Police Recorded Injury Road Traffic Collisions and Casualties
Northern Ireland

Detailed Trends Report 2024

1st January 2024 to 31st December 2024

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PSNI Statistics Branch
Lisnasharragh
42 Montgomery Road
Belfast
BT6 9LD

statistics@psni.police.uk

☎ 028 9065 0222 Ext. 24135

Web PSNI Statistics

Between 1st January 2024 and 31st December 2024:

- The 4,753 injury road traffic collisions reported to the police in 2024 remains below pre-covid levels and was 305 fewer than in 2023. The overall number of casualties (7,494) was also below pre-covid levels and was 491 casualties below that recorded in 2023.
- Overall collision and casualty figures remain lower than before the pandemic. However, KSI collisions and casualties continue a trend where they remain above pre-pandemic levels. The 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.
- There were 69 road traffic fatalities, which was 2 fewer than the 71 recorded in 2023, and the third highest number of road deaths since 2015.
- There were 16 vulnerable road users killed comprising the deaths of 8 pedestrians, 7 motorcyclists and 1 pedal cyclist. This was nineteen fewer deaths amongst vulnerable road users than in 2023 and seven fewer than the 23 fatalities of vulnerable road users in 2015.
- Lisburn and Castlereagh City district has recorded the lowest total number of fatalities (33) for the ten-year period 2015 to 2024. Newry, Mourne and Down district has recorded the highest total over the ten-year period (78).
- The greatest number of KSI collisions occurred between 5pm and 6pm (83 collisions, 10.0%). The six-hour period between 1pm and 7pm accounted for 45.5% of all KSI collisions.
- The most common principal causation factors for KSI casualties were ‘inattention or attention diverted’ (148) and ‘wrong course/position’ (86).

Contents

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 detailed analysis of recorded injury collision and casualty statistics for the period 1st January 2024 to 31st December 2024. At the time of publication, CRFs had been processed for 99.8% of reported injury collisions for the 2024 calendar 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.

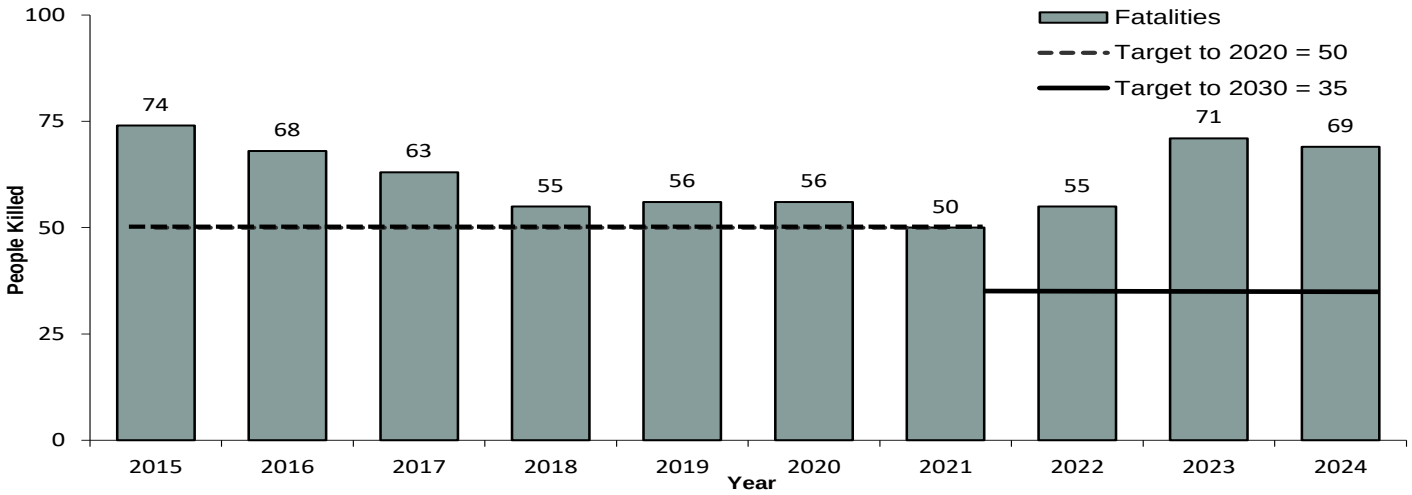
The Casualty Reduction Target for 2030

The Road Safety Strategy for Northern Ireland to 2030 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.

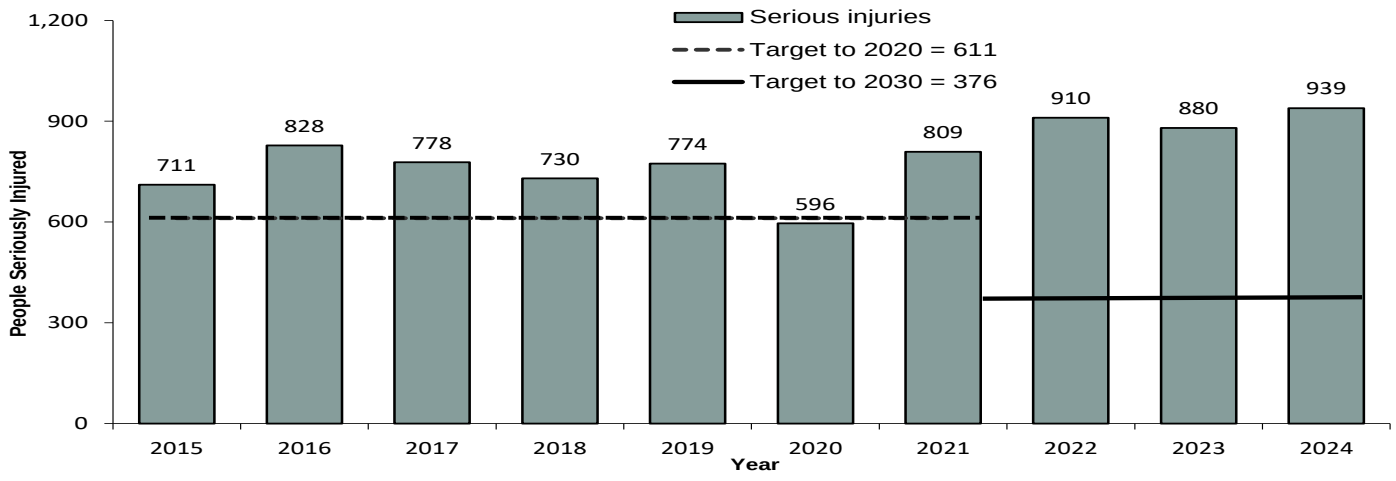
Target A: To reduce the number of people killed by at least 50%. The Department for Infrastructure (DfI) Northern Ireland Road Safety Strategy 2030 aims at a 50% reduction in the number of fatalities on Northern Ireland's roads, from the 2014 – 2018 baseline to fewer than 35 by 2030. The figure for 2024 shows the number of fatalities was 34 above the 2030 target.

Fatality reduction target for 2030

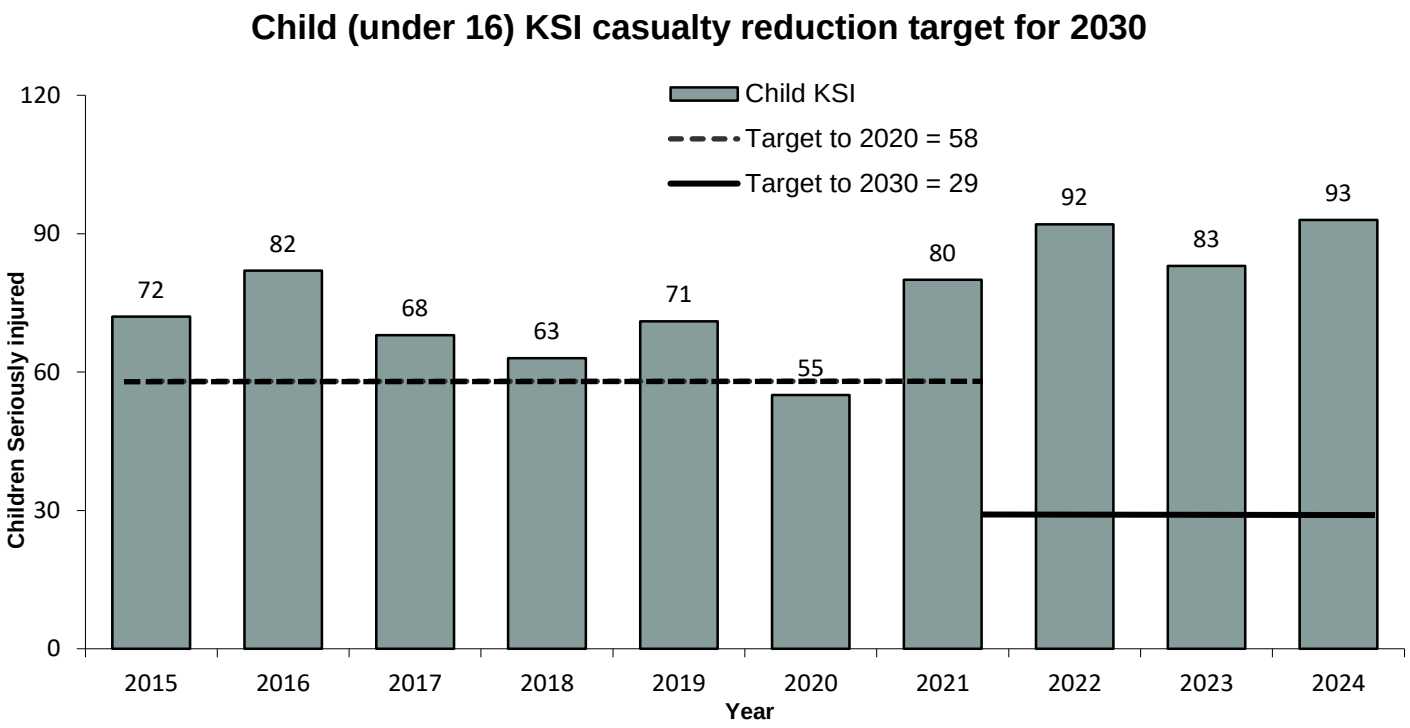


Target B: To reduce the number of people seriously injured by at least 50%. The Department for Infrastructure Northern Ireland Road Safety Strategy aims at a 50% reduction in the number of persons seriously injured on Northern Ireland's roads, from the 2014 – 2018 baseline, to fewer than 376 by 2030. There were 939 people seriously injured in 2024 which was 563 more than the target.

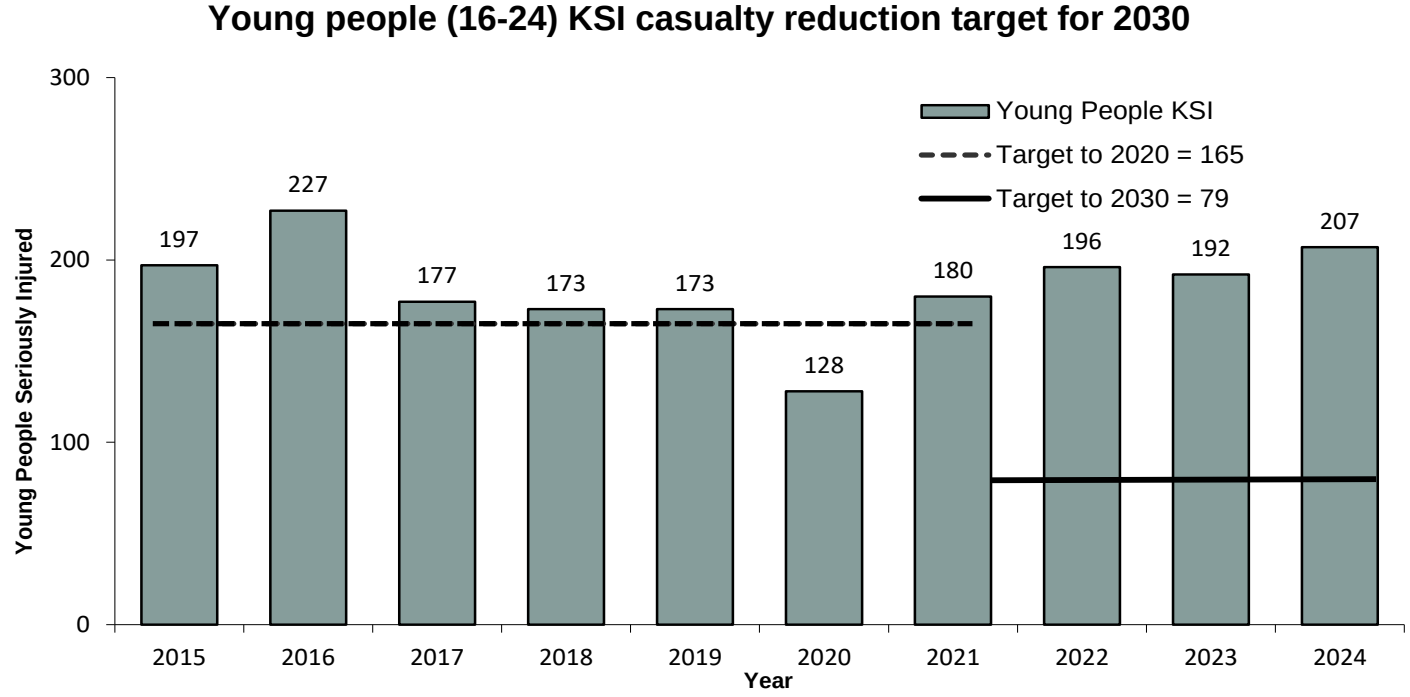
Seriously injured reduction target for 2030



Target C: To reduce the number of children KSI by 60%. 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 2024 figure was 64 child KSI above the target.



Target D: To reduce the number of young people KSI by 60%. The Strategy also has a target of a 60% reduction in the number of young people (aged 16-24) killed or seriously injured on Northern Ireland's roads, from the 2014 – 2018 baseline, to fewer than 79 by 2030. The recorded figure of 207 KSI in 2024 was 128 above the target.



Section 1 – Casualty Information

Ten year trends – all collisions and casualties

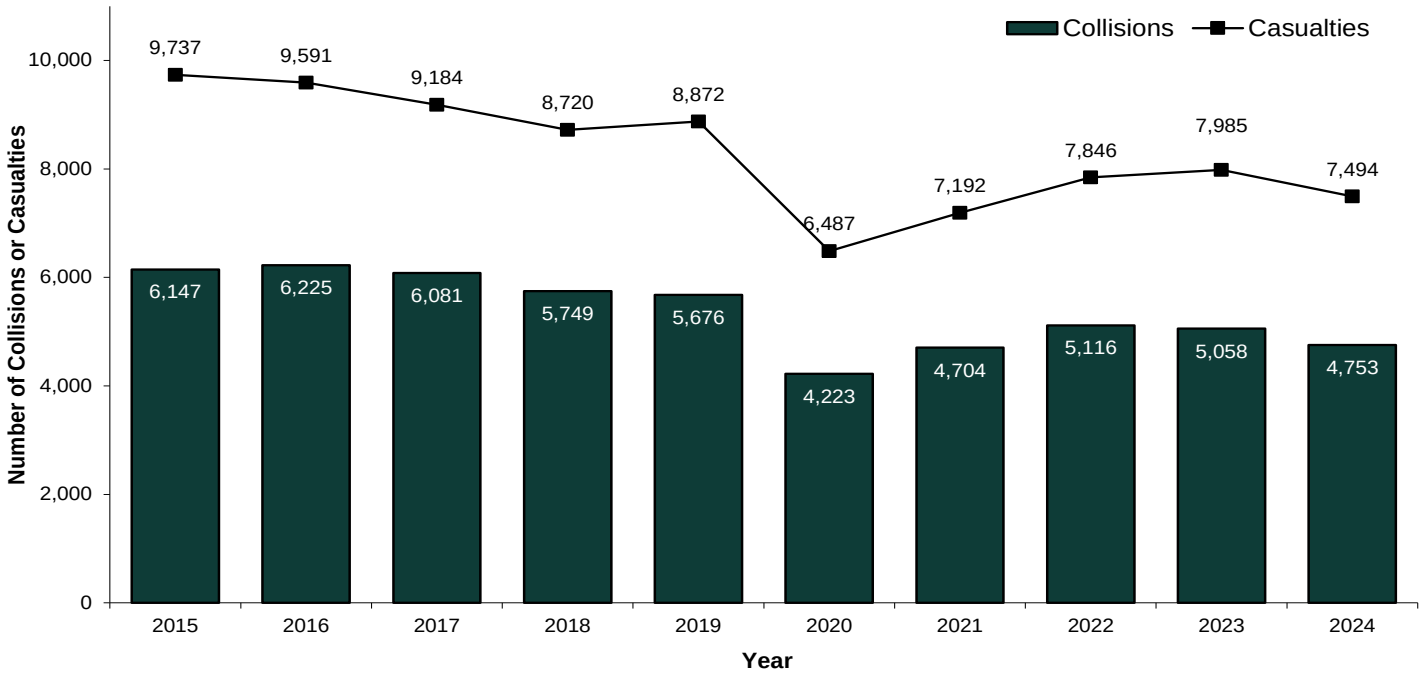
Table 1.1 Police Recorded Injury Road Traffic Collisions and Casualties 2015-2024

Year	Number of injury collisions				Casualties			
	Fatal Collisions	Serious Collisions	Slight Collisions	All Injury Collisions	Killed	Seriously Injured	Slightly Injured	Total Casualties
2015	69	570	5,508	**6,147**	74	711	8,952	**9,737**
2016	65	689	5,471	**6,225**	68	828	8,695	**9,591**
2017	62	643	5,376	**6,081**	63	778	8,343	**9,184**
2018	53	625	5,071	**5,749**	55	730	7,935	**8,720**
2019	53	639	4,984	**5,676**	56	774	8,042	**8,872**
2020	51	518	3,654	**4,223**	56	596	5,835	**6,487**
2021	47	651	4,006	**4,704**	50	809	6,333	**7,192**
2022	52	748	4,316	**5,116**	55	910	6,881	**7,846**
2023	66	745	4,247	**5,058**	71	880	7,034	**7,985**
2024	62	765	3,926	**4,753**	69	939	6,486	**7,494**

- The 4,753 injury road traffic collisions reported to the police in 2024 remains below pre-covid levels and was 305 fewer collisions than recorded in 2023. The reduction in collisions and casualties evident throughout the Covid period should be seen in the context of overall traffic volumes which were estimated to have more than halved following the initial lockdown in March 2020 before returning to more normal levels at the time the traffic flow publication was discontinued in June 2021.

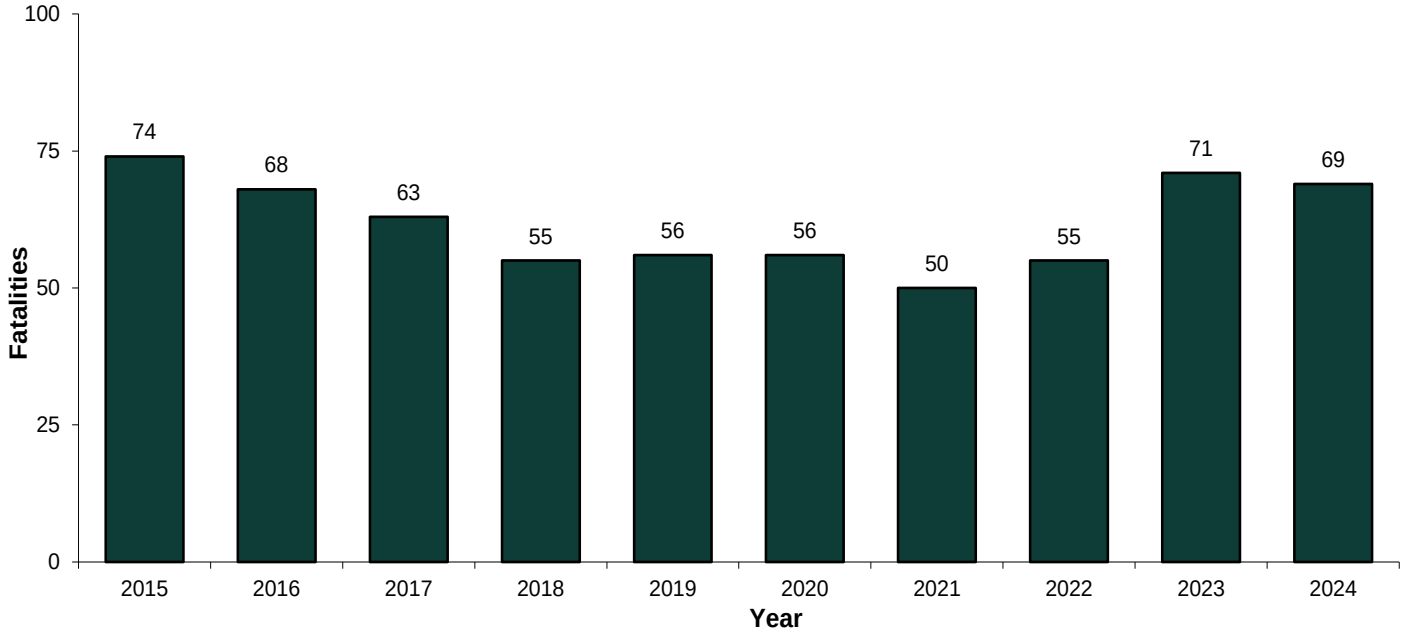
- This was similar in terms of casualties which, at 7,494, was also below pre-covid levels and was 491 casualties below that recorded in 2023.

