



Police Service
of Northern Ireland



Police Recorded Injury Road Traffic Collisions and Casualties Northern Ireland

1st January 2024 to 30th September 2024

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Between 1st January 2024 and 30th September 2024:

- There were 3,373 collisions recorded by the Police Service of Northern Ireland (PSNI), compared with 3,664 between January and September 2023 – a decrease of 291 collisions (7.9%).
- There were 48 fatalities, 653 people seriously injured and a further 4,557 people slightly injured. While the total casualties were down by 527 year on year, including 1 fewer fatality between January and September 2024, there were 25 additional seriously injured casualties.
- Two road user groups showed an increase in KSIs between January to September 2023 and January to September 2024, most notably drivers which increased by 29.
- Fermanagh and Omagh district recorded 11 road deaths between January and September 2024. Belfast City district had the most people seriously injured with 103 recorded during this period.
- Single vehicle collisions resulted in 18 fatalities or 37.5% of all fatalities during January to September 2024. In the equivalent period of 2023 there were 10 single vehicle collision fatalities or 20.4% of all fatalities.
- The most common principal causation factors for KSI casualties during the reporting period were 'inattention or attention diverted' (78 KSI casualties), 'wrong course/position' (63) and 'excessive speed having regard to conditions' (58).



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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 monthly bulletin presents the most recent recorded injury collision and casualty statistics for the period 1st January 2024 to 30th September 2024. Figures from the 1st April 2024 onwards are provisional and subject to minor amendment. At the time of publication, collision report forms (CRF) had been processed for approximately 99.1% of reported injury collisions to 30th September 2024, 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 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.

Accredited Official Statistics

[Accredited Official Statistics](#)¹ are official statistics that have been independently reviewed by Office for Statistics Regulation (OSR) and confirmed to comply with the standards of trustworthiness, quality and value in the [Code of Practice for Statistics](#). Producers of accredited official statistics are legally required to ensure they maintain compliance with the Code. Accredited official statistics are called National Statistics in the Statistics and Registration Service Act 2007.

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. Alternatively, you can contact OSR by emailing regulation@statistics.gov.uk or via the [Office for Statistics Regulation website \(opens in a new window\)](#).

¹ From 7 June 2024 the Accredited Official Statistics badge replaced the National Statistics badge.

2. Monthly Trends

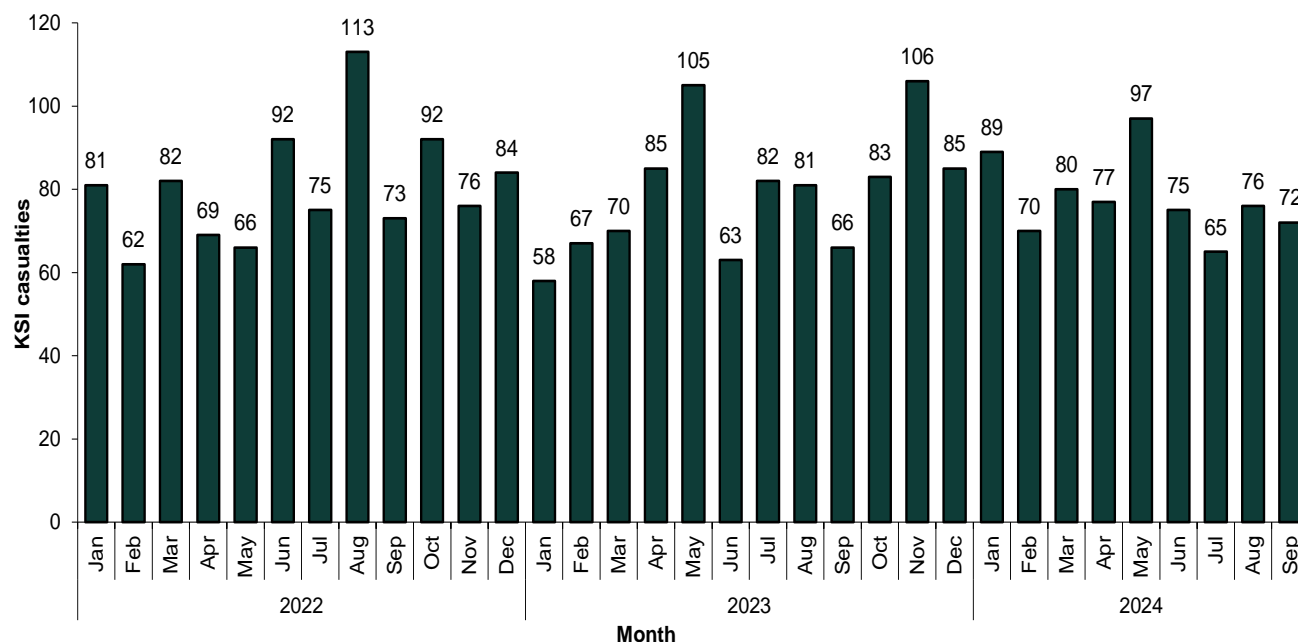
- There were 3,373 collisions recorded by the Police Service of Northern Ireland (PSNI) between January and September 2024, compared with 3,664 between January and September 2023 – a decrease of 291 collisions (7.9%).
- Between January and September 2024, there were 48 fatalities, 653 people seriously injured and a further 4,557 people slightly injured. While the total casualties were down by 527 year on year, including 1 fewer fatality between January and September 2024, there were 25 additional seriously injured casualties.

