



Police Recorded Injury Road Traffic Collisions and Casualties Northern Ireland

1st January 2024 to 30th November 2024

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Between 1st January 2024 and 30th November 2024:

- There were 4,277 collisions recorded by the Police Service of Northern Ireland (PSNI), compared with 4,642 between January and November 2023 – a decrease of 365 collisions (7.9%).
- There were 59 fatalities, 824 people seriously injured and a further 5,860 people slightly injured. While the total casualties were down by 605 year on year, there were 17 additional killed or seriously injured casualties.
- Three road user groups showed an increase in KSIs between January to November 2023 and January to November 2024, most notably passengers which increased by 24.
- Fermanagh and Omagh district recorded 13 road deaths between January and November 2024. Belfast City district had the most people seriously injured with 126 recorded during this period.
- Single vehicle collisions resulted in 22 fatalities or 37.3% of all fatalities during January to November 2024. In the equivalent period of 2023 there were 13 single vehicle collision fatalities or 21.3% of all fatalities.
- The most common principal causation factors for KSI casualties during the reporting period were 'inattention or attention diverted' (131 KSI casualties), 'wrong course/position' (73) and 'impairment by drugs or alcohol - driver/rider' (69).



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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 November 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 98.9% of reported injury collisions to 30th November 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

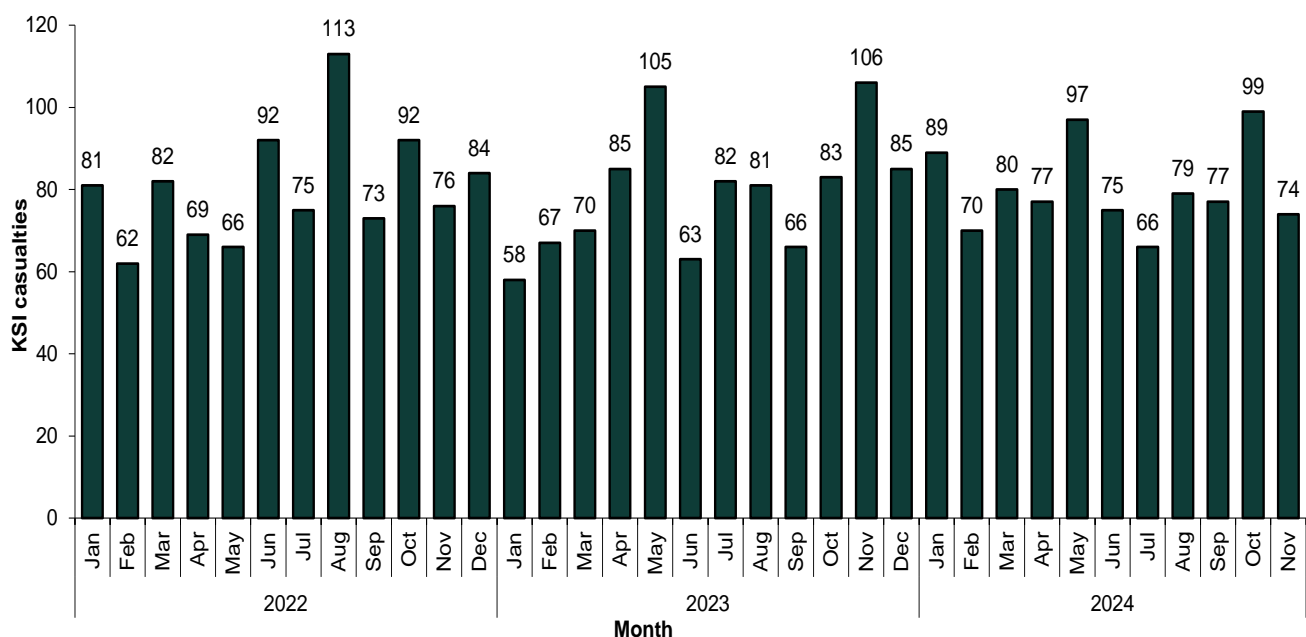
- There were 4,277 collisions recorded by the Police Service of Northern Ireland (PSNI) between January and November 2024, compared with 4,642 between January and November 2023 – a decrease of 365 collisions (7.9%).
- Between January and November 2024, there were 59 fatalities, 824 people seriously injured and a further 5,860 people slightly injured. While the total casualties were down by 605 year on year, there were 17 additional killed or seriously injured casualties.

