



Police Recorded Injury Road Traffic Collisions and Casualties Northern Ireland

1st January 2025 to 31st October 2025

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Between 1st January 2025 and 31st October 2025:

- There were 4,036 collisions recorded by the Police Service of Northern Ireland (PSNI), compared with 3,856 between January and October 2024 – an increase of 180 collisions (4.7%).
- There were 41 fatalities, 832 people seriously injured and a further 5,479 people slightly injured. Total fatalities were down by 12 when compared to the same period of 2024.
- Pedestrian KSIs between January to October 2024 and January to October 2025, increased by 47. This was an increase of 41.2%.
- Derry City and Strabane district recorded zero road deaths between January and October 2025. Belfast City district had the most people seriously injured with 136 recorded during this period.
- Single vehicle collisions resulted in 13 fatalities or 31.7% of all fatalities during January to October 2025. In the equivalent period of 2024 there were 19 single vehicle collision fatalities or 35.8% of all fatalities.
- The most common principal causation factors for KSI casualties during the reporting period were 'inattention or attention diverted' (86 KSI casualties), 'wrong course/position' (79), and 'impairment by drugs or alcohol - driver/rider' (68).



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1. Things you need to know about this release

Coverage

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

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

This monthly bulletin presents the most recent recorded injury collision and casualty statistics for the period 1st January 2025 to 31st October 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 99.2% of reported injury collisions to 31st October 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

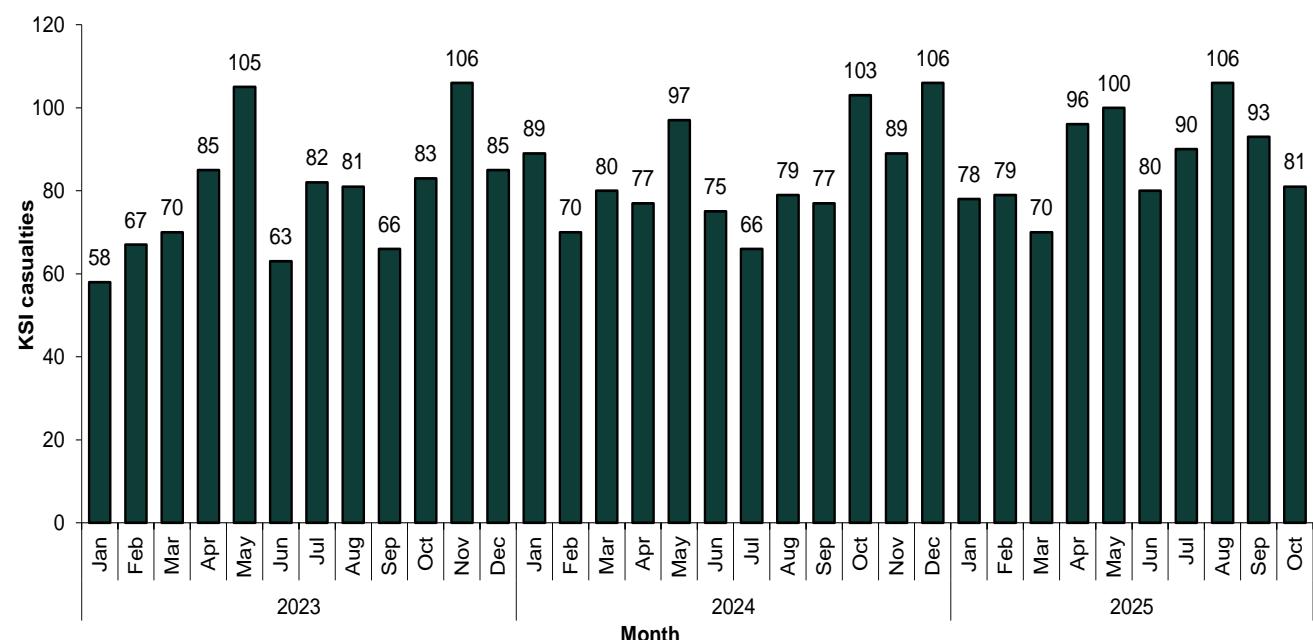
- There were 4,036 collisions recorded by the Police Service of Northern Ireland (PSNI) between January and October 2025, compared with 3,856 between January and October 2024 – an increase of 180 collisions (4.7%).
- Between January and October 2025, there were 41 fatalities, 832 people seriously injured and a further 5,479 people slightly injured. Total fatalities were down by 12 when compared to the same period of 2024; however, there were an additional 72 serious injuries and 187 slightly injured casualties recorded.