Table 1 Police recorded road traffic casualties by injury severity and month: January to September 2024 compared with January to September 2023

| Month | 01 January 2023 – 30 September 2023 | | | | | 01 January 2024 – 30 September 2024* | | | | |
|--------------|-------------------------------------|-------------------|------------------|------------------|--------------|--------------------------------------|-------------------|------------------|------------------|--------------|
| | Killed | Seriously Injured | KSI ¹ | Slightly Injured | Total | Killed | Seriously Injured | KSI ¹ | Slightly injured | Total |
| January | 4 | 54 | 58 | 618 | 676 | 2 | 87 | 89 | 490 | 579 |
| February | 5 | 62 | 67 | 466 | 533 | 7 | 63 | 70 | 524 | 594 |
| March | 4 | 66 | 70 | 540 | 610 | 6 | 74 | 80 | 464 | 544 |
| April | 6 | 79 | 85 | 552 | 637 | 6 | 71 | 77 | 504 | 581 |
| May | 14 | 91 | 105 | 544 | 649 | 6 | 91 | 97 | 555 | 652 |
| June | 2 | 61 | 63 | 615 | 678 | 7 | 68 | 75 | 496 | 571 |
| July | 5 | 77 | 82 | 538 | 620 | 3 | 62 | 65 | 452 | 517 |
| August | 6 | 75 | 81 | 643 | 724 | 3 | 73 | 76 | 556 | 632 |
| September | 3 | 63 | 66 | 592 | 658 | 8 | 64 | 72 | 516 | 588 |
| Total | 49 | 628 | 677 | 5,108 | 5,785 | 48 | 653 | 701 | 4,557 | 5,258 |

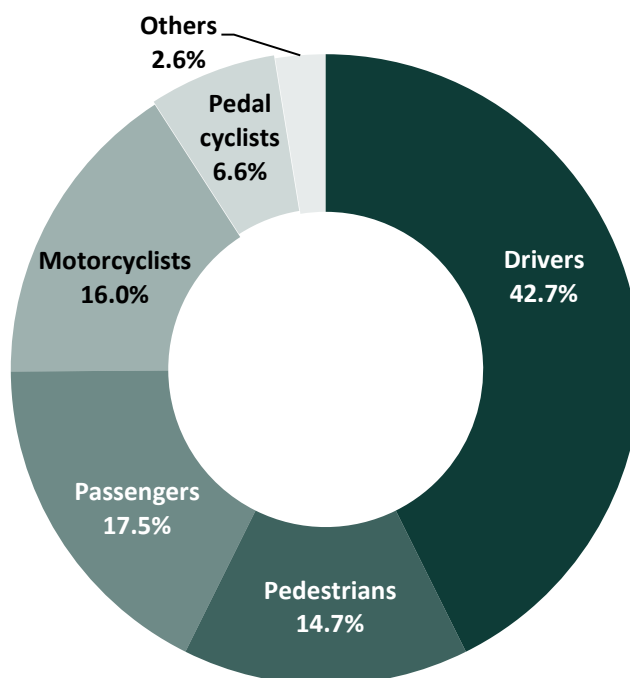
¹ Killed or seriously injured *Figures are provisional and subject to change

Figure 1 Casualties killed or seriously injured in road traffic collisions by month January 2022 to September 2024



3. Casualty class

Figure 2 Casualties killed or seriously injured by road user type January to September 2024



- The number of pedestrians, passengers and pedal cyclists killed or seriously injured decreased between January to September 2023 and January to September 2024, by 13, 5 and 4 KSI casualties respectively. Driver and motorcyclist KSI casualties increased by 29 and 17 respectively.
- Overall, all major road user types showed a decrease in total casualties when comparing the two time periods with the exception of motorcyclists which showed an increase of 14 casualties. Passengers showed a decrease of 271 casualties (-15.5%) while drivers showed a decrease of 196 casualties (-6.2%).

Figure 3 Difference in the number of KSI casualties by road user type: January to September 2024 compared with January to September 2023

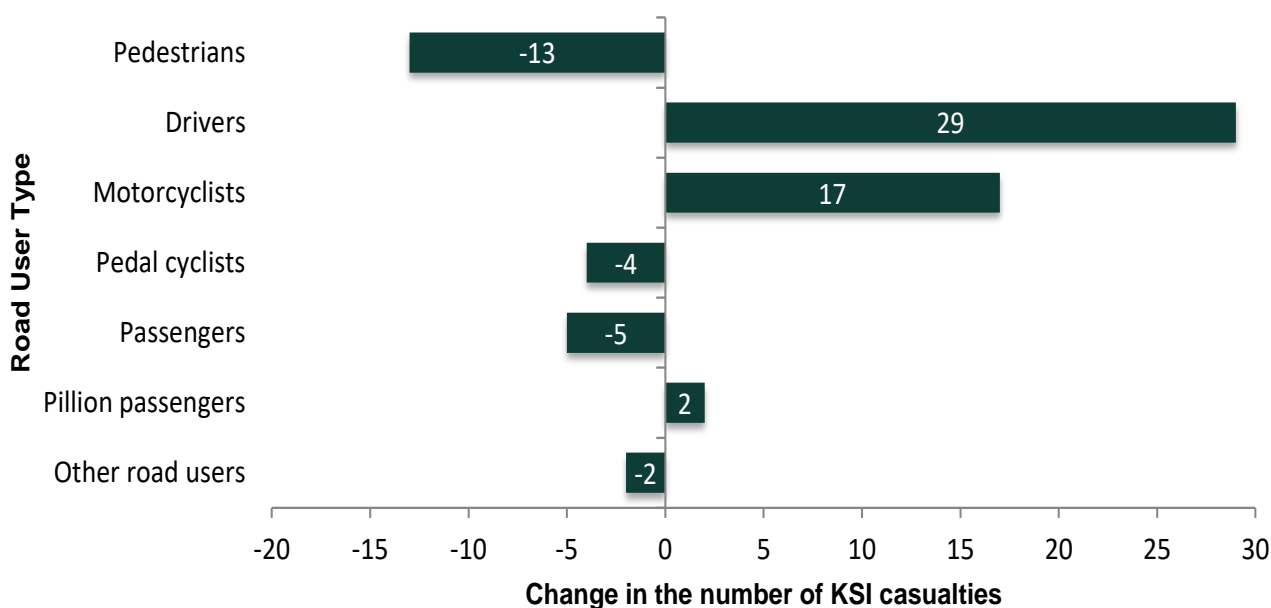


Table 2 Number of police recorded road traffic casualties by road user type: January to September 2024 compared with January to September 2023