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

Month	01 January 2023 – 30 November 2023					01 January 2024 – 30 November 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	498	573
July	5	77	82	538	620	3	63	66	454	520
August	6	75	81	643	724	3	76	79	572	651
September	3	63	66	592	658	8	69	77	538	615
October	3	80	83	709	792	5	94	99	676	775
November	9	97	106	665	771	6	68	74	585	659
Total	61	805	866	6,482	7,348	59	824	883	5,860	6,743

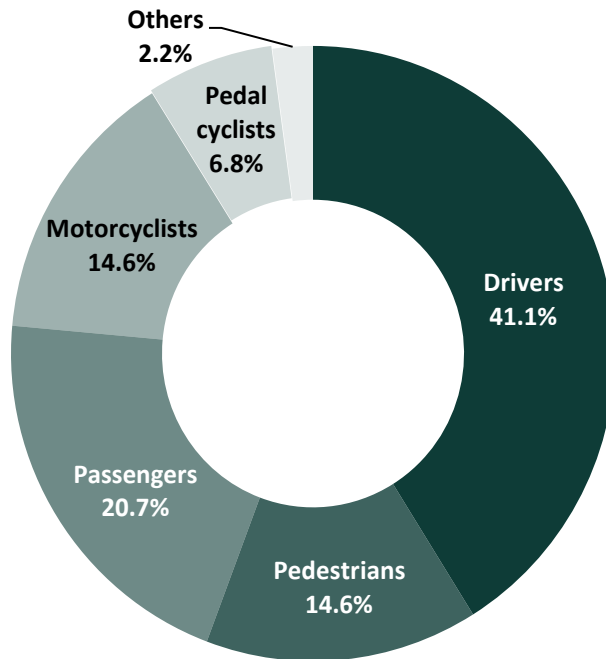
¹ Killed or seriously injured *Figures are provisional and subject to change

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



3. Casualty class

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



- The number of pedestrians and pedal cyclists killed or seriously injured decreased between January to November 2023 and January to November 2024, by 35 and 11 KSI casualties respectively. Passengers, motorcyclist and driver KSI casualties increased by 24, 21 and 20 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 18 casualties. Drivers showed a decrease of 258 casualties (-6.4%) while passengers showed a decrease of 237 casualties (-10.8%).