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

Month	01 January 2024 – 31 October 2024					01 January 2025 – 31 October 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	92	96	536	632
May	6	91	97	553	650	4	96	100	648	748
June	7	68	75	498	573	5	75	80	565	645
July	3	63	66	457	523	4	86	90	496	586
August	3	76	79	572	651	4	102	106	613	719
September	8	69	77	545	622	7	86	93	551	644
October	5	98	103	685	788	3	78	81	503	584
Total	53	760	813	5,292	6,105	41	832	873	5,479	6,352

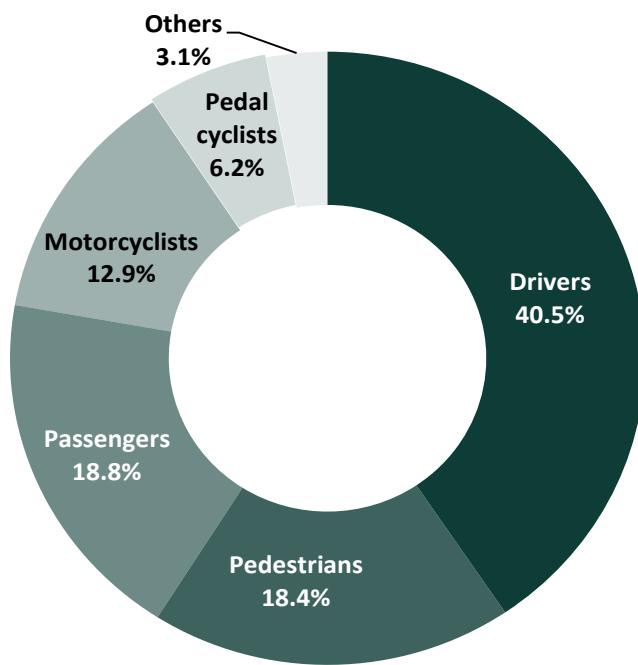
¹ Killed or seriously injured *Figures are provisional and subject to change

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



3. Casualty class

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



- The number of pedestrians and drivers killed or seriously injured increased between January to October 2024 and January to October 2025 by 47 and 14 respectively.
- Overall, pedal cyclists and motorcyclists showed decreases in total casualties when comparing the two periods, 23 and 12 respectively. Drivers, pedestrians and passengers showed an increase of 152, 54 and 53 casualties respectively.

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

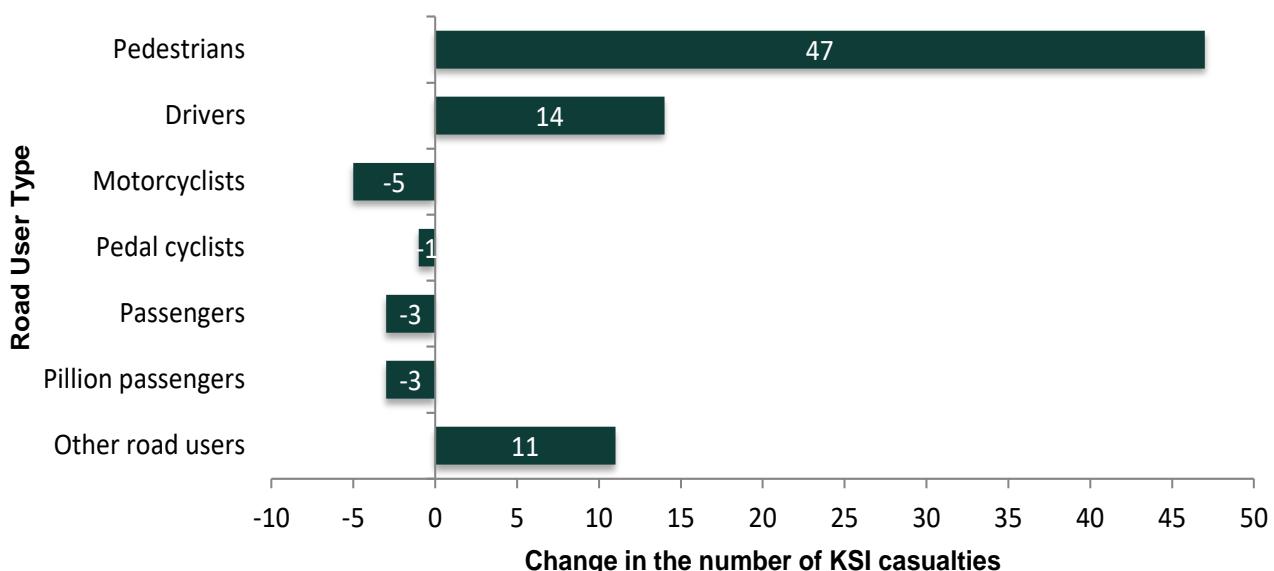


Table 2 Number of police recorded road traffic casualties by road user type: January to October 2025 compared with January to October 2024

