



Police Service
of Northern Ireland



Police Recorded Injury Road Traffic Collisions and Casualties Northern Ireland

Annual Report 2024/25

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Between 1st April 2024 and 31st March 2025:

- There was a total of 4,779 injury road traffic collisions recorded, resulting in 64 fatalities, 932 people seriously injured and 6,575 slightly injured.
- There were 198 fewer collisions recorded in 2024/25 when compared with 2023/24 and 312 fewer casualties over the year.
- The 64 fatalities in 2024/25 was 9 fewer than the 73 recorded for the previous financial year.
- Nearly a third of all child KSI casualties were pedestrians.
- There were 105 children (under 16) killed or seriously injured – 23 more than in 2023/24. In 2024/25, there were 167 KSIs in the 65 and over age group, which was similar to the number recorded in 2023/24 (166).
- The most common principal causation factors for KSI casualties during 2024/25 were 'inattention or attention diverted' (156 KSI casualties) followed by 'wrong course/position' (84 KSI casualties), and 'excessive speed having regard to conditions' (80 KSI casualties).
- Fermanagh & Omagh district had the highest number of road deaths with 14 fatalities. Belfast City district recorded the most serious injuries in 2024/25 (144 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 1st April 2024 to 31st March 2025. At the time of publication, CRFs had been processed for 99.7% of reported injury collisions for the 2024/25 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](#).

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.

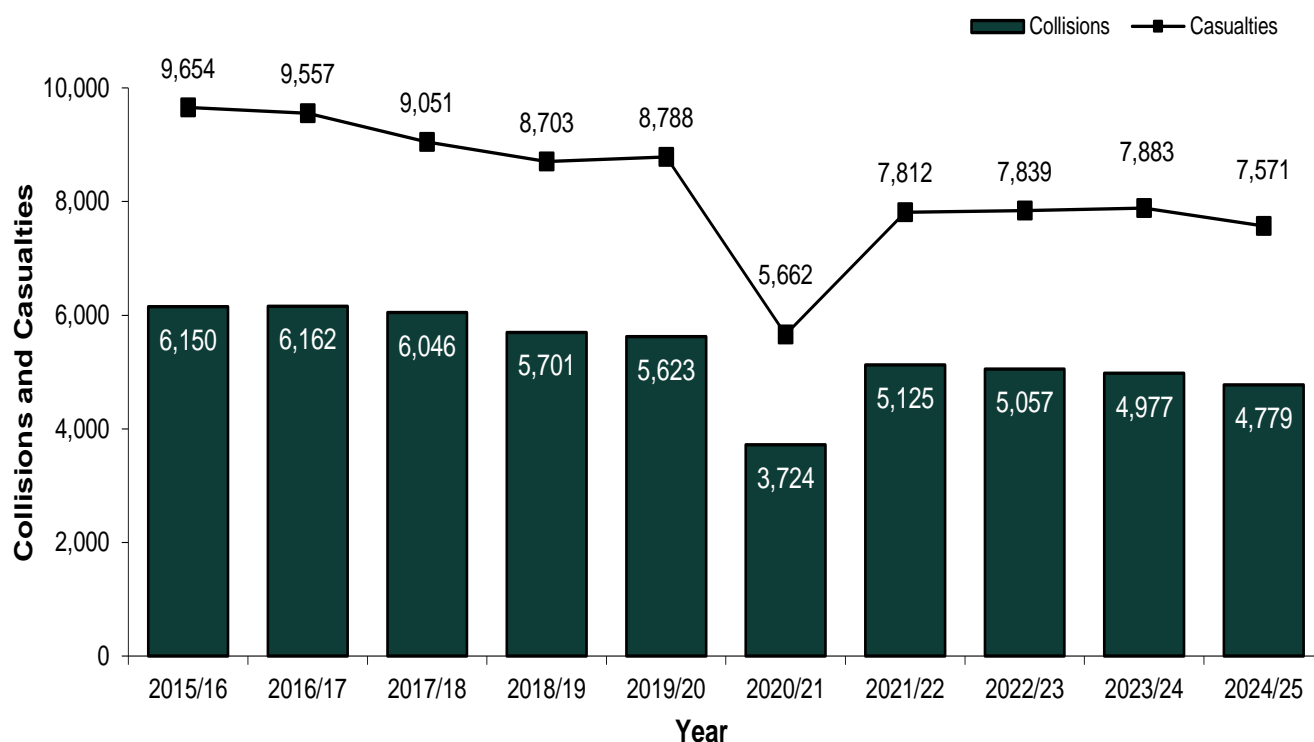
These accredited official statistics (Police recorded injury road traffic collisions and casualties in Northern Ireland) were independently reviewed by the Office for Statistics Regulation in [June 2012](#), with a further [compliance check](#) subsequently undertaken in 2020. They comply with the standards 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. Injury Road Traffic Collisions and Casualties

Figure 1 Recorded injury road traffic collisions and casualties in Northern Ireland, 2015/16 to 2024/25



Overall collisions and casualties

There were 4,779 injury collisions recorded by the PSNI from 1st April 2024 to 31st March 2025 resulting in 7,571 casualties comprising 64 fatalities, 932 people seriously injured and 6,575 people slightly injured. There were 198 fewer collisions recorded in 2024/25 when compared with 2023/24, and a decrease in casualties of 312 over the year.