| Casualty Class | 01 January 2023 – 30 September 2023 | | | | | 01 January 2024 – 30 September 2024* | | | | |
|---------------------------|-------------------------------------|-------------------|------------------|------------------|--------------|--------------------------------------|-------------------|------------------|------------------|--------------|
| | Killed | Seriously Injured | KSI ¹ | Slightly Injured | Total | Killed | Seriously Injured | KSI ¹ | Slightly injured | Total |
| Pedestrians | 14 | 102 | 116 | 311 | 427 | 5 | 98 | 103 | 252 | 355 |
| Drivers of motor vehicles | 16 | 254 | 270 | 2,875 | 3,145 | 29 | 270 | 299 | 2,650 | 2,949 |
| Motorcyclists | 11 | 84 | 95 | 124 | 219 | 6 | 106 | 112 | 121 | 233 |
| Pedal cyclists | 1 | 49 | 50 | 146 | 196 | 0 | 46 | 46 | 128 | 174 |
| Passengers | 4 | 124 | 128 | 1,615 | 1,743 | 6 | 117 | 123 | 1,349 | 1,472 |
| Pillion passengers | 0 | 3 | 3 | 3 | 6 | 1 | 4 | 5 | 6 | 11 |
| Other road users | 3 | 12 | 15 | 34 | 49 | 1 | 12 | 13 | 51 | 64 |
| Total | 49 | 628 | 677 | 5,108 | 5,785 | 48 | 653 | 701 | 4,557 | 5,258 |

¹ Killed or seriously injured

*Figures are provisional and subject to change

- The Department for Infrastructure - Analysis, Statistics and Research Branch (ASRB) have produced a report on Pedestrian KSI casualties in Northern Ireland. The report can be found on the DfI website:

[Pedestrian KSI casualties in Northern Ireland, 2019-23](#)

4. Age and gender

- The number of female KSI casualties increased by 26 between January to September 2023 and January to September 2024. Male KSI casualties decreased by 2 KSI casualties. There have been 51 children (under 16) killed or seriously injured during the reporting period – 8 fewer than during January to September 2023.
- In terms of total casualties, there were fewer females than males injured across all the age groups. Males accounted for 54.9% of all casualties.
- There were 527 fewer casualties recorded in this period in comparison with January to September 2023. The largest decrease in casualties during the period was in the 16 - 24 age group with 159 fewer casualties.

Table 3 Number of police recorded road traffic casualties by age and gender: January to September 2024 compared with January to September 2023

| Gender/Age | 01 January 2023 – 30 September 2023 | | | | | 01 January 2024 – 30 September 2024* | | | | |
|---------------|-------------------------------------|-------------------|------------------|------------------|--------------|--------------------------------------|-------------------|------------------|------------------|--------------|
| | Killed | Seriously Injured | KSI ¹ | Slightly Injured | Total | Killed | Seriously Injured | KSI ¹ | Slightly injured | Total |
| Male | | | | | | | | | | |
| Under 16 | 1 | 34 | 35 | 277 | 312 | 1 | 32 | 33 | 218 | 251 |
| 16 - 24 | 7 | 82 | 89 | 554 | 643 | 7 | 88 | 95 | 488 | 583 |
| 25 - 34 | 11 | 60 | 71 | 512 | 583 | 4 | 69 | 73 | 525 | 598 |
| 35 - 49 | 5 | 95 | 100 | 627 | 727 | 10 | 90 | 100 | 569 | 669 |
| 50 - 64 | 5 | 83 | 88 | 496 | 584 | 5 | 78 | 83 | 430 | 513 |
| 65 + | 11 | 47 | 58 | 250 | 308 | 9 | 46 | 55 | 212 | 267 |
| Unknown | 0 | 0 | 0 | 4 | 4 | 0 | 0 | 0 | 5 | 5 |
| Total | 40 | 401 | 441 | 2,720 | 3,161 | 36 | 403 | 439 | 2,447 | 2,886 |
| Female | | | | | | | | | | |
| Under 16 | 1 | 23 | 24 | 266 | 290 | 0 | 18 | 18 | 230 | 248 |
| 16 - 24 | 0 | 45 | 45 | 496 | 541 | 4 | 43 | 47 | 395 | 442 |
| 25 - 34 | 1 | 23 | 24 | 451 | 475 | 2 | 32 | 34 | 428 | 462 |
| 35 - 49 | 3 | 40 | 43 | 558 | 601 | 1 | 44 | 45 | 495 | 540 |
| 50 - 64 | 1 | 56 | 57 | 402 | 459 | 1 | 58 | 59 | 367 | 426 |
| 65 + | 3 | 40 | 43 | 211 | 254 | 4 | 55 | 59 | 189 | 248 |
| Unknown | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 6 | 6 |
| Total | 9 | 227 | 236 | 2,386 | 2,622 | 12 | 250 | 262 | 2,110 | 2,372 |
| All | | | | | | | | | | |
| Under 16 | 2 | 57 | 59 | 545 | 604 | 1 | 50 | 51 | 448 | 499 |
| 16 - 24 | 7 | 127 | 134 | 1,050 | 1,184 | 11 | 131 | 142 | 883 | 1,025 |
| 25 - 34 | 12 | 83 | 95 | 963 | 1,058 | 6 | 101 | 107 | 953 | 1,060 |
| 35 - 49 | 8 | 135 | 143 | 1,185 | 1,328 | 11 | 134 | 145 | 1,064 | 1,209 |
| 50 - 64 | 6 | 139 | 145 | 898 | 1,043 | 6 | 136 | 142 | 797 | 939 |
| 65 + | 14 | 87 | 101 | 461 | 562 | 13 | 101 | 114 | 401 | 515 |
| Unknown | 0 | 0 | 0 | 6 | 6 | 0 | 0 | 0 | 11 | 11 |
| Total | 49 | 628 | 677 | 5,108 | 5,785 | 48 | 653 | 701 | 4,557 | 5,258 |

¹ Killed or seriously injured.

² Totals include those where gender is unknown or other.

*Figures are provisional and subject to change.

5. District

- Fermanagh and Omagh district recorded 11 road deaths between January and September 2024. Belfast City district had the most people seriously injured with 103 recorded during this period.
- Six out of the eleven districts showed an increase in their KSI casualties between January and September 2023 and this year to September. The largest increase in KSI casualties was in Causeway Coast and Glens district which recorded 27 additional KSIs compared to the same period in the previous year. In contrast, Ards and North Down district showed a decrease of 12 recorded KSI casualties over the same period.
- One district, Lisburn and Castlereagh City, recorded no fatal road casualties over the period.

