



Police Service
of Northern Ireland



Police Recorded Injury Road Traffic Collisions and Casualties Northern Ireland

1st January 2025 to 30th April 2025

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Between 1st January 2025 and 30th April 2025:

- There were 1,479 collisions recorded by the Police Service of Northern Ireland (PSNI), compared with 1,460 between January and April 2024 – an increase of 19 collisions (1.3%).
- There were 14 fatalities, 298 people seriously injured and a further 2,038 people slightly injured. Total fatalities were down by 7 when compared to the same period of 2024.
- Two road user groups showed a decrease in KSIs between January to April 2024 and January to April 2025, most notably drivers which decreased by 36.
- Four out of the eleven districts recorded zero road deaths between January and April 2025. Belfast City district had the most people seriously injured with 52 recorded during this period.
- Single vehicle collisions resulted in 3 fatalities or 21.4% of all fatalities during January to April 2025. In the equivalent period of 2024 there were 8 single vehicle collision fatalities or 38.1% of all fatalities.
- The most common principal causation factors for KSI casualties during the reporting period were 'inattention or attention diverted' (38 KSI casualties), 'wrong course/position' (28) and 'excessive speed having regard to conditions' (24).



Contents

Contents.....	1
1. Things you need to know about this release	2
2. Monthly Trends	3
3. Casualty class.....	4
4. Age and gender	6
5. District	7
6. Principal causation factors.....	8
7. Single Vehicle Collisions.....	9
8. Road Safety Strategy Targets	10
9. Northern Ireland Fatalities	13
10. Notes.....	14

1. Things you need to know about this release

Coverage

Police recorded statistics on injury road collisions and casualties in Northern Ireland are collated and produced by statisticians seconded to the Police Service of Northern Ireland (PSNI) from the Northern Ireland and Statistics Research Agency (NISRA).

These statistics are the main source of official information on trends relating to road traffic collisions resulting in injury and their associated casualties, which have been reported to police.

This monthly bulletin presents the most recent recorded injury collision and casualty statistics for the period 1st January 2025 to 30th April 2025. Figures from the 1st April 2025 onwards are provisional and subject to minor amendment. At the time of publication, collision report forms (CRF) had been processed for approximately 96.2% of reported injury collisions to 30th April 2025, including all fatal collisions.

A series of accompanying [spreadsheets](#) are available on our website which outlines the data in this bulletin and historic trends. Further information on how these statistics are collated, reported and used is included in the [Traffic Statistics User Guide](#) available on the [PSNI website](#). The release dates of upcoming publications are available in the publication schedule available on the PSNI website.

As part of our commitment to provide users with more timely information, we publish a provisional Daily Fatal Spreadsheet, giving details of the location, age and gender of road traffic fatalities. This is updated each working day on the [PSNI website](#).

These statistics only include those collisions involving injury that are brought to the attention of the police. A level of under-reporting of such incidents may exist and users of the statistics may wish to view the [Traffic Statistics User Guide](#) where this is discussed in more detail.

Accredited Official Statistics

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

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

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

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

2. Monthly Trends

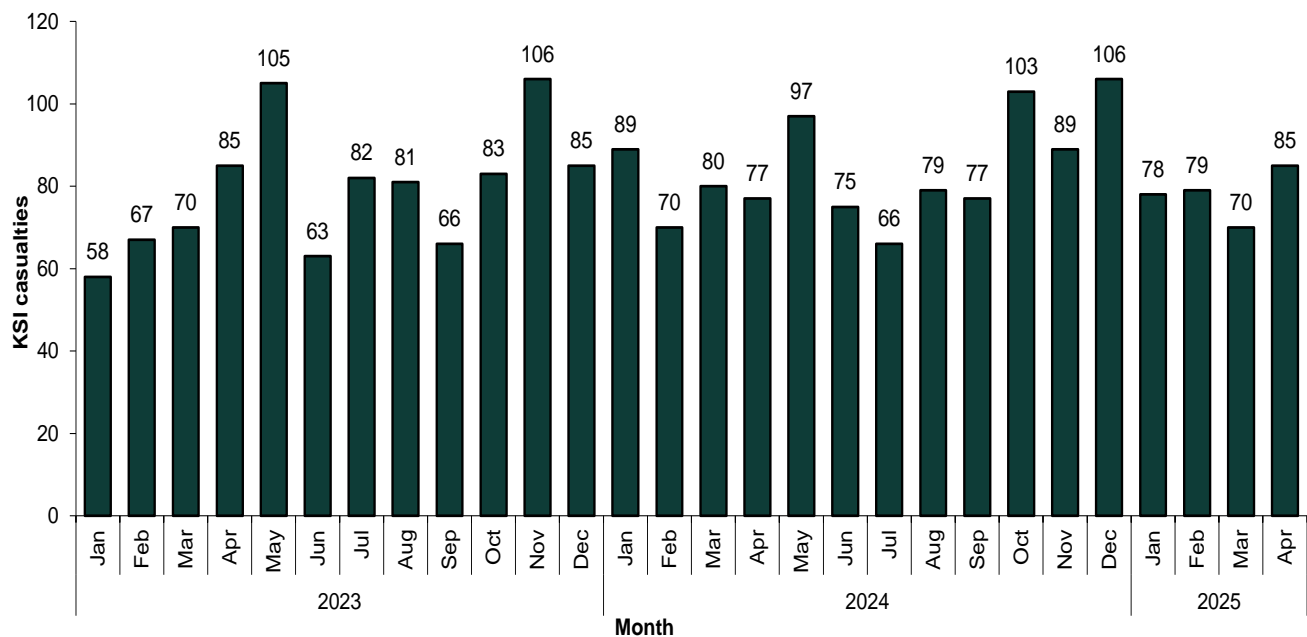
- There were 1,479 collisions recorded by the Police Service of Northern Ireland (PSNI) between January and April 2025, compared with 1,460 between January and April 2024 – an increase of 19 collisions (1.3%).
- Between January and April 2025, there were 14 fatalities, 298 people seriously injured and a further 2,038 people slightly injured. Total fatalities were down by 7 when compared to the same period of 2024; however there was an additional 59 seriously or slightly injured casualties.