Figure 1.1 Reported injury road traffic collisions and casualties in Northern Ireland 2015 to 2024



Fatalities – Trends over the last 10 years

Figure 1.2 Fatalities resulting from road traffic collisions in Northern Ireland 2015 to 2024



- The number of fatalities decreased from 74 in 2015 to 50 in 2021 but has shown an increase of 19 fatalities to the 69 recorded for 2024. Road deaths decreased significantly from 2010 onwards when compared with the previous decade. Over the longer term, the highest number of road deaths was recorded in 1972 with 372 fatalities – some 303 more than in 2024. (See Appendix 1 and 2 for fatalities by year dating back to 1931).

Table 1.2 Number of road traffic fatalities by road user type in Northern Ireland 2015–2024

Road user type	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Pedestrians	19	15	15	16	17	6	8	16	20	8
Drivers of motor vehicles	31	31	25	23	26	25	20	23	21	39
Motorcyclists	4	4	9	7	3	8	14	9	13	7
Pedal Cyclists	0	3	2	1	2	4	0	1	2	1
Passengers	17	12	11	7	8	8	8	6	11	12
Pillion Passengers	0	1	0	0	0	1	0	0	0	1
Other road users	3	2	1	1	0	4	0	0	4	1
Total	**74**	**68**	**63**	**55**	**56**	**56**	**50**	**55**	**71**	**69**

- Drivers of motor vehicles were the largest casualty class for fatalities in 2024, accounting for 39 people killed, which was 18 more than in 2023.

- There were 16 vulnerable road users killed comprising the deaths of 8 pedestrians, 7 motorcyclists and 1 pedal cyclist. This was nineteen fewer deaths amongst vulnerable road users than in 2023 and 7 fewer than the 23 fatalities of vulnerable road users in 2015.

- The number of motorcyclists killed in 2024 (7) decreased by six from the 13 recorded in 2023. The number of pedestrians fatally injured was 8 in 2024, which was 12 fewer than the recorded number in 2023 (20). There was one recorded pedal cyclist fatality in 2024.

Table 1.3 Number of road traffic fatalities by age and gender in Northern Ireland 2015–2024

	Under 16			16-24			25-34			35-49			50-64			65+			Total		
Year	M	F	T	M	F	T	M	F	T	M	F	T	M	F	T	M	F	T	M	F	T
2015	3	2	**5**	15	3	**18**	5	2	**7**	8	0	**8**	11	5	**16**	11	9	**20**	**53**	**21**	**74**
2016	3	1	**4**	13	3	**16**	8	2	**10**	13	1	**14**	10	2	**12**	7	5	**12**	**54**	**14**	**68**
2017	3	1	**4**	10	2	**12**	9	3	**12**	7	3	**10**	9	3	**12**	7	6	**13**	**45**	**18**	**63**
2018	3	0	**3**	8	3	**11**	8	2	**10**	10	1	**11**	8	2	**10**	7	3	**10**	**44**	**11**	**55**
2019	0	1	**1**	9	2	**11**	8	0	**8**	5	3	**8**	6	2	**8**	9	11	**20**	**37**	**19**	**56**
2020	2	1	**3**	9	3	**12**	6	0	**6**	9	5	**14**	6	4	**10**	8	3	**11**	**40**	**16**	**56**
2021	2	1	**3**	8	2	**10**	8	1	**9**	11	0	**11**	9	1	**10**	5	2	**7**	**43**	**7**	**50**
2022	2	1	**3**	11	0	**11**	5	0	**5**	9	3	**12**	9	5	**14**	8	2	**10**	**44**	**11**	**55**
2023	1	2	**3**	11	3	**14**	12	1	**13**	8	5	**13**	8	2	**10**	12	6	**18**	**52**	**19**	**71**
2024	1	0	**1**	8	5	**13**	9	2	**11**	13	1	**14**	8	1	**9**	15	6	**21**	**54**	**15**	**69**

M=Male F=Female T=Total

- Of the 69 people killed on Northern Ireland's roads in 2024, 54 were male and 15 female. This is typical of the historically recorded pattern where males accounted for a higher proportion of fatalities than females.
- There was 1 child (under the age of 16) killed on Northern Ireland's roads in 2024. This was two fewer than the number of child fatalities recorded in each of the previous four years.
- The number of road deaths for the 65+ age group was 21, which was three more than the 18 recorded in 2023. This age group accounted for 30% of road fatalities in 2024 (30.4%).
- Compared with ten years ago, the largest decrease in fatalities was in the 50-64 age group which decreased from 16 deaths in 2015 to 9 deaths in 2024. See chart comparing 2024 with 2015 below.

Figure 1.3 Road fatalities by age group 2015 compared with 2024

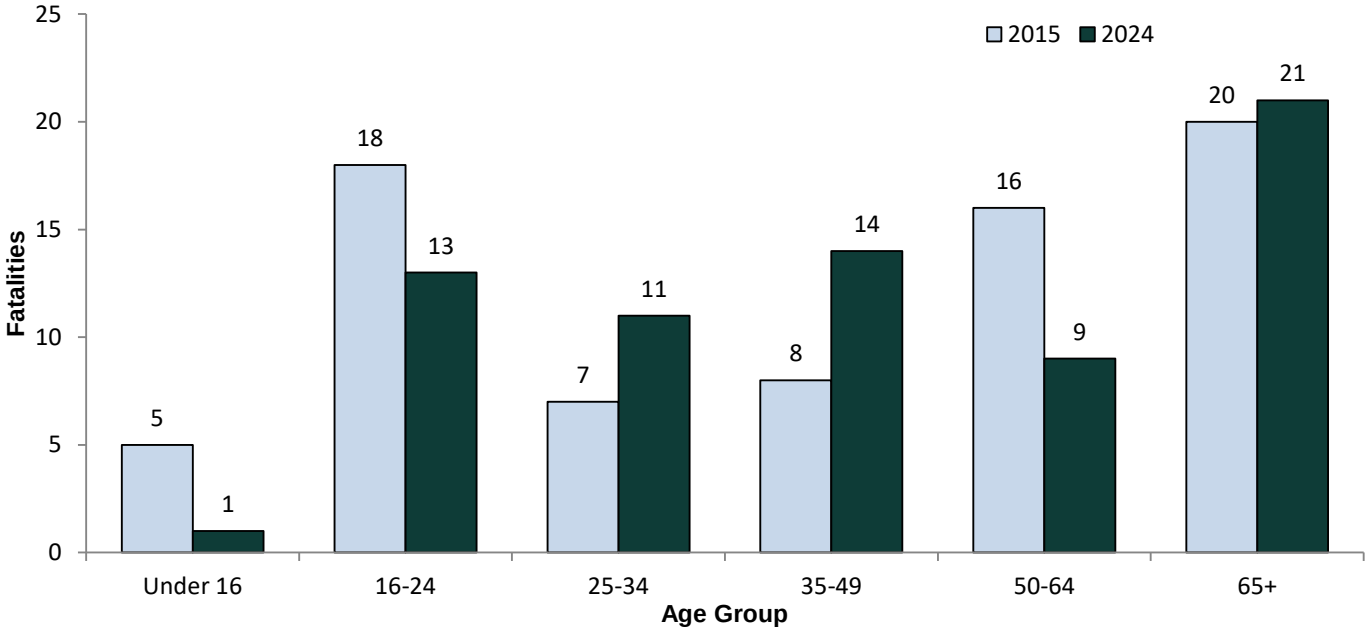
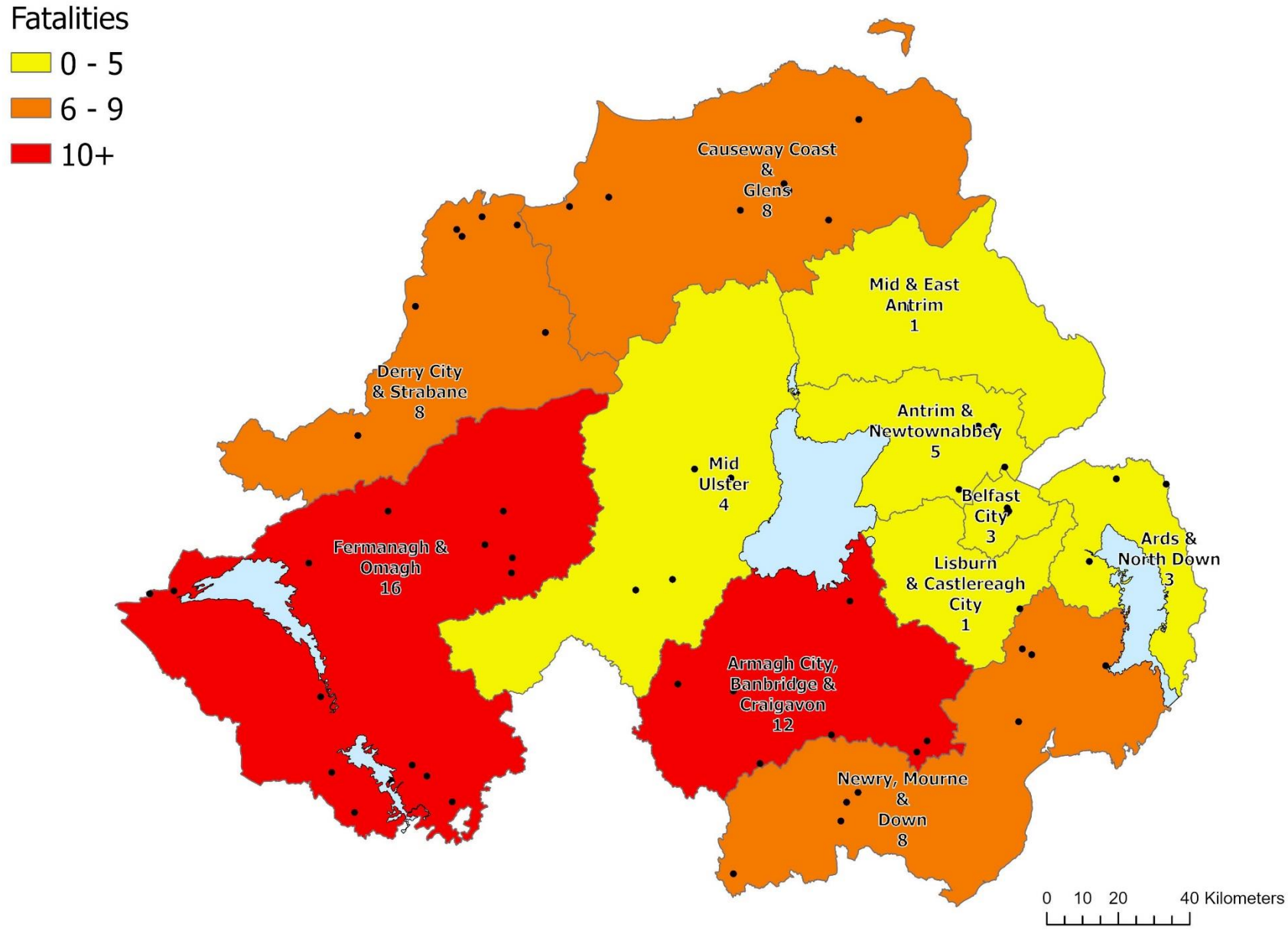


Table 1.4 Fatalities by Police Area and District 2015–2024

District	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Belfast City	6	3	3	4	4	3	3	7	6	3
Derry City & Strabane	4	7	5	2	1	2	2	2	1	8
Antrim & Newtownabbey	6	8	2	3	8	3	6	3	8	5
Ards & North Down	5	7	4	6	4	5	7	3	4	3
Causeway Coast & Glens	8	8	6	6	9	7	9	4	10	8
Lisburn & Castlereagh City	5	3	7	5	3	4	2	1	2	1
Mid & East Antrim	6	3	6	2	2	7	4	3	10	1
Armagh City, Banbridge & Craigavon	9	10	6	10	7	7	4	3	4	12
Fermanagh & Omagh	8	10	6	8	3	3	5	9	6	16
Mid Ulster	9	3	5	4	8	6	4	13	9	4
Newry, Mourne and Down	8	6	13	5	7	9	4	7	11	8
Northern Ireland Total	**74**	**68**	**63**	**55**	**56**	**56**	**50**	**55**	**71**	**69**

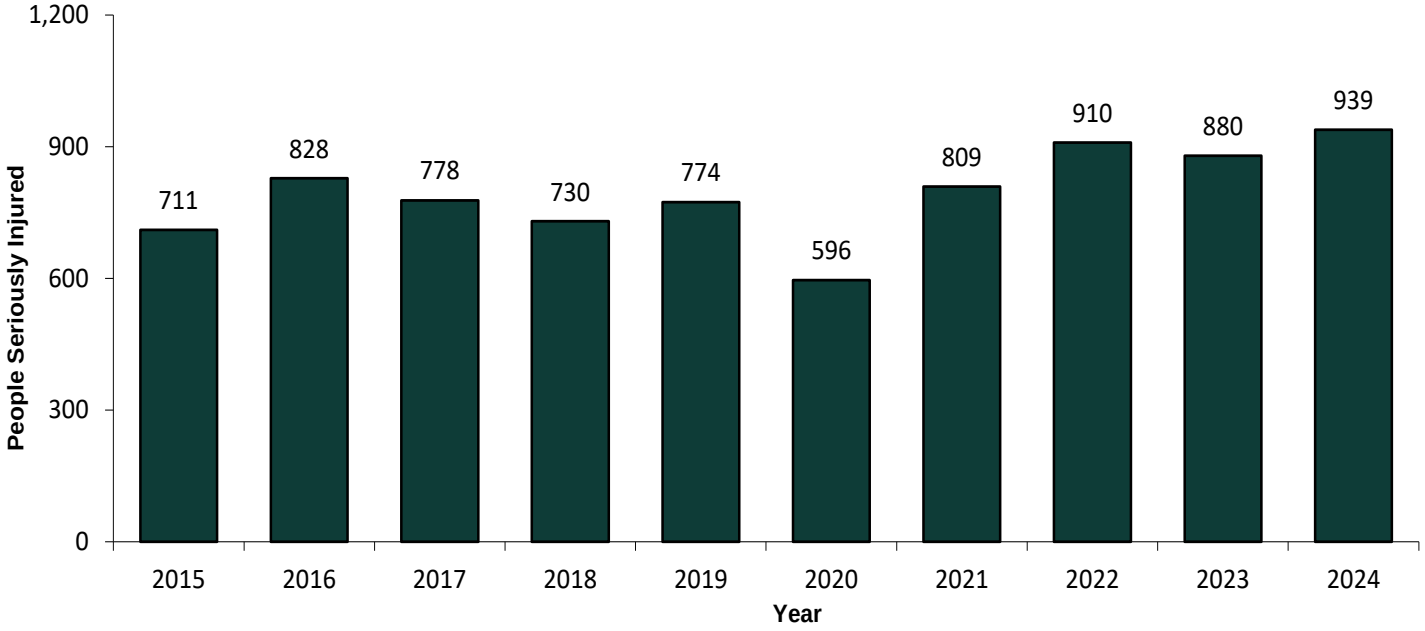
- Fermanagh and Omagh district had the highest number of road traffic fatalities in 2024 with 16 deaths.
- Derry City & Strabane has, between 2018 and 2023 recorded low numbers of fatalities, with 2 or fewer recorded. However, in 2024 the district recorded 8 fatalities.
- Fermanagh and Omagh reported the largest increase over the year, increasing from 6 in 2023 to 16 in 2024. Conversely, Mid and East Antrim recorded fatalities decreased by 9, to 1 death in 2024.
- Looking further back to 10 years ago, six of the eleven districts had fewer deaths recorded in 2024 than in 2015.

Figure 1.4 Fatalities by Police District 2024



People seriously injured – Trends over the last 10 years

Figure 1.5 Number of people seriously injured in road traffic collisions in Northern Ireland 2015 to 2024



- The number of serious injuries declined markedly in 2020 in response to Covid-19 restrictions and the associated reduction in traffic. However, contrary to overall casualty numbers, serious injuries has returned to and exceeded pre-lockdown levels in the three years since.

- There were 939 people seriously injured on Northern Ireland's roads in 2024 which was 59 more than the 880 recorded in 2023 (an increase of 6.7%), and the highest number recorded in the last ten years.

Table 1.5 Number of people seriously injured by road user type in Northern Ireland 2015–2024

Road user type	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Pedestrians	164	164	175	135	159	118	148	168	171	142
Drivers of motor vehicles	254	353	309	297	318	243	297	343	352	380
Motorcyclists	78	88	80	101	84	84	92	110	103	126
Pedal Cyclists	40	61	50	46	57	45	64	73	73	63
Passengers	163	156	149	134	144	92	185	196	161	209
Pillion Passengers	6	3	8	5	6	3	6	4	3	5
Other road users	6	3	7	12	6	11	17	16	17	14
Total	**711**	**828**	**778**	**730**	**774**	**596**	**809**	**910**	**880**	**939**

- Drivers of motor vehicles accounted for 40.5% of all seriously injured casualties in 2024. Passengers were next highest with 22.3%, followed by pedestrians (15.1%), motorcyclists (13.4%) and pedal cyclists (6.7%).

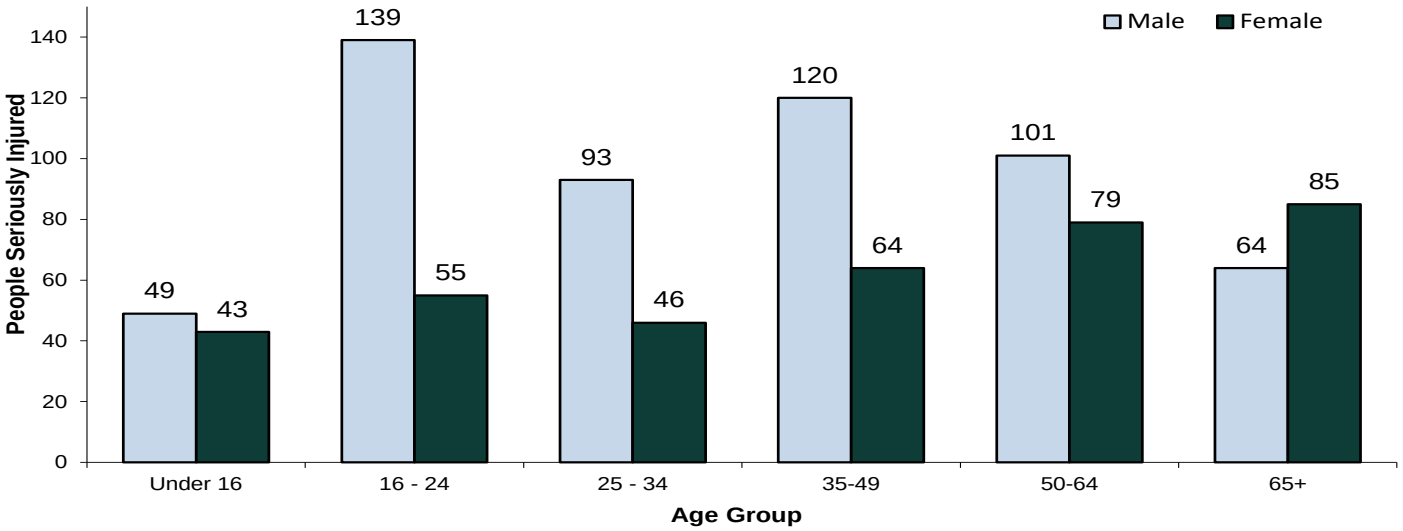
- All major categories of key road users in 2024 had more people seriously injured than recorded ten years ago in 2015, with the exception of pedestrians. Drivers and motorcyclists showed increases of 126 and 48 serious casualties respectively.