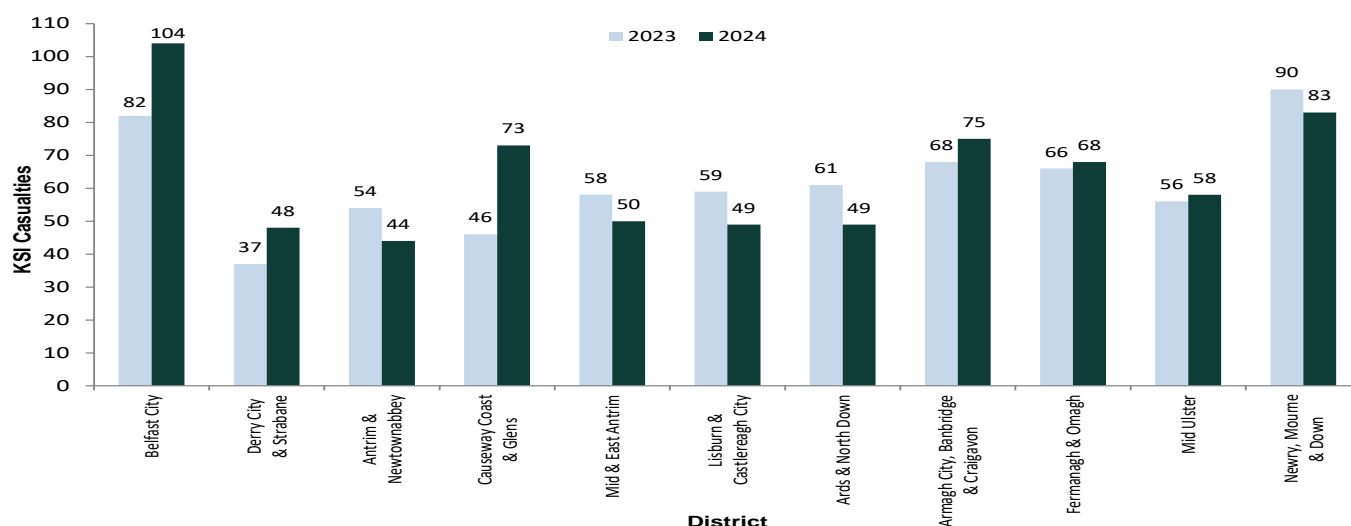
Table 4 Number of police recorded road traffic casualties by injury severity and Police District: January to September 2024 compared with January to September 2023

| District | 01 January 2023 – 30 September 2023 | | | | | 01 January 2024 – 30 September 2024* | | | | |
|------------------------------------|-------------------------------------|-------------------|------------------|------------------|--------------|--------------------------------------|-------------------|------------------|------------------|--------------|
| | Killed | Seriously Injured | KSI ¹ | Slightly Injured | Total | Killed | Seriously Injured | KSI ¹ | Slightly injured | Total |
| Belfast City | 4 | 78 | 82 | 1,198 | 1,280 | 1 | 103 | 104 | 1,062 | 1,166 |
| Derry City & Strabane | 1 | 36 | 37 | 432 | 469 | 7 | 41 | 48 | 356 | 404 |
| Antrim & Newtownabbey | 8 | 46 | 54 | 399 | 453 | 4 | 40 | 44 | 310 | 354 |
| Causeway Coast & Glens | 6 | 40 | 46 | 352 | 398 | 6 | 67 | 73 | 326 | 399 |
| Mid & East Antrim | 5 | 53 | 58 | 316 | 374 | 1 | 49 | 50 | 253 | 303 |
| Lisburn & Castlereagh City | 2 | 57 | 59 | 381 | 440 | 0 | 49 | 49 | 385 | 434 |
| Ards & North Down | 3 | 58 | 61 | 393 | 454 | 2 | 47 | 49 | 334 | 383 |
| Armagh City, Banbridge & Craigavon | 3 | 65 | 68 | 531 | 599 | 10 | 65 | 75 | 491 | 566 |
| Fermanagh & Omagh | 3 | 63 | 66 | 301 | 367 | 11 | 57 | 68 | 240 | 308 |
| Mid Ulster | 9 | 47 | 56 | 343 | 399 | 1 | 57 | 58 | 324 | 382 |
| Newry, Mourne & Down | 5 | 85 | 90 | 462 | 552 | 5 | 78 | 83 | 476 | 559 |
| Northern Ireland Total | 49 | 628 | 677 | 5,108 | 5,785 | 48 | 653 | 701 | 4,557 | 5,258 |

¹ Killed or seriously injured

*Figures are provisional and subject to change

Figure 4 Casualties killed or seriously injured by District: January to September 2024 compared with January to September 2023



6. Principal causation factors

Table 5 Most common principal causation factors of those killed or seriously injured in road traffic collisions: January to September 2024

| Principal Factor | Total KSI ¹ casualties* |
|--|------------------------------------|
| Inattention or attention diverted | 78 |
| Wrong course/position | 63 |
| Excessive speed having regard to conditions | 58 |
| Impairment by drugs or alcohol - driver/rider | 53 |
| Turning right without care | 52 |
| Overtaking on offside without care | 48 |
| Emerging from minor road without care | 43 |
| Crossing or entering road junction without care | 29 |
| Driving too close | 22 |
| Physical/mental illness or injury - driver/rider | 21 |

¹ Killed or seriously injured

*Figures are provisional and subject to change

- The most common principal causation factors for KSI casualties between January and September 2024 were 'inattention or attention diverted' (78), 'wrong course/position' (63 KSI casualties) and 'excessive speed having regard to conditions' (58).
- PSNI Statistics Branch also produces statistics in relation to the number of motoring offences detected, which includes speeding, drink driving and careless driving type offences <https://www.psni.police.uk/about-us/our-publications-and-reports/official-statistics/motoring-offence-statistics>
- The Department for Infrastructure - Analysis, Statistics and Research Branch (ASRB) have produced a report on KSI road traffic collisions caused by Drink Driving. The report can be found on the DfI website: [Fatal and Serious \(KSI\) road traffic collisions caused by Drink Driving in Northern Ireland, 2018-22](#)
- The Department for Infrastructure - Analysis, Statistics and Research Branch (ASRB) have produced a report on the Northern Ireland road network and condition. The report can be found on the DfI website: [Northern Ireland Road Network and Condition Statistics 2023-24](#)