Casualty Class	01 January 2024 – 31 October 2024					01 January 2025 – 31 October 2025*				
	Killed	Seriously Injured	KSI ¹	Slightly Injured	Total	Killed	Seriously Injured	KSI ¹	Slightly injured	Total
Pedestrians	5	109	114	299	413	10	151	161	306	467
Drivers of motor vehicles	32	308	340	3,040	3,380	12	342	354	3,178	3,532
Motorcyclists	6	112	118	139	257	6	107	113	132	245
Pedal cyclists	0	55	55	141	196	1	53	54	119	173
Passengers	8	159	167	1,616	1,783	9	155	164	1,672	1,836
Pillion passengers	1	5	6	7	13	0	3	3	6	9
Other road users	1	12	13	50	63	3	21	24	66	90
Total	53	760	813	5,292	6,105	41	832	873	5,479	6,352

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 an increase between the two periods, an increase of 46 for male KSI casualties and an increase of 15 for female KSI casualties. There have been 93 children (under 16) killed or seriously injured during the reporting period – 11 more than during January to October 2024.
- In terms of total casualties, there were fewer females than males injured across all the age groups. Males accounted for 54.6% of all casualties and 62.4% of all KSI casualties.
- There were 247 more casualties recorded in this period in comparison with January to October 2024. This increase was primarily driven by the increases in the under 50 - 64 age group and the 16 - 24 age group, which showed increases of 102 and 84 casualties respectively.

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

Gender/Age	01 January 2024 – 31 October 2024					01 January 2025 – 31 October 2025*				
	Killed	Seriously Injured	KSI ¹	Slightly Injured	Total	Killed	Seriously Injured	KSI ¹	Slightly injured	Total
Male										
Under 16	1	43	44	268	312	2	56	58	291	349
16 - 24	7	102	109	550	659	6	104	110	578	688
25 - 34	4	75	79	595	674	3	97	100	582	682
35 - 49	10	100	110	670	780	7	90	97	649	746
50 - 64	5	83	88	490	578	6	104	110	523	633
65 +	12	57	69	248	317	4	66	70	296	366
Unknown	0	0	0	4	4	0	0	0	4	4
Total	39	460	499	2,825	3,324	28	517	545	2,923	3,468
Female										
Under 16	0	38	38	288	326	1	34	35	272	307
16 - 24	4	46	50	475	525	1	58	59	521	580
25 - 34	2	34	36	488	524	0	44	44	451	495
35 - 49	1	52	53	573	626	2	53	55	618	673
50 - 64	1	65	66	411	477	2	60	62	462	524
65 +	6	64	70	226	296	7	66	73	229	302
Unknown	0	0	0	6	6	0	0	0	2	2
Total	14	299	313	2,467	2,780	13	315	328	2,555	2,883
All										
Under 16	1	81	82	556	638	3	90	93	563	656
16 - 24	11	148	159	1,025	1,184	7	162	169	1,099	1,268
25 - 34	6	110	116	1,083	1,199	3	141	144	1,033	1,177
35 - 49	11	152	163	1,243	1,406	9	143	152	1,267	1,419
50 - 64	6	148	154	901	1,055	8	164	172	985	1,157
65 +	18	121	139	474	613	11	132	143	525	668
Unknown	0	0	0	10	10	0	0	0	7	7
Total²	53	760	813	5,292	6,105	41	832	873	5,479	6,352

¹ Killed or seriously injured.

² Totals include those where gender is unknown or other.

*Figures are provisional and subject to change

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

[Older car driver KSI casualties in Northern Ireland, 2020-24](#)

5. District

- Derry City and Strabane district recorded zero road deaths between January and October 2025. Belfast City district had the most people seriously injured with 136 recorded during this period.
- Seven out of the eleven districts showed an increase in their KSI casualties between January and October 2024 and this year to October. The largest increase in KSI casualties was in Lisburn & Castlereagh City district, which recorded 30 additional KSIs, compared to the same period in the previous year. In contrast, Ards & North Down district showed a decrease of 28 recorded KSI casualties over the same period.
- There was a reduction of 12 fatal road casualties when comparing the two periods.

