by District in 2023/24 with 145 casualties with serious injuries recorded. Derry City & Strabane district recorded the lowest number of serious injuries in 2023/24 with 58.

Seven of the eleven districts showed an increase in serious casualties when comparing 2023/24 to 2022/23. The largest increase was in Ards & North Down with an increase of 15 seriously injured casualties.

## 6. Appendix A

### Appendix A Child casualties (Under 16) by type of road user, age group and severity 2022/23 and 2023/24

Type of road user	2022/23				2023/24			
	Under 5	5 - 10	11 - 15	Total	Under 5	5 - 10	11 - 15	Total
<b>Fatalities</b>								
Pedestrians	1	0	1	2	0	1	1	2
Pedal Cyclists	0	1	0	1	0	0	0	0
Passengers	0	1	0	1	0	0	0	0
Others	0	0	0	0	0	0	0	0
<b>Total</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>2</b>
<b>Seriously injured</b>								
Pedestrians	2	13	30	45	5	11	22	38
Pedal Cyclists	0	3	3	6	0	3	8	11
Passengers	6	12	9	27	6	9	12	27
Others	1	0	5	6	0	1	3	4
<b>Total</b>	<b>9</b>	<b>28</b>	<b>47</b>	<b>84</b>	<b>11</b>	<b>24</b>	<b>45</b>	<b>80</b>
<b>KSI casualties</b>								
Pedestrians	3	13	31	47	5	12	23	40
Pedal Cyclists	0	4	3	7	0	3	8	11
Passengers	6	13	9	28	6	9	12	27
Others	1	0	5	6	0	1	3	4
<b>Total</b>	<b>10</b>	<b>30</b>	<b>48</b>	<b>88</b>	<b>11</b>	<b>25</b>	<b>46</b>	<b>82</b>
<b>Slightly injured</b>								
Pedestrians	11	37	52	100	13	46	47	106
Pedal cyclists	2	14	14	30	1	14	20	35
Passengers	126	229	205	560	120	234	196	550
Others	1	1	9	11	0	3	9	12
<b>Total</b>	<b>140</b>	<b>281</b>	<b>280</b>	<b>701</b>	<b>134</b>	<b>297</b>	<b>272</b>	<b>703</b>
<b>All child casualties</b>								
Pedestrians	14	50	83	147	18	58	70	146
Pedal Cyclists	2	18	17	37	1	17	28	46
Passengers	132	242	214	588	126	243	208	577
Others	2	1	14	17	0	4	12	16
<b>Total</b>	<b>150</b>	<b>311</b>	<b>328</b>	<b>789</b>	<b>145</b>	<b>322</b>	<b>318</b>	<b>785</b>

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



## 7. Appendix B

### Appendix B Child casualties (Under 16) by severity of injury and district, 2022/23 and 2023/24

Police District	2022/23					2023/24				
	Killed	Seriously Injured	KSI <sup>1</sup>	Slightly Injured	Total	Killed	Seriously Injured	KSI <sup>1</sup>	Slightly injured	Total
<b>Belfast City</b>	<b>0</b>	<b>17</b>	<b>17</b>	<b>179</b>	<b>196</b>	<b>0</b>	<b>19</b>	<b>19</b>	<b>167</b>	<b>186</b>
<b>Derry City &amp; Strabane</b>	<b>0</b>	<b>6</b>	<b>6</b>	<b>50</b>	<b>56</b>	<b>0</b>	<b>7</b>	<b>7</b>	<b>62</b>	<b>69</b>
Antrim & Newtownabbey	0	3	3	60	<b>63</b>	0	5	5	61	<b>66</b>
Ards & North Down	0	7	7	46	<b>53</b>	0	11	11	52	<b>63</b>
Causeway Coast & Glens	1	6	7	38	<b>45</b>	1	5	6	44	<b>50</b>
Lisburn & Castlereagh City	1	14	15	49	<b>64</b>	0	3	3	47	<b>50</b>
Mid & East Antrim	0	3	3	47	<b>50</b>	1	6	7	36	<b>43</b>
Armagh City, Banbridge & Craigavon	0	7	7	79	<b>86</b>	0	11	11	100	<b>111</b>
Fermanagh & Omagh	1	1	2	39	<b>41</b>	0	5	5	36	<b>41</b>
Mid Ulster	1	8	9	49	<b>58</b>	0	3	3	48	<b>51</b>
Newry, Mourne & Down	0	12	12	65	<b>77</b>	0	5	5	50	<b>55</b>
<b>Total</b>	<b>4</b>	<b>84</b>	<b>88</b>	<b>701</b>	<b>789</b>	<b>2</b>	<b>80</b>	<b>82</b>	<b>703</b>	<b>785</b>