7. Single Vehicle Collisions

Table 6 Casualties resulting from single vehicle collisions^ by injury severity and month: January to September 2024 compared with January to September 2023

| Month | 01 January 2023 – 30 September 2023 | | | | | 01 January 2024 – 30 September 2024* | | | | |
|--------------|-------------------------------------|-------------------|------------------|------------------|------------|--------------------------------------|-------------------|------------------|------------------|------------|
| | Killed | Seriously Injured | KSI ¹ | Slightly Injured | Total | Killed | Seriously Injured | KSI ¹ | Slightly injured | Total |
| January | 1 | 21 | 22 | 67 | 89 | 0 | 20 | 20 | 59 | 79 |
| February | 0 | 16 | 16 | 44 | 60 | 1 | 16 | 17 | 47 | 64 |
| March | 1 | 21 | 22 | 64 | 86 | 4 | 17 | 21 | 45 | 66 |
| April | 1 | 22 | 23 | 72 | 95 | 3 | 14 | 17 | 56 | 73 |
| May | 2 | 20 | 22 | 39 | 61 | 3 | 19 | 22 | 64 | 86 |
| June | 2 | 12 | 14 | 63 | 77 | 3 | 12 | 15 | 61 | 76 |
| July | 1 | 18 | 19 | 66 | 85 | 2 | 12 | 14 | 50 | 64 |
| August | 2 | 21 | 23 | 70 | 93 | 1 | 16 | 17 | 50 | 67 |
| September | 0 | 11 | 11 | 43 | 54 | 1 | 15 | 16 | 59 | 75 |
| Total | 10 | 162 | 172 | 528 | 700 | 18 | 141 | 159 | 491 | 650 |

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

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

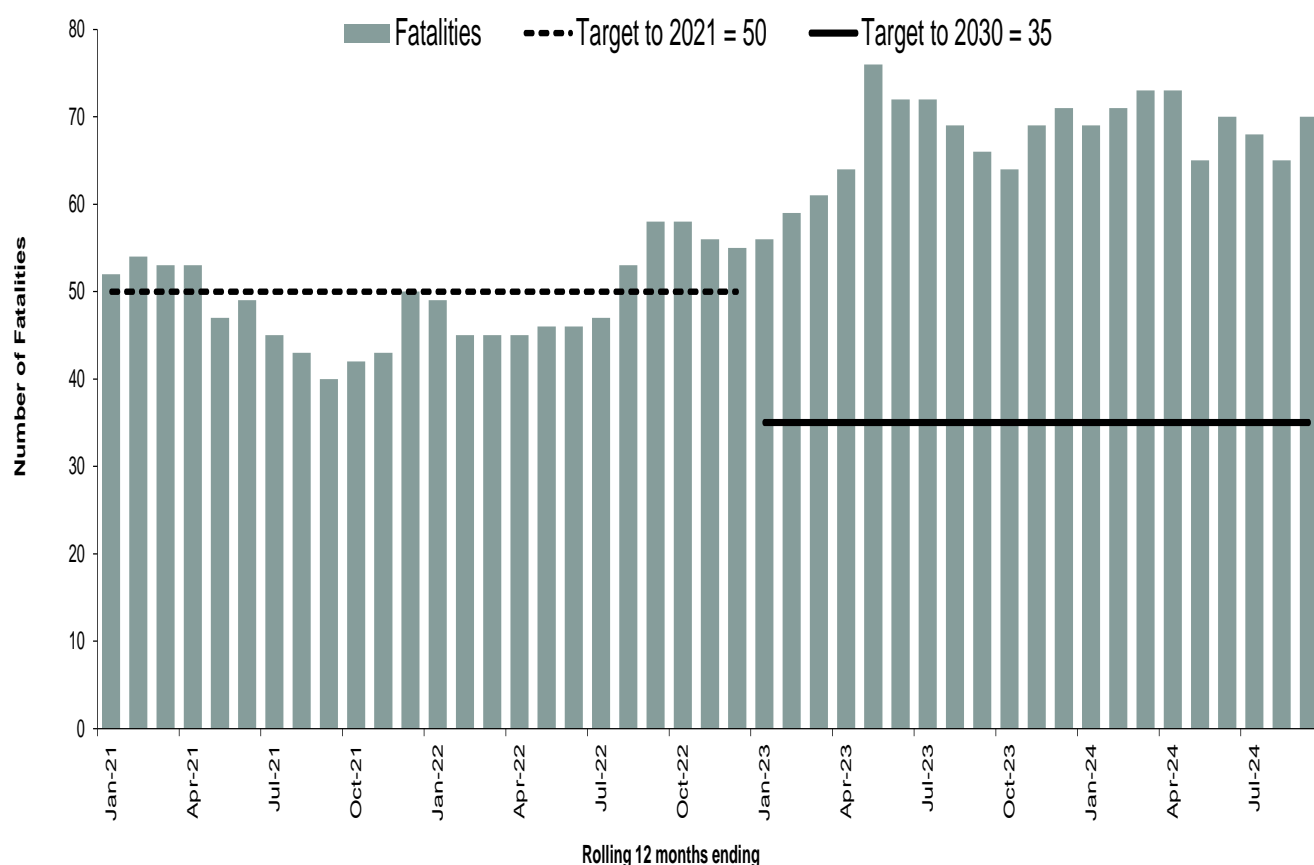
- The 510 single vehicle collisions recorded between January and September 2024 accounted for 15.1% of the total number of collisions recorded during this period.
- Single vehicle collisions resulted in 18 fatalities or 37.5% of all fatalities during January to September 2024. In the equivalent period of 2023 there were 10 single vehicle collision fatalities or 20.4% of all fatalities.
- In total, there were 50 fewer casualties (-7.1%) from single vehicle collisions between January and September 2024 than the same period in 2023.