Table 1.6 Number of people seriously injured by age and gender in Northern Ireland 2015–2024[1, 2]

	Under 16			16-24			25-34			35-49			50-64			65+			Total		
Year	**M**	**F**	**T**	**M**	**F**	**T**	**M**	**F**	**T**	**M**	**F**	**T**	**M**	**F**	**T**	**M**	**F**	**T**	**M**	**F**	**T**
2015	44	23	**67**	115	64	**179**	93	41	**134**	90	44	**134**	68	51	**119**	27	51	**78**	**437**	**274**	**711**
2016	47	31	**78**	146	65	**211**	75	40	**115**	110	56	**166**	88	49	**137**	63	58	**121**	**529**	**299**	**828**
2017	38	26	**64**	105	60	**165**	82	37	**119**	108	46	**154**	96	56	**152**	68	56	**124**	**497**	**281**	**778**
2018	40	20	**60**	103	59	**162**	99	34	**133**	96	37	**133**	84	48	**132**	62	48	**110**	**484**	**246**	**730**
2019	48	22	**70**	96	66	**162**	98	31	**129**	86	53	**139**	94	57	**151**	62	61	**123**	**484**	**290**	**774**
2020	35	17	**52**	71	45	**116**	78	33	**111**	70	37	**107**	83	43	**126**	47	37	**84**	**384**	**212**	**596**
2021	48	29	**77**	104	66	**170**	98	45	**143**	107	64	**171**	81	56	**137**	61	50	**111**	**499**	**310**	**809**
2022	51	38	**89**	108	77	**185**	96	48	**144**	110	56	**166**	106	62	**168**	85	73	**158**	**556**	**354**	**910**
2023	50	30	**80**	114	64	**178**	79	35	**114**	116	61	**177**	119	75	**194**	73	64	**137**	**551**	**329**	**880**
2024	49	43	**92**	139	55	**194**	93	46	**140**	120	64	**184**	101	79	**180**	64	85	**149**	**566**	**372**	**939**

Notes:
1. Unknown or missing gender are not presented in the table but are counted in the total
2. M=Male F=Female T=Total

Figure 1.6 Number of people seriously injured by age and gender - 2024



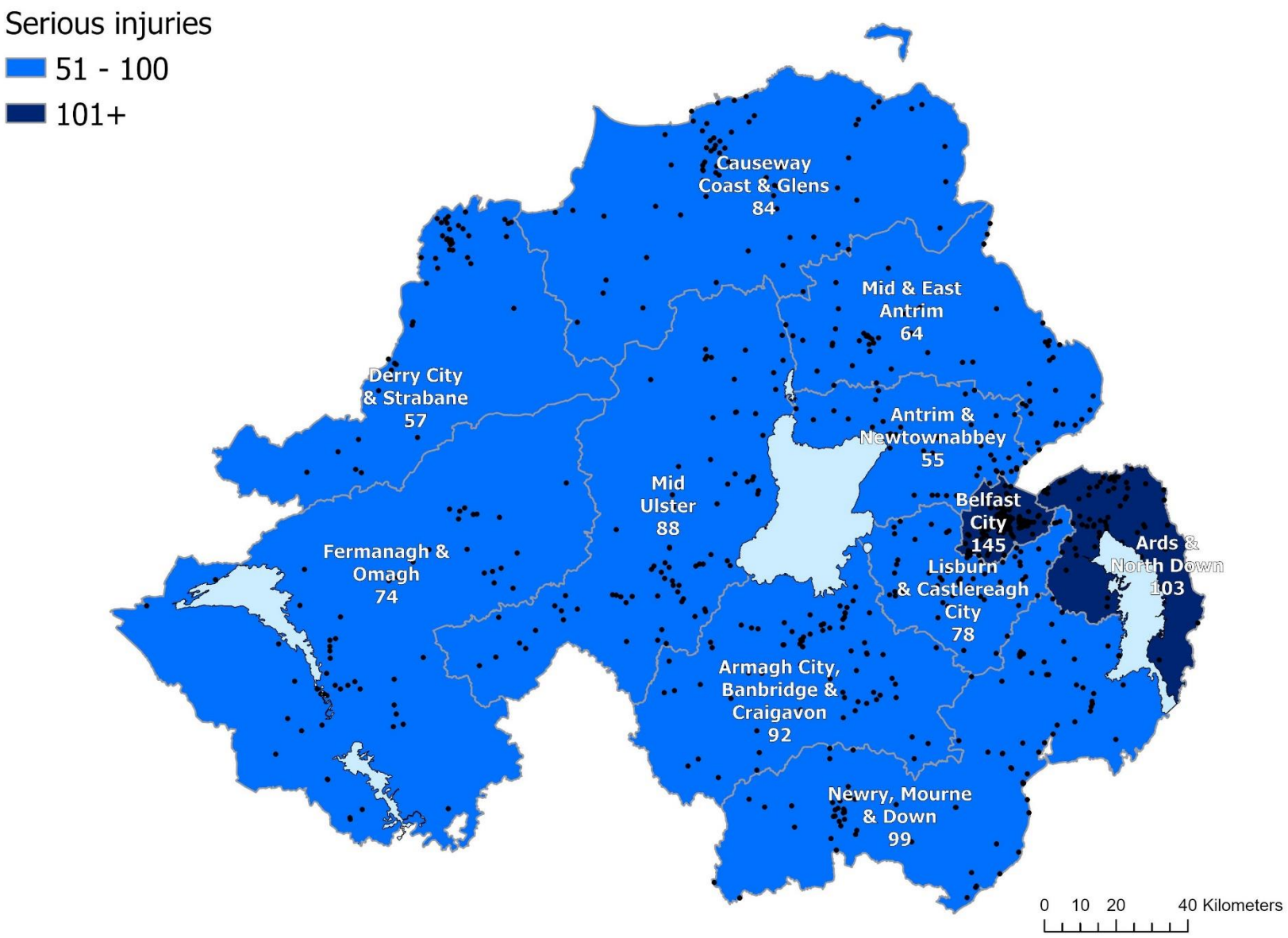
- Males accounted for three-fifths of people seriously injured (60.3%) in 2024.
- More males were seriously injured than females for all age groups in 2024 with the exception of the 65+ age group. The proportion of males to females ranged from 71.6% for the 16 to 24 age group to 43.0% for the 65+ age group.
- The highest proportion of those seriously injured in 2024 was among those aged 16 to 24 with 194, representing 20.7% of those who were seriously injured during the year.
- Comparing 2024 to 2023, the number of people seriously injured increased in five of the six age groups, with the only decrease recorded in the 50 to 64 age group.
- In April 2022, DfI published more detailed gender analysis of KSI casualties 2011-2020.

Table 1.7 People Seriously Injured by Police Area and District 2015–2024

District	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Belfast City	115	125	128	93	130	77	102	163	127	145
Derry City & Strabane	35	43	43	51	56	35	59	47	53	57
Antrim & Newtownabbey	45	55	56	60	63	42	47	61	67	55
Ards & North Down	45	51	61	51	57	37	57	65	80	103
Causeway Coast & Glens	58	78	63	58	80	44	55	76	55	84
Lisburn & Castlereagh City	63	73	55	65	48	54	74	91	77	78
Mid & East Antrim	62	64	63	46	46	46	61	51	74	64
Armagh City, Banbridge & Craigavon	95	98	77	99	81	74	106	100	91	92
Fermanagh & Omagh	44	85	61	50	60	56	67	57	76	74
Mid Ulster	69	59	66	67	77	51	78	77	66	88
Newry, Mourne and Down	80	97	105	90	76	80	103	122	114	99
Northern Ireland Total	**711**	**828**	**778**	**730**	**774**	**596**	**809**	**910**	**880**	**939**

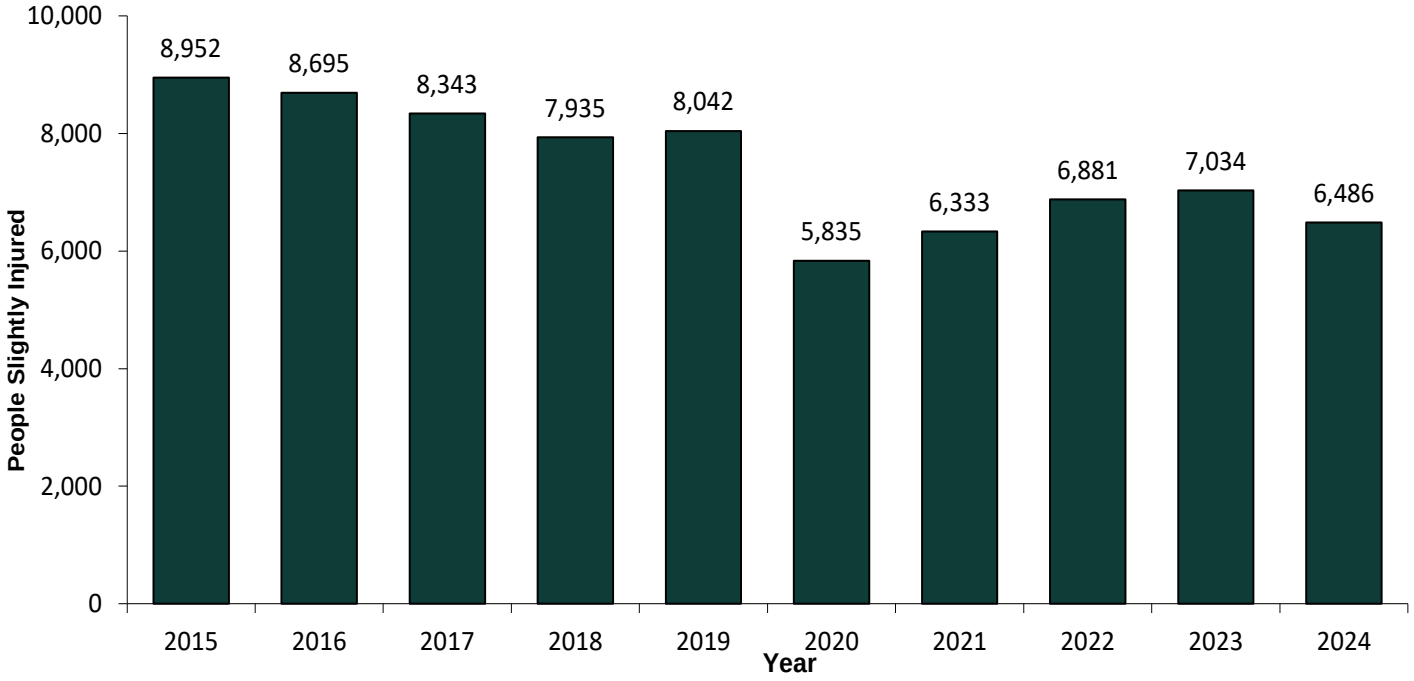
- Belfast City district had the largest number of people seriously injured in 2024 with 145 serious injuries recorded, while the district with the fewest was Antrim and Newtownabbey with 55.
- In the context of the overall increase in serious injuries, four of the eleven districts had fewer people seriously injured in 2024 compared with 2023, and only one district had fewer serious casualties in 2024 when compared to 2015.

Figure 1.7 People seriously injured by Police District 2024



People Slightly Injured – Trends over the last 10 years

Figure 1.8 Number of people slightly injured in road traffic collisions in Northern Ireland 2015 to 2024



- The number of people slightly injured decreased in 2024, to 6,486 slight casualties. This was the fourth lowest number of slight casualties since 1984, when there were 6,096 recorded.

Table 1.8 Number of people slightly injured by road user type in Northern Ireland 2015 – 2024

Road user type	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Pedestrians	604	552	539	536	462	359	379	406	453	378
Drivers of motor vehicles	5,071	5,003	4,851	4,563	4,585	3,367	3,664	4,026	3,975	3,762
Motorcyclists	202	193	185	185	185	118	185	181	158	160
Pedal Cyclists	239	266	267	240	231	207	218	230	189	153
Passengers	2,781	2,625	2,453	2,351	2,520	1,734	1,839	1,974	2,206	1,963
Pillion Passengers	4	6	7	9	6	4	9	10	4	8
Other road users	51	50	41	51	53	46	39	54	49	62
Total	**8,952**	**8,695**	**8,343**	**7,935**	**8,042**	**5,835**	**6,333**	**6,881**	**7,034**	**6,486**

- When comparing 2024 to 2015, slight injuries decreased across all key road user groups. There was an overall decrease of 27.5% in slight injuries from 2015 to 2024.

- Passengers showed the largest decrease in slight injuries since 2023, with a decrease of 243 slight injuries in 2024 compared to the previous year. Drivers showed a decrease of 213 slight injuries over the same period.

Analysis of vulnerable road users

Vulnerable road users have been defined for the purpose of this report as including pedestrians, pedal cyclists and motorcyclists.

Pedestrians

Table 1.9 Number of pedestrian casualties by severity of injury 2015 – 2024

	Killed			Seriously Injured			Slightly Injured			Total		
Year	Male	Female	Total	Male	Female	Total	Male	Female	Total	Male	Female	Total
2015	9	10	**19**	101	63	**164**	346	258	**604**	456	331	**787**
2016	13	2	**15**	96	68	**164**	303	249	**552**	412	319	**731**
2017	11	4	**15**	102	73	**175**	289	250	**539**	402	327	**729**
2018	13	3	**16**	86	49	**135**	295	241	**536**	394	293	**687**
2019	10	7	**17**	94	65	**159**	249	211	**462**	353	283	**638**
2020	4	2	**6**	82	36	**118**	202	157	**359**	288	195	**483**
2021	6	2	**8**	89	59	**148**	211	168	**379**	306	229	**535**
2022	11	5	**16**	94	74	**168**	222	184	**406**	327	263	**590**
2023	15	5	**20**	100	71	**171**	272	181	**453**	387	257	**644**
2024	7	1	**8**	71	71	**142**	214	164	**378**	292	236	**528**

Notes:

1. Unknown or missing gender are not presented in the table but are counted in the total

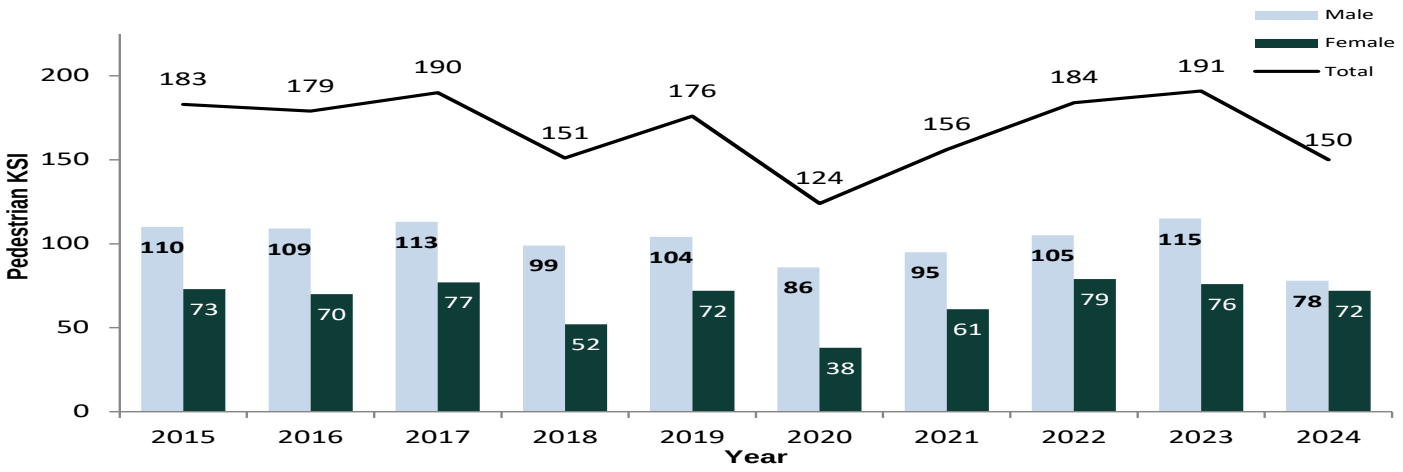
- There were 528 pedestrian casualties recorded in 2024, which was 116 fewer than 2023 and 259 fewer than in 2015. This was an overall reduction of 32.9% from that recorded in 2015. This compares with a 23.0% reduction in casualties overall during the last ten years.

- The 8 pedestrians killed in 2024 was twelve fewer than recorded for 2023 and returns to similar levels to 2020 and 2021. As with previous years, the majority of pedestrian casualties recorded in 2024 were male, accounting for 55.3% of pedestrian casualties overall.

- The 65+ age group accounted for the highest number of pedestrians killed or seriously injured with 35 (23.3%) out of the 150 pedestrian KSI casualties recorded in 2024 coming from this age group. See accompanying supplementary tables spreadsheet for a full gender, age and severity of injury breakdown of pedestrian casualties since 2015.

- In November 2024, DfI published more detailed analysis of pedestrian KSI casualties 2019-2023.

Figure 1.9 Pedestrians killed or seriously injured by gender 2015 – 2024



Pedal cyclists

Table 1.10 Number of pedal cyclist casualties by severity of injury 2015 – 2024

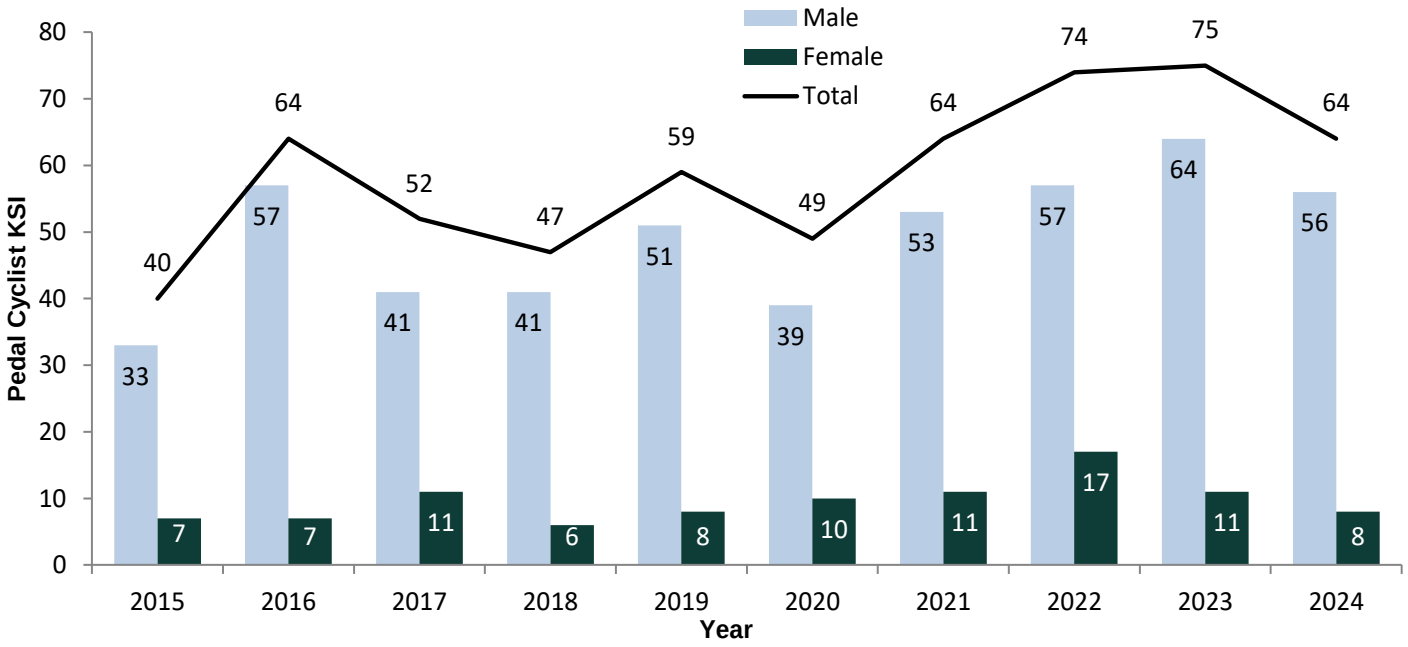
	Killed			Seriously Injured			Slightly Injured			Total		
Year	Male	Female	Total	Male	Female	Total	Male	Female	Total	Male	Female	Total
2015	0	0	**0**	33	7	**40**	203	36	**239**	236	43	**279**
2016	3	0	**3**	54	7	**61**	220	46	**266**	277	53	**330**
2017	2	0	**2**	39	11	**50**	222	45	**267**	263	56	**319**
2018	1	0	**1**	40	6	**46**	207	33	**240**	248	39	**287**
2019	2	0	**2**	49	8	**57**	201	30	**231**	252	38	**290**
2020	4	0	**4**	35	10	**45**	179	28	**207**	218	38	**256**
2021	0	0	**0**	53	11	**64**	178	39	**218**	231	50	**282**
2022	1	0	**1**	56	17	**73**	193	37	**230**	250	54	**304**
2023	2	0	**2**	62	11	**73**	160	29	**189**	224	40	**264**
2024	1	0	**1**	55	8	**63**	132	21	**153**	188	29	**217**

Notes:

1. *Unknown or missing gender are not presented in the table but are counted in the total*

- There were 217 pedal cyclist casualties in 2024, 47 fewer than in 2023 and 62 fewer than the 279 recorded in 2015.
- The 64 pedal cyclists killed or seriously injured in 2024 was 11 fewer than recorded in 2023. There was one pedal cyclist fatality in 2024.
- The majority of pedal cycle casualties in 2024 were males, accounting for 86.6% of the total.
- Those aged 35-49 and 50-64 represented the largest proportion of pedal cyclist KSI casualties, at 28.1% each. See accompanying supplementary tables spreadsheet for a full gender, age and severity of injury breakdown of pedal cycle casualties since 2015.
- In June 2020, DfI published more detailed analysis of cyclist KSIs 2014-2018.