Fatal and Serious collisions and KSI casualties

The 64 people killed on Northern Ireland's roads in 2024/25 was 9 fewer than the total recorded in 2023/24. The figure for 2024/25 is similar to that seen around ten years ago during 2016/17 (65 fatalities).

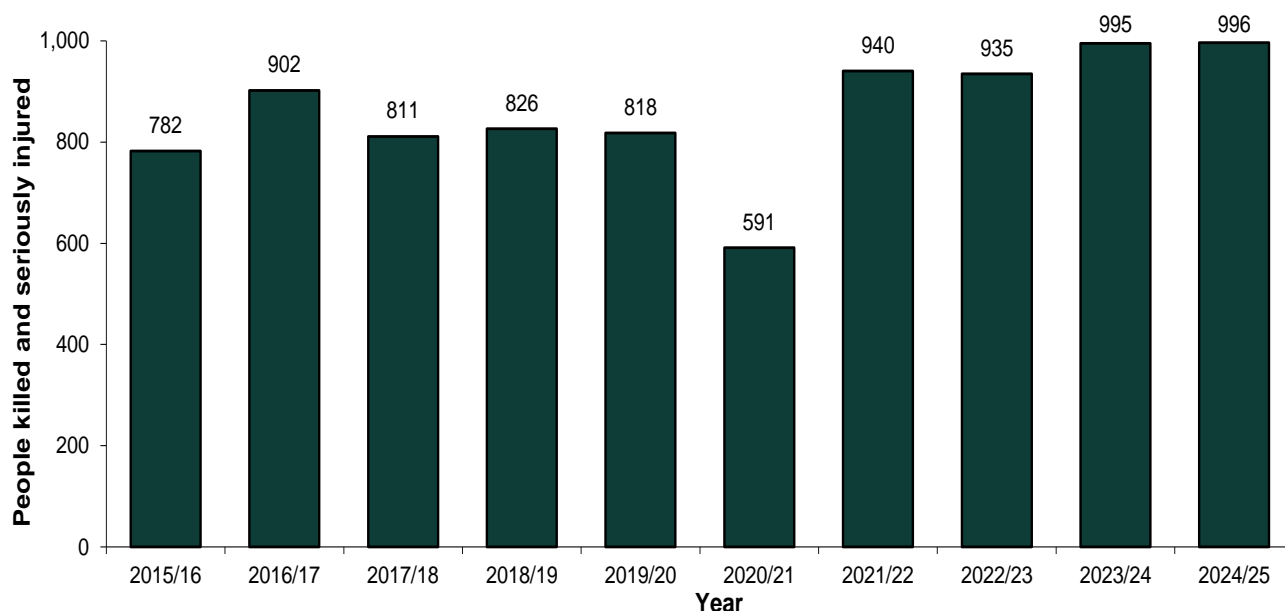
The number of fatal and serious casualties i.e. the number of KSI casualties overall stood at 996 in 2024/25, this was one more KSI than the 995 recorded in 2023/24. In comparison with ten years ago, the number of fatal and serious collisions for 2024/25 was 195 more than 2015/16, with 214 additional KSI casualties (increases of 30.6% and 27.4% 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 2015/16 to 2024/25

Year	Number of injury collisions				Casualties				
	Fatal collisions	Serious collisions	Slight collisions	All injury collisions	Killed	Seriously Injured	KSI ¹	Slightly injured	Total
2015/16	69	569	5,512	6,150	75	707	782	8,872	9,654
2016/17	63	698	5,401	6,162	65	837	902	8,655	9,557
2017/18	60	625	5,361	6,046	61	750	811	8,240	9,051
2018/19	57	647	4,997	5,701	61	765	826	7,877	8,703
2019/20	54	637	4,932	5,623	56	762	818	7,970	8,788
2020/21	48	466	3,210	3,724	53	538	591	5,071	5,662
2021/22	42	725	4,358	5,125	45	895	940	6,872	7,812
2022/23	59	714	4,284	5,057	61	874	935	6,904	7,839
2023/24	64	776	4,137	4,977	73	922	995	6,888	7,883
2024/25	61	772	3,946	4,779	64	932	996	6,575	7,571