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

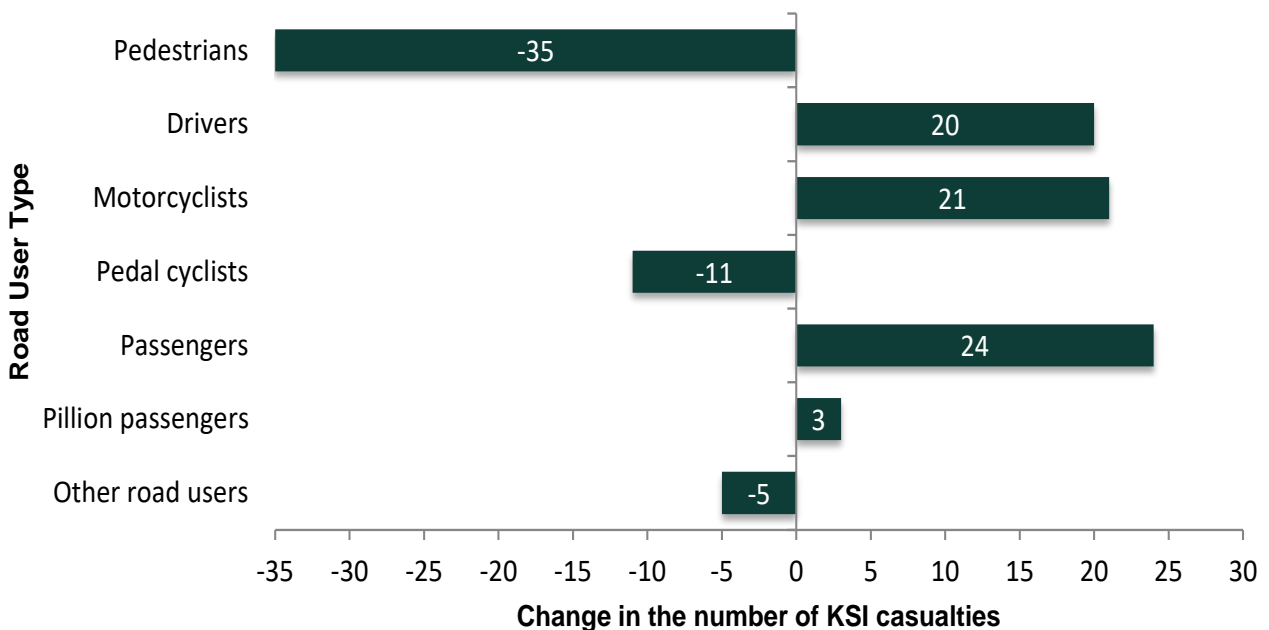


Table 2 Number of police recorded road traffic casualties by road user type: January to November 2024 compared with January to November 2023

Casualty Class	01 January 2023 – 30 November 2023					01 January 2024 – 30 November 2024*				
	Killed	Seriously Injured	KSI ¹	Slightly Injured	Total	Killed	Seriously Injured	KSI ¹	Slightly injured	Total
Pedestrians	16	148	164	400	564	6	123	129	334	463
Drivers of motor vehicles	18	325	343	3,658	4,001	34	329	363	3,380	3,743
Motorcyclists	12	96	108	155	263	7	122	129	152	281
Pedal cyclists	1	70	71	178	249	1	59	60	144	204
Passengers	10	149	159	2,042	2,201	9	174	183	1,781	1,964
Pillion passengers	0	3	3	4	7	1	5	6	7	13
Other road users	4	14	18	45	63	1	12	13	62	75
Total	61	805	866	6,482	7,348	59	824	883	5,860	6,743

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 28 between January to November 2023 and January to November 2024. Male KSI casualties decreased by 12 KSI casualties. There have been 84 children (under 16) killed or seriously injured during the reporting period – 7 more than during January to November 2023.
- In terms of total casualties, there were fewer females than males injured across all the age groups with the exception of under-16s. Males accounted for 54.7% of all casualties.
- There were 605 fewer casualties recorded in this period in comparison with January to November 2023. The largest decrease in casualties during the period was in the 16 - 24 age group with 183 fewer casualties.

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

Gender/Age	01 January 2023 – 30 November 2023					01 January 2024 – 30 November 2024*				
	Killed	Seriously Injured	KSI ¹	Slightly Injured	Total	Killed	Seriously Injured	KSI ¹	Slightly injured	Total
Male										
Under 16	1	45	46	359	405	1	44	45	287	332
16 - 24	10	106	116	700	816	7	115	122	610	732
25 - 34	11	72	83	673	756	6	81	87	671	758
35 - 49	6	112	118	802	920	12	106	118	754	872
50 - 64	7	108	115	602	717	6	91	97	542	639
65 +	12	65	77	318	395	13	61	74	272	346
Unknown	0	0	0	5	5	0	0	0	7	7
Total	47	508	555	3,459	4,014	45	498	543	3,143	3,686
Female										
Under 16	2	29	31	337	368	0	39	39	309	348
16 - 24	0	57	57	624	681	4	51	55	527	582
25 - 34	1	33	34	571	605	2	39	41	528	569
35 - 49	5	56	61	710	771	1	57	58	642	700
50 - 64	1	66	67	513	580	1	66	67	448	515
65 +	5	56	61	263	324	6	73	79	254	333
Unknown	0	0	0	3	3	0	0	0	9	9
Total	14	297	311	3,021	3,332	14	325	339	2,717	3,056
All										
Under 16	3	74	77	698	775	1	83	84	596	680
16 - 24	10	163	173	1,324	1,497	11	166	177	1,137	1,314
25 - 34	12	105	117	1,244	1,361	8	121	129	1,199	1,328
35 - 49	11	168	179	1,512	1,691	13	163	176	1,396	1,572
50 - 64	8	174	182	1,115	1,297	7	157	164	990	1,154
65 +	17	121	138	581	719	19	134	153	526	679
Unknown	0	0	0	8	8	0	0	0	16	16
Total	61	805	866	6,482	7,348	59	824	883	5,860	6,743