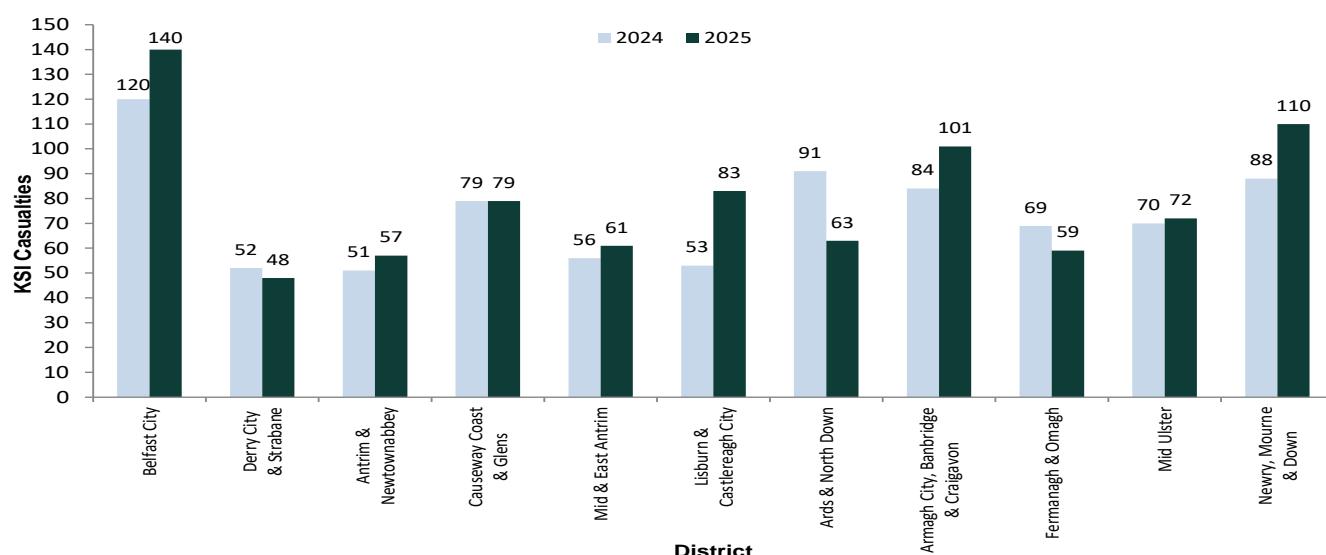
Table 4 Number of police recorded road traffic casualties by injury severity and Police District: January to October 2025 compared with January to October 2024

District	01 January 2024 – 31 October 2024					01 January 2025 – 31 October 2025*				
	Killed	Seriously Injured	KSI ¹	Slightly Injured	Total	Killed	Seriously Injured	KSI ¹	Slightly injured	Total
Belfast City	1	119	120	1,235	1,355	4	136	140	1,294	1,434
Derry City & Strabane	7	45	52	406	458	0	48	48	412	460
Antrim & Newtownabbey	4	47	51	360	411	5	52	57	468	525
Causeway Coast & Glens	8	71	79	367	446	4	75	79	356	435
Mid & East Antrim	1	55	56	289	345	2	59	61	318	379
Lisburn & Castlereagh City	0	53	53	442	495	2	81	83	469	552
Ards & North Down	3	88	91	423	514	8	55	63	372	435
Armagh City, Banbridge & Craigavon	10	74	84	564	648	4	97	101	566	667
Fermanagh & Omagh	11	58	69	280	349	1	58	59	306	365
Mid Ulster	3	67	70	386	456	7	65	72	378	450
Newry, Mourne & Down	5	83	88	540	628	4	106	110	540	650
Northern Ireland Total	53	760	813	5,292	6,105	41	832	873	5,479	6,352

¹ Killed or seriously injured

*Figures are provisional and subject to change

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



6. Principal causation factors

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

Principal Factor	Total KSI ¹ casualties*
Inattention or attention diverted	86
Wrong course/position	79
Impairment by drugs or alcohol - driver/rider	68
Excessive speed having regard to conditions	67
Emerging from minor road without care	58
Crossing or entering road junction without care	54
Turning right without care	44
Overtaking on offside without care	41
Headless of traffic crossing carriageway	33
Physical/mental illness or injury - driver/rider	29

¹ Killed or seriously injured

*Figures are provisional and subject to change

- The most common principal causation factors for KSI casualties between January and October 2025 were 'inattention or attention diverted' (86 KSI casualties), 'wrong course/position' (79), 'impairment by drugs or alcohol - driver/rider' (68).
- 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](#)
- The Department for Infrastructure - Analysis, Statistics and Research Branch (ASRB) have produced a report on KSI road traffic casualties caused by Excessive speed. The report can be found on the DfI website: [KSI Casualties caused by Excessive speed in Northern Ireland, 2019-2023](#)

7. Single Vehicle Collisions

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

Month	01 January 2024 – 31 October 2024					01 January 2025 – 31 October 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	55	66
May	3	19	22	64	86	1	21	22	50	72
June	3	12	15	61	76	3	23	26	77	103
July	2	12	14	50	64	2	14	16	51	67
August	1	16	17	51	68	2	22	24	55	79
September	1	18	19	62	81	1	18	19	60	79
October	1	42	43	106	149	1	15	16	57	73
Total	19	186	205	601	806	13	168	181	599	780