8. Road Safety Strategy Targets

The [Road Safety Strategy for Northern Ireland to 2030](#) has been approved by the Executive and published on the 12th September 2024. The Strategy contains a series of road safety targets to be achieved by 2030, four of which are related to the PSNI's injury road traffic casualty statistics. The previous strategy period expired in 2020 but the targets rolled over to 2021 pending the release of the strategy to 2030. The latest detailed update on the 2030 strategy targets and performance indicators was published by DfI in September 2024: [Northern Ireland Road Safety Strategy to 2030 Annual Statistical Report 2024 | Department for Infrastructure \(infrastructure-ni.gov.uk\)](#). The charts below reflect the historic target to 2021, as well as the new targets for the 2030 strategy which will be monitored from its implementation in 2022.

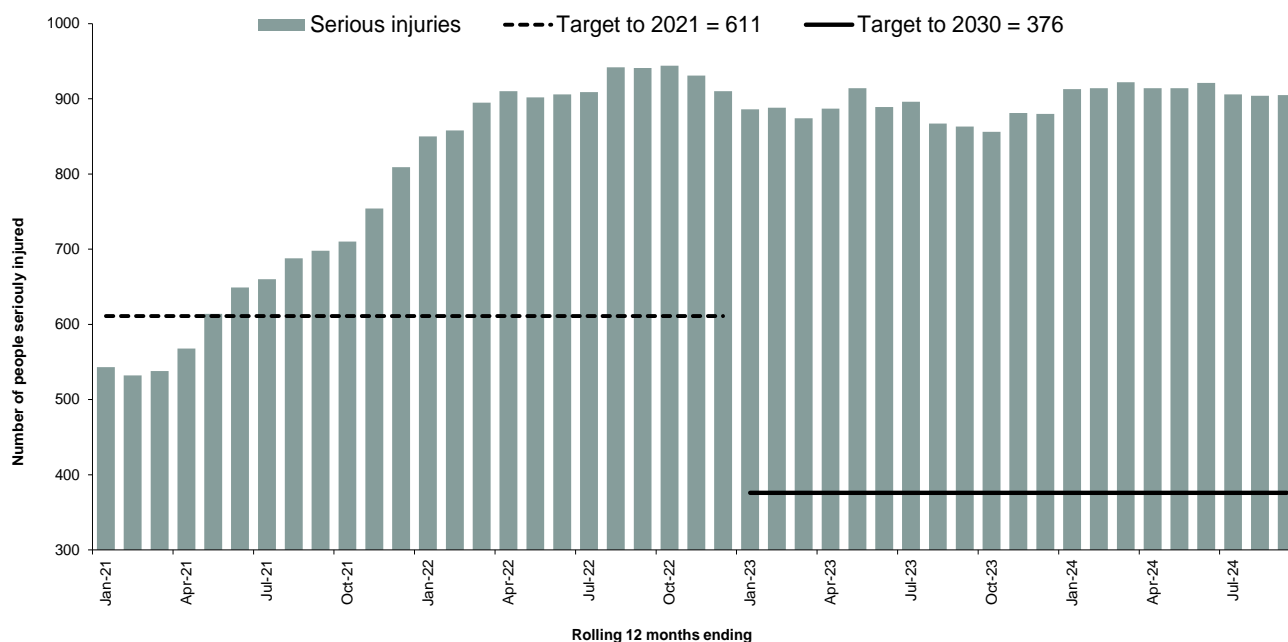
The more recent trend data should be viewed in the context of reduced traffic volumes as a result of the Covid-19 pandemic, which were evidenced throughout 2020 in particular.

Figure 5 Number of people killed on Northern Ireland's roads – Rolling 12 months January 2021 to September 2024



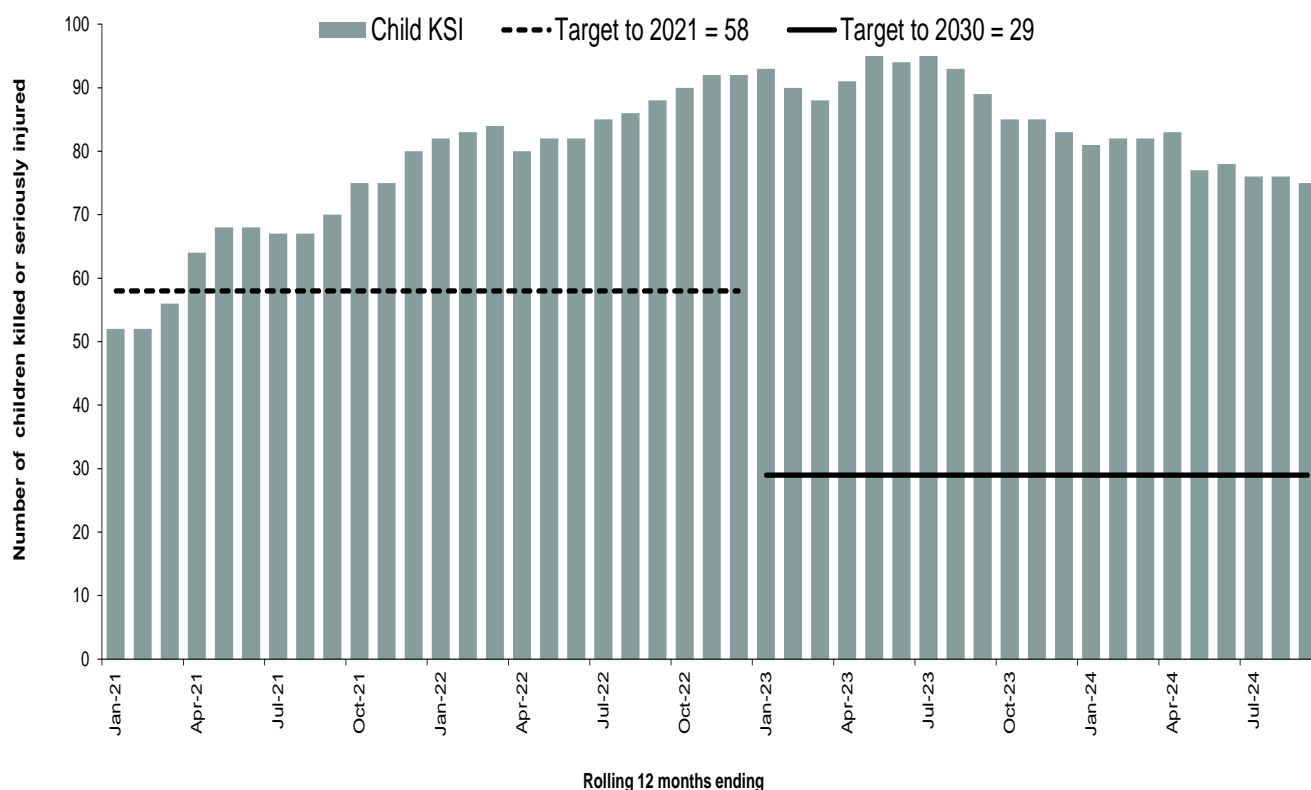
- The Department for Infrastructure (DfI) Northern Ireland Road Safety Strategy 2030 aims at a 50% reduction in the number of fatalities on Northern Ireland's roads each year, from the 2014 – 2018 baseline to fewer than 35 by 2030. The current rolling 12-month figure of 70 for the period 1st October 2023 to 30th September 2024 is thirty-five above the target.