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 13 road deaths between January and November 2024. Belfast City district had the most people seriously injured with 126 recorded during this period.
- Six out of the eleven districts showed an increase in their KSI casualties between January and November 2023 and this year to November. The largest increase in KSI casualties was in Causeway Coast and Glens district which recorded 29 additional KSIs compared to the same period in the previous year. In contrast, Newry, Mourne and Down district showed a decrease of 26 recorded KSI casualties over the same period.
- One district, Lisburn and Castlereagh City, recorded no fatal road casualties over the period.

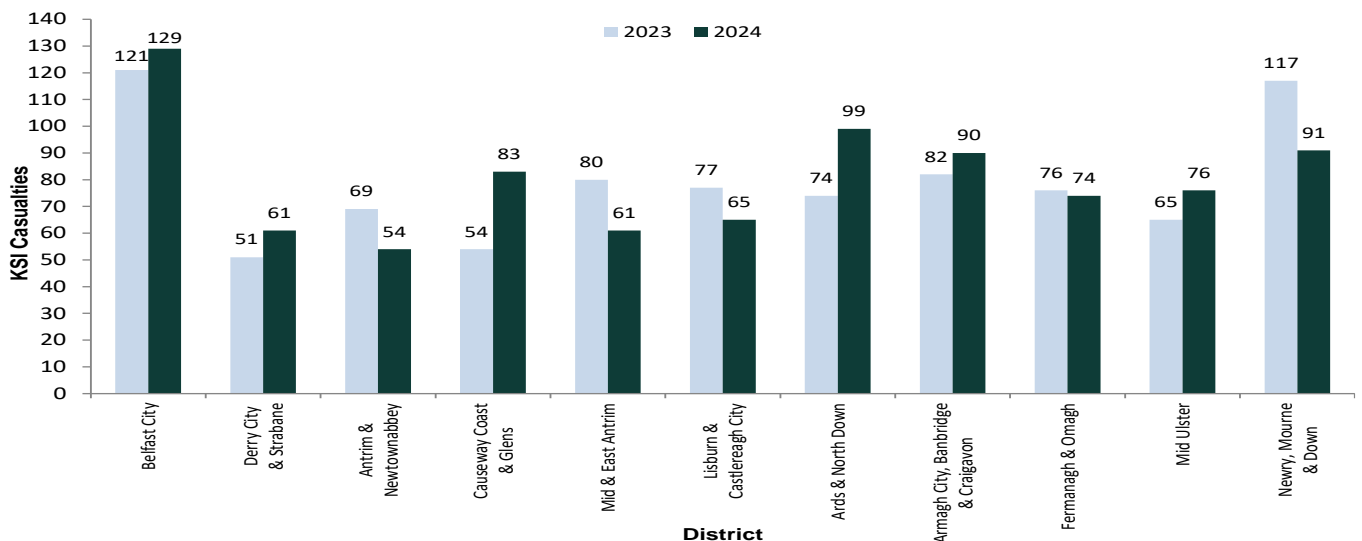
Table 4 Number of police recorded road traffic casualties by injury severity and Police District: January to November 2024 compared with January to November 2023

District	01 January 2023 – 30 November 2023					01 January 2024 – 30 November 2024*				
	Killed	Seriously Injured	KSI ¹	Slightly Injured	Total	Killed	Seriously Injured	KSI ¹	Slightly injured	Total
Belfast City	5	116	121	1,515	1,636	3	126	129	1,382	1,511
Derry City & Strabane	1	50	51	538	589	8	53	61	458	519
Antrim & Newtownabbey	8	61	69	532	601	4	50	54	414	468
Causeway Coast & Glens	7	47	54	443	497	8	75	83	395	478
Mid & East Antrim	8	72	80	391	471	1	60	61	322	383
Lisburn & Castlereagh City	2	75	77	494	571	0	65	65	489	554
Ards & North Down	4	70	74	482	556	3	96	99	463	562
Armagh City, Banbridge & Craigavon	4	78	82	697	779	10	80	90	623	713
Fermanagh & Omagh	4	72	76	365	441	13	61	74	312	386
Mid Ulster	9	56	65	446	511	3	73	76	426	502
Newry, Mourne & Down	9	108	117	579	696	6	85	91	576	667
Northern Ireland Total	61	805	866	6,482	7,348	59	824	883	5,860	6,743