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

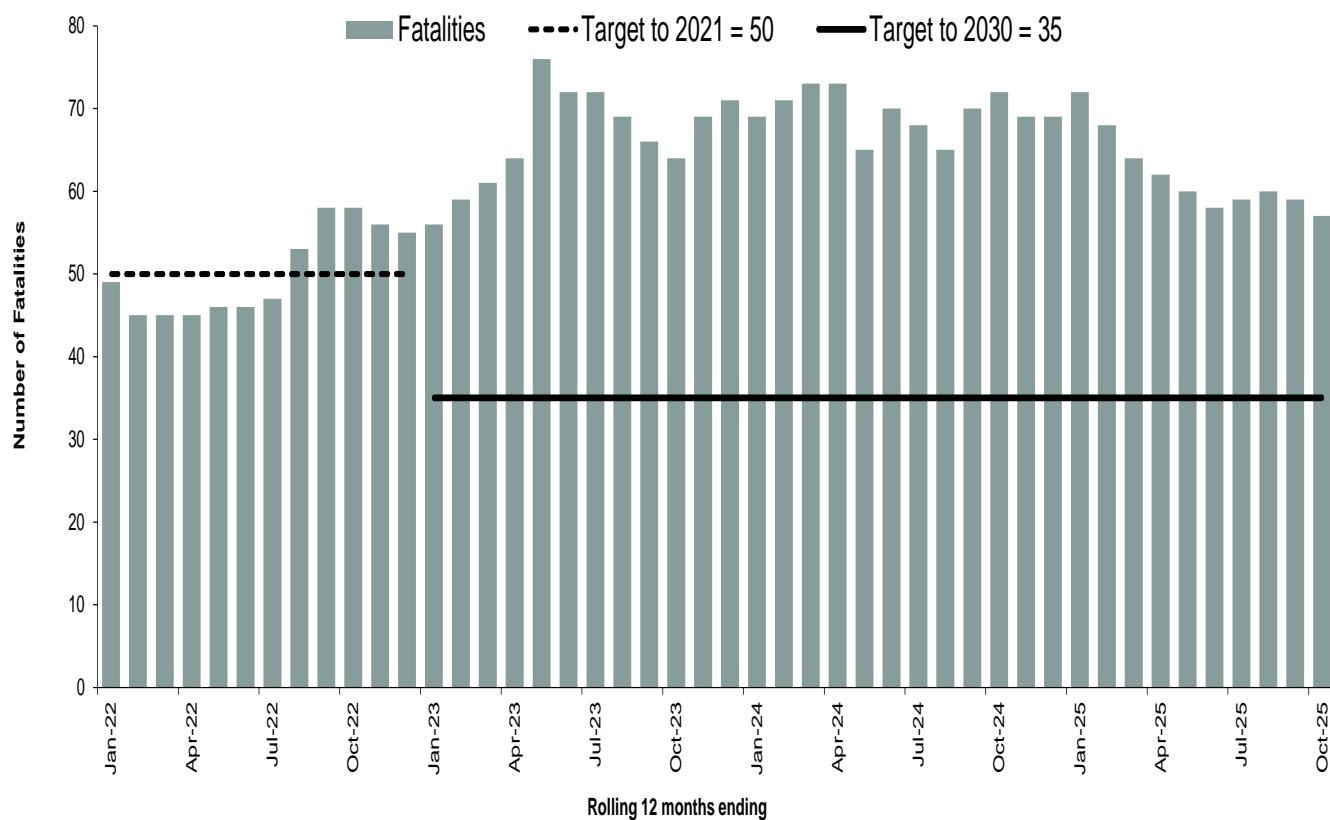
- The 603 single vehicle collisions recorded between January and October 2025 accounted for 14.9% of the total number of collisions recorded during this period.
- Single vehicle collisions resulted in 13 fatalities or 31.7% of all fatalities during January to October 2025. In the equivalent period of 2024 there were 19 single vehicle collision fatalities or 35.8% of all fatalities.
- In total, there were 26 fewer fatal casualties from single vehicle collisions between January and October 2025 compared to the same period in 2024. Furthermore, there were 18 fewer seriously injured casualties and 2 fewer slight casualties over the same period.

8. Road Safety Strategy Targets

The [Road Safety Strategy for Northern Ireland to 2030](#) has been approved by the Executive and published on the 12th September 2024. The Strategy contains a series of road safety targets to be achieved by 2030, four of which are related to the PSNI's injury road traffic casualty statistics. The previous strategy period expired in 2020 but the targets rolled over to 2021 pending the release of the strategy to 2030. The latest detailed update on the 2030 strategy targets and performance indicators was published by DfI in August 2025: [Northern Ireland Road Safety Strategy to 2030 Annual Statistical Report 2025 | 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.