Table 1 Police recorded road traffic casualties by injury severity and month: January to April 2025 compared with January to April 2024

Month	01 January 2024 – 30 April 2024					01 January 2025 – 30 April 2025*				
	Killed	Seriously Injured	KSI ¹	Slightly Injured	Total	Killed	Seriously Injured	KSI ¹	Slightly injured	Total
January	2	87	89	490	579	5	73	78	583	661
February	7	63	70	524	594	3	76	79	462	541
March	6	74	80	464	544	2	68	70	522	592
April	6	71	77	504	581	4	81	85	471	556
Total	21	295	316	1,982	2,298	14	298	312	2,038	2,350

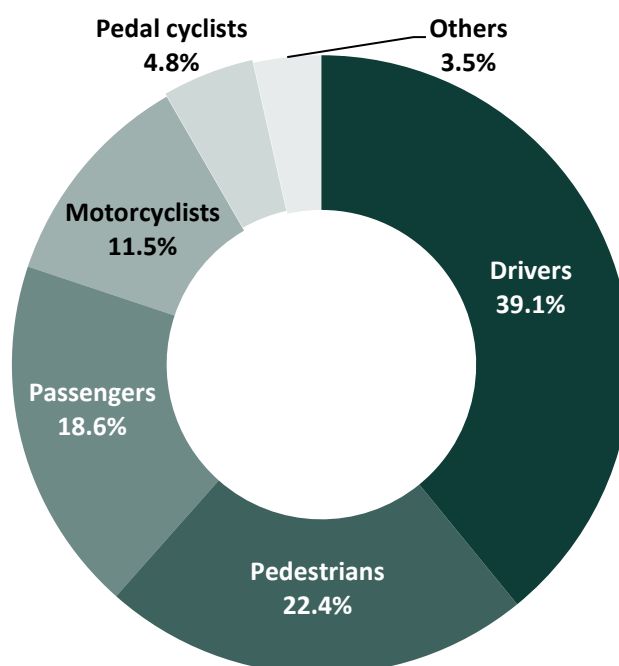
¹ Killed or seriously injured *Figures are provisional and subject to change

Figure 1 Casualties killed or seriously injured in road traffic collisions by month January 2023 to April 2025



3. Casualty class

Figure 2 Casualties killed or seriously injured by road user type January to April 2025



- The number of drivers and passengers killed or seriously injured decreased between January to April 2024 and January to April 2025, by 36 and 7 KSI casualties respectively. Pedestrian and motorcyclist KSI casualties increased by 23 and 10 respectively.
- Overall, only the driver category showed a marked decrease in total casualties when comparing the two time periods. Passengers and pedestrians showed an increase of 44 and 31 casualties respectively.

Figure 3 Difference in the number of KSI casualties by road user type: January to April 2025 compared with January to April 2024