Figure 1.10 Pedal cyclists killed or seriously injured by gender 2015 - 2024



Motorcyclists

Table 1.11 Number of motorcycle casualties by severity of injury 2015 – 2024

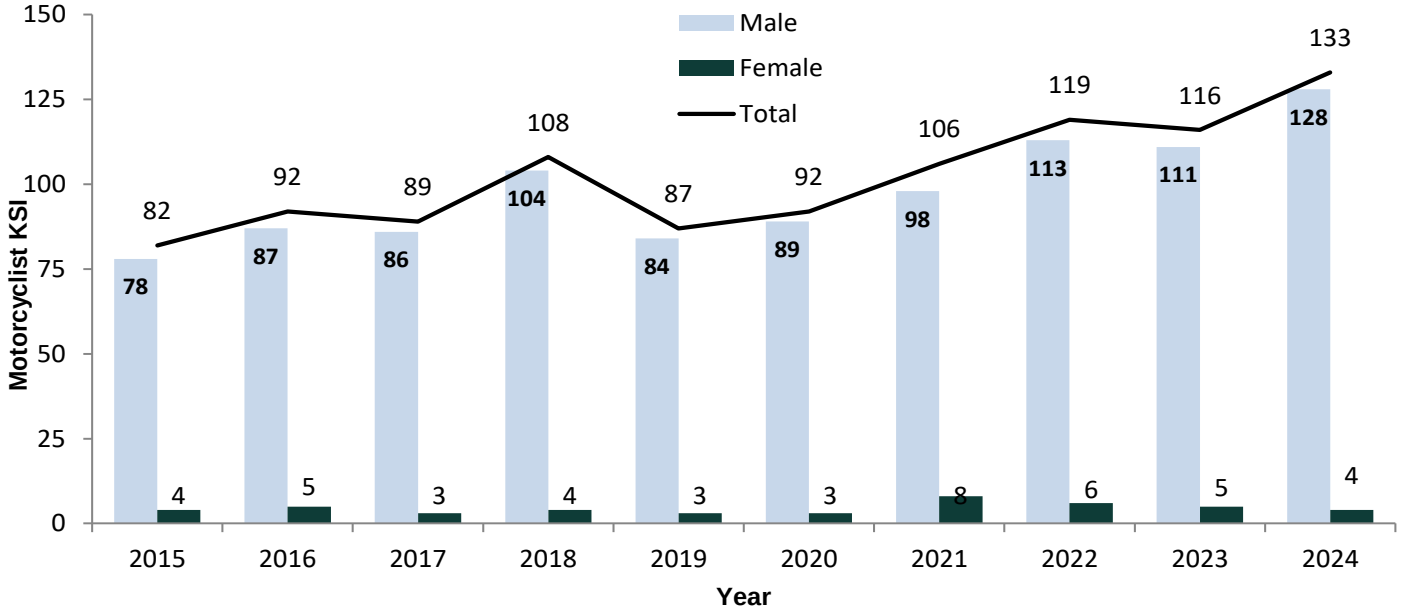
	Killed			Seriously Injured			Slightly Injured			Total		
Year	Male	Female	Total	Male	Female	Total	Male	Female	Total	Male	Female	Total
2015	4	0	**4**	74	4	**78**	189	13	**202**	267	17	**284**
2016	4	0	**4**	83	5	**88**	178	15	**193**	265	20	**285**
2017	9	0	**9**	77	3	**80**	175	10	**185**	261	13	**274**
2018	7	0	**7**	97	4	**101**	176	9	**185**	280	13	**293**
2019	3	0	**3**	81	3	**84**	172	13	**185**	256	16	**272**
2020	8	0	**8**	81	3	**84**	111	7	**118**	200	10	**210**
2021	14	0	**14**	84	8	**92**	176	8	**185**	274	16	**291**
2022	9	0	**9**	104	6	**110**	170	11	**181**	283	17	**300**
2023	12	1	**13**	99	4	**103**	152	6	**158**	263	11	**274**
2024	7	0	**7**	121	4	**126**	147	13	**160**	275	17	**293**

Notes:

1. *Unknown or missing gender are not presented in the table but are counted in the total*

- There were 293 motorcyclists injured in 2024, which was 19 more than 2023. Over the ten years between 2015 and 2024, the number of motorcyclist casualties has remained relatively static, except for in 2020 which was the initial covid period.
- There were 6 fewer motorcyclist fatalities in 2024 than in 2023.
- The 35-49 age group accounted for the highest number of motorcyclists killed or seriously injured with 37 (27.8%) out of the 133 motorcyclist KSI casualties recorded in 2024 coming from this age group. See accompanying supplementary tables spreadsheet for a full gender, age and severity of injury breakdown of motorcycle casualties since 2015.
- Male motorcyclists accounted for 96.2% of all killed or seriously injured motorcyclists in 2024.
- In June 2021, DfI published more detailed analysis of motorcyclist KSIs 2015-2019.

Figure 1.11 Motorcyclists killed or seriously injured by gender 2015 - 2024

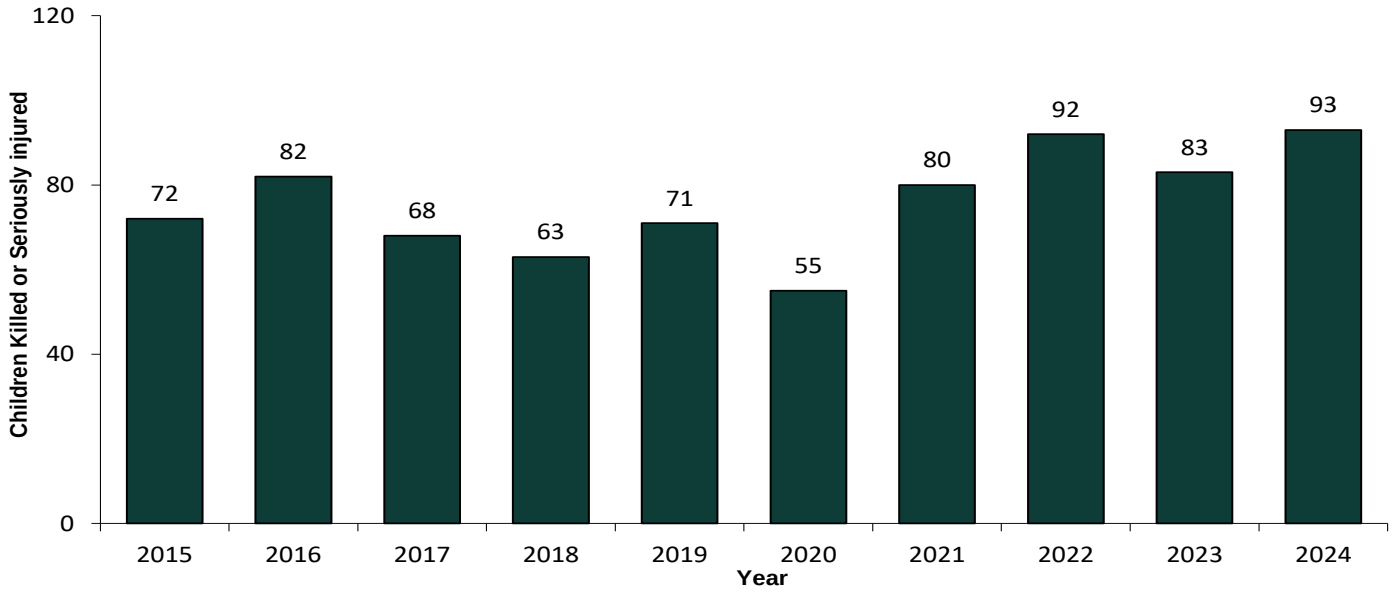


Casualties by selected age group

This section of the report focuses on age groups who are perceived as being more at risk in road traffic collisions namely children under the age of 16, young people (aged 16 to 24) and older people (65 plus).

Children (Age Group under 16)

Figure 1.12 Child casualties killed or seriously injured – 2015 to 2024



- In the context of the overall increases, the 93 children (under 16) killed or seriously injured in 2024 was up by 10 on 2023, and up by 21 when compared with 2015.

Table 1.12 Number of child casualties by gender and severity of injury 2015 – 2024

	Killed			Seriously Injured			Slightly Injured			Total		
Year	Male	Female	Total	Male	Female	Total	Male	Female	Total	Male	Female	Total
2015	3	2	**5**	44	23	**67**	443	408	**853**	490	433	**925**
2016	3	1	**4**	47	31	**78**	438	434	**872**	488	466	**954**
2017	3	1	**4**	38	26	**64**	410	384	**796**	451	411	**864**
2018	3	0	**3**	40	20	**60**	377	364	**741**	420	384	**804**
2019	0	1	**1**	48	22	**70**	412	405	**818**	460	428	**889**
2020	2	1	**3**	35	17	**52**	292	296	**589**	329	314	**644**
2021	2	1	**3**	48	29	**77**	291	285	**576**	341	315	**656**
2022	2	1	**3**	51	38	**89**	334	343	**677**	387	382	**769**
2023	1	2	**3**	50	30	**80**	381	365	**748**	432	397	**831**
2024	1	0	**1**	49	43	**92**	319	342	**661**	369	385	**754**

Notes:

1. *Unknown or missing gender are not presented in the table but are counted in the total*

- The total number of child casualties decreased by 77 over the year, to 754 in 2024, which is 18.5% lower than the 925 child casualties recorded in 2015.

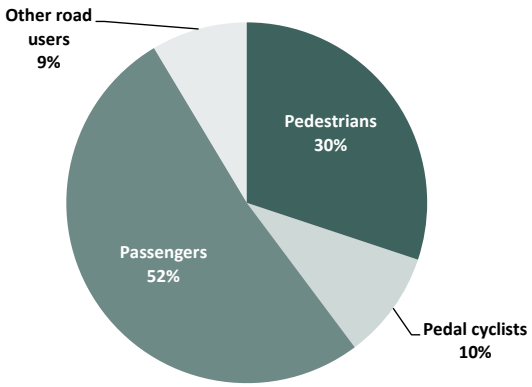
- 53.8% of child KSI casualties in 2024 were male, while for all child casualties 48.9% were male.

Table 1.13 Child casualties by road user type & severity of injury in Northern Ireland 2015 – 2024

	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Killed										
Pedestrians	2	3	2	2	0	1	3	1	3	0
Pedal cyclists	0	0	0	0	0	1	0	1	0	0
Passengers	3	1	0	1	1	0	0	1	0	0
Other road users	0	0	2	0	0	1	0	0	0	1
Total	**5**	**4**	**4**	**3**	**1**	**3**	**3**	**3**	**3**	**1**
Seriously Injured										
Pedestrians	37	50	50	38	34	29	42	48	41	28
Pedal cyclists	4	6	4	5	11	7	6	3	14	9
Passengers	22	19	8	16	24	15	22	32	21	48
Other road users	4	3	2	1	1	1	7	6	4	7
Total	**67**	**78**	**64**	**60**	**70**	**52**	**77**	**89**	**80**	**92**
KSI										
Pedestrians	*39*	*53*	*52*	*40*	*34*	*30*	*45*	*49*	*44*	*28*
Pedal cyclists	*4*	*6*	*4*	*5*	*11*	*8*	*6*	*4*	*14*	*9*
Passengers	*25*	*20*	*8*	*17*	*25*	*15*	*22*	*33*	*21*	*48*
Other road users	*4*	*3*	*4*	*1*	*1*	*2*	*7*	*6*	*4*	*8*
Total	***72***	***82***	***68***	***63***	***71***	***55***	***80***	***92***	***83***	***93***
Slightly Injured										
Pedestrians	161	145	137	126	113	89	90	109	105	100
Pedal cyclists	43	46	44	33	50	53	44	30	35	28
Passengers	643	676	611	576	650	443	427	525	595	510
Other road users	6	5	4	6	5	4	15	13	13	23
Total	**853**	**872**	**796**	**741**	**818**	**589**	**576**	**677**	**748**	**661**
All Casualties										
Pedestrians	200	198	189	166	147	119	135	158	149	128
Pedal cyclists	47	52	48	38	61	61	50	34	49	37
Passengers	668	696	619	593	675	458	449	558	616	558
Other road users	10	8	8	7	6	6	22	19	17	31
Total	**925**	**954**	**864**	**804**	**889**	**644**	**656**	**769**	**831**	**754**

- Approximately three-quarters of all child casualties (74.0%) were passengers in motor vehicles in 2024, compared to 51.6% of children killed or seriously injured. Pedestrians accounted for 17.0% of the total child casualties during the year, but made up 30.1% of those killed or seriously injured.

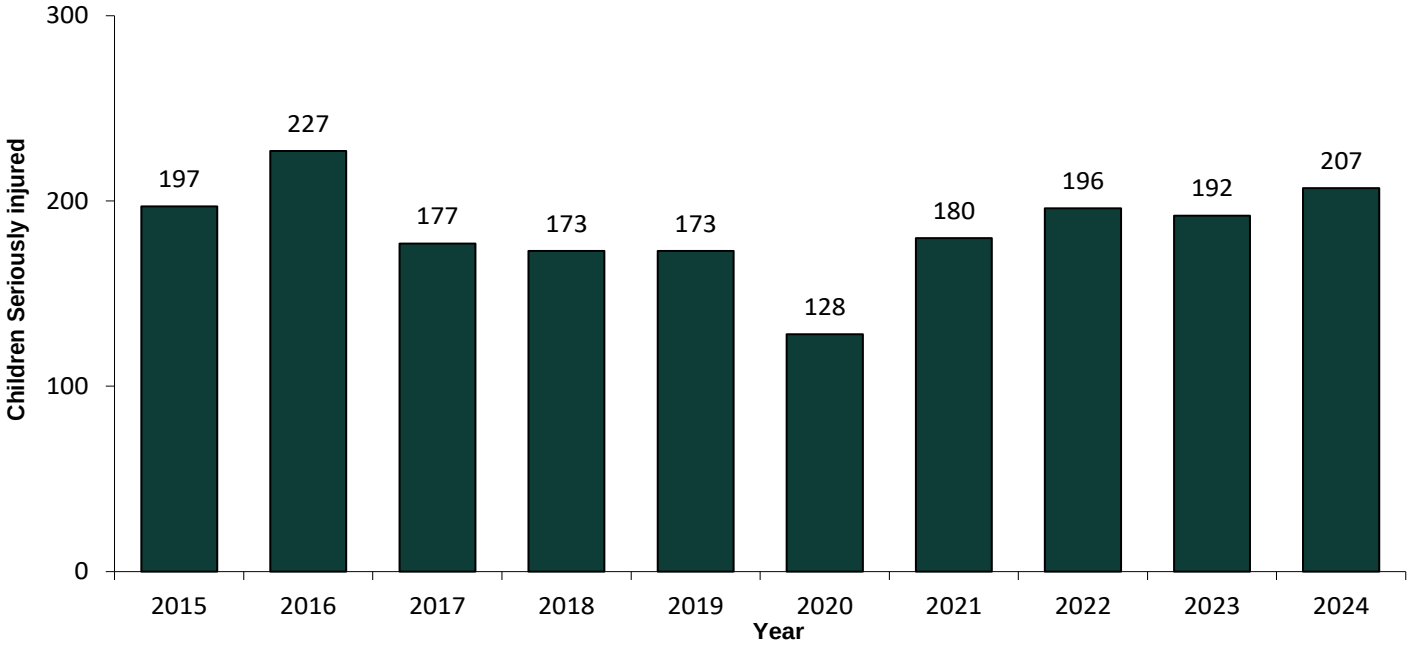
Figure 1.13 Child casualties killed or seriously injured by road user type 2024[1]



1. Due to rounding total may not add to 100%.

Young People (Age group 16 to 24)

Figure 1.14 Young people killed or seriously injured – 2015 to 2024



- The 207 KSI casualties of young people (those aged between 16 and 24) was 15 more than the 192 recorded in 2023. These changes should be viewed in the context of the wider KSI casualty increases in 2024.

Table 1.14 Number of casualties of young people by gender and severity of injury 2015 – 2024

	Killed			Seriously Injured			Slightly Injured			Total		
Year	**Male**	**Female**	**Total**	**Male**	**Female**	**Total**	**Male**	**Female**	**Total**	**Male**	**Female**	**Total**
2015	15	3	**18**	115	64	**179**	1,066	939	**2,005**	1,196	1,006	**2,202**
2016	13	3	**16**	146	65	**211**	893	891	**1,784**	1,052	959	**2,011**
2017	10	2	**12**	105	60	**165**	859	803	**1,662**	974	865	**1,839**
2018	8	3	**11**	103	59	**162**	797	767	**1,564**	908	829	**1,737**
2019	9	2	**11**	96	66	**162**	879	788	**1,667**	984	856	**1,840**
2020	9	3	**12**	71	45	**116**	684	548	**1,232**	764	596	**1,360**
2021	8	2	**10**	104	66	**170**	770	626	**1,398**	882	694	**1,578**
2022	11	0	**11**	108	77	**185**	761	711	**1,472**	880	788	**1,668**
2023	11	3	**14**	114	64	**178**	774	674	**1,448**	899	741	**1,640**
2024	8	5	**13**	139	55	**194**	686	581	**1,267**	833	641	**1,474**

Notes:

1. *Unknown or missing gender are not presented in the table but are counted in the total*

- In 2024 there were 13 fatalities of young people, which was one less than in the previous year and 5 fewer than the number recorded in 2015 (18 fatalities).