¹ Killed or seriously injured

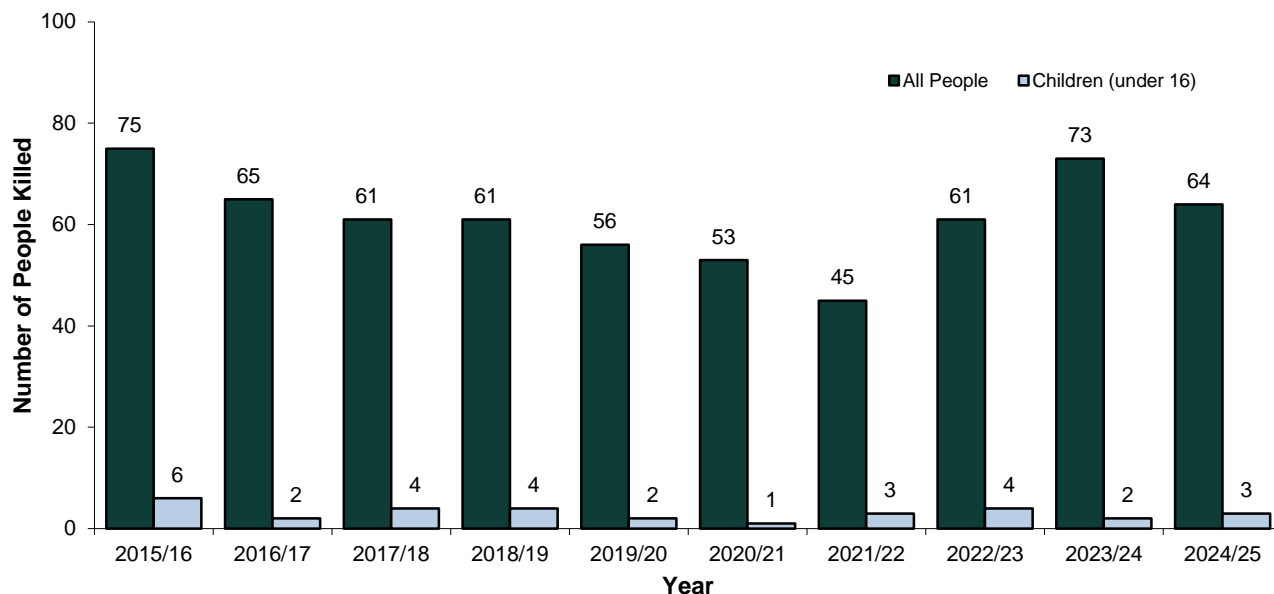
Figure 2 People killed and seriously injured in road traffic collisions 2015/16 to 2024/25



Child Fatalities

Figure 3 shows the number of fatalities each year in road traffic collisions over the ten-year period 2015/16 to 2024/25 and within these the numbers of deaths that involved children under the age of 16. There were three child fatalities in 2024/25, one more than the number of children killed in 2023/24.

Figure 3 Fatalities recorded in road traffic collisions 2015/16 to 2024/25



Collisions involving children

There were 596 collisions involving child casualties recorded in 2024/25 comprising 3 fatal collisions, 71 serious collisions and 522 slight collisions. The 74 fatal and serious collisions that involved children in 2024/25 was 9 more than the 65 recorded in 2015/16.

Child Casualties

The 838 child casualties recorded for the 2024/25 year comprised 3 fatalities, 102 children seriously injured and 733 children slightly injured. This was 53 more children injured in 2024/25 than in 2023/24. This included 23 more KSIs in 2024/25 than in 2023/24 and 36 more than that recorded in 2015/16.

Table 2 Recorded injury road traffic collisions involving child casualties (under 16) 2015/16 to 2024/25

Year	Collisions involving children				Child Casualties				
	Fatal collisions	Serious collisions	Slight collisions	All injury collisions	Killed	Seriously Injured	KSI ¹	Slightly injured	Total
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
2024/25	3	71	522	596	3	102	105	733	838

¹ Killed or seriously injured

3. Principal Causation Factors

The main principal causation factors for KSI casualties during 2024/25 were 'inattention or attention diverted' (156 KSI casualties) followed by 'wrong course/position' (84 KSI casualties) and 'excessive speed having regard to conditions' (80 KSI casualties).

The most common principal causation factors for all injury road traffic collisions in 2024/25 were 'inattention or attention diverted' (789 collisions), 'driving too close' (577 collisions) and 'emerging from a minor road without care' (376 collisions). The top three principal causation factors for all collisions remain unchanged between 2017/18 and 2024/25.

Table 3 Most common principal causation factors in injury road traffic collisions, 2024/25

Principal Factor	Number of collisions	KSI ¹ casualties	Slight casualties	Total casualties
Inattention or attention diverted	789	156	1,128	1,284
Driving too close	577	32	930	962
Emerging from minor road without care	376	58	540	598
Crossing or entering road junction without care	260	49	421	470
Impaired by Alcohol/Drugs - Driver/rider	256	74	313	387
Wrong course/position	248	84	345	429
Turning right without care	248	60	360	420
Excessive speed having regard to conditions	177	80	241	321
Overtaking on offside without care	165	44	232	276
Changing lane without care	153	14	251	265

¹ Killed or seriously injured

Principal causation factors for child casualties

Table 4 below presents the main principal causation factors for collisions resulting in child casualties in 2024/25. The most common principal causation factors for child casualties who were either killed or seriously injured (KSIs) were 'inattention or attention diverted' (46 child KSI casualties) and 'heedless of traffic crossing carriageway' (13 child KSI casualties).

The most common principal causation factors associated with all child injury road traffic collisions in 2024/25 were 'inattention or attention diverted' (102 collisions), 'driving too close' (77 collisions) and 'heedless of traffic crossing carriageway' (46 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), 2024/25

Principal Factor	Number of collisions	KSI ¹ casualties	Slight casualties	Total casualties
Inattention or attention diverted	102	46	172	218
Driving too close	77	2	101	103
<i>Heedless of traffic crossing carriageway²</i>	46	13	33	46
Emerging from minor road without care	44	3	52	55
Wrong course/position	31	6	36	42
Crossing or entering road junction without care	31	2	43	45
Turning right without care	27	1	34	35
Overtaking on offside without care	25	1	33	34
Changing lane without care	17	0	24	24
Excessive speed having regard to conditions	17	3	19	22