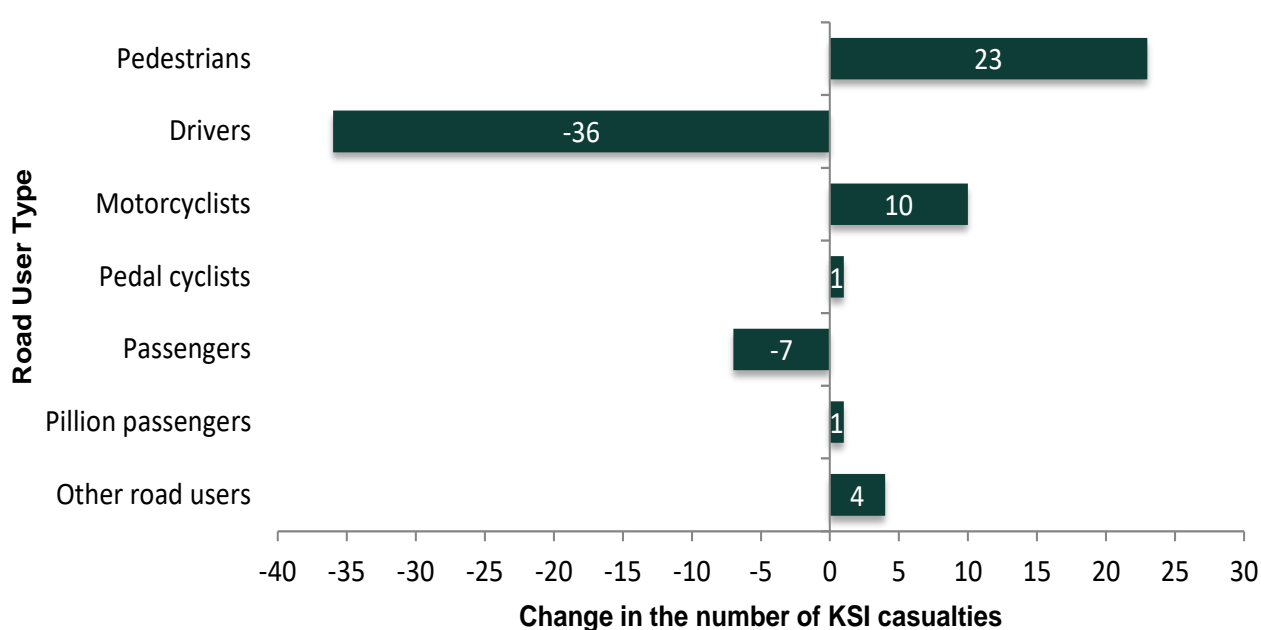


Table 2 Number of police recorded road traffic casualties by road user type: January to April 2025 compared with January to April 2024

Casualty Class	01 January 2024 – 30 April 2024					01 January 2025 – 30 April 2025*				
	Killed	Seriously Injured	KSI ¹	Slightly Injured	Total	Killed	Seriously Injured	KSI ¹	Slightly injured	Total
Pedestrians	4	43	47	114	161	5	65	70	122	192
Drivers of motor vehicles	10	148	158	1,192	1,350	3	119	122	1,192	1,314
Motorcyclists	1	25	26	35	61	1	35	36	32	68
Pedal cyclists	0	14	14	43	57	0	15	15	40	55
Passengers	6	59	65	581	646	4	54	58	632	690
Pillion passengers	0	1	1	1	2	0	2	2	0	2
Other road users	0	5	5	16	21	1	8	9	20	29
Total	21	295	316	1,982	2,298	14	298	312	2,038	2,350

¹ Killed or seriously injured

*Figures are provisional and subject to change

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

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

4. Age and gender

- The number of male and female KSI casualties showed little change between the two periods, decreases of 2 and 3 respectively. There have been 37 children (under 16) killed or seriously injured during the reporting period – 15 more than during January to April 2024.
- In terms of total casualties, there were fewer females than males injured across all the age groups with the exception of the 35 to 49 group. Males accounted for 52.5% of all casualties.
- There were 52 more casualties recorded in this period in comparison with January to April 2024. This increase was primarily driven by the increases in the under 16 and the 16 – 24 age groups, which showed increases of 81 and 63 casualties respectively.

Table 3 Number of police recorded road traffic casualties by age and gender: January to April 2025 compared with January to April 2024

Gender/Age	01 January 2024 – 30 April 2024					01 January 2025 – 30 April 2025*				
	Killed	Seriously Injured	KSI ¹	Slightly Injured	Total	Killed	Seriously Injured	KSI ¹	Slightly injured	Total
Male										
Under 16	0	17	17	72	89	1	19	20	121	141
16 - 24	3	35	38	204	242	3	38	41	211	252
25 - 34	2	35	37	250	287	0	43	43	205	248
35 - 49	5	37	42	267	309	1	31	32	216	248
50 - 64	1	35	36	185	221	1	28	29	192	221
65 +	3	17	20	86	106	0	23	23	100	123
Unknown	0	0	0	1	1	0	0	0	1	1
Total	14	176	190	1,065	1,255	6	182	188	1,046	1,234
Female										
Under 16	0	5	5	89	94	1	16	17	106	123
16 - 24	4	20	24	170	194	0	21	21	225	246
25 - 34	1	17	18	183	201	0	13	13	170	183
35 - 49	1	23	24	232	256	2	21	23	235	258
50 - 64	0	26	26	160	186	1	21	22	161	183
65 +	1	28	29	81	110	4	23	27	93	120
Unknown	0	0	0	2	2	0	0	0	2	2
Total	7	119	126	917	1,043	8	115	123	992	1,115
All										
Under 16	0	22	22	161	183	2	35	37	227	264
16 - 24	7	55	62	374	436	3	60	63	436	499
25 - 34	3	52	55	433	488	0	56	56	375	431
35 - 49	6	60	66	499	565	3	52	55	451	506
50 - 64	1	61	62	345	407	2	49	51	353	404
65 +	4	45	49	167	216	4	46	50	193	243
Unknown	0	0	0	3	3	0	0	0	3	3
Total	21	295	316	1,982	2,298	14	298	312	2,038	2,350

¹ Killed or seriously injured.

² Totals include those where gender is unknown or other.

*Figures are provisional and subject to change.

5. District

- Four out of the eleven districts recorded zero road deaths between January and April 2025. Belfast City district had the most people seriously injured with 52 recorded during this period.
- Five out of the eleven districts showed an increase in their KSI casualties between January and April 2024 and this year to April. The largest increase in KSI casualties was in Lisburn and Castlereagh City district which recorded 16 additional KSIs compared to the same period in the previous year. In contrast, Causeway Coast and Glens district showed a decrease of 13 recorded KSI casualties over the same period.
- There was a reduction of 7 fatal road casualties when comparing the two periods.