Figure 6 Number of persons seriously injured on Northern Ireland's roads – Rolling 12 months January 2021 to September 2024



- The Department for Infrastructure Northern Ireland Road Safety Strategy 2030 also aims at a 50% reduction in the number of persons seriously injured on Northern Ireland's roads, from the 2014 – 2018 baseline to fewer than 376 by 2030. The current rolling 12-month figure covering 1st October 2023 to 30th September 2024 provisionally sits at 905, which is 529 above the 2030 target level.

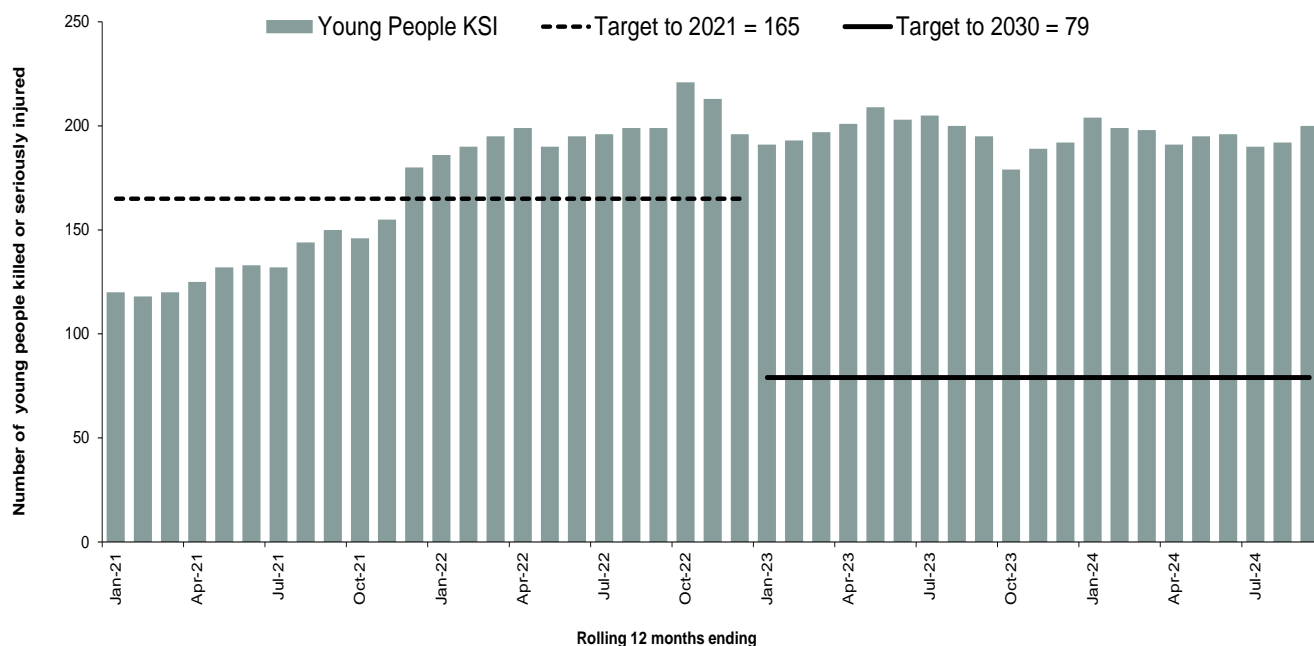
Figure 7 Number of children* killed or seriously injured on Northern Ireland's roads – Rolling 12 months January 2021 to September 2024



- The Road Safety Strategy 2030 has set a target of 60% reduction in the number of children killed or seriously injured on Northern Ireland's roads, from the 2014 – 2018 baseline, to fewer than 29 by 2030. The current rolling 12-month figure covering 1st October 2023 to 30th September 2024 provisionally sits at 75, which is 46 above the 2030 target level.

*children casualties are those casualties aged 15 or under.