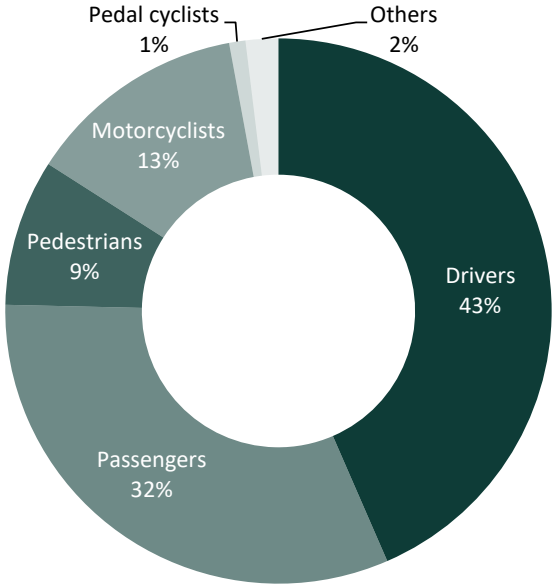
- Over half of all young casualties were males (56.5%), while over seven in ten of young KSI casualties were male (71.0%).

- In 2024, there were 728 fewer young people who were casualties in a road traffic collision than in 2015. Fatalities and slightly injured reduced by 5 and 738 respectively, but seriously injured increased by 15.

Table 1.15 Number of young people killed or seriously injured by road user type 2015 – 2024

	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
KSI										
Pedestrians	33	23	26	22	24	16	23	24	24	18
Drivers of motor vehicles	72	105	80	79	75	62	64	83	80	90
Motorcyclists	20	20	16	16	9	16	14	21	19	27
Pedal cyclists	4	8	2	4	4	4	6	4	4	2
Passengers	66	66	49	49	58	26	69	54	60	66
Pillion Passengers	1	4	2	1	2	2	2	0	0	2
Other road users	1	1	2	2	1	2	2	10	5	2
Total	**197**	**227**	**177**	**173**	**173**	**128**	**180**	**196**	**192**	**207**

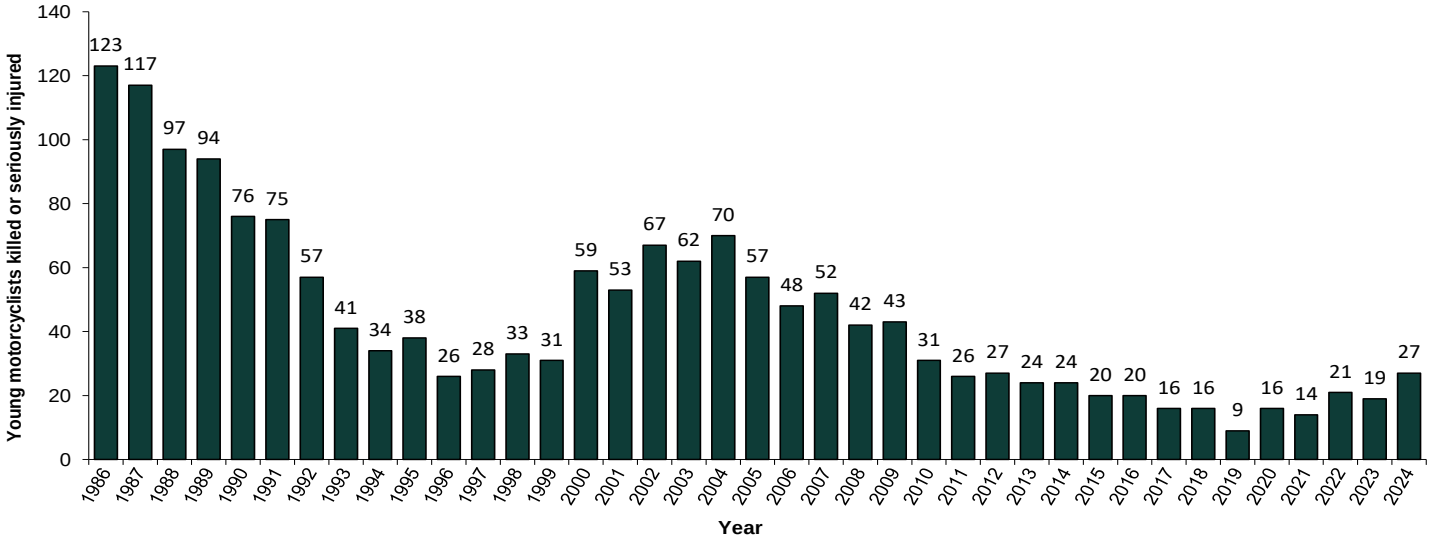
Figure 1.15 Young people killed or seriously injured by road user type - 2024



- The most common casualty class for young people killed or seriously injured in 2024 were drivers, with 90 out of the 207 KSI casualties being from this category (43.5%).

- The number of young motorcyclists killed or seriously injured in 2024 was 27. This was an increase of 7 on the number recorded in 2015. The chart below shows the historical trend since records on severity of injury by age group were first collated in 1986.

Figure 1.16 Young motorcyclists killed or seriously injured – 1986 to 2024



Older People (Age Group 65 and over)

Table 1.16 Number of casualties of older people by gender and severity of injury 2015 – 2024

	Killed			Seriously Injured			Slightly Injured			Total		
Year	Male	Female	Total	Male	Female	Total	Male	Female	Total	Male	Female	Total
2015	11	9	**20**	27	51	**78**	346	370	**716**	384	430	**814**
2016	7	5	**12**	63	58	**121**	360	357	**717**	430	420	**850**
2017	7	6	**13**	68	56	**124**	377	345	**722**	452	407	**859**
2018	7	3	**10**	62	48	**110**	324	354	**678**	393	405	**798**
2019	9	11	**20**	62	61	**123**	355	386	**741**	426	458	**884**
2020	8	3	**11**	47	37	**84**	240	208	**448**	295	248	**543**
2021	5	2	**7**	61	50	**111**	277	252	**529**	343	304	**647**
2022	8	2	**10**	85	73	**158**	297	285	**582**	390	360	**750**
2023	12	6	**18**	73	64	**137**	339	288	**627**	424	358	**782**
2024	15	6	**21**	64	85	**149**	299	286	**585**	378	377	**755**

Notes:

1. *Unknown or missing gender are not presented in the table but are counted in the total*

- There were 755 older people (those aged 65 plus) injured in 2024, including 21 fatalities and 149 seriously injured.

- The annual decrease in overall casualty levels during the current reporting period is reflected among this older age group, however KSI casualties increased among this age group in 2024. The total casualties in 2024 was 129 fewer than the series high recorded in 2019 (884). See chart below for a yearly breakdown from 1986.

Figure 1.17 Casualties of older people – 1986 to 2024

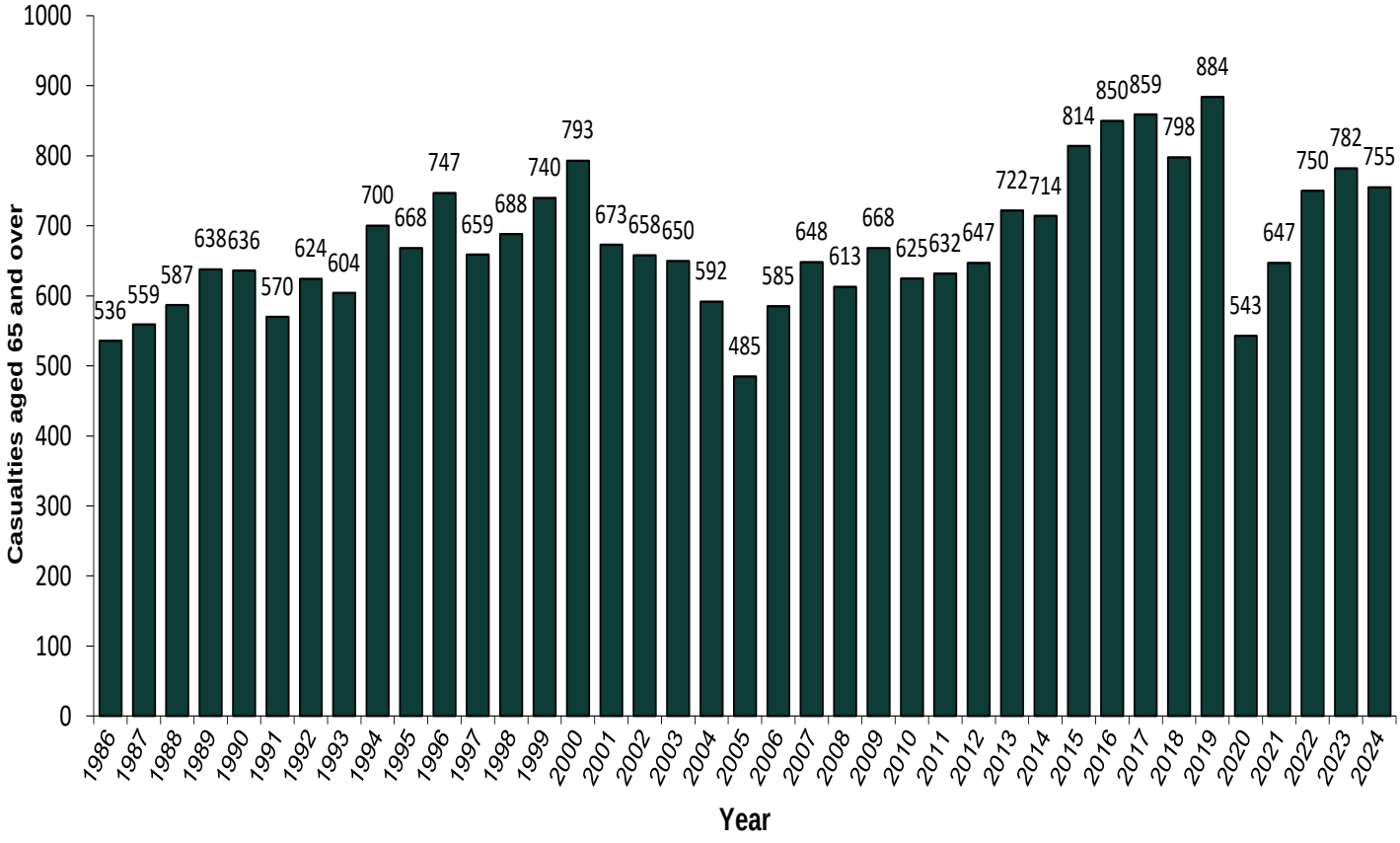


Table 1.17 Number of older people killed or seriously injured by road user type 2015 – 2024

Road User Type	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
KSI										
Pedestrians	29	39	42	30	47	22	29	39	43	35
Drivers of motor vehicles	36	64	57	53	63	45	48	72	62	77
Motorcyclists	3	6	5	8	2	5	5	11	11	15
Pedal cyclists	2	5	3	4	5	3	9	9	7	9
Passengers	25	19	29	23	25	18	22	36	28	33
Pillion Passengers	0	0	0	0	0	0	0	0	0	0
Other road users	3	0	1	2	1	2	5	1	4	1
Total	**98**	**133**	**137**	**120**	**143**	**95**	**118**	**168**	**155**	**170**

- In terms of road user category, drivers accounted for the highest number of KSI casualties of older people in 2024 with 77 recorded (45.3%).
- In July 2021, DfI published more detailed analysis of older driver KSIs 2010-2019.

Section 2 – Causation, Single vehicle collisions and Seatbelt Usage

Causation factors in road traffic collisions

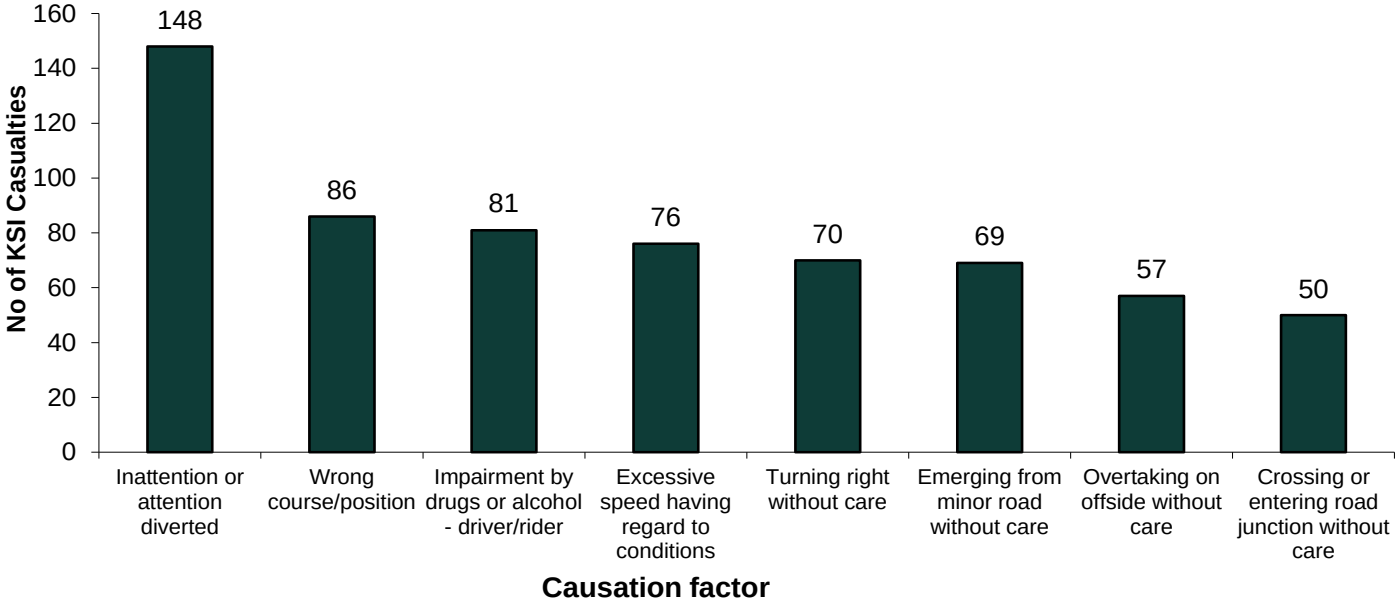
- The most common principal causation factors for KSI casualties during 2024 were 'inattention or attention diverted' (148 KSI casualties), followed by 'wrong course/position' (86 KSI casualties) and 'impairment by drugs or alcohol - driver/rider' (81 KSI casualties). These 3 causations were responsible for 31.3% of all KSI casualties in 2024.

- The most common principal causation factors for all casualties were 'inattention or attention diverted' (1,259 casualties) followed by 'driving too close' (941 casualties) and 'emerging from minor road without care' (610 casualties). These three causations alone were responsible for over one-third (37.5%) of all casualties in 2024.

Table 2.1 Most common principal causation factors in road traffic collisions 2024

		Casualties		
Principal Factor	Number of Injury Collisions	KSI	Slightly Injured	Total Casualties
Inattention or attention diverted	789	148	1,111	**1,259**
Driving too close	559	32	909	**941**
Emerging from minor road without care	380	69	541	**610**
Impairment by drugs or alcohol - driver/rider	281	81	350	**431**
Crossing or entering road junction without care	265	50	411	**461**
Turning right without care	246	70	357	**427**
Wrong course/position	237	86	328	**414**
Overtaking on offside without care	192	57	254	**311**
Excessive speed having regard to conditions	187	76	252	**328**
Changing lane without care	151	13	241	**254**

Figure 2.1 Most common principal causation factors for KSI casualties 2024



- The top three principal causation factors for all casualties remain unchanged between 2012 and 2024. Appendix 5 provides a longer-term overview of the causation factors for casualties.

Table 2.2 Selected causation factors for KSI casualties 2015 – 2024

	Impaired by alcohol or drugs - driver/rider			Careless Driving[1]			Excessive Speed having regard to conditions		
Year	Killed	Seriously Injured	KSI	Killed	Seriously Injured	KSI	Killed	Seriously Injured	KSI
2015	8	64	**72**	32	373	**405**	14	67	**81**
2016	17	64	**81**	32	449	**481**	8	85	**93**
2017	8	76	**84**	29	424	**453**	13	72	**85**
2018	9	69	**78**	25	427	**452**	10	61	**71**
2019	6	64	**70**	21	465	**486**	11	60	**71**
2020	6	40	**46**	34	349	**383**	6	53	**59**
2021	5	97	**102**	27	459	**486**	4	47	**51**
2022	5	76	**81**	28	576	**604**	4	54	**58**
2023	5	79	**84**	37	539	**576**	5	53	**58**
2024	11	70	**81**	34	599	**633**	10	66	**76**

- There were 34 deaths attributed to careless driving[1] in 2024, which was 3 fewer than in 2023. It was 24 higher than deaths attributed to excessive speed and 23 higher than deaths due to impairment of the driver/rider.

- The 11 deaths due to impairment by alcohol / drugs in 2024 was the second highest recorded for this causation in the last ten years. The 10 deaths due to excessive speed was the highest recorded since 2019.

- There were 633 KSI casualties in 2024 which were attributed to careless driving[1] compared to 81 for impairment by alcohol or drugs – driver/rider and 76 for excessive speed.

- Not all collisions are assessed to be the fault of the driver as evidenced by the table below. Passengers, pedestrians, vehicle defects, obstructions and weather conditions can also be the cause of a collision.

Table 2.3 Police recorded injury road traffic collisions and casualties by causation factor type 2024

	KSI Collision	Slight Collision	Total	KSI Casualties	Slightly injured	Total
Driver/Rider Fault						
Alcohol or drugs - driver/rider	64	217	**281**	81	350	**431**
Excessive speed having regard to conditions	60	127	**187**	76	252	**328**
Careless driving[1]	507	2,960	**3,467**	633	5,026	**5,659**
Other driver rider fault	48	139	**187**	63	221	**284**
Total	**679**	**3,443**	**4,122**	**853**	**5,849**	**6,702**
Passenger Fault	8	10	**18**	8	12	**20**
Pedestrian Fault	74	168	**242**	76	181	**257**
Vehicle Factors	14	49	**63**	14	77	**91**
Obstructions	2	17	**19**	2	22	**24**
Physical/Road	17	88	**105**	19	122	**141**
Weather	27	124	**151**	30	188	**218**
Miscellaneous	6	27	**33**	6	35	**41**
Total	**827**	**3,926**	**4,753**	**1,008**	**6,486**	**7,494**

[1] This is a composite causation factor comprised of several causation factors including 'inattention or attention diverted' and 'driving too close'. Please see *Recorded road traffic collision and casualty definitions* for a full list in the Notes.

Who is responsible for collisions attributed to a driver or rider?

Table 2.4 Driver/rider responsibility[1] by age and gender 2024

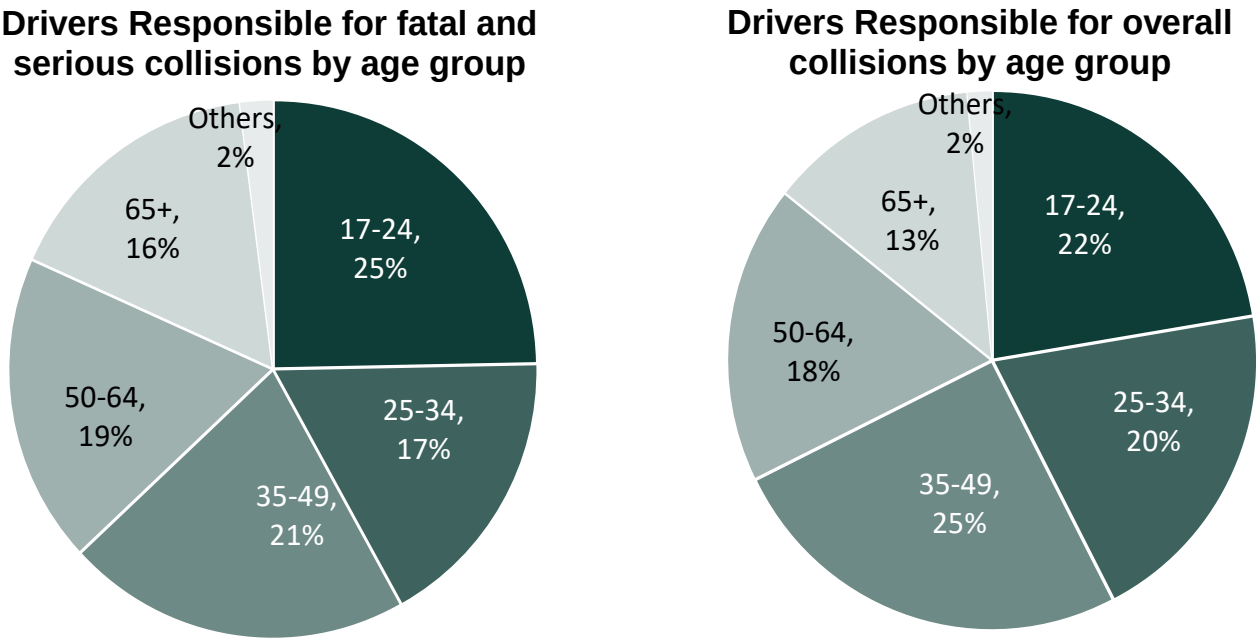
Age	Fatal and Serious Collisions				Total Collisions			
	Male	Female	Unknown	Total	Male	Female	Unknown	Total
Under 17	12	1	0	**13**	49	9	0	**58**
17 - 24	130	29	0	**159**	599	257	0	**856**
25 - 34	85	26	0	**111**	536	231	0	**767**
35 - 49	94	42	0	**136**	624	344	0	**968**
50 - 64	75	45	0	**120**	443	244	0	**687**
65+	57	48	0	**105**	315	176	0	**491**
Unknown	4	0	31	**35**	24	4	267	**295**
Total	**457**	**191**	**31**	**679**	**2,590**	**1,265**	**267**	**4,122**

- Of the 679 fatal and serious collisions in 2024 where the causation was driver/rider responsibility[1], 457 were the responsibility of a male driver, 191 were caused by a female driver and 31 responsible were unknown (mainly hit and run drivers or non-stop vehicle). Males were responsible for 70.5% of fatal and serious collisions and 67.2% of collisions overall with driver/rider responsibility, where a gender is known.