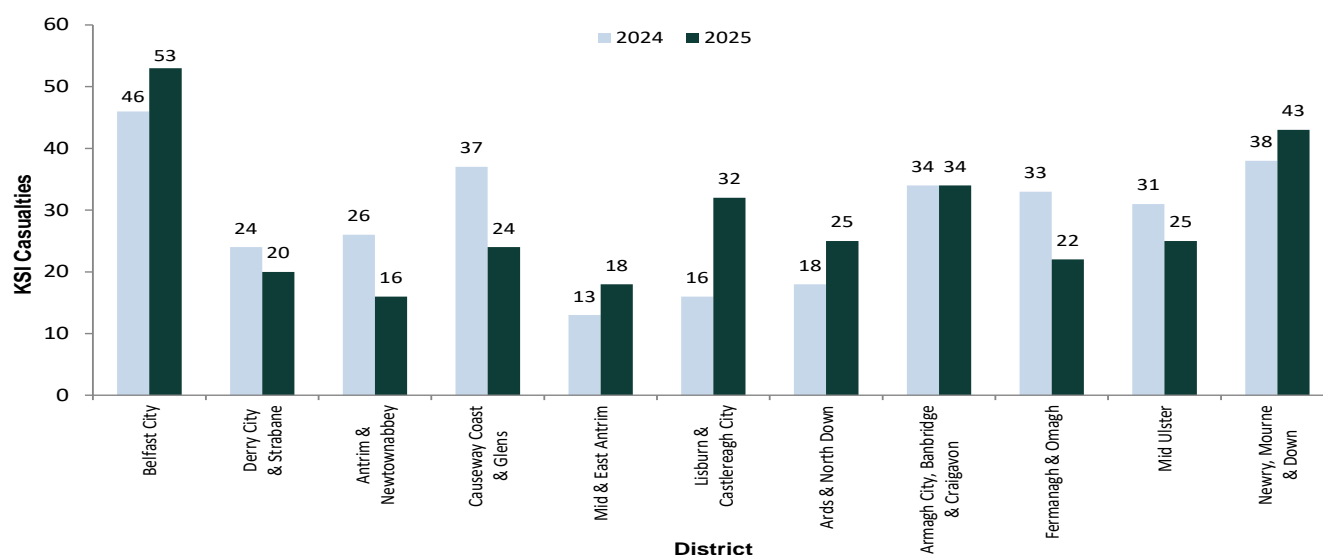
Table 4 Number of police recorded road traffic casualties by injury severity and Police District: January to April 2025 compared with January to April 2024

District	01 January 2024 – 30 April 2024					01 January 2025 – 30 April 2025*				
	Killed	Seriously Injured	KSI ¹	Slightly Injured	Total	Killed	Seriously Injured	KSI ¹	Slightly injured	Total
Belfast City	0	46	46	469	515	1	52	53	463	516
Derry City & Strabane	3	21	24	150	174	0	20	20	150	170
Antrim & Newtownabbey	2	24	26	129	155	3	13	16	190	206
Causeway Coast & Glens	2	35	37	143	180	1	23	24	100	124
Mid & East Antrim	0	13	13	99	112	0	18	18	130	148
Lisburn & Castlereagh City	0	16	16	132	148	0	32	32	194	226
Ards & North Down	0	18	18	143	161	3	22	25	179	204
Armagh City, Banbridge & Craigavon	5	29	34	222	256	1	33	34	181	215
Fermanagh & Omagh	4	29	33	123	156	0	22	22	133	155
Mid Ulster	1	30	31	170	201	3	22	25	124	149
Newry, Mourne & Down	4	34	38	202	240	2	41	43	194	237
Northern Ireland Total	21	295	316	1,982	2,298	14	298	312	2,038	2,350

¹ Killed or seriously injured

*Figures are provisional and subject to change

Figure 4 Casualties killed or seriously injured by District: January to April 2025 compared with January to April 2024



6. Principal causation factors

Table 5 Most common principal causation factors of those killed or seriously injured in road traffic collisions: January to April 2025

Principal Factor	Total KSI ¹ casualties*
Inattention or attention diverted	38
Wrong course/position	28
Excessive speed having regard to conditions	24
Impairment by drugs or alcohol - driver/rider	21
Emerging from minor road without care	18
Crossing or entering road junction without care	14
Turning right without care	13
Heedless of traffic crossing carriageway	11
Disobeying traffic sign/signal	10
Overtaking on offside without care	9

¹ Killed or seriously injured

*Figures are provisional and subject to change

- The most common principal causation factors for KSI casualties between January and April 2025 were 'inattention or attention diverted' (38 KSI casualties), 'wrong course/position' (28) and 'excessive speed having regard to conditions' (24).
- PSNI Statistics Branch also produces statistics in relation to the number of motoring offences detected, which includes speeding, drink driving and careless driving type offences <https://www.psni.police.uk/about-us/our-publications-and-reports/official-statistics/motoring-offence-statistics>
- The Department for Infrastructure - Analysis, Statistics and Research Branch (ASRB) have produced a report on KSI road traffic collisions caused by Drink Driving. The report can be found on the DfI website: [Fatal and Serious \(KSI\) road traffic collisions caused by Drink Driving in Northern Ireland, 2018-22](#)
- The Department for Infrastructure - Analysis, Statistics and Research Branch (ASRB) have produced a report on the Northern Ireland road network and condition. The report can be found on the DfI website: [Northern Ireland Road Network and Condition Statistics 2023-24](#)

7. Single Vehicle Collisions

Table 6 Casualties resulting from single vehicle collisions^ by injury severity and month: January to April 2025 compared with January to April 2024