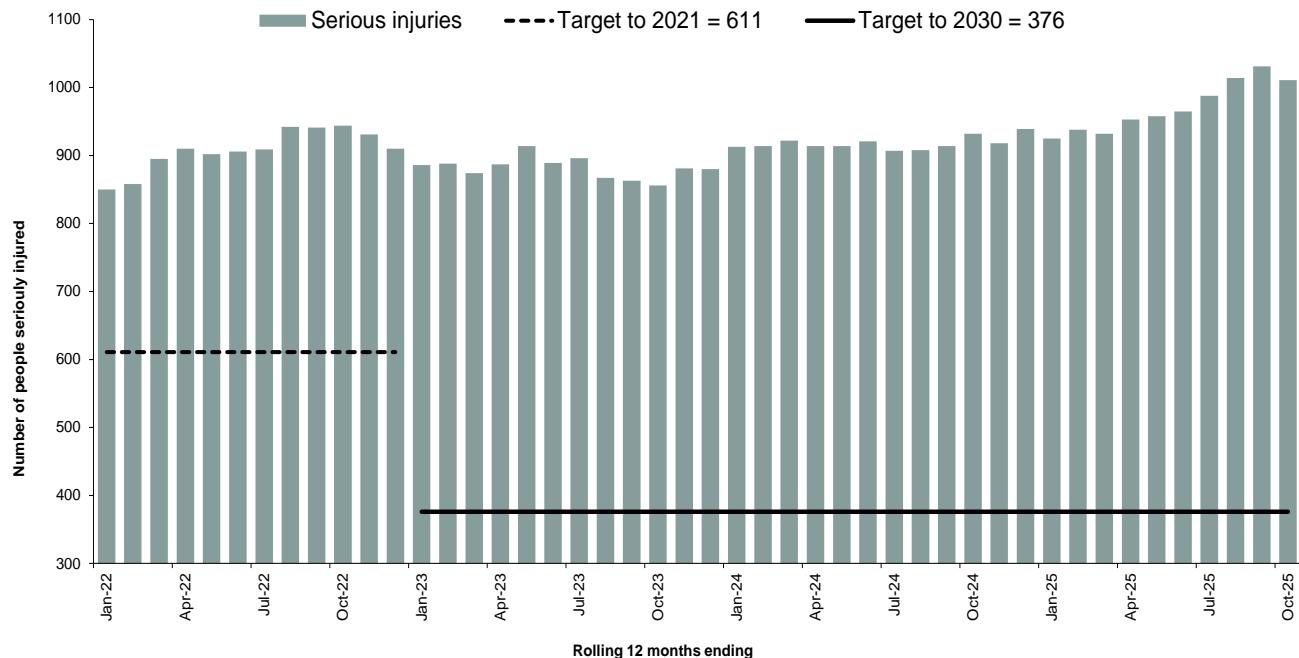
The more recent trend data should be viewed in the context of reduced traffic volumes as a result of the Covid-19 pandemic, which were evidenced throughout 2020 in particular.

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



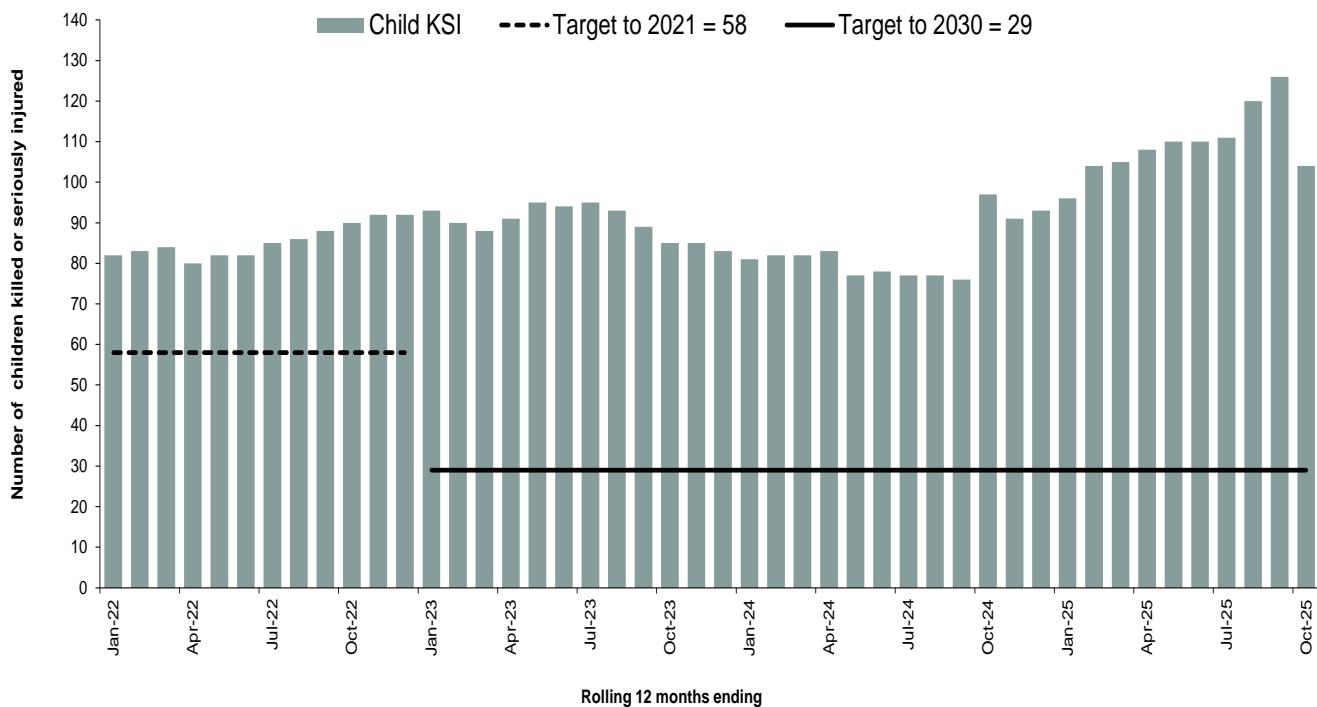
- The Department for Infrastructure (DfI) Northern Ireland Road Safety Strategy 2030 aims at a 50% reduction in the number of fatalities on Northern Ireland's roads each year, from the 2014 – 2018 baseline to fewer than 35 by 2030. The current rolling 12-month figure of 57 for the period 1st November 2024 to 31st October 2025 is twenty-two above the target.