¹ Killed or seriously injured ² 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 2018 – 2022](#)
- [Road safety issues in Northern Ireland](#)
- [KSI casualties caused by excessive speed in Northern Ireland, 2019 – 2023](#)
- [Fatal and Serious \(KSI\) road traffic collisions caused by Careless Driving in Northern Ireland, 2012-2021](#)
- [Northern Ireland Road Network and Condition Statistics 2023-24](#)

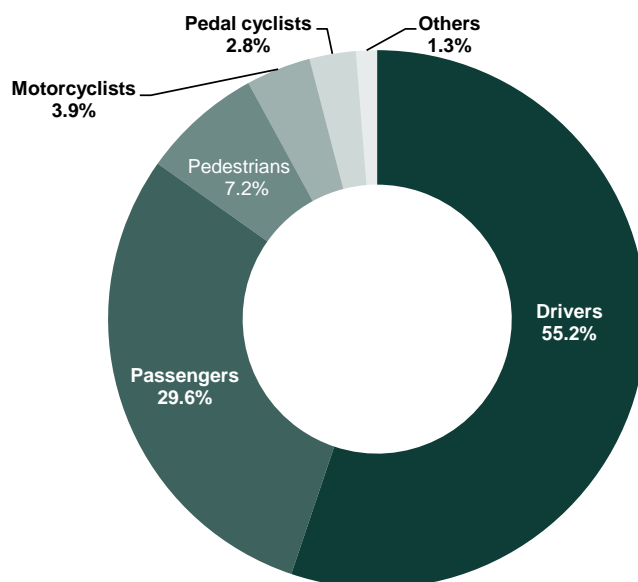
In addition, PSNI Statistics Branch produces statistics in relation to the number of motoring offences detected, which includes speeding, drink driving and careless driving type offences - [PSNI motoring offences statistics](#)

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 2024/25. Drivers of motor vehicles accounted for the largest proportion of casualties (55.2%) followed by passengers (29.6%), pedestrians (7.2%), motorcyclists (3.9%) and pedal cyclists (2.8%). These are broadly similar to the percentages for each group seen in 2023/24.

Figure 4 Overall casualties by road user type, 2024/25



Road traffic collision child casualties by road user type

Passengers (74.7%) made up the largest class of all child casualties in 2024/25, followed by pedestrians (16.2%) and pedal cyclists (4.8%). It is worth noting that while nearly three-quarters (74.7%) of all children injured this year were passengers, nearly a third (32.4%) of children killed or seriously injured in 2024/25 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 2024/25.

Figure 5 All child casualties by road user type, 2024/25

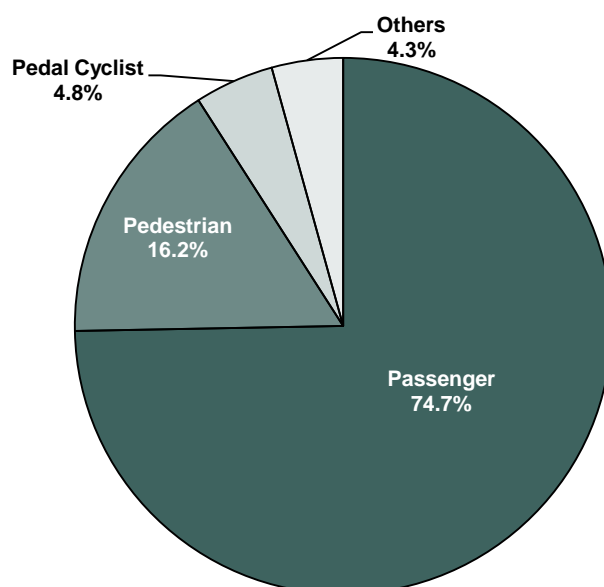
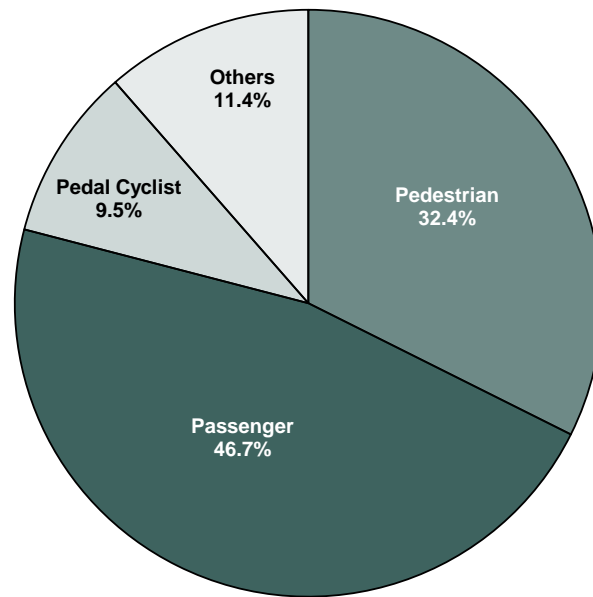