¹ Killed or seriously injured

*Figures are provisional and subject to change

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



6. Principal causation factors

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

Principal Factor	Total KSI ¹ casualties*
Inattention or attention diverted	131
Wrong course/position	73
Impairment by drugs or alcohol - driver/rider	69
Turning right without care	64
Excessive speed having regard to conditions	64
Overtaking on offside without care	56
Emerging from minor road without care	55
Crossing or entering road junction without care	40
Driving too close	28
Physical/mental illness or injury - driver/rider	24

¹ Killed or seriously injured

*Figures are provisional and subject to change

- The most common principal causation factors for KSI casualties between January and November 2024 were 'inattention or attention diverted' (131), 'wrong course/position' (73 KSI casualties) and 'impairment by drugs or alcohol - driver/rider' (69).
- 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 November 2024 compared with January to November 2023

Month	01 January 2023 – 30 November 2023					01 January 2024 – 30 November 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	51	68
September	0	11	11	43	54	1	18	19	62	81
October	1	15	16	81	97	1	40	41	105	146
November	2	16	18	65	83	3	14	17	67	84
Total	13	193	206	674	880	22	198	220	667	887

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 644 single vehicle collisions recorded between January and November 2024 accounted for 15.1% of the total number of collisions recorded during this period.
- Single vehicle collisions resulted in 22 fatalities or 37.3% of all fatalities during January to November 2024. In the equivalent period of 2023 there were 13 single vehicle collision fatalities or 21.3% of all fatalities.
- In total, there were 14 additional KSI casualties from single vehicle collisions between January and November 2024 than the same period in 2023. However, there were 7 fewer slight casualties over the same period.

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 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.

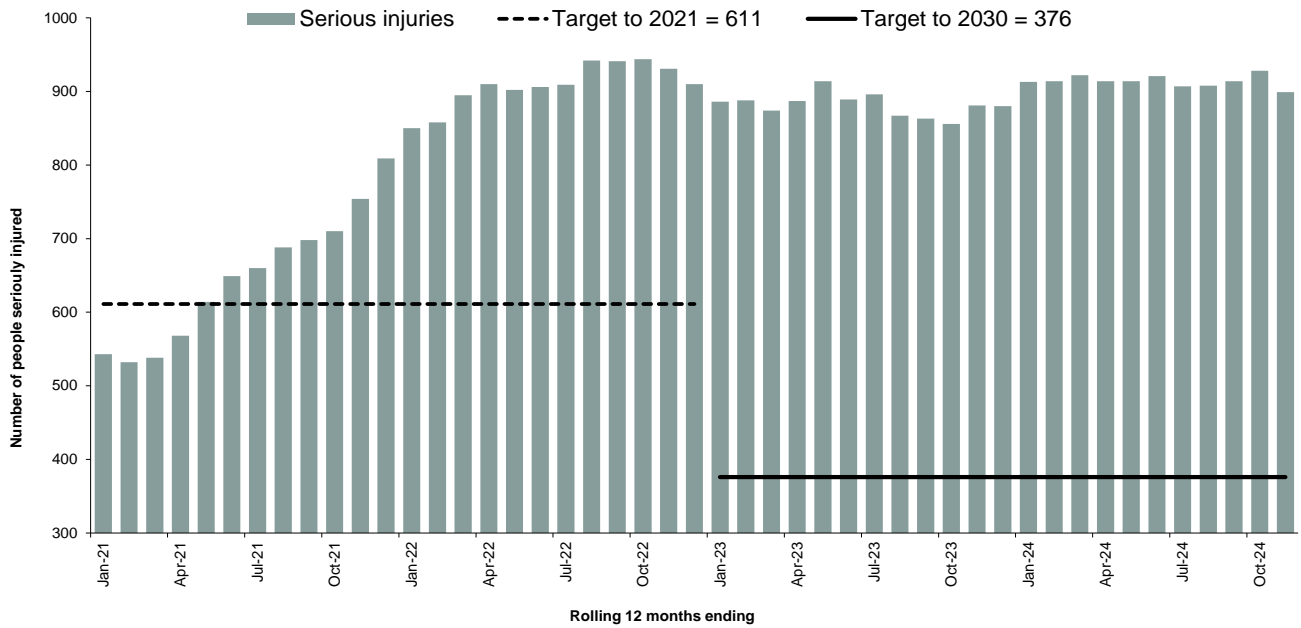
The more recent trend data should be viewed in the context of reduced traffic volumes as a result of the Covid-19 pandemic, which were evidenced throughout 2020 in particular.