Figure 6 Number of persons seriously injured on Northern Ireland's roads – Rolling 12 months January 2022 to October 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 November 2024 to 31st October 2025 provisionally sits at 1,011, which is 635 above the 2030 target level.

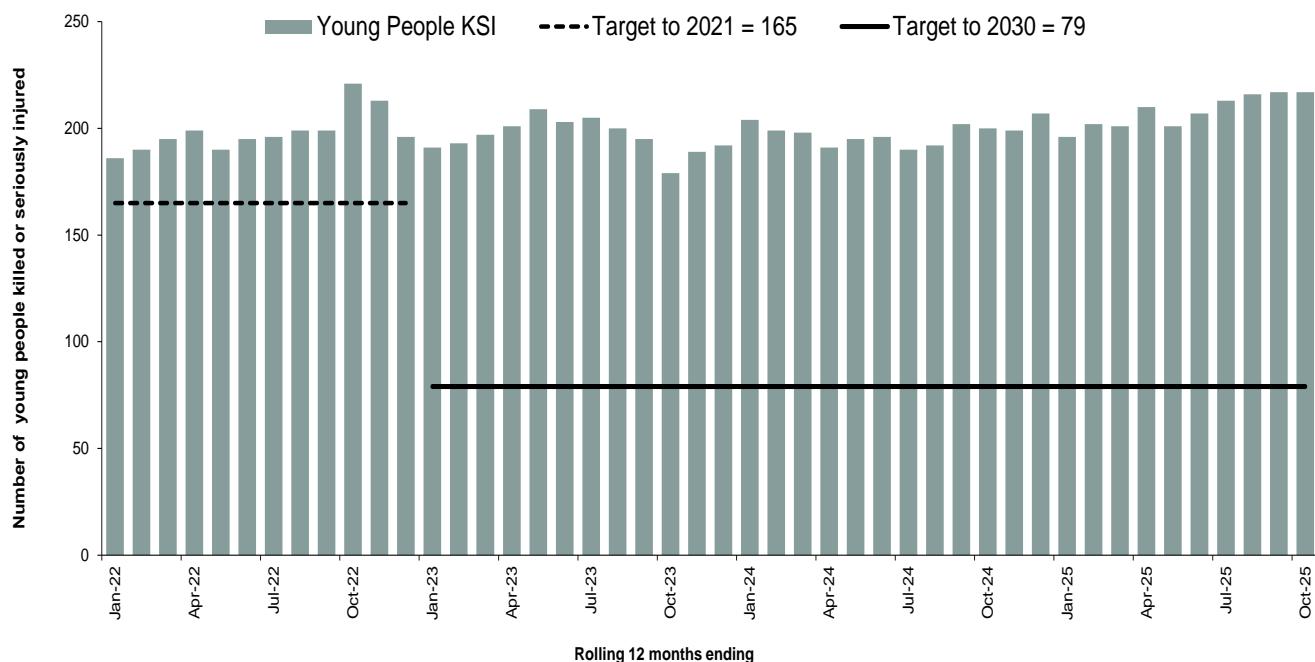
Figure 7 Number of children* killed or seriously injured on Northern Ireland's roads – Rolling 12 months January 2022 to October 2025



- 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 November 2024 to 31st October 2025 provisionally sits at 104, which is 75 above the 2030 target level.

*children casualties are those casualties aged 15 or under.