Figure 6 Child KSI casualties by road user type, 2024/25



Trends in casualty road user type over the last 5 years

Table 5 Casualties by type of road user and severity, 2020/21 to 2024/25

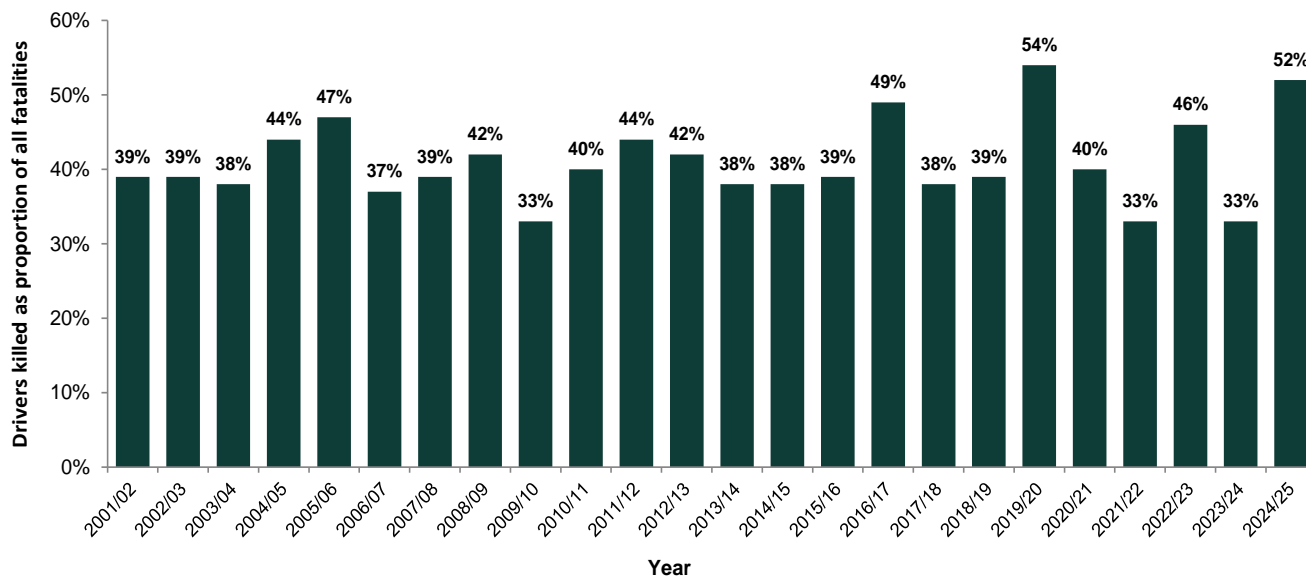
Type of Road User	2020/21	2021/22	2022/23	2023/24	2024/25
Fatalities:					
Pedestrians	6	10	18	17	10
Drivers of motor vehicles	21	15	28	24	33
Motorcyclists	11	11	10	11	8
Pedal cyclists	2	0	1	2	1
Passengers	8	9	4	15	9
Pillion passengers	1	0	0	0	1
Other road users	4	0	0	4	2
Totals	53	45	61	73	64
Seriously Injured:					
Pedestrians	93	174	152	173	160
Drivers of motor vehicles	210	337	340	379	357
Motorcyclists	84	97	107	104	134
Pedal cyclists	47	67	65	73	64
Passengers	87	201	187	173	194
Pillion passengers	5	4	4	4	4
Other road users	12	15	19	16	19
Totals	538	895	874	922	932
KSI¹:					
Pedestrians	99	184	170	190	170
Drivers of motor vehicles	231	352	368	403	390
Motorcyclists	95	108	117	115	142
Pedal cyclists	49	67	66	75	65
Passengers	95	210	191	188	203
Pillion passengers	6	4	4	4	5
Other road users	16	15	19	20	21
Totals	591	940	935	995	996
Slightly Injured:					
Pedestrians	274	449	404	428	378
Drivers of motor vehicles	2,914	4,013	3,998	3,914	3,787
Motorcyclists	119	193	176	152	153
Pedal cyclists	210	219	223	187	146
Passengers	1,496	1,955	2,038	2,148	2,041
Pillion passengers	4	10	10	4	7
Other road users	54	33	55	55	63
Totals	5,071	6,872	6,904	6,888	6,575
All Casualties:					
Pedestrians	373	633	574	618	548
Drivers of motor vehicles	3,145	4,365	4,366	4,317	4,177
Motorcyclists	214	301	293	267	295
Pedal cyclists	259	286	289	262	211
Passengers	1,591	2,165	2,229	2,336	2,244
Pillion passengers	10	14	14	8	12
Other road users	70	48	74	75	84
Totals	5,662	7,812	7,839	7,883	7,571

¹ Killed or seriously injured

Fatalities by road user type

Out of the 64 road fatalities in 2024/25, 33 were drivers (52%), see Figure 7. Pedestrians had the next highest number of fatalities in 2024/25 with 10, seven fewer than the number recorded in 2023/24. There were 9 passenger deaths, six fewer than that recorded in 2023/24. Motorcyclist fatalities accounted for 13% of all fatalities in 2024/25 (8), three fewer than the number recorded in 2023/24. There was one pedal cyclist road fatality in 2024/25.