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



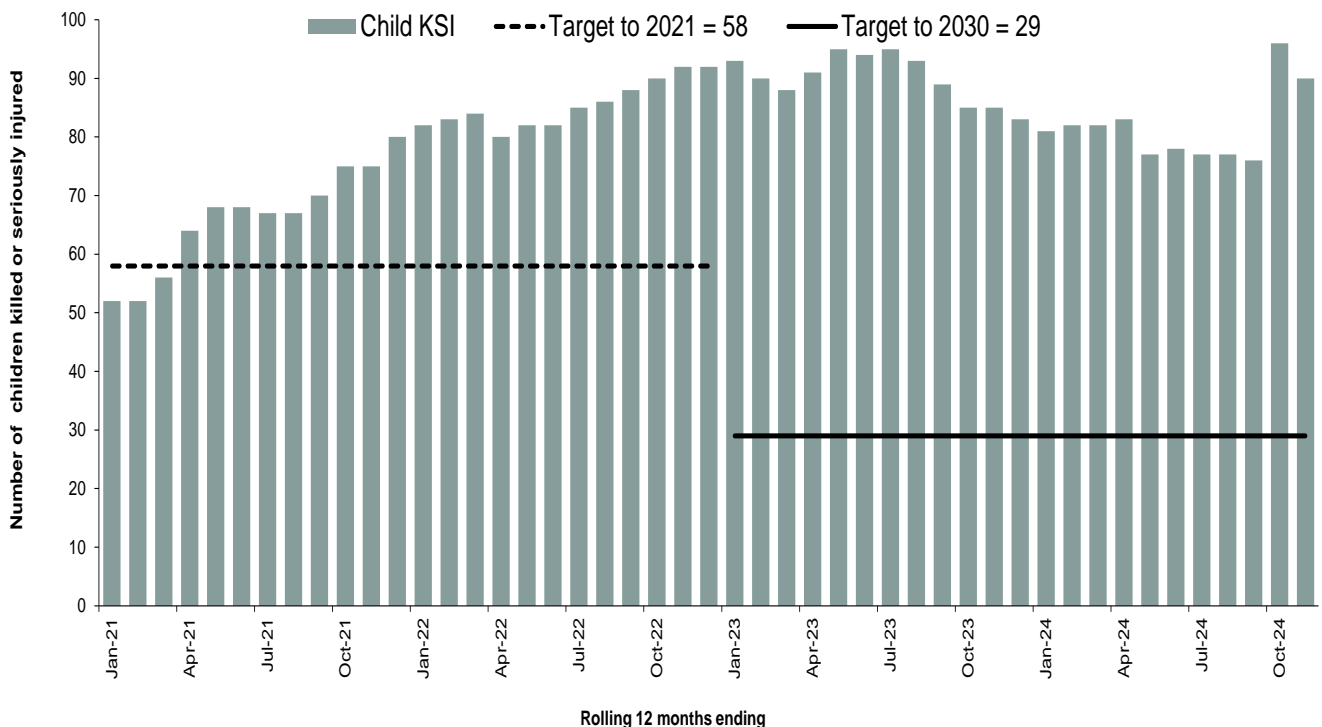
- The Department for Infrastructure (DfI) Northern Ireland Road Safety Strategy 2030 aims at a 50% reduction in the number of fatalities on Northern Ireland's roads each year, from the 2014 – 2018 baseline to fewer than 35 by 2030. The current rolling 12-month figure of 69 for the period 1st December 2023 to 30th November 2024 is thirty-four above the target.