- Drivers aged 17-24 were most likely to be responsible for fatal and serious collisions (25%), where age is known. See Figure 2.2 below.

- More males than females were responsible for all collisions and KSI collisions occurring in 2024 in each of the different age groups.

Figure 2.2 Drivers responsibility by age group[1], 2024



[1] Please note that as a collision can involve more than one driver who is responsible, this information is based on the driver linked to the principal causation factor of the collision.

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

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 - https://www.psni.police.uk/about-us/our-publications-and-reports/official-statistics/motoring-offence-statistics

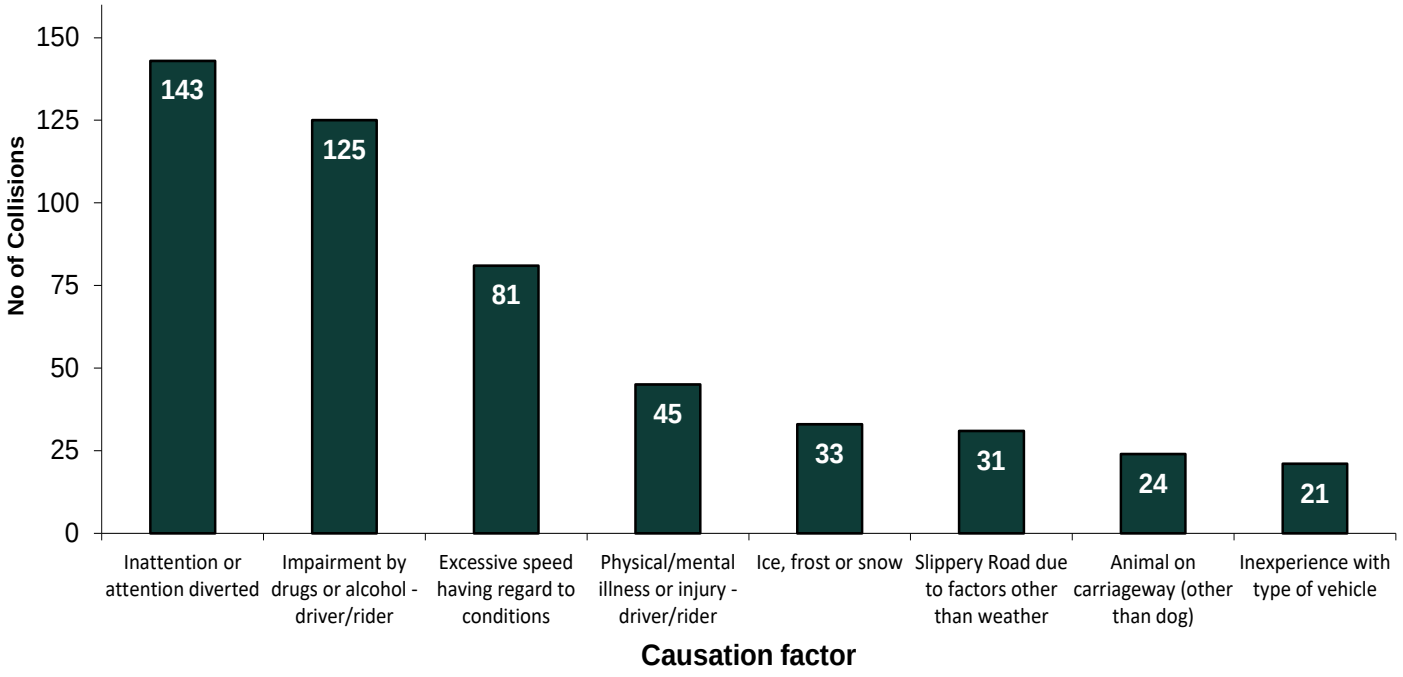
Single vehicle collisions

Table 2.5 Single vehicle collisions by year and resulting casualties 2015 - 2024

Year	Number of single vehicle injury collisions				Casualties			
	Fatal Collisions	Serious Collisions	Slight Collisions	Total	Killed	Seriously Injured	Slightly Injured	Total Casualties
2015	16	127	790	**933**	18	150	1087	**1,255**
2016	21	162	737	**920**	22	186	952	**1,160**
2017	16	150	698	**864**	17	174	903	**1,094**
2018	15	127	638	**780**	15	149	820	**984**
2019	16	140	705	**861**	16	166	941	**1,123**
2020	14	115	504	**633**	14	121	640	**775**
2021	11	124	563	**698**	11	143	734	**888**
2022	11	154	544	**709**	11	183	738	**932**
2023	15	170	529	**714**	15	204	734	**953**
2024	22	161	528	**711**	26	219	729	**974**

- There were 711 single vehicle collisions recorded in 2024, representing 15.0% of all collisions.
- In terms of severity of injury, single vehicle collisions comprised over one-third (35.5%) of fatal collisions, one-fifth of serious collisions (21.0%), and the proportion for sight collisions was approximately one in seven (13.4%).
- The most common causation factor for all single vehicle collisions occurring in 2024 was ‘inattention or attention diverted’ (143, 20.1%), followed by ‘impairment by alcohol or drugs by drivers or riders’ (125, 17.6%), and then ‘excessive speed having regard to conditions’ with 81 (11.4%). See Figure 2.3 below.
- In terms of causation, ‘inattention or attention diverted’ accounted for the highest number of those killed or seriously injured in single vehicle collisions with 66 KSIs, accounting for more than a quarter (26.9%) of the 245 KSI casualties recorded for single vehicle collisions.

Figure 2.3 Main causes of all single vehicle collisions 2024



Seat belt wearing rates of those casualties involved in road traffic collisions

There were 4,122 drivers injured in vehicles in which a seat belt is normally worn. Of these 65.5% were wearing a seat belt at the time of the collision, 1.5% were not wearing a seat belt and for the remaining 33.0% it was unknown whether or not a seat belt was in use.

The figures below are based on cases where seatbelt usage is known.

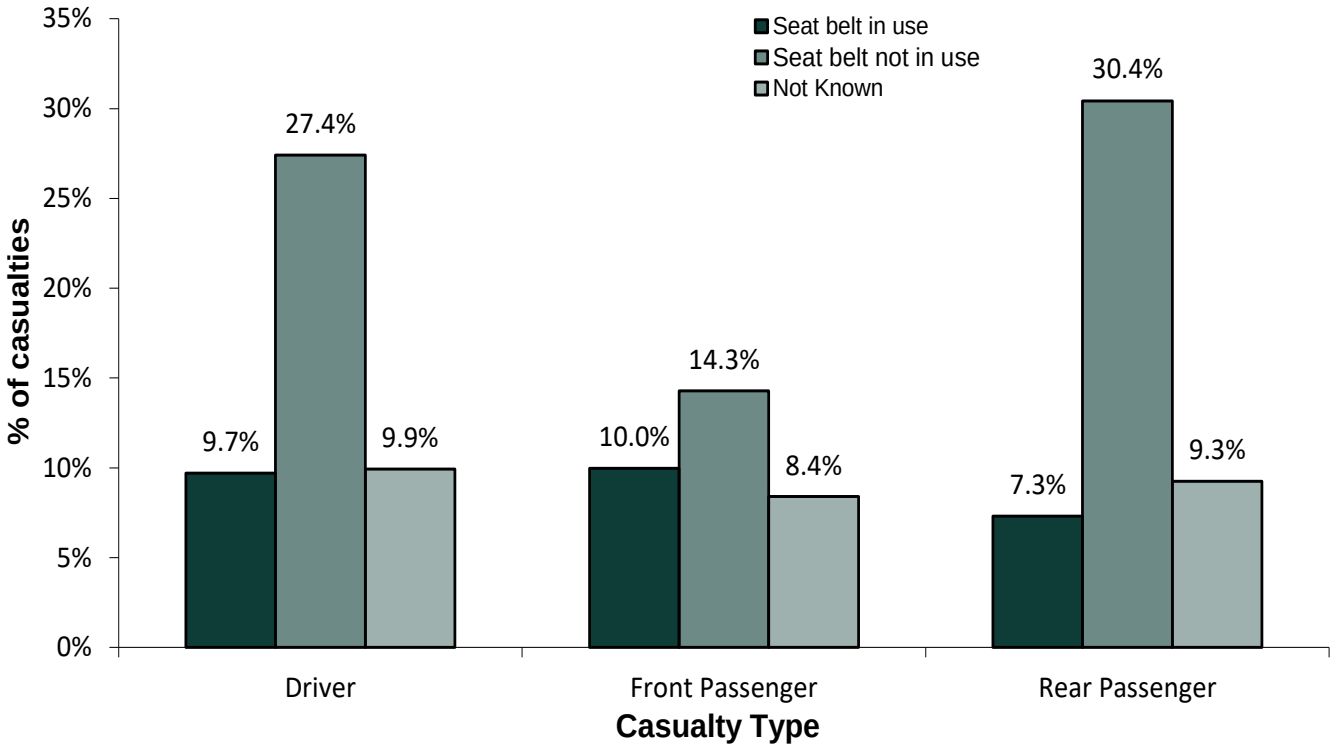
- The likelihood of a driver being killed in a collision greatly increases when not wearing a seat belt. In 2024, 0.9% of driver casualties who were wearing a seatbelt sustained fatal injuries, compared with 14.5% of driver casualties who were not wearing a seat belt. Similarly, 8.8% of driver casualties were seriously injured when wearing a seat belt compared to 12.9% of those not wearing a seat belt.

- Seatbelt status was known for 844 out of the 1,249 front seat passengers who were casualties in vehicles in which a seat belt is normally worn. Of these, 42 (5.0%) were not wearing a seat belt.

- Of the 729 rear seat passengers injured in 2024, seatbelt status was known for 502. Of these, 23 (4.6%) were not wearing a seat belt.

- Figure 2.4 shows that 9.7% of the total driver casualties who were wearing a seatbelt were killed or seriously injured compared with 27.4% of drivers who were not wearing a seatbelt. The difference was more pronounced for rear seat passengers, with 7.3% who were wearing a seatbelt killed or seriously injured compared with 30.4% who were not. The proportion of front seat passengers killed or seriously injured when comparing seatbelt usage shows a less pronounced difference in KSI incidence when a seatbelt was in use (10.0%) compared to where a seatbelt was not in use (14.3%).

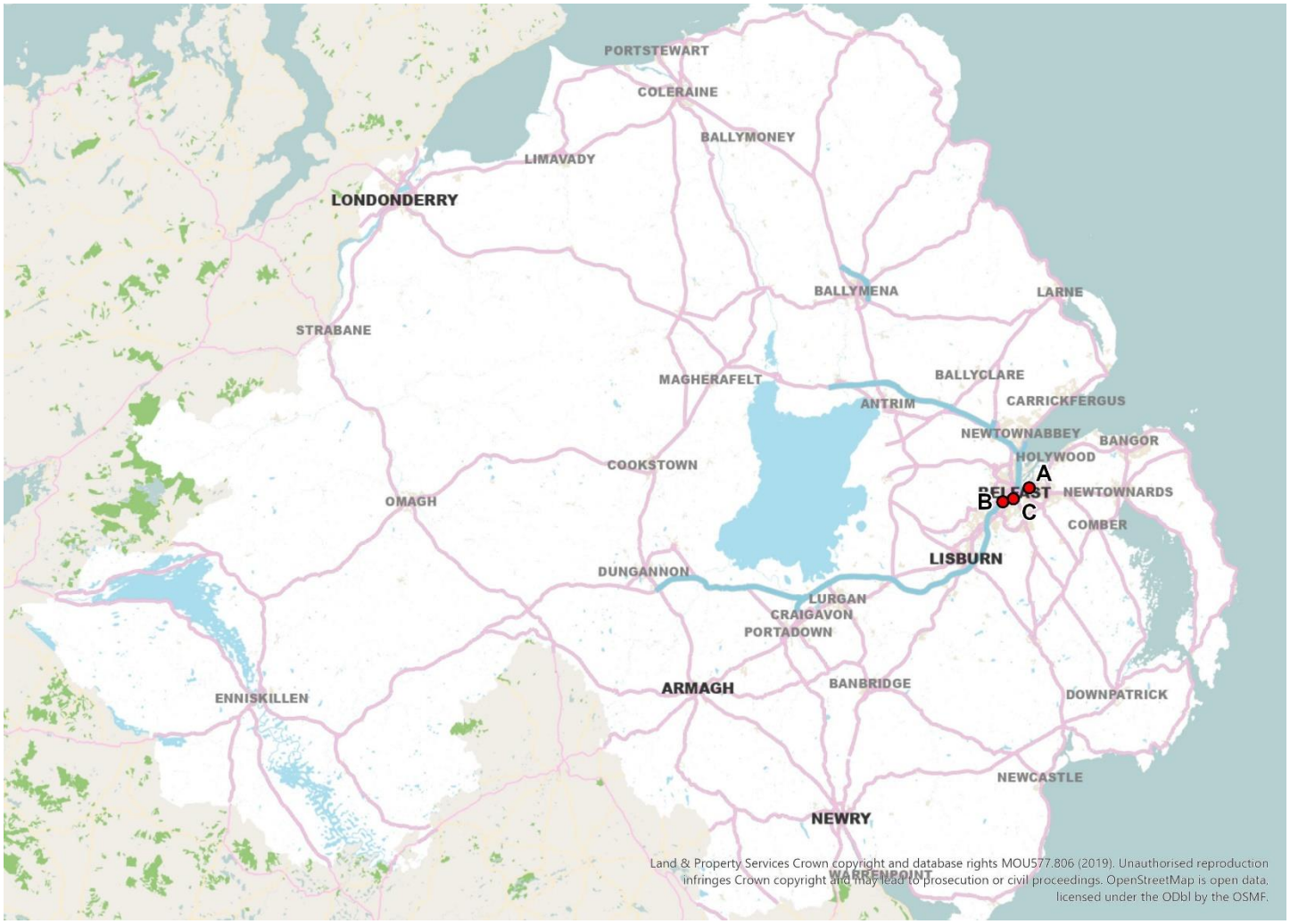
Figure 2.4 Seat belt usage: Proportion of casualties who were killed or seriously injured 2024



Section 3–Location, times and types of vehicles involved in collisions

Where did collisions occur in 2024?

Figure 3.1: The top three collision sites in Northern Ireland within a 50 metre radius – 2024



Using mapping software it is possible to identify sites that have a high number of collisions within a specified distance. Using a radius of 50 metres the top 3 sites for all collisions identified occurring in 2024 were the following:

- **A – Sydenham By-Pass / Dee Street, Belfast City District.** There were 12 collisions within 50 metres of this junction.
- **B – Boucher Road / Glenmachan Street, Belfast City District**. There were 10 collisions within 50 metres of this junction.
- **C – Shaftesbury Square / Botanic Avenue, Belfast City District.** There were 10 collisions within 50 metres of this junction.

Top 3 fatal and serious collision sites in Northern Ireland within a kilometre radius – 2024

The top 3 collision sites for fatal and serious collisions within a kilometre radius are identified and ranked in the maps below:

Figure 3.2: Belfast City District fatal and serious collisions (Chichester Street and Upper Arthur Street)

There were 33 KSI collisions in 2024 in the one kilometre radius surrounding where Chichester Street meets Upper Arthur Street.