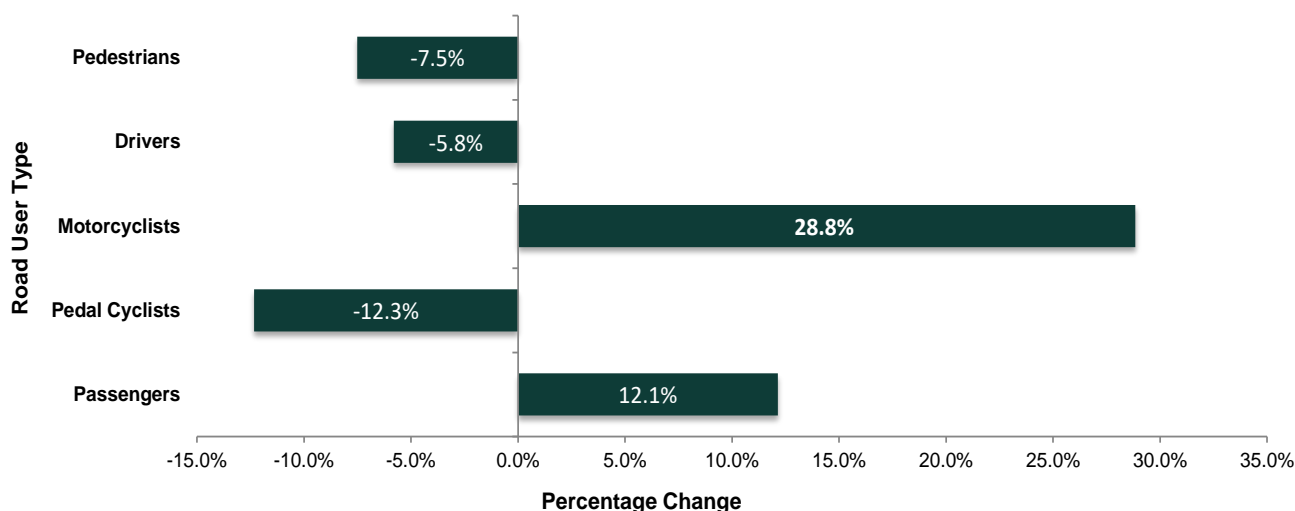
Figure 7 Number of drivers killed as a proportion of the total number of deaths, 2001/02 to 2024/25



People seriously injured by road user type

When comparing people seriously injured in 2024/25 with 2023/24, there has been a small increase overall in those seriously injured (10 more than 2023/24). The number of drivers seriously injured since last year decreased by 22 (down 5.8%), the number of pedestrians decreased by 13 (down 7.5%) and the number of pedal cyclists down by 9 (down 12.3%). Motorcyclists and passenger serious injuries increased by 30 and 21 respectively (28.8% and 12.1%), see Figure 8 below.

Figure 8 Percentage change of people seriously injured amongst the main road user types when comparing 2023/24 with 2024/25



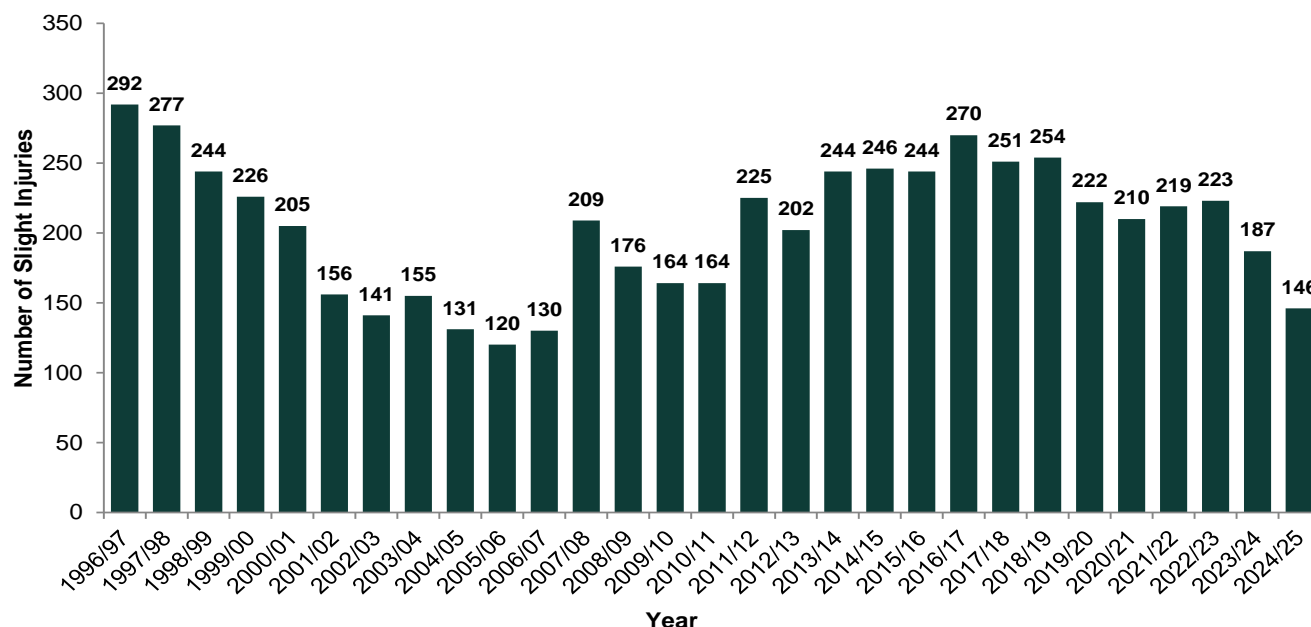
DFI has published a number detailed research reports relevant to KSI casualties by road user type including:

- [Pedestrian KSI casualties 2019 to 2023, published in November 2024](#)
- [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 fallen by 313 from that recorded in 2023/24. The number of drivers slightly injured decreased between 2023/24 and 2024/25 (a decrease of 127 slightly injured casualties). Passengers, pedestrians and pedal cyclists (see Figure 9) all recorded a decrease in the number of slight injuries. Nearly nine out of ten people slightly injured in 2024/25 were either a driver (57.6%) or a passenger (31.0%).