Month	01 January 2024 – 30 April 2024					01 January 2025 – 30 April 2025*				
	Killed	Seriously Injured	KSI ¹	Slightly Injured	Total	Killed	Seriously Injured	KSI ¹	Slightly injured	Total
January	0	20	20	59	79	1	10	11	97	108
February	1	16	17	47	64	0	20	20	58	78
March	4	17	21	45	66	1	15	16	39	55
April	3	14	17	56	73	1	10	11	50	61
Total	8	67	75	207	282	3	55	58	244	302

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

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

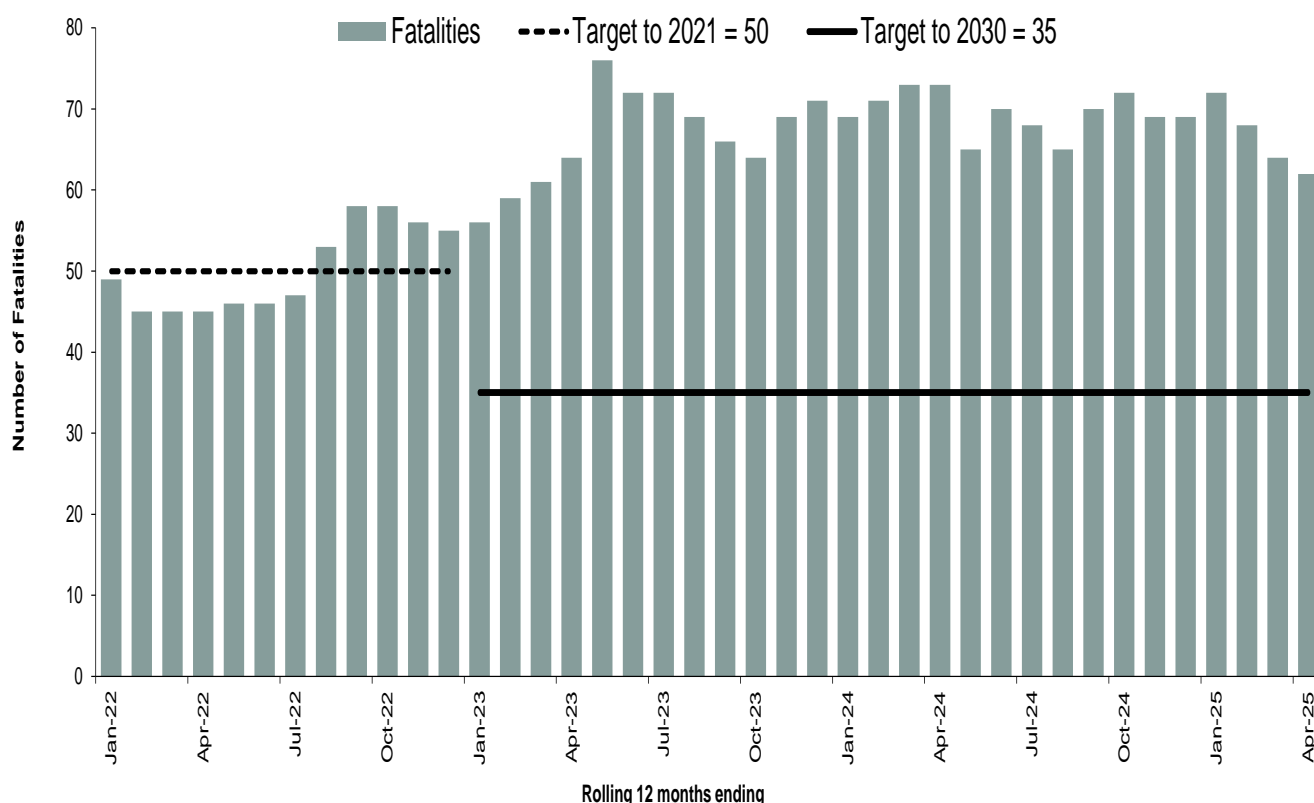
- The 215 single vehicle collisions recorded between January and April 2025 accounted for 14.5% of the total number of collisions recorded during this period.
- Single vehicle collisions resulted in 3 fatalities or 21.4% of all fatalities during January to April 2025. In the equivalent period of 2024 there were 8 single vehicle collision fatalities or 38.1% of all fatalities.
- In total, there were 17 fewer KSI casualties from single vehicle collisions between January and April 2025 than the same period in 2024. However, there were 37 more slight casualties over the same period.