Figure 6 Number of persons seriously injured on Northern Ireland’s roads – Rolling 12 months January 2021 to November 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 December 2023 to 30th November 2024 provisionally sits at 899, which is 523 above the 2030 target level.

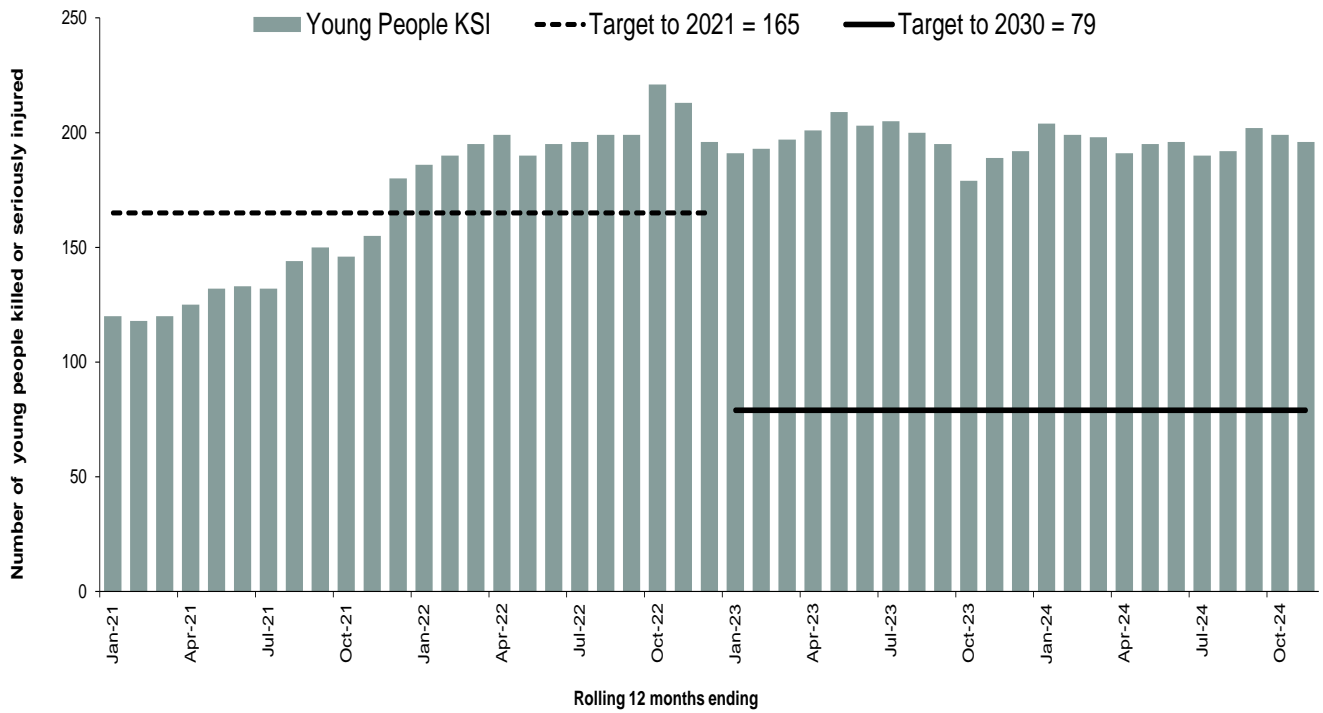
Figure 7 Number of children* killed or seriously injured on Northern Ireland’s roads – Rolling 12 months January 2021 to November 2024



- 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 December 2023 to 30th November 2024 provisionally sits at 90, which is 61 above the 2030 target level.

*children casualties are those casualties aged 15 or under.