Figure 9 Pedal cyclists slightly injured 1996/97 to 2024/25



Gender and age of road traffic collision casualties

Fatalities

Of the 64 fatalities on Northern Ireland's roads in 2024/25, 47 were male and 17 were female. Over a third of fatalities were aged 65+ in 2024/25.

People seriously injured

Slightly over three fifths (60.2%) of those seriously injured during 2024/25 were male. Nearly a third of those seriously injured were aged 24 or under.

People slightly injured

There were more males slightly injured in 2024/25 than females (53.0% and 47.0% respectively), this represented 389 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, 2023/24 and 2024/25

Month	2023/24					2024/25				
	Killed	Seriously Injured	KSI ¹	Slightly Injured	Total	Killed	Seriously Injured	KSI ¹	Slightly injured	Total
Male:										
Under 16	0	53	53	348	401	2	50	52	364	416
16 - 24	12	115	127	744	871	7	136	143	689	832
25 - 34	12	89	101	751	852	7	98	105	716	821
35 - 49	11	118	129	848	977	10	112	122	801	923
50 - 64	8	117	125	647	772	8	98	106	589	695
65 +	9	74	83	323	406	13	67	80	316	396
Unknown	0	0	0	5	5	0	0	0	7	7
Total	52	566	618	3,666	4,284	47	561	608	3,482	4,090
Female:										
Under 16	2	27	29	353	382	1	52	53	369	422
16 – 24	6	65	71	641	712	2	56	58	619	677
25 – 34	2	34	36	616	652	1	45	46	596	642
35 – 49	4	65	69	741	810	3	65	68	719	787
50 – 64	1	88	89	571	660	1	74	75	493	568
65 +	6	77	83	293	376	9	78	87	288	375
Unknown	0	0	0	5	5	0	0	0	9	9
Total	21	356	377	3,220	3,597	17	370	387	3,093	3,480
Unknown/ Other										
Under 16	0	0	0	2	2	0	0	0	0	0
25 – 34	0	0	0	0	0	0	1	1	0	1
Total	0	0	0	2	2	0	1	1	0	1
All										
Under 16	2	80	82	703	785	3	102	105	733	838
16 - 24	18	180	198	1,385	1,583	9	192	201	1,308	1,509
25 - 34	14	123	137	1,367	1,504	8	144	152	1,312	1,464
35 - 49	15	183	198	1,589	1,787	13	177	190	1,520	1,710
50 - 64	9	205	214	1,218	1,432	9	172	181	1,082	1,263
65 +	15	151	166	616	782	22	145	167	604	771
Unknown	0	0	0	10	10	0	0	0	16	16
Total	73	922	995	6,888	7,883	64	932	996	6,575	7,571

¹ Killed or seriously injured

- The Department for Infrastructure - Analysis, Statistics and Research Branch (ASRB) have released the Graduated Driver Licensing (GDL) monitoring report 2023. The report can be found on the DfI website:

[Graduated Driver Licensing \(GLD\) monitoring report 2023](#)

5. Road Traffic Casualties by District

Table 7 Casualties in recorded injury road traffic collisions by severity of injury and district, 2023/24 and 2024/25

Police District	2023/24					2024/25				
	Killed	Seriously Injured	KSI ¹	Slightly Injured	Total	Killed	Seriously Injured	KSI ¹	Slightly injured	Total
Belfast City	4	145	149	1,647	1,796	3	144	147	1,524	1,671
Derry City & Strabane	2	58	60	544	604	7	58	65	500	565
Antrim & Newtownabbey	7	70	77	529	606	6	45	51	527	578
Ards & North Down	3	81	84	508	592	5	102	107	533	640
Causeway Coast & Glens	10	72	82	481	563	8	78	86	419	505
Lisburn & Castlereagh City	1	77	78	501	579	1	90	91	604	695
Mid & East Antrim	9	68	77	398	475	1	67	68	391	459
Armagh City, Banbridge & Craigavon	9	96	105	757	862	7	89	96	664	760
Fermanagh & Omagh	8	66	74	381	455	14	74	88	358	446
Mid Ulster	8	74	82	507	589	6	80	86	451	537
Newry, Mourne & Down	12	115	127	635	762	6	105	111	604	715
Total	73	922	995	6,888	7,883	64	932	996	6,575	7,571

¹ Killed or seriously injured

Location of casualties

Outside of Belfast City District, which accounted for over a fifth of all road traffic casualties with 1,671 (22.1%), the next highest district was Armagh City, Banbridge & Craigavon with 760 (10.0%) followed by Newry, Mourne & Down with 715 (9.4%). Fermanagh & Omagh district had the fewest casualties recorded with 446 (5.9%) in 2024/25.