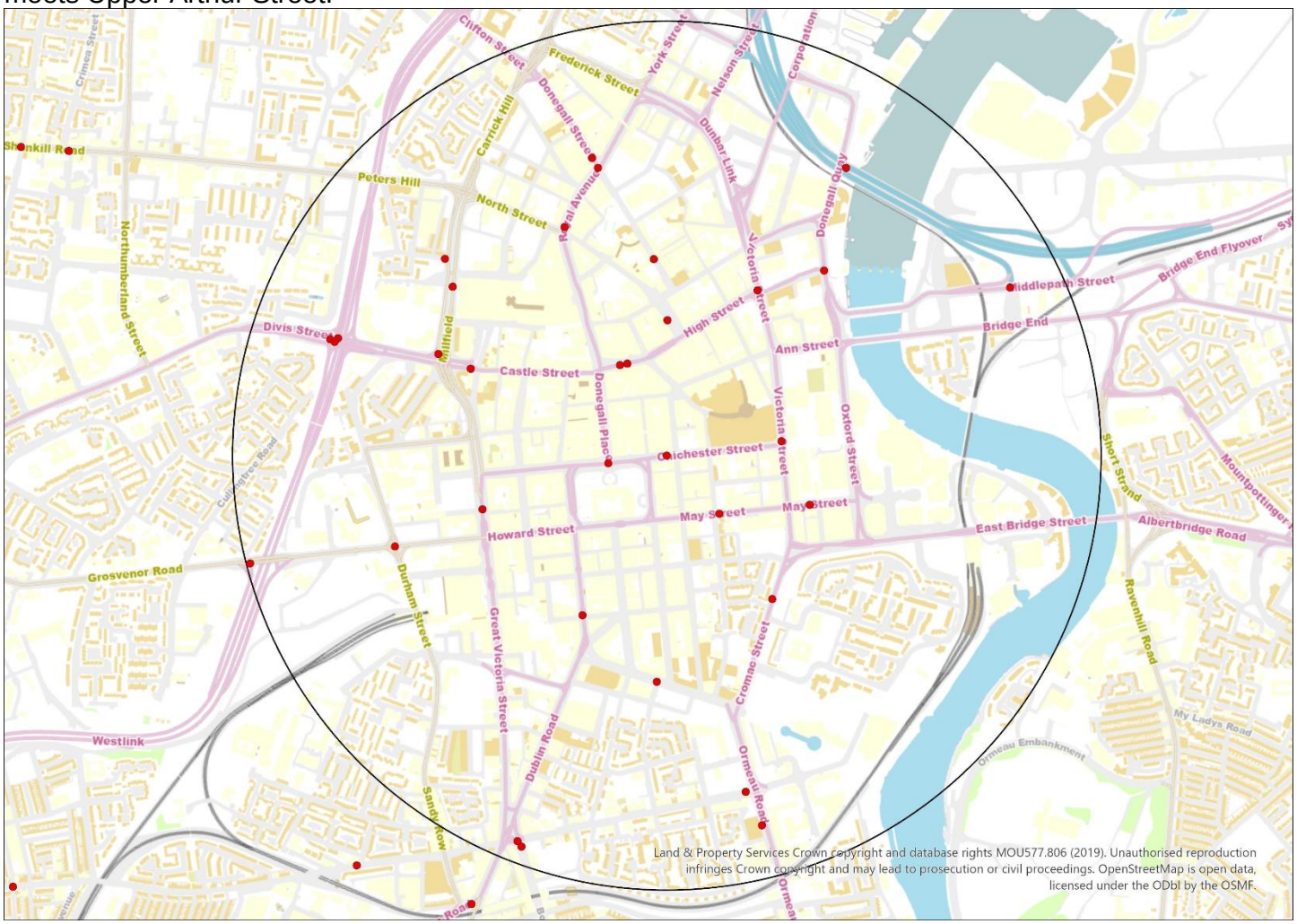
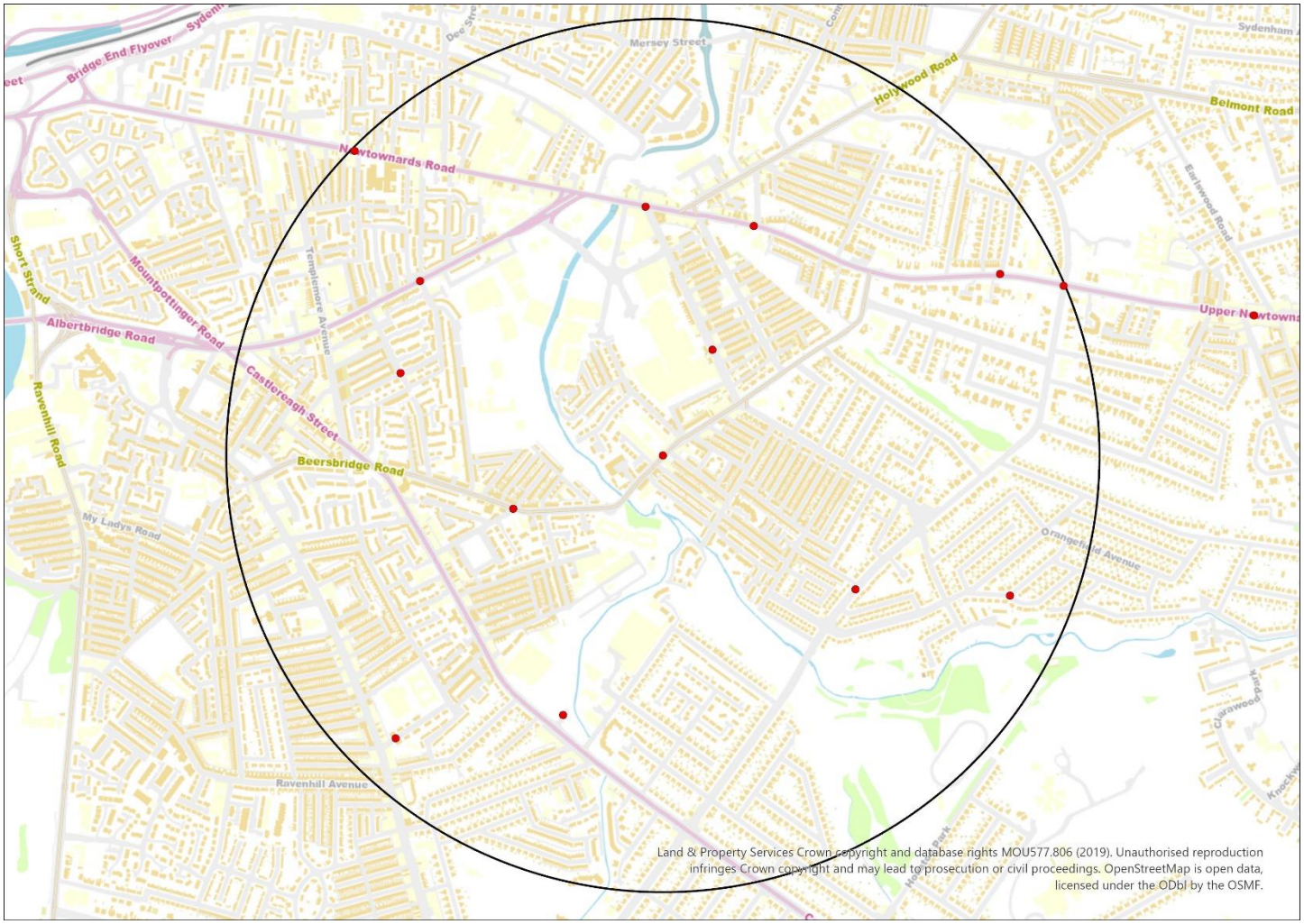


Figure 3.3: Belfast City District fatal and serious collisions (Antrim Road and Duncairn Gardens)

There were 16 KSI collisions in 2024 in the one kilometre radius surrounding where Antrim Road meets Duncairn Gardens.

Figure 3.4: Belfast City District fatal and serious collisions (Beersbridge Road and Greenville Road).

There were 14 KSI collisions in 2024 in the one kilometre radius surrounding where Beersbridge Road meets the Greenville Road.



[1] This is using the ranking criteria that each circle must be comprised of different collisions.

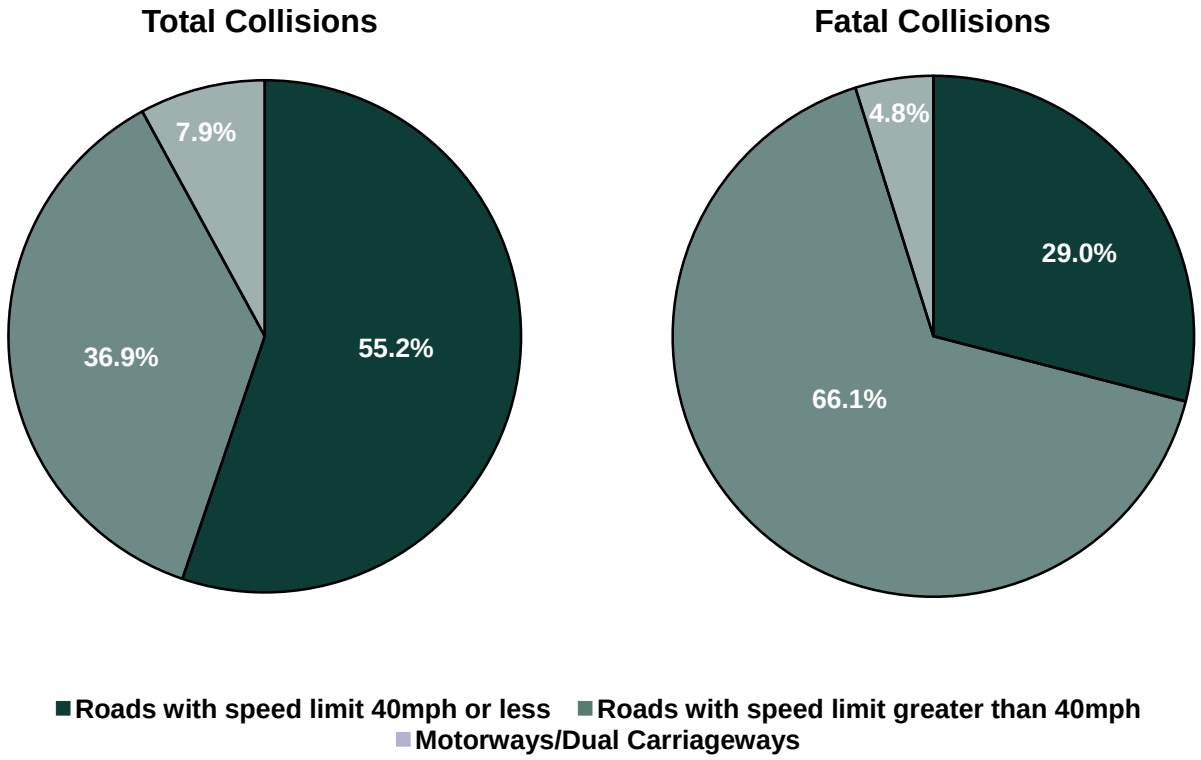
Collision data can also be found on the OpenDataNI portal - https://www.opendatani.gov.uk/

Speed limit of road

- In 2024 fatal collisions were most likely to occur on rural roads (defined as roads with a speed limit greater than 40 miles per hour except motorways and dual carriageways).

- Of the 4,753 injury collisions recorded by the police in 2024, 2,624 (55.2%) occurred on urban roads with a speed limit of 40 mph or less while 1,752 (36.9%) took place on rural roads and the remaining 377 (7.9%) occurred on a motorway or dual carriageway. Despite comprising around 37% of collisions in 2024, rural roads accounted for 55% of the KSI casualties (555 out of 1,008).

Figure 3.5 Road traffic collisions and fatal collisions by speed limit of road 2024



- In terms of casualties, there were 48 people killed on rural roads in 2024 which accounted for two-thirds of all fatalities (69.6%).

- The single child fatality on Northern Ireland roads in 2024 was on a rural road.

- There were 140 young people (aged between 16 and 24) killed or seriously injured in 2024 on rural roads, equating to 67.6% of the total of 207 for this age group.

When did 2024 fatal and serious collisions occur?

- Taking the week as a whole, the greatest number of KSI collisions occurred between 5pm and 6pm (83 collisions, 10.0%). The six hour period between 1pm and 7pm accounted for 45.5% of all KSI collisions.

- The afternoon/evening time of 4pm to 6pm accounted for one in five (20.4%) of all fatal and serious collisions between Monday and Friday, compared with approximately one in seven (14.5%) for the same hours on Saturday and Sunday.

- However, nearly 15% of KSI collisions on weekends happened between midnight and 4am, in comparison with 2.8% for the same hours between Monday and Friday. Over thirteen percent (13.1%) of KSI collisions from Monday to Friday happened between 7am and 10am. This contrasts with less than seven percent (6.9%) of KSI collisions at weekends happening during the same three-hour period.

- Sundays had the most fatalities recorded in 2024 with 16 recorded on that day of the week. Wednesdays and Saturdays had the least fatalities recorded in 2024 with 6 recorded on those days.

Figure 3.6 Weekday fatal and serious collisions by hour 2024

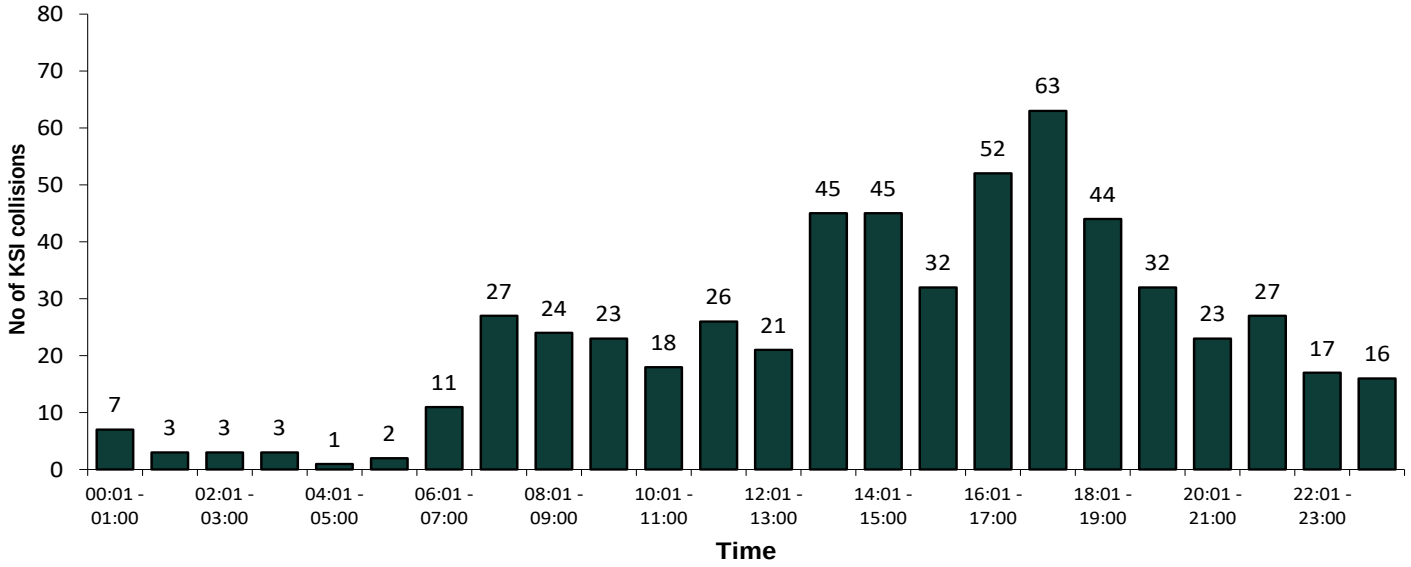


Figure 3.7 Weekend fatal and serious collisions by hour 2024

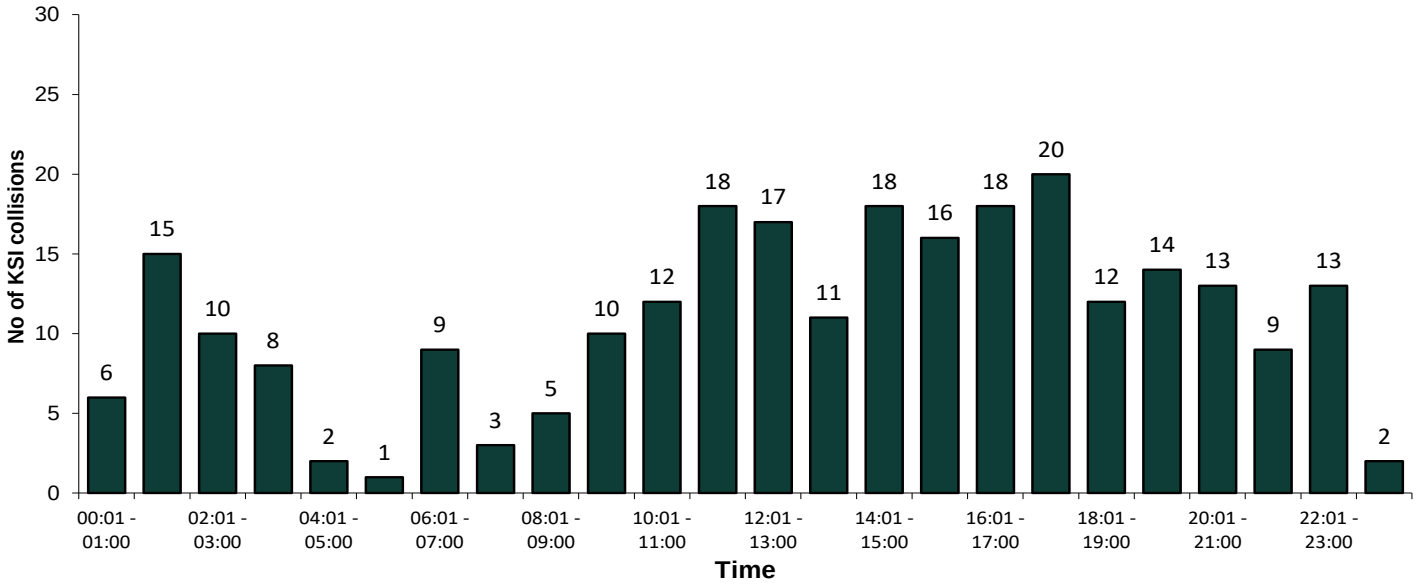


Figure 3.8 Fatal and serious collisions by time and day of week 2024

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Total	
0001 - 0100	2	1	0	3	1	2	4	13	0001 - 0100
0101 - 0200	2	0	0	1	0	6	9	18	0101 - 0200
0201 - 0300	1	0	0	0	2	7	3	13	0201 - 0300
0301 - 0400	2	0	0	0	1	3	5	11	0301 - 0400
0401 - 0500	0	0	0	1	0	1	1	3	0401 - 0500
0501 - 0600	1	0	0	0	1	0	1	3	0501 - 0600
0601 - 0700	4	0	1	2	4	7	2	20	0601 - 0700
0701 - 0800	6	6	5	6	4	2	1	30	0701 - 0800
0801 - 0900	6	7	4	3	4	2	3	29	0801 - 0900
0901 - 1000	5	6	2	7	3	7	3	33	0901 - 1000
1001 - 1100	1	1	6	3	7	5	7	30	1001 - 1100
1101 - 1200	3	10	5	4	4	11	7	44	1101 - 1200
1201 - 1300	2	4	2	7	6	10	7	38	1201 - 1300
1301 - 1400	7	9	6	10	13	9	2	56	1301 - 1400
1401 - 1500	4	10	15	9	7	9	9	63	1401 - 1500
1501 - 1600	5	7	6	8	6	9	7	48	1501 - 1600
1601 - 1700	9	11	10	11	11	11	7	70	1601 - 1700
1701 - 1800	11	16	13	10	13	12	8	83	1701 - 1800
1801 - 1900	8	8	11	8	9	8	4	56	1801 - 1900
1901 - 2000	7	8	6	7	4	7	7	46	1901 - 2000
2001 - 2100	4	5	6	1	7	6	7	36	2001 - 2100
2101 - 2200	5	10	3	4	5	5	4	36	2101 - 2200
2201 - 2300	5	0	1	6	5	8	5	30	2201 - 2300
2301 - 2400	3	3	2	5	3	2	0	18	2301 - 2400
All	103	122	104	116	120	149	113	827	All

No of KSI
0-1
2-3
4-5
6-7
8-9
10+

- The peak hours of collisions involving KSI casualties were between 2pm and 6pm when 31.9% of all fatal and serious collisions took place.
- The worst combined day and three hour period for fatal and serious collisions was Tuesday between 4pm and 7pm with 35 having occurred in 2024 during this time period. Saturday had the most KSI collisions by day of the week with 149 of the 827 occurring on this day (18.0%).
- Table 3.1 shows that February had the lowest number of fatal and serious collisions in 2024 with 58 (7.0%). May had the most with 80 fatal and serious collisions (9.7%).

Table 3.1 Police recorded fatal and serious injury road traffic collisions by month of year and day of week 2024

	Day of Week							
Month	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Total
January	13	11	8	10	9	12	8	**71**
February	15	5	8	9	9	9	3	**58**
March	7	7	8	8	8	12	12	**62**
April	8	13	9	6	5	12	16	**69**
May	7	8	12	12	16	16	9	**80**
June	6	9	11	9	10	14	11	**70**
July	9	10	14	3	10	9	8	**63**
August	5	15	8	14	10	10	9	**71**
September	7	13	7	13	8	9	9	**66**
October	6	10	8	9	8	17	8	**66**
November	7	11	7	8	16	15	8	**72**
December	13	10	4	15	11	14	12	**79**
Total	**103**	**122**	**104**	**116**	**120**	**149**	**113**	**827**

Type of vehicles involved in injury road traffic collisions in 2024

- When looking at types of vehicles involved in road traffic collisions in 2024, cars formed the largest group with 7,165 (81.2%) involved in injury road traffic collisions. This was followed by 801 goods vehicles (9.1%) and 306 motorcycles including mopeds (3.5%).

- The collision rate per 1,000 licensed vehicles was highest for buses/coaches (27 per 1,000). Motorcycles and cars had 10 and 7 collisions per 1,000 licensed vehicles respectively.

Table 3.2 Number of vehicles involved in injury road traffic collisions 2024

	Fatal Collision	Serious Collision	Slight Collision	Total	% share	Collision rate per 1,000 licensed vehicles[1]
Motorcycle	8	134	164	306	3.5	10
Car	63	946	6,156	7,165	81.2	7
Goods Vehicles	20	114	667	801	9.1	5
Buses / coaches	4	21	111	136	1.5	27
Agricultural Vehicles	1	17	61	79	0.9	2
Other/Unknown Vehicles	4	106	225	335	3.8	--
Total	**100**	**1,338**	**7,384**	**8,822**	**100**	**7**

[1]DfI Driver, Vehicle, Operator, and Enforcement Statistics - Licensed Vehicles (at December 2022)

- Buses/coaches had the highest KSI collision rate by category with 5 KSI collisions per 1,000 licensed vehicles in 2024.

Weather conditions

Table 3.3 Police recorded fatal and serious injury road traffic collisions by weather conditions 2024

Weather	Total
Fine (without high wind)	609
Rain (without high wind)	117
Snow (without high wind)	3
Fine (with high wind)	4
Rain (with high wind)	14
Snow (with high wind)	1
Fog or mist - if hazard	6
Strong sun (glaring)	17
Other	13
Unknown	43
Total	**827**

Section 4 – Fatality rate in comparison with other countries

How does Northern Ireland compare?

As the latest fatality information for a list of selected countries is only available for 2023, this report compares Northern Ireland's road deaths with a selected list of countries for the 2023 calendar year.