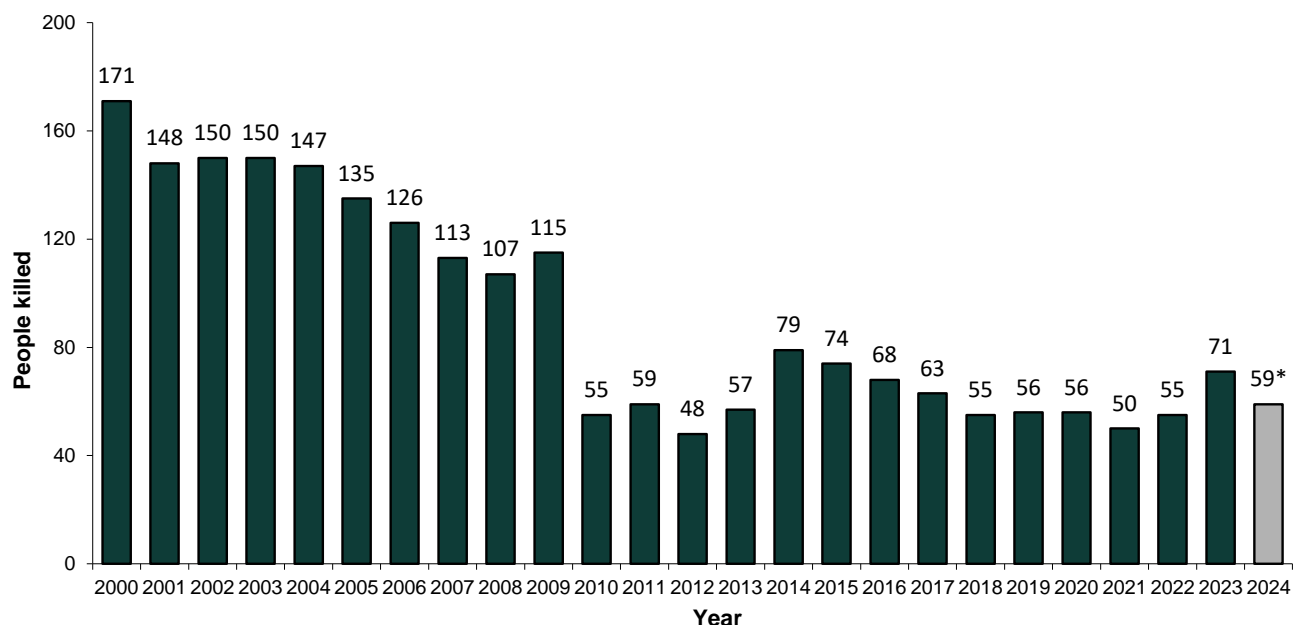
Figure 8 Number of young people (16-24) killed or seriously injured on Northern Ireland's Roads – Rolling 12 months January 2021 to September 2024



- The Strategy also has a target of a 60% reduction in the number of young people (16-24) killed or seriously injured on Northern Ireland's roads, from the 2014 – 2018 baseline, to fewer than 79 by 2030. The current figure for the 12-month rolling period to the end of September 2024 provisionally sits at 200, which is 121 above the target level.

9. Northern Ireland Fatalities

Figure 9 Number of people killed on Northern Ireland's Roads – 2000 to 2024*



*Provisional fatality figure up to the 27th November 2024

- The number of people killed in road traffic collisions in the years up to and including 2009 was consistently above 100 and then in 2010, there was an unprecedented reduction in which fatalities fell to 55 (a reduction of 52.2%). This figure fluctuated around this level before increasing to 79 deaths in 2014 (up 38.6% from 2013) and reducing again gradually to 50 deaths in 2021 before rising to 71 in 2023. Up to the 27th November 2024 there have been 59 fatal casualties recorded which is two fewer than the equivalent period in 2023 and twelve more than the same period in 2022.
- Of the 71 road deaths occurring in 2023, 47 (66.2%) occurred on rural roads (defined as where the speed limit is over 40 miles per hour excluding motorways and dual carriageways) while 19 occurred on urban roads (40 miles per hour or less) and 5 occurred on motorways or dual carriageways. The Daily Fatal Report on the [PSNI website](#) provides more information.

10. Notes

User Guide

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

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

Quality

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

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

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

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 1st 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 1st April 2022 in Northern Ireland shows that there were very 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 estimates for Great Britain on 28th November 2024, covering the year ending June 2024. Key points from the publication are as below:

In reported road collisions in Great Britain in the year ending June 2024 there were an estimated:

- 1,607 fatalities, a decline of 2% compared to the year ending June 2023.
- 29,540 killed or seriously injured (KSI) casualties, little change compared to the year ending June 2023.
- 128,920 casualties of all severities, a decline of 4% compared to the year ending June 2023.

[Reported road casualties in Great Britain, provisional estimates: year ending June 2024](#)

Statistics for the Republic of Ireland are published by the [Road Safety Authority](#). The latest provisional fatality statistics, published on 6th November 2024, show that there were 184 fatalities in 2023, an increase of 31 deaths on the previous year. Between 1st January and 31st October 2024, there have been 146 fatalities on roads in the Republic of Ireland.

The Department for Infrastructure - Analysis, Statistics and Research Branch (ASRB) have recently produced a report on the number of people seriously injured in road traffic collisions in Northern Ireland for 1999 to 2022 using a clinical definition. The report can be found on the DfI website: [Clinically serious injured \(MAIS 3+\) NI, 1999-2022](#)

Revisions

Revisions are carried out in accordance with our [Revisions Policy](#), a copy of which is available as part of the Official Statistics documentation on the PSNI Statistics website. Figures within the current financial year to date are provisional and will be subject to slight revision until figures for the full calendar and subsequent financial year are published. This means that the totals for each month from April 2024 can change each time the figures are published during the financial year. These amendments can happen for a number of reasons, such as a collision being included, excluded or reclassified following further investigation by an officer.

| Police recorded road traffic collision casualty figures by month | | | | | | |
|--|--------|-------------------------|------------|-------------------|------------------|------------------|
| Reporting date | Month | Collisions | Casualties | | | |
| | | No of injury collisions | Killed | Seriously Injured | Slightly Injured | Total casualties |
| Scale of Revision (latest release compared with initial reporting) | | | | | | |
| Reported 28 th June 2024 | Apr-24 | 37 (11.3%) | 0 | 11 (18.3%) | 51 (11.3%) | 62 (11.9%) |
| Reported 26 th July 2024 | May-24 | 37 (10.3%) | 0 | 16 (21.3%) | 47 (9.3%) | 63 (10.7%) |
| Reported 30 th August 2024 | Jun-24 | 20 (5.3%) | 0 | 4 (6.3%) | 26 (5.5%) | 30 (5.5%) |
| Reported 4 th October 2024 | Jul-24 | 21 (6.4%) | 0 | 5 (8.8%) | 21 (4.9%) | 26 (5.3%) |
| Reported 24 th October 2024 | Aug-24 | 26 (7.1%) | 0 | 10 (15.9%) | 32 (6.1%) | 42 (7.1%) |

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.