8. Road Safety Strategy Targets

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

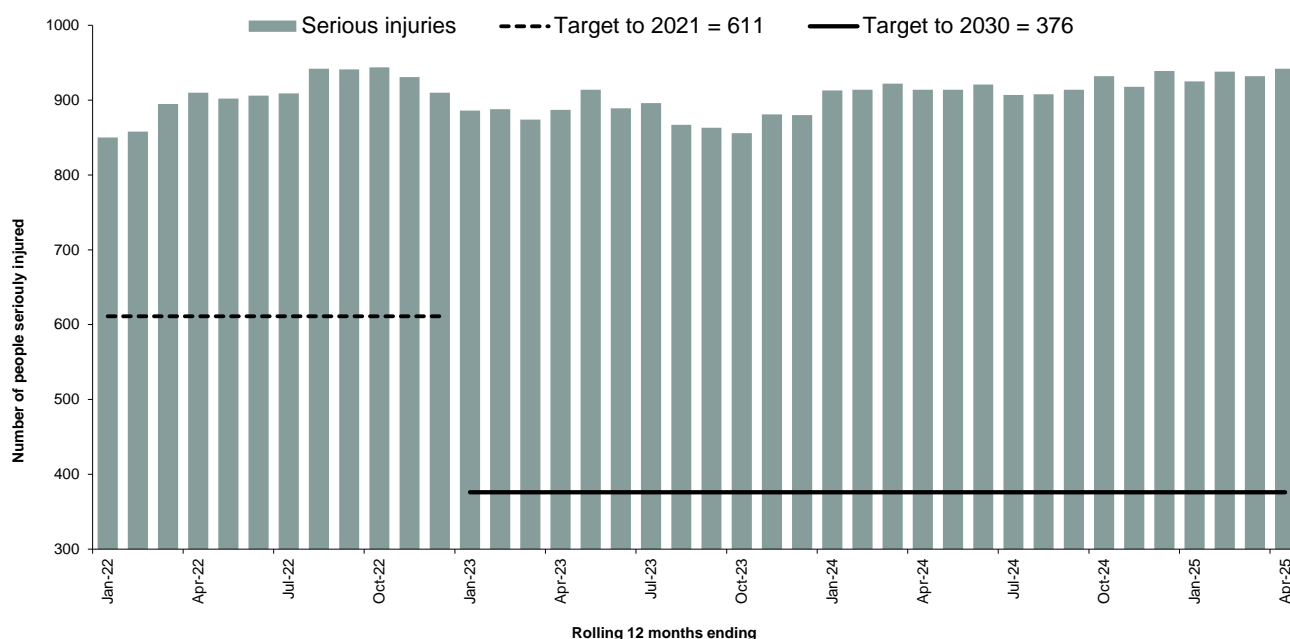
The more recent trend data should be viewed in the context of reduced traffic volumes as a result of the Covid-19 pandemic, which were evidenced throughout 2020 in particular.

Figure 5 Number of people killed on Northern Ireland's roads – Rolling 12 months January 2022 to April 2025



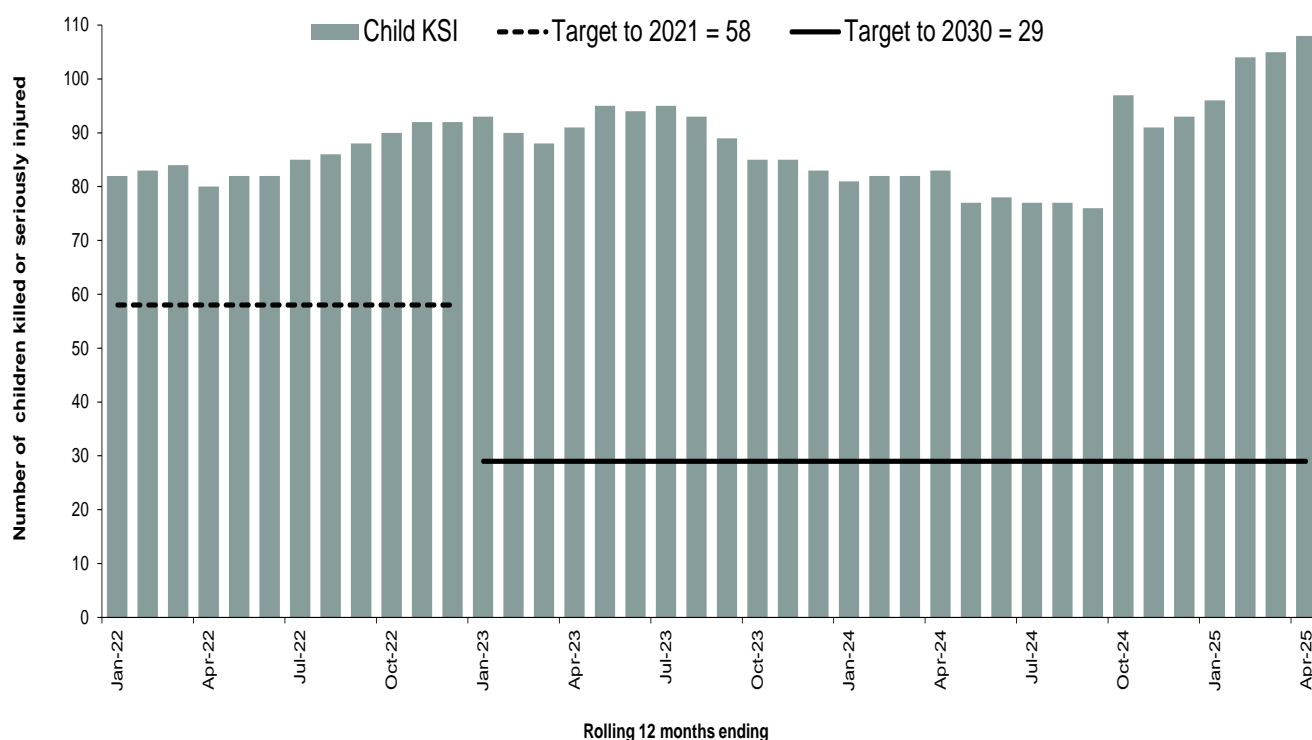
- The Department for Infrastructure (DfI) Northern Ireland Road Safety Strategy 2030 aims at a 50% reduction in the number of fatalities on Northern Ireland's roads each year, from the 2014 – 2018 baseline to fewer than 35 by 2030. The current rolling 12-month figure of 62 for the period 1st May 2024 to 30th April 2025 is twenty-seven above the target.