Location of fatalities

In 2024/25 the greatest number of fatalities took place in the Fermanagh & Omagh district where there were 14 road deaths recorded during the year. Both Lisburn & Castlereagh City district and Mid & East Antrim district recorded the lowest number of district fatalities in 2024/25 with one fatality recorded in each district.

Location of serious casualties

Belfast City district had the most people seriously injured by District in 2024/25, 144 casualties with serious injuries recorded. Antrim & Newtownabbey district recorded the lowest number of serious injuries in 2024/25 with 45.

Five of the eleven districts showed a decrease in serious casualties when comparing 2024/25 to 2023/24. The largest decrease was in Antrim & Newtownabbey with a decrease of 25 seriously injured casualties.

6. Appendix A

Appendix A Child casualties (Under 16) by type of road user, age group and severity 2023/24 and 2024/25

Type of road user	2023/24				2024/25			
	Under 5	5 - 10	11 - 15	Total	Under 5	5 - 10	11 - 15	Total
Fatalities								
Pedestrians	0	1	1	2	0	0	1	1
Pedal Cyclists	0	0	0	0	0	0	0	0
Passengers	0	0	0	0	0	0	0	0
Others	0	0	0	0	0	0	2	2
Total	0	1	1	2	0	0	3	3
Seriously injured								
Pedestrians	5	11	22	38	2	14	17	33
Pedal Cyclists	0	3	8	11	0	4	6	10
Passengers	6	9	12	27	4	11	34	49
Others	0	1	3	4	0	2	8	10
Total	11	24	45	80	6	31	65	102
KSI casualties								
Pedestrians	5	12	23	40	2	14	18	34
Pedal Cyclists	0	3	8	11	0	4	6	10
Passengers	6	9	12	27	4	11	34	49
Others	0	1	3	4	0	2	10	12
Total	11	25	46	82	6	31	68	105
Slightly injured								
Pedestrians	13	46	47	106	5	37	60	102
Pedal cyclists	1	14	20	35	1	9	20	30
Passengers	120	234	196	550	120	219	238	577
Others	0	3	9	12	1	4	19	24
Total	134	297	272	703	127	269	337	733
All child casualties								
Pedestrians	18	58	70	146	7	51	78	136
Pedal Cyclists	1	17	28	46	1	13	26	40
Passengers	126	243	208	577	124	230	272	626
Others	0	4	12	16	1	6	29	36
Total	145	322	318	785	133	300	405	838

¹ Killed or seriously injured

7. Appendix B

Appendix B Child casualties (Under 16) by severity of injury and district, 2023/24 and 2024/25

Police District	2023/24					2024/25				
	Killed	Seriously Injured	KSI ¹	Slightly Injured	Total	Killed	Seriously Injured	KSI ¹	Slightly injured	Total
Belfast City	0	19	19	167	186	0	20	20	146	166
Derry City & Strabane	0	7	7	62	69	1	4	5	50	55
Antrim & Newtownabbey	0	5	5	61	66	0	5	5	63	68
Ards & North Down	0	11	11	52	63	0	33	33	102	135
Causeway Coast & Glens	1	5	6	44	50	0	5	5	44	49
Lisburn & Castlereagh City	0	3	3	47	50	0	6	6	73	79
Mid & East Antrim	1	6	7	36	43	0	5	5	40	45
Armagh City, Banbridge & Craigavon	0	11	11	100	111	0	6	6	77	83
Fermanagh & Omagh	0	5	5	36	41	0	10	10	28	38
Mid Ulster	0	3	3	48	51	1	4	5	46	51
Newry, Mourne & Down	0	5	5	50	55	1	4	5	64	69
Total	2	80	82	703	785	3	102	105	733	838

¹ Killed or seriously injured

8. Appendix C

Appendix C Recorded injury road traffic collision and casualty statistics by month 2024/25

Month	Collisions				Casualties				
	Fatal	Serious	Slight	All injury collisions	Killed	Seriously Injured	KSI ¹	Slightly injured	Total
April	5	64	294	363	6	71	77	504	581
May	6	74	315	395	6	91	97	553	650
June	7	63	327	397	7	68	75	498	573
July	3	60	290	353	3	63	66	457	523
August	3	68	330	401	3	76	79	572	651
September	8	58	336	402	8	69	77	545	622
October	4	62	382	448	5	98	103	685	788
November	6	66	397	469	6	83	89	630	719
December	9	70	349	428	10	96	106	564	670
January	5	67	336	408	5	73	78	583	661
February	3	60	281	344	3	76	79	462	541
March	2	60	309	371	2	68	70	522	592
Total	61	772	3,946	4,779	64	932	996	6,575	7,571

¹ 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 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 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 29th May 2025, covering the calendar year 2024. Key points from the publication are as below.

The reported road casualties in Great Britain for the calendar year 2024 provisionally estimate there were:

- 1,633 fatalities, an increase of 1% compared to 2023.
- 29,537 killed or seriously injured (KSI) casualties, little change compared to 2023.
- 128,375 casualties of all severities, a decline of 3% compared to 2023.

[Reported road casualties Great Britain, provisional results: 2024](#)

Statistics for the Republic of Ireland are published by the [Road Safety Authority](#). The latest provisional fatality statistics, published on 30th April 2025, show that there were 172 fatalities in 2024, a decrease of 8 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.