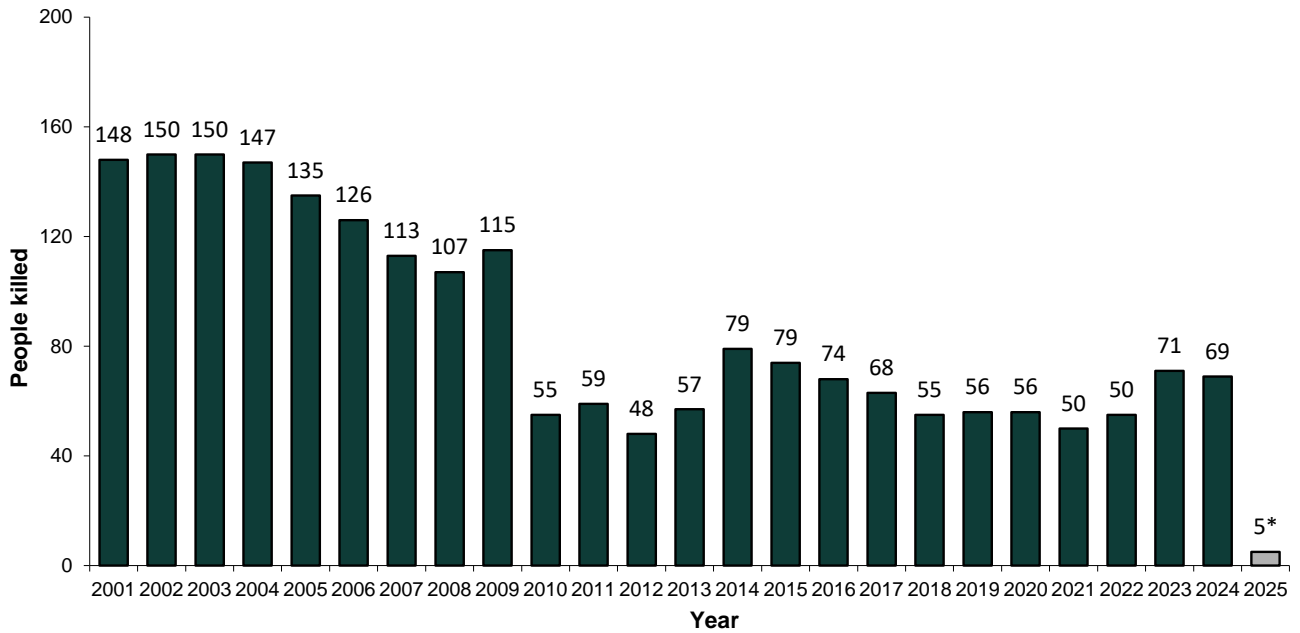
Figure 8 Number of young people (16-24) killed or seriously injured on Northern Ireland's Roads – Rolling 12 months January 2021 to November 2024



- 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 November 2024 provisionally sits at 196, which is 117 above the target level.

9. Northern Ireland Fatalities

Figure 9 Number of people killed on Northern Ireland's Roads – 2000 to 2025*



*Provisional fatality figure up to the 29th January 2025

- 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 and 69 in 2024. Up to the 29th January 2025 there have been 5 fatal casualties recorded for 2025 which is three more than the equivalent period in 2024 and one more than the same period in 2023.
- Of the 69 road deaths occurring in 2024, 51 (73.9%) occurred on rural roads (defined as where the speed limit is over 40 miles per hour excluding motorways and dual carriageways) while 16 occurred on urban roads (40 miles per hour or less) and 2 occurred on motorways or dual carriageways. The Daily Fatal Report on the [PSNI website](#) provides more information. The information presented for 2024 fatalities is currently provisional and subject to change.

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	22 (5.9%)	0	4 (6.3%)	28 (6.0%)	32 (5.9%)
Reported 4 th October 2024	Jul-24	23 (7.0%)	0	6 (10.5%)	23 (5.3%)	29 (5.9%)
Reported 24 th October 2024	Aug-24	37 (10.2%)	0	13 (20.6%)	48 (9.2%)	61 (10.3%)
Reported 29 th November 2024	Sept-24	17 (4.5%)	0	5 (7.8%)	22 (4.3%)	27 (4.6%)
Reported 20 th December 2024	Oct-24	60 (15.9%)	0	17 (22.1%)	79 (13.2%)	96 (14.1%)

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.