Figure 6 Number of persons seriously injured on Northern Ireland's roads – Rolling 12 months January 2022 to April 2025



- The Department for Infrastructure Northern Ireland Road Safety Strategy 2030 also aims at a 50% reduction in the number of persons seriously injured on Northern Ireland's roads, from the 2014 – 2018 baseline to fewer than 376 by 2030. The current rolling 12-month figure covering 1st May 2024 to 30th April 2025 provisionally sits at 942, which is 566 above the 2030 target level.

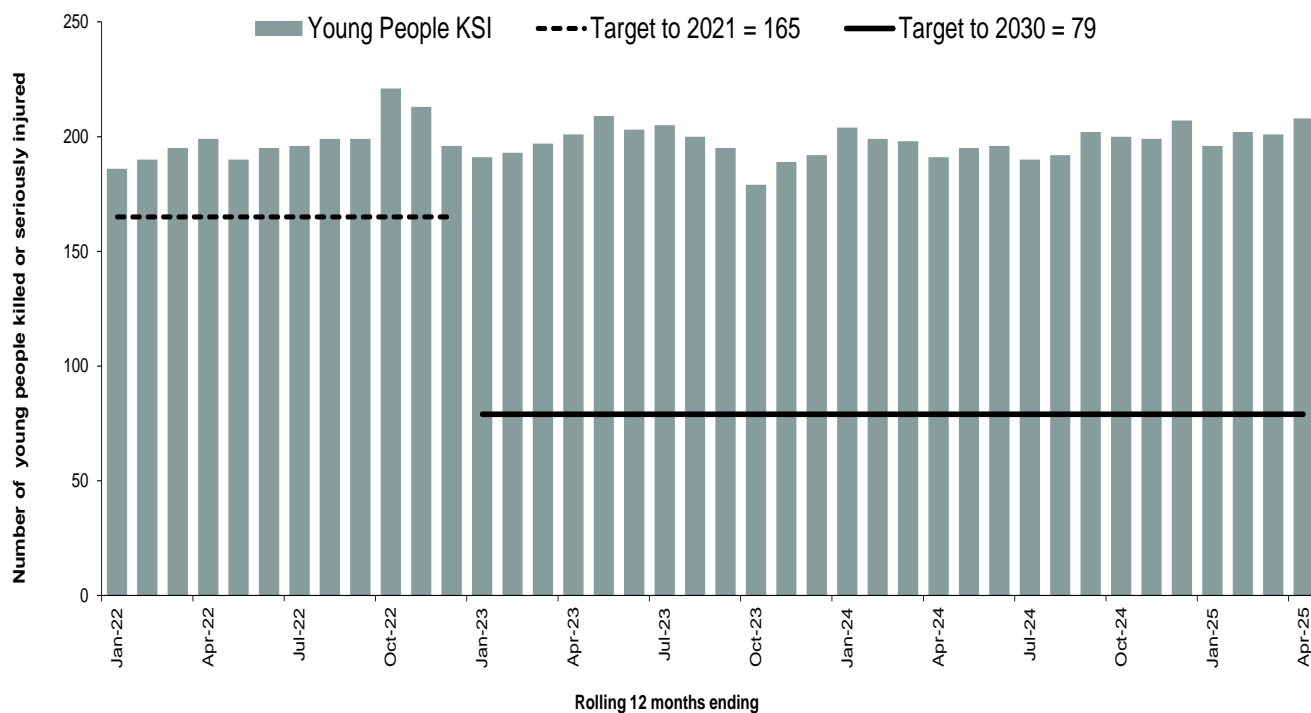
Figure 7 Number of children* killed or seriously injured on Northern Ireland's roads – Rolling 12 months January 2022 to April 2025



- The Road Safety Strategy 2030 has set a target of 60% reduction in the number of children killed or seriously injured on Northern Ireland's roads, from the 2014 – 2018 baseline, to fewer than 29 by 2030. The current rolling 12-month figure covering 1st May 2024 to 30th April 2025 provisionally sits at 108, which is 79 above the 2030 target level.

*children casualties are those casualties aged 15 or under.