Table 4.1 International comparisons of road deaths by selected country[1] 2023

	2023[2,3]	
Country	Number of road deaths	Road deaths per million population
Great Britain	1,624	25
Northern Ireland	71	37
United Kingdom	1,695	25
France	3,167	48
Germany	2,830	34
Irish Republic	185	35
Italy	3,094	52
Bulgaria	526	82
Netherlands	684	38
Portugal	600	60
Spain	1,779	37
Sweden	229	22
Norway	110	20
Australia	-[4]	-[4]
Republic of Korea	-[4]	-[4]
United States of America	-[4]	-[4]

Notes:

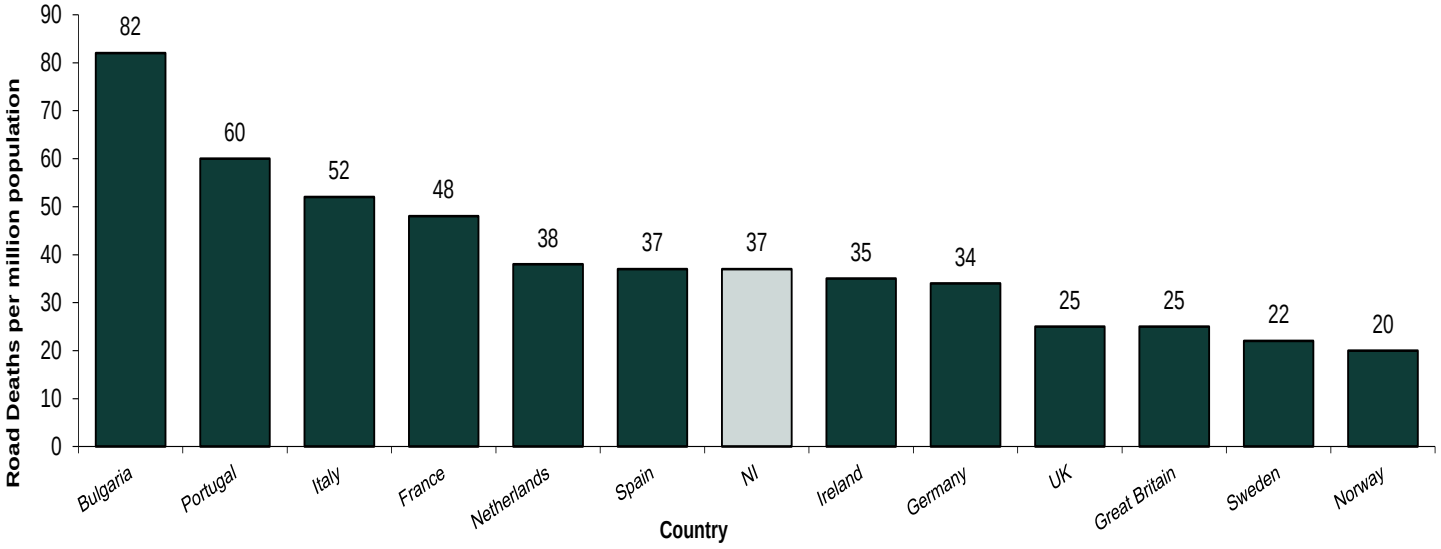
1. Source: International Road Traffic and Accident Database (OECD), ETSC, EUROSTAT and CARE (EU road accidents database)

2. The latest data available internationally for all these countries is for 2023

3. Provisional data

4. No data available at time of publication

Figure 4.1 Road deaths per million population by selected country 2023

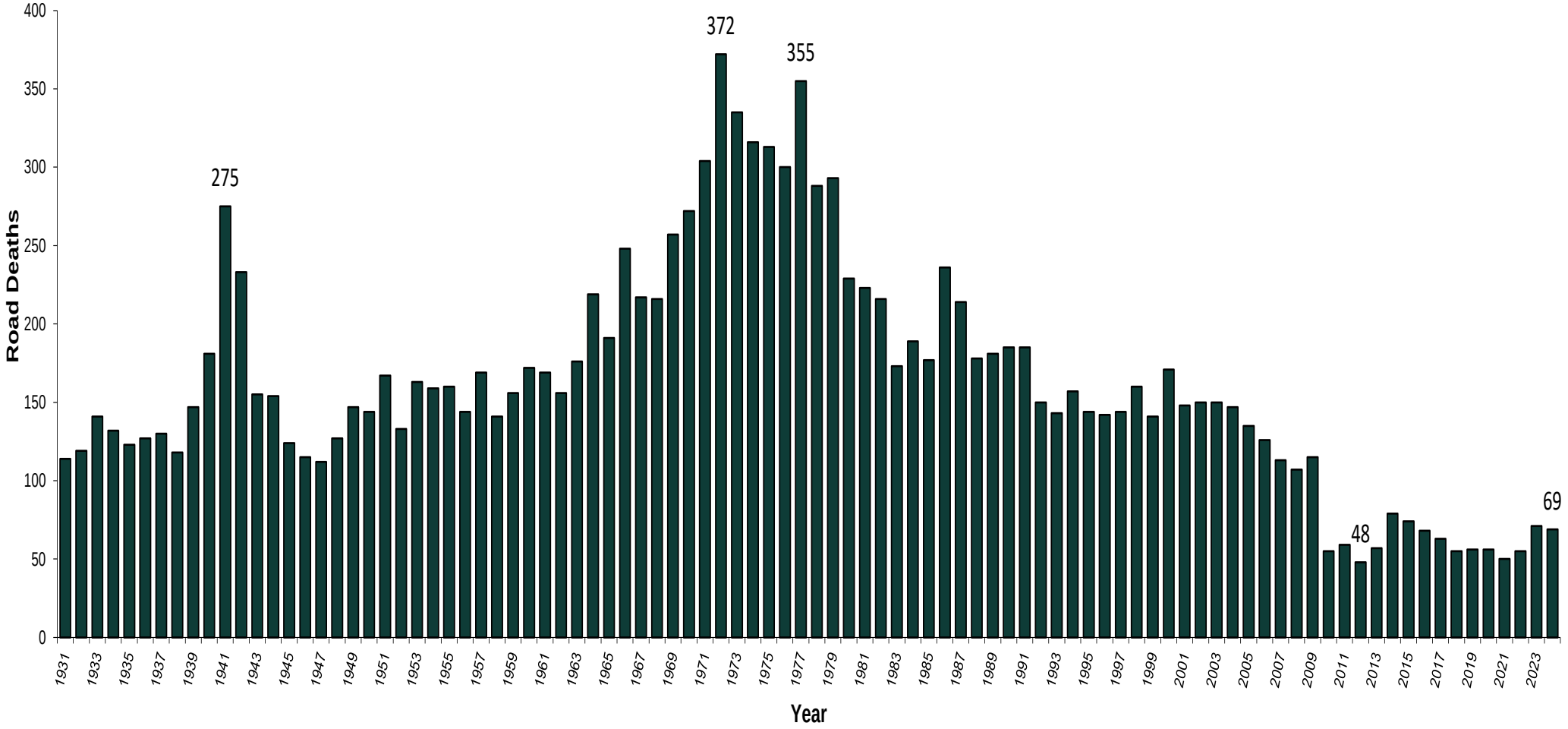


- The 71 deaths recorded in Northern Ireland for 2023 equates to a rate of 37 deaths per million population. The rate of deaths per million in NI was 12 more than Great Britain in 2023. The Irish Republic had 35 deaths per million population in 2023.

- At the top end of the scale in Europe, Bulgaria had the highest death rate recorded in 2023 with 82 road deaths per million population. Norway had the fewest with 20 road deaths per million.

- In August 2019, DfI produced a detailed International Comparison of Road Traffic Fatalities, explaining the longer-term trends and the context behind them - https://www.infrastructure-ni.gov.uk/publications/international-comparison-road-traffic-fatalities

Appendix 1: Road Deaths in Northern Ireland 1931 – 2024



Appendix 2: Recorded injury road traffic collision and casualties by severity[1]- 1931–2024

Year	No of injury collisions	Casualties		
		Killed	Injured	Total casualties
1931	1,582	114	1,724	1,838
1932	1,765	119	1,890	2,009
1933	1,633	141	1,757	1,898
1934	1,835	132	1,954	2,086
1935	1,975	123	2,159	2,282
1936	2,021	127	2,216	2,343
1937	1,793	130	1,891	2,021
1938	1,945	118	2,128	2,246
1939	1,993	147	2,211	2,358
1940	1,451	181	1,576	1,757
1941	1,778	275	1,928	2,203
1942	1,636	233	1,844	2,077
1943	1,205	155	1,308	1,463
1944	1,205	154	1,259	1,413
1945	1,222	124	1,429	1,553
1946	1,602	115	1,919	2,034
1947	1,700	112	1,976	2,088
1948	1,695	127	1,892	2,019
1949	2,135	147	2,396	2,543
1950	2,430	144	2,748	2,892
1951	2,583	167	2,975	3,142
1952	2,625	133	3,028	3,161
1953	3,139	163	3,715	3,878
1954	3,315	159	3,954	4,113
1955	3,854	160	4,561	4,721
1956	3,860	144	4,631	4,775
1957	3,324	169	4,001	4,170
1958	3,533	141	4,379	4,520
1959	3,992	156	5,068	5,224
1960	4,237	172	5,443	5,615
1961	4,196	169	5,520	5,689
1962	4,297	156	5,677	5,833
1963	4,536	176	6,001	6,177
1964	4,736	219	6,363	6,582
1965	4,987	191	6,755	6,946
1966	5,034	248	6,876	7,124
1967	5,094	217	7,076	7,293
1968	5,213	216	7,305	7,521
1969	4,981	257	7,124	7,381
1970	5,308	272	7,902	8,174
1971	5,158	304	2,135	5,523	7,962
1972	5,261	372	2,430	5,595	8,397
1973	5,000	335	2,358	5,304	7,997
1974	4,795	316	2,268	4,920	7,504
1975	4,882	313	2,231	5,109	7,653
1976	4,943	300	2,570	4,749	7,619
1977	5,352	355	2,905	4,944	8,204
1978	5,473	288	2,749	5,331	8,368
1979	5,388	293	2,546	5,082	7,921
1980	4,982	229	2,387	4,648	7,264
1981	5,245	223	2,418	5,139	7,780
1982	5,551	216	2,503	5,420	8,139
1983	5,425	173	2,300	5,240	7,713
1984	5,978	189	2,465	6,096	8,750
1985	5,779	177	1,148	7,312	8,637
1986	6,171	236	1,825	7,381	9,442
1987	6,344	214	1,885	7,837	9,936
1988	6,943	178	1,969	8,820	10,967
1989	7,199	181	2,014	9,416	11,611
1990	7,159	185	1,993	9,583	11,761
1991	6,171	185	1,648	8,481	10,314
1992	6,650	150	1,841	9,273	11,264
1993	6,517	143	1,725	9,232	11,100
1994	6,783	157	1,648	10,289	12,094
1995	6,792	144	1,532	10,049	11,725
1996	7,093	142	1,599	10,834	12,575
1997	7,192	144	1,548	11,006	12,698
1998	7,487	160	1,538	11,704	13,402
1999	7,562	141	1,509	11,799	13,449
2000	8,388	171	1,786	12,763	14,720
2001	7,447	148	1,682	11,312	13,142
2002	6,784	150	1,526	10,238	11,914
2003	6,049	150	1,288	8,887	10,325
2004	5,633	147	1,183	8,177	9,507
2005	4,947	135	1,073	6,951	8,159
2006	5,628	126	1,211	7,845	9,182
2007	5,990	113	1,097	8,226	9,436
2008	6,223	107	990	8,454	9,551
2009	6,251	115	1,035	8,617	9,767
2010	5,666	55	892	8,010	8,957
2011	5,594	59	825	7,876	8,760
2012	5,775	48	795	8,167	9,010
2013	5,820	57	720	8,410	9,187
2014	6,085	79	710	8,599	9,388
2015	6,147	74	711	8,952	9,737
2016	6,225	68	828	8,695	9,591
2017	6,081	63	778	8,343	9,184
2018	5,749	55	730	7,935	8,720
2019	5,676	56	774	8,042	8,872
2020	4,223	56	596	5,835	6,487
2021	4,704	50	809	6,333	7,192
2022	5,116	55	910	6,881	7,846
2023	5,058	71	880	7,034	7,985
2024	4,753	69	939	6,486	7,494

Note: Injuries were split into serious and slight injuries in 1971

Appendix 3: Police recorded road traffic collision casualties by road user type and severity: 2015 – 2024

	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Pedestrians										
Killed	19	15	15	16	17	6	8	16	20	8
Seriously injured	164	164	175	135	159	118	148	168	171	142
Slightly injured	604	552	539	536	462	359	379	406	453	378
Total	**787**	**731**	**729**	**687**	**638**	**483**	**535**	**590**	**644**	**528**
Drivers of motor vehicles										
Killed	31	31	25	23	26	25	20	23	21	39
Seriously injured	254	353	309	297	318	243	297	343	352	380
Slightly injured	5,071	5,003	4,851	4,563	4,585	3367	3,664	4,026	3,975	3,762
Total	**5,356**	**5,387**	**5,185**	**4,883**	**4,929**	**3,635**	**3,981**	**4,392**	**4,348**	**4,181**
Motorcyclists										
Killed	4	4	9	7	3	8	14	9	13	7
Seriously injured	78	88	80	101	84	84	92	110	103	126
Slightly injured	202	193	185	185	185	118	185	181	158	160
Total	**284**	**285**	**274**	**293**	**272**	**210**	**291**	**300**	**274**	**293**
Pedal cyclists										
Killed	0	3	2	1	2	4	0	1	2	1
Seriously injured	40	61	50	46	57	45	64	73	73	63
Slightly injured	239	266	267	240	231	207	218	230	189	153
Total	**279**	**330**	**319**	**287**	**290**	**256**	**282**	**304**	**264**	**217**
Passengers										
Killed	17	12	11	7	8	8	8	6	11	12
Seriously injured	163	156	149	134	144	92	185	196	161	209
Slightly injured	2,781	2,625	2,453	2,351	2,520	1,734	1,839	1,974	2,206	1,963
Total	**2,961**	**2,793**	**2,613**	**2,492**	**2,672**	**1,834**	**2,032**	**2,176**	**2,378**	**2,184**
Pillion Passengers										
Killed	0	1	0	0	0	1	0	0	0	1
Seriously injured	6	3	8	5	6	3	6	4	3	5
Slightly injured	4	6	7	9	6	4	9	10	4	8
Total	**10**	**10**	**15**	**14**	**12**	**8**	**15**	**14**	**7**	**14**
Other road users										
Killed	3	2	1	1	0	4	0	0	4	1
Seriously injured	6	3	7	12	6	11	17	16	17	14
Slightly injured	51	50	41	51	53	46	39	54	49	62
Total	**60**	**55**	**49**	**64**	**59**	**61**	**56**	**70**	**70**	**77**
All road users										
Killed	74	68	63	55	56	56	50	55	71	69
Seriously injured	711	828	778	730	774	596	809	910	880	939
Slightly injured	8,952	8,695	8,343	7,935	8,042	5,835	6,333	6,881	7,034	6,486
Total	**9,737**	**9,591**	**9,184**	**8,720**	**8,872**	**6,487**	**7,192**	**7,846**	**7,985**	**7,494**

Appendix 4: Road traffic child (under 16) collision casualties by road user type and severity: 2015 – 2024

	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Pedestrians										
Killed	2	3	2	2	0	1	3	1	3	0
Seriously injured	37	50	50	38	34	29	42	48	41	28
Slightly injured	161	145	137	126	113	89	90	109	105	100
Total	**200**	**198**	**189**	**166**	**147**	**119**	**135**	**158**	**149**	**128**
Drivers of motor vehicles										
Killed	0	0	0	0	0	0	0	0	0	0
Seriously injured	1	1	0	0	0	0	0	0	0	0
Slightly injured	3	1	2	1	2	2	0	2	1	2
Total	**4**	**2**	**2**	**1**	**2**	**2**	**0**	**2**	**1**	**2**
Motorcyclists										
Killed	0	0	1	0	0	0	0	0	0	0
Seriously injured	1	1	0	0	0	0	4	3	1	3
Slightly injured	2	1	0	1	1	0	5	3	1	3
Total	**3**	**2**	**1**	**1**	**1**	**0**	**9**	**6**	**2**	**6**
Pedal cyclists										
Killed	0	0	0	0	0	1	0	1	0	0
Seriously injured	4	6	4	5	11	7	6	3	14	9
Slightly injured	43	46	44	33	50	53	44	30	35	28
Total	**47**	**52**	**48**	**38**	**61**	**61**	**50**	**34**	**49**	**37**
Passengers										
Killed	3	1	0	1	1	0	0	1	0	0
Seriously injured	22	19	8	16	24	15	22	32	21	48
Slightly injured	643	676	611	576	650	443	427	525	595	510
Total	**668**	**696**	**619**	**593**	**675**	**458**	**449**	**558**	**616**	**558**
Other road users (including pillion passengers)										
Killed	0	0	1	0	0	1	0	0	0	1
Seriously injured	2	1	2	1	1	1	3	3	3	4
Slightly injured	1	3	2	4	2	2	10	8	11	18
Total	**3**	**4**	**5**	**5**	**3**	**4**	**13**	**11**	**14**	**23**
All road users										
Killed	5	4	4	3	1	3	3	3	3	1
Seriously injured	67	78	64	60	70	52	77	89	80	92
Slightly injured	853	872	796	741	818	589	576	677	748	661
Total	**925**	**954**	**864**	**804**	**889**	**644**	**656**	**769**	**831**	**754**

Appendix 5: Police recorded road traffic collision casualties by causation factor and severity: 2015 - 2024

	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Impairment by drugs or alcohol - driver/rider										
Killed	8	17	8	9	6	6	5	5	5	11
Seriously injured	64	64	76	69	64	40	97	76	79	70
Slightly injured	369	426	382	350	362	339	361	322	375	350
Total	**441**	**507**	**466**	**428**	**432**	**385**	**463**	**403**	**459**	**431**
Excessive Speed having regard to conditions										
Killed	14	8	13	10	11	6	4	#	5	10
Seriously injured	67	85	72	61	60	53	47	#	53	66
Slightly injured	401	426	288	244	301	263	243	200	250	252
Total	**482**	**519**	**373**	**315**	**372**	**322**	**294**	**258**	**308**	**328**
Careless Driving										
Killed	32	32	29	25	21	34	27	28	37	34
Seriously injured	373	449	424	427	465	349	459	576	539	599
Slightly injured	6,732	6,545	6,285	5,967	6,201	4,319	4,806	5,334	5,360	5,026
Total	**7,137**	**7,026**	**6,738**	**6,419**	**6,687**	**4,702**	**5,292**	**5,938**	**5,936**	**5,659**
Alcohol or Drugs – Pedestrian										
Killed	5	*	*	#	*	*	*	*	4	*
Seriously injured	14	#	#	#	#	#	#	#	15	#
Slightly injured	55	37	34	43	33	18	18	20	28	21
Total	**74**	**53**	**48**	**63**	**50**	**27**	**34**	**33**	**47**	**31**
Other Pedestrian Fault										
Killed	8	4	5	5	#	*	*	8	10	*
Seriously injured	91	78	97	55	#	#	#	81	70	#
Slightly injured	287	263	241	248	201	153	163	176	164	160
Total	**386**	**345**	**343**	**308**	**278**	**209**	**235**	**265**	**244**	**226**
Other factors										
Killed	7	#	#	*	9	7	10	9	10	9
Seriously injured	102	#	#	#	100	92	122	111	124	133
Slightly injured	1,108	998	1,113	1,083	944	743	742	829	857	677
Total	**1,217**	**1,141**	**1,216**	**1,187**	**1,053**	**842**	**874**	**949**	**991**	**819**
All factors										
Killed	74	68	63	55	56	56	50	55	71	69
Seriously injured	711	828	778	730	774	596	809	910	880	939
Slightly injured	8,952	8,695	8,343	7,935	8,042	5,835	6,333	6,881	7,034	6,486
Total	**9,737**	**9,591**	**9,184**	**8,720**	**8,872**	**6,487**	**7,192**	**7,846**	**7,985**	**7,494**

*Note: For data protection and disclosure reasons, cells have been supressed. * = Relates to numbers 3 or less. # = Number suppressed to prevent disclosures of small numbers elsewhere*

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 31st May 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.