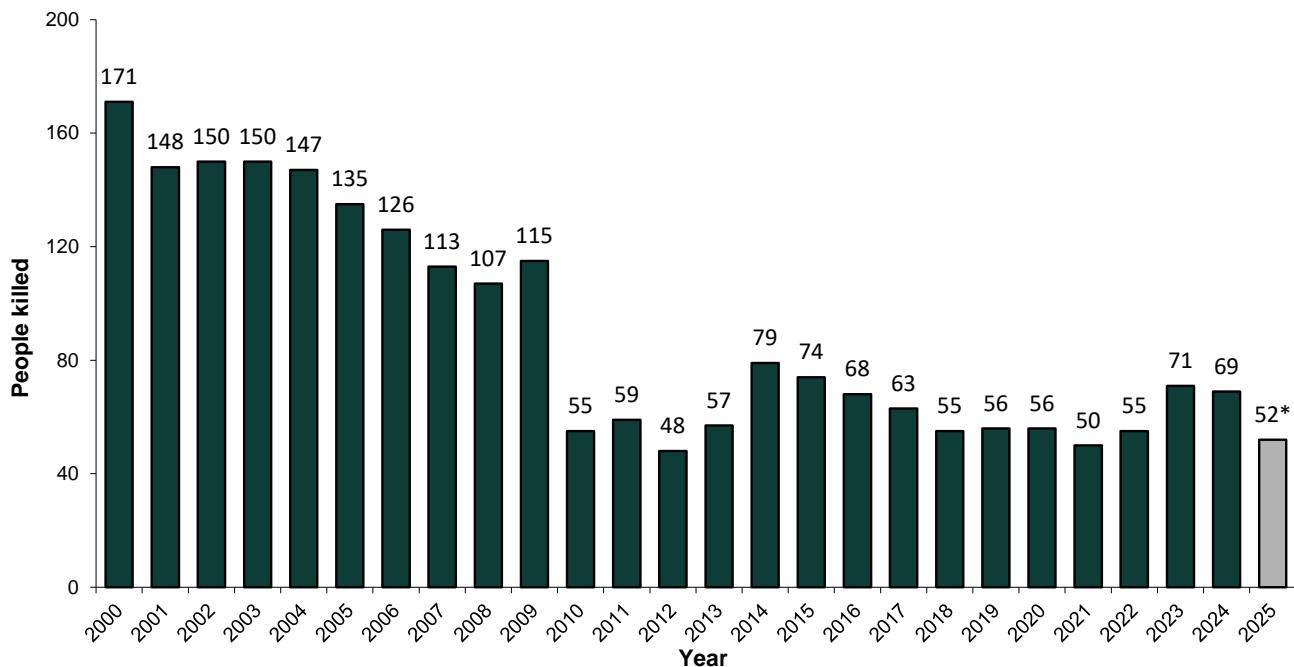
Figure 8 Number of young people (16-24) killed or seriously injured on Northern Ireland's Roads – Rolling 12 months January 2022 to October 2025



- 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 October 2025 provisionally sits at 217, which is 138 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 17th December 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 17th December 2025 there have been 52 fatal casualties recorded for 2025 which is nine 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 statistics for Great Britain on 27th November 2025, covering the year ending June 2025. Key points from the publication are as below:

In reported road collisions in Great Britain in the year ending June 2025 there were an estimated:

- 1,579 fatalities, a decline of 3% compared to the year ending June 2024.
- 29,896 killed or seriously injured (KSI) casualties, little change compared to the year ending June 2024.
- 127,161 casualties of all severities, a decline of 3% compared to the year ending June 2024.

[Reported road casualties in Great Britain, provisional estimates: year ending June 2025](#)

Statistics for the Republic of Ireland are published by the [Road Safety Authority](#). The latest provisional fatality statistics, published on 2nd December 2025, show that there were 172 fatalities in 2024, a decrease of 7 deaths on the previous year. Between 1st January and 30th November 2025, there have been 161 fatalities on roads in the Republic of Ireland. This represents 3 more deaths compared to the same period in 2024.

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 2023 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.

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	50 (14.0%)	0	11 (13.6%)	65 (13.8%)	76 (13.7%)
Reported 25 th July 2025	May-25	67 (17.4%)	0	18 (23.1%)	97 (17.6%)	115 (18.2%)
Reported 29 th August 2025	Jun-25	26 (6.8%)	0	8 (11.9%)	41 (7.8%)	49 (8.2%)
Reported 26 th September 2025	Jul-25	16 (4.6%)	0	7 (8.9%)	28 (6.0%)	35 (6.4%)
Reported 31 st October 2025	Aug-25	14 (3.2%)	0	3 (3.0%)	28 (4.8%)	31 (4.5%)
Reported 28 th November 2025	Sept-25	6 (1.4%)	0	3 (3.6%)	5 (0.9%)	8 (1.3%)

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.