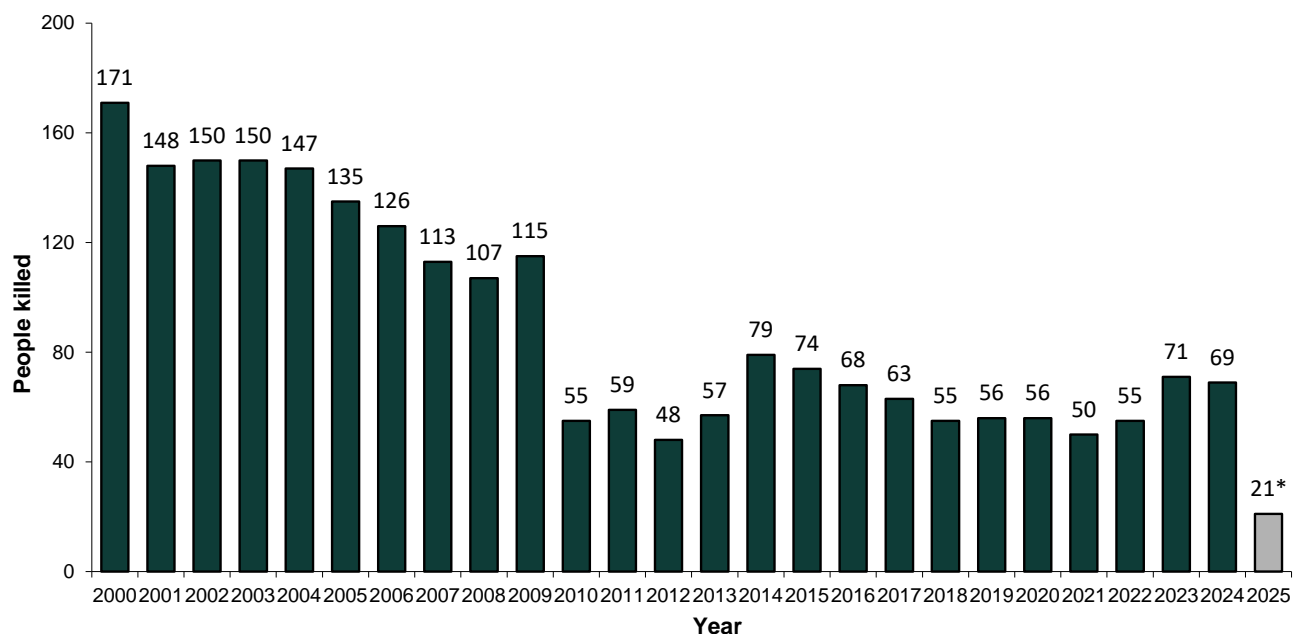
Figure 8 Number of young people (16-24) killed or seriously injured on Northern Ireland's Roads – Rolling 12 months January 2022 to April 2025



- The Strategy also has a target of a 60% reduction in the number of young people (16-24) killed or seriously injured on Northern Ireland's roads, from the 2014 – 2018 baseline, to fewer than 79 by 2030. The current figure for the 12-month rolling period to the end of April 2025 provisionally sits at 208, which is 129 above the target level.

9. Northern Ireland Fatalities

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



*Provisional fatality figure up to the 25th June 2025

- The number of people killed in road traffic collisions in the years up to and including 2009 was consistently above 100 and then in 2010, there was an unprecedented reduction in which fatalities fell to 55 (a reduction of 52.2%). This figure fluctuated around this level before increasing to 79 deaths in 2014 (up 38.6% from 2013) and reducing again gradually to 50 deaths in 2021 before rising to 71 in 2023 and 69 in 2024. Up to the 25th June 2025 there have been 21 fatal casualties recorded for 2025 which is thirteen fewer than the equivalent period in 2024 and fourteen fewer than the same period in 2023.
- Of the 69 road deaths occurring in 2024, 51 (73.9%) occurred on rural roads (defined as where the speed limit is over 40 miles per hour excluding motorways and dual carriageways) while 16 occurred on urban roads (40 miles per hour or less) and 2 occurred on motorways or dual carriageways. The Daily Fatal Report on the [PSNI website](#) provides more information.

10. Notes

User Guide

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

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

Quality

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

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

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

E-Scooters

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

Daily Fatal Spreadsheet

As part of our commitment to provide users with more timely information, we publish a provisional Daily Fatal Spreadsheet, giving details of the location, age and gender of road traffic fatalities. This is updated each working day on the [PSNI website](#).

Additional Data

More detailed statistical tables on injury road traffic collisions in Northern Ireland are available on the police recorded injury [road traffic statistics](#) section of the [PSNI website](#).

Comparisons with other regions

The Department for Transport (DfT) published the most recent provisional statistics for Great Britain on 29th May 2025, covering the calendar year 2024. Key points from the publication are as below:

In 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 in Great Britain, provisional estimates: year ending June 2024](#)

Statistics for the Republic of Ireland are published by the [Road Safety Authority](#). The latest provisional fatality statistics, published on 31st May 2024, show that there were 172 fatalities in 2024, a decrease of 8 deaths on the previous year. Between 1st January and 31st May 2025, there have been 67 fatalities on roads in the Republic of Ireland.

The Department for Infrastructure - Analysis, Statistics and Research Branch (ASRB) have recently produced a report on the number of people seriously injured in road traffic collisions in Northern Ireland for 1999 to 2022 using a clinical definition. The report can be found on the DfI website: [Clinically serious injured \(MAIS 3+\) NI, 1999-2023](#)

Revisions

Revisions are carried out in accordance with our [Revisions Policy](#), a copy of which is available as part of the Official Statistics documentation on the PSNI Statistics website. Figures within the current financial year to date are provisional and will be subject to slight revision until figures for the full calendar and subsequent financial year are published. This means that the totals for each month from April 2025 can change each time the figures are published during the financial year. These amendments can happen for a number of reasons, such as a collision being included, excluded or reclassified following further investigation by an officer.

There are no revisions to report in this monthly update as this is the first monthly report produced for the 2025/26 financial year.

Police recorded road traffic collision casualty figures by month						
Reporting date	Month	Collisions	Casualties			
		No of injury collisions	Killed	Seriously Injured	Slightly Injured	Total casualties
Scale of Revision (latest release compared with initial reporting)						
Reported 27 th June 2025	Apr-25	n/a	n/a	n/a	n/a	n/a

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.