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

## 8. Appendix C

### Appendix C Recorded injury road traffic collision and casualty statistics by month 2023/24

Month	Collisions				Casualties				Total
	Fatal	Serious	Slight	All injury collisions	Killed	Seriously Injured	KSI <sup>1</sup>	Slightly injured	
April	4	69	348	<b>421</b>	6	79	85	552	<b>637</b>
May	13	74	338	<b>425</b>	14	91	105	544	<b>649</b>
June	2	56	355	<b>413</b>	2	61	63	615	<b>678</b>
July	5	61	323	<b>389</b>	5	77	82	538	<b>620</b>
August	6	65	356	<b>427</b>	6	75	81	643	<b>724</b>
September	3	56	352	<b>411</b>	3	63	66	592	<b>658</b>
October	3	73	404	<b>480</b>	3	80	83	709	<b>792</b>
November	7	80	411	<b>498</b>	9	97	106	665	<b>771</b>
December	10	62	344	<b>416</b>	10	75	85	552	<b>637</b>
January	2	69	292	<b>363</b>	2	87	89	490	<b>579</b>
February	6	52	305	<b>363</b>	7	63	70	524	<b>594</b>
March	3	59	309	<b>371</b>	6	74	80	464	<b>544</b>
<b>Total</b>	<b>64</b>	<b>776</b>	<b>4,137</b>	<b>4,977</b>	<b>73</b>	<b>922</b>	<b>995</b>	<b>6,888</b>	<b>7,883</b>

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

## 10. Notes

### User Guide

The Traffic Statistics [User Guide](#) is available and provides information on the design, methodology and quality assurance of the statistics.

The User Guide also provides useful information for users when interpreting and understanding the data including the coverage, definitions, strengths and limitations.

### Quality

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

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

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

### E-Scooters

From 1st April 2022 where previously e-scooters were categorised as being a motorcycle vehicle type, these vehicles will now be categorised as being other motor vehicle type. This means that casualties who were users of an e-scooter are now categorised as being part of the other road user group. This change is based on UK guidance and will enable NI statistics to retain comparability with DfT statistics. Statistics branch do not intend to retrospectively apply this change to data prior to 1<sup>st</sup> April 2022. The availability of e-scooters and their prevalence in road traffic collisions is a relatively new development in our statistics and examination of the data prior to 1<sup>st</sup> April 2022 in Northern Ireland shows that there were small numbers within the data.

### 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 provisional statistics for Great Britain on 30th May 2024, covering the calendar year 2023. Key points from the publication are as below.

The reported road casualties in Great Britain for the calendar year 2023 estimate there were:

- 1,645 fatalities, a decline of 4% compared to 2022.
- 29,643 killed or seriously injured (KSI) casualties, little change compared to 2022.
- 132,063 casualties of all severities, a decline of 3% compared to 2022.

[Reported road casualties Great Britain, provisional results: 2023](#)

Statistics for the Republic of Ireland are published by the [Road Safety Authority](#). The latest provisional fatality statistics, published on 30<sup>th</sup> April 2024, show that there were 185 fatalities in 2023, an increase of 30 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.

## **Feedback**

**We welcome comment and feedback on these statistics. If you would like to forward your views, receive notification of new publications or be kept informed of developments relating to PSNI statistics, please email your contact details using the email address provided on the cover page.**